



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

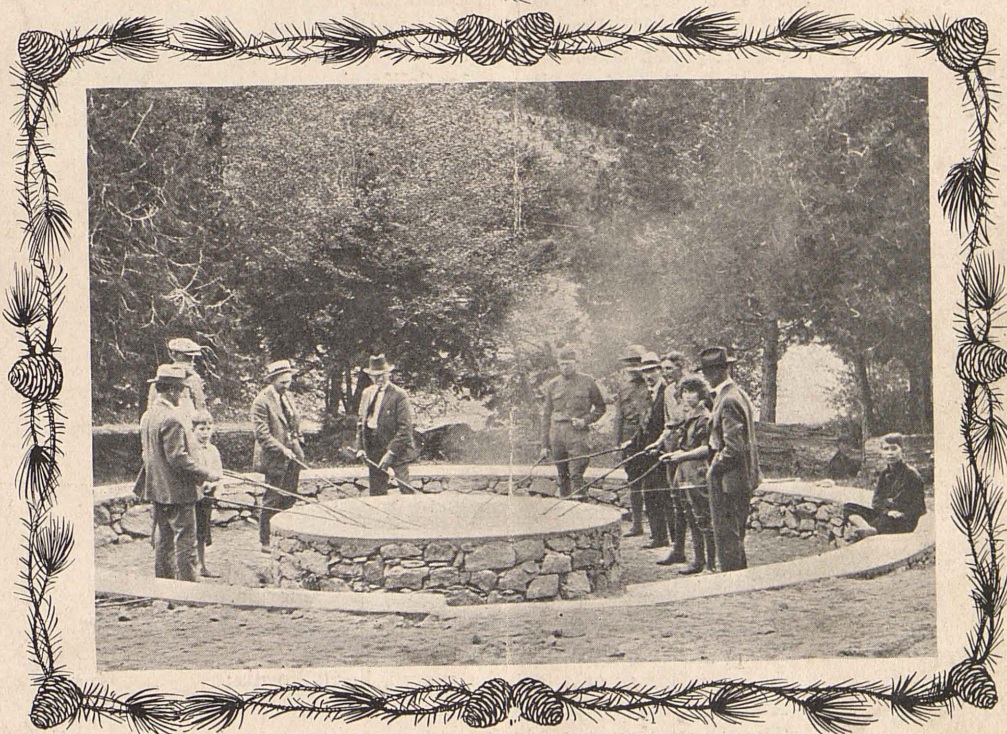
Vol. 7

LOS ANGELES, CAL., JUNE 10, 1922

No. 1

DAVID GILLESPIE

## GATHERING 'ROUND OUR OWN CAMP-FIRE



**O**UR GREAT comfortable vacation camp in the San Bernardino Mountains was opened for the reception of our employe visitors on June 1st. Indications are that the demand for accommodations there for the present season will far exceed any previous year.

The Editor of the Magazine visited our Camp on June 2nd and found Superintendent Worley and his staff duly installed for the season and everything in fine shape for vacationists. The past season has been favorable to the hills—vegetation is unusually beautiful, the springs and streams flowing more water than for years past and all Nature seems to have conspired to make this season unusually enjoyable for Nature Lovers.



# IN CALIFORNIA

By J. A. Birmingham Traveling Passenger Agent  
PACIFIC ELECTRIC RAILWAY

There's a state that's called out west—California,  
It is different from the rest, California;  
Where they greet you with a smile  
Make you feel that life's worth while  
And there's beauty in each mile, in California

Where all nature seems in tune, in California,  
In December as in June, in California;  
While the peaks are white with snow  
Rarest plants and flowers grow  
In the valleys down below, in California

Where the sun shines every day, in California,  
Though some mornings may be gray, in California;  
But by noon it's warm and bright  
And it's always cool at night  
Where one sleeps and rests just right, in California.

Where it never rains at all, in California,  
From the Spring until the Fall, in California;  
Even then they sometimes pray  
Before they get a rainy day  
But "that's unusual" they say, in California

Where the crops are mighty fine, in California,  
Fresh fruits bearing all the time, in California  
Oranges, lemons, tangerines  
Figs and dates and nectarines  
And they always have fresh greens, in California.

They are coming out in droves, to California,  
Building homes amongst the groves, in California;  
And from census tabulation  
There's no state in all the nation  
Which increased in population, like California.

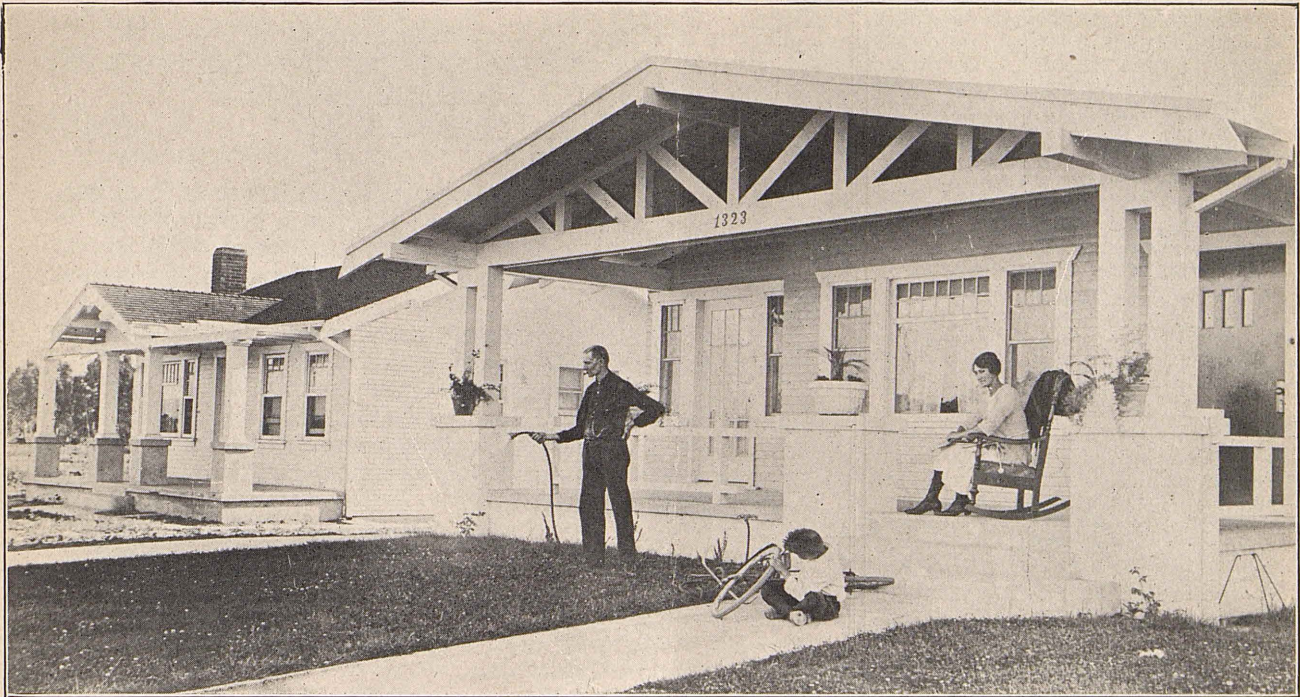
You may ask them why they came, to California,  
They will all tell you the same, in California;  
It's so much like Paradise  
Heaven won't be a surprise  
To one who finally dies, in California.

And they say that those who died, in California,  
Were so thoroughly satisfied, in California;  
Though on Golden harps they play  
If they only had their say  
They would come back right away, to California.





# OUR HOME BUILDING PLAN AT TORRANCE



Types of homes built under the "housing plan" of the Company for employes residing at Torrance and near vicinity. Employes have privilege of selecting house from twelve different plans, or may buy through the Company a ready built home.

**A**FTER being in operation more than a year and a half, the success of the "housing plan" of the Company, adopted for employes at Torrance shops and store-room, is assured. Due to the unprecedented demand for homes in Southern California, especially in Torrance and near vicinity, where the housing problem was unusually acute, the management adopted a plan for the purchase and construction of homes which has met universal approval. Many of the 700 employes of the Company at Torrance, due to the lack of housing facilities in that vicinity, found it necessary to travel long distances over the Company's lines twice daily through being unable to locate a residence or unprepared to finance the purchase of a home.

In order to aid employes financially in securing homes in close proximity to their work in Torrance, the Company adopted a plan whereby employes by paying only \$100 cash and the balance at the rate of 1% monthly, including interest at 6%, could purchase a home of their own choice. A revolving fund of \$260,000 was appropriated by the Company for this purpose. On the basis of the liberal terms offered, employes purchasing homes will establish complete ownership in a period of eleven years and nine months. Needless to say, profit by the Company in the transaction with employes is not sought and contracts are made strictly on an actual cost basis.

One feature of the plan which has proven particularly popular is the fact that employes have the privilege of either selecting a home already built or choosing from standard plans and specifications covering twelve different types of houses, from three to seven rooms in size. The Company either supervises and finances the construction of the home or purchases the employes' selection outright, after making an appraisal of its value. The only stipulation is that the purchase price of house and lot shall not exceed \$4,000, and in case the employe desires to pay more than this amount an additional cash payment of the amount in excess of \$4,000 is necessary. It has been found, however, that a very satisfactory and comfortable home can be purchased in Torrance for \$4,000 and in many instances considerably less is required. In case the employe desires to have his house built by a private contractor, the plan provides that bids submitted him must be furnished the Engineering Department for checking. The object of this precaution is to protect employes from excessive prices or poor construction.

In the selection of homes, the plan in effect provides that employes may choose homes in any one of the following ways:

"(a) Select a home already built, which will be purchased by the Company for cash (provided it can be obtained at a fair price) and resold to employe on easy terms.

"(b) Select a lot, from list of lots set aside by Dominguez Land Corporation for Pacific Electric employes at special prices, and select any one of twelve standard plans of houses adopted by the Home Building Committee. The Company will then purchase the lot and build on it in accordance with the plans selected.

"(c) Select a lot anywhere within two miles of the shops, on a good road, select a standard plan or furnish a special plan, and, if desired, obtain bids from contractors of his own selection. If location, plans and bids are approved, the Company will purchase the lot (provided it can be obtained at a fair price) and let a contract for the house. Special plans must be such that house would be suitable for another employe in case it is given up.

"Homes will be sold to employes at actual cost, including cost of plans, supervision of construction, interest, taxes and insurance during construction, and all expenses incurred on each home up to the time it is ready for occupancy. There will be no charge for accounting or overhead expense.

"Net amount by the Company (that is, difference between total cost and amount of first payment) will not exceed \$4,000. This will not prevent an employe from selecting a more expensive home, within reasonable limits, provided his first payment is large enough to bring the balance down to \$4,000.

"First payment to be not less than



\$100, payable \$50 with application and \$50 when house is ready for occupancy. Balance to be deducted from pay roll at rate of one per cent per month, to be applied first on interest and then on principal, providing buyer is not in default on taxes, insurance or other charges. However, Buyer may make additional payments at any time. Interest charges at 6% per annum, to be adjusted and account balanced every six months, and statement furnished Buyer. Monthly deductions to be made from last period of each month, starting in month when house is ready for occupancy."

To date there has been more than eighty employes take advantage of the liberal offer of the Company in securing homes on terms not available on the open market and it is noteworthy that in not a single instance has a purchased home reverted to the Company. The same business-like methods, which characterize the handling of the affairs of the Company, is exercised in business matters in connection with the purchase of homes and many expressions of entire satisfaction have been received.

#### SAID WITH FLOWERS

Many of our trainmen have been handed verbal and written "bouquets" on account of unusual courtesy in performing their duties but we do not recall of any of them heretofore being the recipients of real honest-to-goodness flowers. The fact that it has never happened before, however, does not necessarily mean that it isn't done.

Conductor H. Jacobs of the Glendale Line was recently called to the office of O. A. Smith, Passenger Traffic Manager, and the event which followed testify to the fact that the public fully appreciates acts of courtesy and has various ways of expressing its recognition of good service.

Here is what greeted Conductor Jacobs when he visited Mr. Smith's office as related in the Los Angeles Evening Herald of May 31st:

"Here's a mystery—the sequel to an act of courtesy and kindness by Conductor H. Jacobs, who collects tickets on the Glendale line of the Pacific Electric Railway.

"The mystery was first brought to light when a florist sent a box of flowers to the office of O. A. Smith, Passenger Traffic Manager. Attached to the box was a typewritten note asking that the flowers be given to Conductor Jacobs for his courtesy to patrons of the Glendale line and signed by the Public Betterment Committee.

"Jacobs was given the flowers and asked the 'big boss' to tell him who the committee was so that he could write a letter of thanks. All efforts to locate the "committee" have failed, however, so Jacobs requested The Evening Herald to express his appreciation of the gift."

## Important to Employes

Following is a copy of a Circular just issued by Vice-President Pontius for the information of employes and is self-explanatory:

CIRCULAR NO. 54

#### TO ALL EMPLOYEES:

A plan is being worked out by Union interests from outside the city, to organize in Los Angeles a social club to be known as "The Carmen's Club," and employes of the Pacific Electric Railway and the Los Angeles Railway will be invited to join.

Pacific Electric employes are informed that this movement is fostered by Union organizers whose intentions are, after securing a representative membership, to affiliate the Club with the Labor Unions. You should not join "The Carmen's Club" during your employment with this Company, for the reason that if a member, you cannot continue in the employ of this Company.

Many recall the similar attempts of 1918 and 1919 by outsiders to organize Labor Unions on the Pacific Electric, which were followed by strikes, loss of employment, loss of homes, and loss of standing in the community. Such attempts can only produce results disastrous alike to the employes and to Southern California.

The purpose of this circular is to let you know the real influence back of the movement to organize the Club, that you may not be misled by irresponsible outsiders who have no real interest in you or in this community.

The policy of this Company has been, and is to continue, that of a non-union railway. No change in this policy will be considered.

The "PACIFIC ELECTRIC CLUB," organized, maintained and operated by the employes of this Company, affords at a less cost many more advantages than can possibly be given by "The Carmen's Club." It is YOUR club and is run for YOUR benefit.

D. W. PONTIUS,

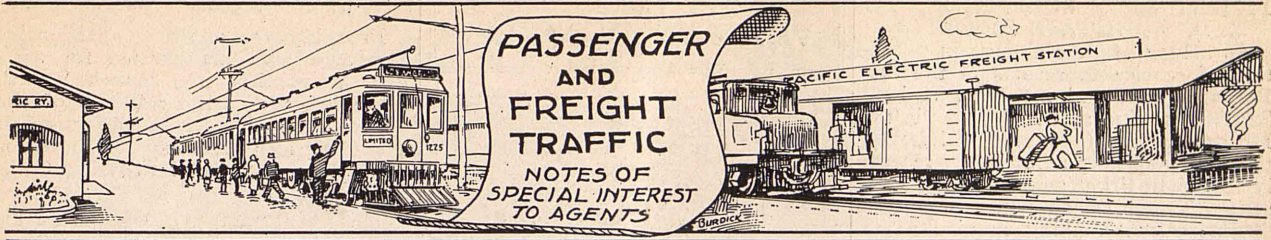
Vice-President and General Manager.

June 5, 1922.

#### PACIFIC ELECTRIC COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—APRIL, 1922

Passenger Revenues .....	\$ 1,033,274.08
Freight and Switching Revenue .....	351,908.40
Other Revenue .....	66,610.40
<b>Total Railway Operating Income .....</b>	<b>\$ 1,451,792.88</b>
<b>Total Railway Operating Expenses:</b>	
Wages .....	676,327.58
Other Charges .....	357,506.19
Transportation for Investment—Credit .....	3,150.42
<b>Revenue Less Operating Expenses .....</b>	<b>421,109.53</b>
Depreciation .....	23,188.76
Taxes Assignable to Railway Operations .....	73,802.72
<b>Total Depreciation and Taxes .....</b>	<b>96,991.48</b>
<b>Revenue Less Operating Expenses, Depreciation and Taxes..</b>	<b>324,118.05</b>
Non-Operating Income .....	10,259.19
<b>Net Revenue .....</b>	<b>334,377.24</b>
Interest on Bonds and Other Debt .....	328,436.96
Rents and Miscellaneous Income Deductions .....	54,102.31
<b>Total Deductions .....</b>	<b>382,539.27</b>
<b>Net Loss for month .....</b>	<b>\$ 48,162.03</b>
<b>Net Loss for 4 months .....</b>	<b>\$ 257,305.27</b>





## OPPORTUNITIES FOR AGENT

By F. L. Annable  
General Superintendent

AT the Agents' Association October meeting when the Agents welcomed Mr. Pontius back to the Pacific Electric, much was said about the way in which he had started and come up in railroad service. Mention was also made of Mr. Shoup's start and subsequent career—attention being called to the fact that these men, our President and Vice-President, had started their railroad work in stations. The moral is obvious—the opportunity is there if we have the qualities necessary, the grit, the determination, the will to do.

If either of these men were to tell you of his advance up the ladder perhaps he would recall some outstanding event that spelled advancement, but I am inclined to think he would, rather, recall a long succession of duties well done, of days spent in the humdrum routine that occupies most of our lives. How then did they get ahead? How can we get ahead? For that is what most of us want to do.

Did you ever think that we speak of employment on a railroad as "service?" Service does not in these days imply servitude, but a performance of tasks or expenditure of effort for others. It is by such means that we get the greatest enjoyment in life and that we get ahead in our work and in our careers fastest.

The ticket clerk who most courteously and willingly serves the seeker for information at his counter, makes the most friends and attracts the greatest amount of attention from his superior officers.

The freight clerk or warehouseman who goes out of his way to assist the shipper is the one who is first marked for promotion.

The Agent who, not content to balance his cash and go home when the whistle blows, makes the effort to help study out a route for a possible customer or do one of the thousand things an Agent can do for the people of his community, is the one who soon sees the opening in a bigger station or is called to a larger sphere of usefulness.

Do you know that there are several Pacific Electric Agents now serving

as directors in Chambers of Commerce in their several communities in Southern California? Do you know that one of our agents was recently chosen as a fit man to represent his particular profession as a charter member of a Rotary Club? Do you know that one of our members was elected president of the Chamber of Commerce in his community?

What do these things mean? Simply that these men have shown the best people in their communities that they are ready to serve and the opportunity has come to them. Does it mean anything to these men or to the Pacific Electric that they have been so honored? Think it over.

The officers of this Company realizing that men in station forces want opportunities to associate with each other, study the common problems and consult about their business, have helped in the establishment of this Association and you are invited to attend one evening each month. If you are so well equipped for your work that you have no need for the hints and helps here given, come to serve

### RETURNS TO P. E.

A host of friends will be pleased to know that Fred Weaver, former Chief Timekeeper for the Pacific Electric and L. A. Interurban Railway, is back in the fold. Disposing of his interest in the Pasadena Electric Express, Mr. Weaver recently joined the ranks of the Freight Traffic Department, where he is now employed as Acting Traveling Freight Agent. Previous to his connection with the Freight Department, Mr. Weaver was employed for a short time as Relief Agent at West Alhambra.

Many of the older present employees will recall pleasant associations with Mr. Weaver and we officially welcome him to our ranks.

### ATTENDANCE IS GRATIFYING

By the manner in which the various agents from the respective divisions are attending the Association meetings it begins to look as though some Agents are going to get a real feed at the promised banquet free, gratis. Likewise, two of the three divisions are going to have the questionable pleasure of paying for their banquet. It's a hot race and no alarm clocks are required.

Can you guess what division will "break the tape?" For the correct answer to this question we will award a handsome soft rubber flapjack turner. Don't crowd!

## GENERAL AGT. FOR HARBOR

Mr. James W. Mee is receiving the congratulations of a host of friends by reason of his appointment as General Agent for the Los Angeles Harbor District. The position is one newly created, the necessity of which arose from the tremendous development of the harbor district with the resultant large increase in traffic.

The following is a brief review of Mr. Mee's service record:

Entering the service of the Pacific Electric in June, 1915, in the timekeeper's office, Mr. Mee was transferred in December, 1915 to ticket office at Sixth and Main street station. In Mr. Pontius' office who was then Mr. Pontius' office who was then Traffic Manager, where he worked in the Ticket Stock Department until station was opened in June, 1916, at Arlington. He was appointed Agent there and remained until January 1, 1920, when he was transferred to Riverside. Remained at Riverside until May 1, 1921, when he was transferred again to San Pedro. On June 1 of this year was appointed General Agent of the Harbor District.

Mr. Mee will have direct supervision over both operating and traffic matters in the Harbor District, reporting to the Superintendent of the Southern Division on Operating matters and to the Freight and Passenger Traffic Managers on Freight and Passenger matters. His headquarters will be at the Pacific Electric Freight Station in San Pedro.

### EXPRESS HONOR ROLL

The following Pacific Electric Agents were shown on the American Express Company's Honor Roll for the month of April, 1922, as having made a perfect score during that month, in not making a single error or omission in the preparation of their reports and sending in all reports on time:

C. L. Smith, Azusa.  
H. A. Studebaker, Cavina.  
E. S. Donaldson, El Segundo.  
C. E. St. John, Loftus.  
J. W. Smith, Palms

On their delinquent list, names of two of our Agents appear. We should show 100 per cent on the Honor Roll and there should not appear any Agent's name on the delinquent list.

Effective June 1, Mr. J. M. McQuigg was appointed Agent at the San Pedro Station, vice Mr. James W. Mee, appointed General Agent for the Los Angeles Harbor District.



## TICKET SALE SUSPENDED TO S. B. MOUNTAIN RESORTS

As a result of the change in operation of service to resorts in the San Bernardino Mountains from and to San Bernardino and Redlands via the Motor Transit (Mountain Division), the following instructions were recently issued to ticket agents by the Passenger Traffic Department:

"Passengers making inquiry as to fares, or desiring to purchase tickets to resorts in the San Bernardino Mountains, should be advised to purchase tickets via Pacific Electric to San Bernardino only, until you are further advised.

"Account of a change in the operation of service from and to San Bernardino and Redlands via the Motor Transit Company-Mountain Division (formerly known as the Mountain Auto Line), several destinations named in Joint Passenger Tariffs Nos. 801-B and 824, C. R. C. Nos 957 and 1037, cannot now be reached on tickets sold at fares named in these tariffs. These tariffs will be cancelled and revised tariff issued as soon as necessary permission to do so can be secured.

"The change in the service of the Motor Transit Company-Mountain Division referred to above, however, does not affect the sale of tickets to Camp Baldy, Ice House Canyon or Upper San Antonio Canyon. Through tickets to these destinations should be sold at the fares published in Joint Passenger Tariff No. 801-B and 824."

The Motor Transit Company does not now maintain a connection at our San Bernardino station, and passengers on arriving at San Bernardino must make their own way to the Mountain Auto Line office at Arrowhead Avenue and D Street, several blocks east of our Station.

## TIME TABLE CHANGES

The following time tables became effective June 1.

Glendora Line No. 43.  
Venice Short Line No. 34.  
Sawtelle Line No. 34.  
Van Nuys Line No. 40.

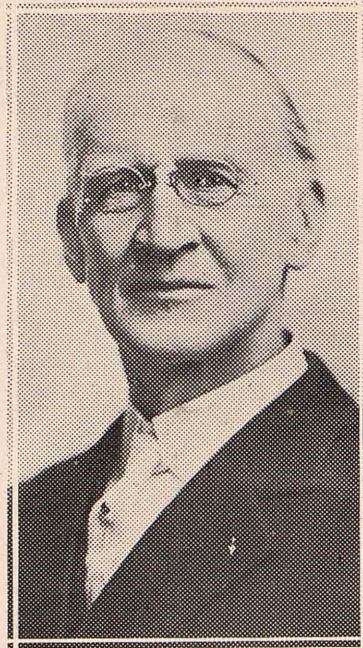
The new Glendora time table provided for the setting ahead of Train No. 706 five minutes out of Glendora. This change was made at the request of our patrons.

The other new time tables mentioned above, were merely reprints, bringing up to date a few changes already covered by Bulletin.

## MAPS FOR AGENTS

Soon the Agents will be furnished with a large-size map, showing in detail Company property at their Station. This has been under consideration some time, and the management has now given its approval of the plan. The maps are being supplied with the thought in mind that Agents should and will familiarize themselves with Company property and protect same. Also it will acquaint them with property available for industrial leases.

## VETERAN HONORED



THE virtues of Thomas L. Hoag, veteran Pacific Electric Conductor were the subject of a highly commendatory article appearing recently in the Pasadena Star-News. In July of this year Mr. Hoag will have established with this Company an enviable service record of 25 years during all of which time he has served faithfully and well. Most of Mr. Hoag's service with the Company has been on the Northern Division in and out of Pasadena and his pleasing manner and faithfulness to his duty has made him a host of friends in the Crown City. Despite the fact that he is 70 years of age Mr. Hoag is on the job every day at 5:30 a.m. and feels that he still has many years of good service to give the Company and its patrons.

Space will not permit reproduction of the entire article. In part it follows:

"Beside being one of the most distinguished employes of the Pacific Electric he is also one of Pasadena's picturesque pioneers, having come here in the early 80's when the Crown City was a mere village. Among the more notable early achievements in which Mr. Hoag figured in Pasadena were the establishment of the first livery stable and the planting and setting out of the big deodar trees on Santa Rosa avenue which are now such a source of attraction to the winter tourists.

"Mr. Hoag will be 70 years of age the coming May. Notwithstanding this he is up every morning at 4 o'clock and on the job at 5:30. He is energetic and regular at his work, and his pleasing and cheerful personality has endeared him to patrons, officials and co-workers."

## STOP—LOOK—LISTEN!

Probably the most comprehensive campaign ever inaugurated for accident prevention was launched June 1st, when all of the railways of the United States, under the direction of the American Railway Association, entered on a "Careful Crossing Campaign."

This movement, primarily, is an intensive effort to bring about a substantial decrease in the number of automobile accidents through a direct appeal to that great mass of fellow citizens who make use of the highways and who seemingly give no thought to the necessity for careful driving, particularly at railway crossings.

Most of us know only too well the frequent results of such carelessness; the joy-ride which ends at the morgue. And these crossing tragedies have become so frequent that a nation-wide concerted action for an extended period is necessary.

The "Careful Crossing Campaign" will be actively maintained from June 1st to September 30th, 1922, and during this period, at every crossing, at every station, in every village, town and city from the Canadian border on the north to Mexico, on the south, everywhere, for four months, autoists will have their attention constantly called to the necessity for careful driving at railway crossings.

On the other hand, the railway will also put its own house in order by having each grade crossing properly indicated by a crossing sign; and all rough crossings smoothed up, that machines may not stall on the track.

Speed restrictions, where traffic conditions have made them necessary, must be respected at all times.

Crossing whistles must be sounded at the proper place when trains are approaching crossings.

The Pacific Electric Railway will take an active part in this campaign and we enter it with the sincere belief that great and lasting good will reward our efforts.

We desire the greatest publicity possible and urge all employes to use every occasion to spread information concerning this "Careful Crossing Campaign," the great National Safety movement, the slogan of which is "Cross Crossings Cautiously."

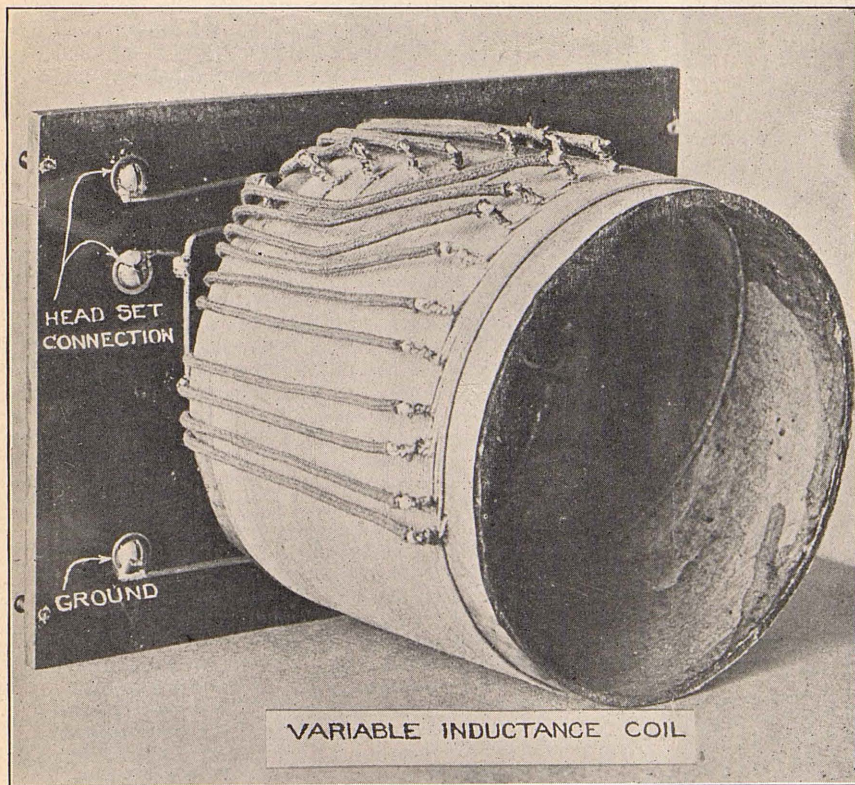
## "ANOTHER GOOD MAN . . ."

A. E. Norrbom, Chief Clerk of the Freight Traffic Department, has answered the call and sung the swan songlets to the rest of the boys. The happy event occurred January 18 (we have just learned) at Santa Barbara. While some of his associates suspected, no one knew for certain until the smokes were passed out.

Mr. Norrbom and his wife—nee Miss Ernestine Neugebauer, have selected a location in Glendale and are now building their future home. A beautiful set of silver, a surprise gift, was presented to the newlyweds by fellow associates. Our best wishes go to the happy couple.



# A Radio Set for Little Money



By L. H. Appel

WHILE the subject of radio is extremely interesting and fascinating, it is, unfortunately, also extremely expensive for the experimenter and especially so for the amateur who will not be satisfied with anything less than a vacuum tube detector set with a two or three-stage amplifier and loud-speaker attachment. However, for those who are interested principally in receiving the broadcasting programs now being broadcasted from the several stations, rather than in the experimental side or development of the science, it is recommended that they begin "listening in on their own" with a crystal detector set, as the results to be obtained from a crystal set by those residing within a radius of from 15 to 20 miles of the broadcasting stations is surprisingly satisfactory.

The crystal set should also be the starting point for the novice in the radio game who expects to delve further into the mysteries of the crystal, tube, and ether, for even though the crystal set is a very simple piece of apparatus, its theory of operation involves practically all of the fundamentals of radio.

Attention is directed to the fact that a crystal set cannot be operated by itself in conjunction with a loud-speaker, and is to be enjoyed only through the medium of a good pair of high-resistance telephone receivers.

The set here illustrated and described in the following paragraphs

was constructed at a cost of \$2.25, not including the antenna or telephone receivers, and has, in actual service, given results that are all to be desired considering the fundamental limitations of a crystal set; that is, their receiving efficiency only being satisfactory within a limited radius and not to exceed twenty miles.

The illustrations clearly show the wiring diagram, assembly of completed set, and a view of the inductance coil, with method of taking off the taps; and with the following suggestions, no difficulty should be experienced in constructing and assembling a similar, or even better, set. This set was constructed with the idea of minimum cost in mind and, therefore, is subject to improvement in many of the elements. However, that is up to the builder.

The binding posts, escutcheon pins, knobs, and crystal element are all mounted on one side of a piece of 3/16 inch fiber board, and the inductance coil, together with the various connections on the reverse side; all thus composing a compact unit which can be readily inserted in, or removed from, the box, which is recessed along the top of the sides for holding the fiber board panel.

The box is constructed of 3/8 inch sugar pine, and then given several coats of varnish after applying a coat of Johnson's wood dye.

The inductance coil consists of 80 turns of No. 22 double cotton-covered copper magnet wire wound on a cardboard "Flap Jack" tube 4 inches in diameter and 3 1/2 inches in length. The coil is tapped every tenth turn until 7 taps have been taken off, and then the remaining ten turns are tapped every turn. The taps are then soldered to the ends of escutcheon pins, as shown, which, together with the knobs, form the variable inductance. With the combination of tens and single turns, very close adjustment can be obtained.

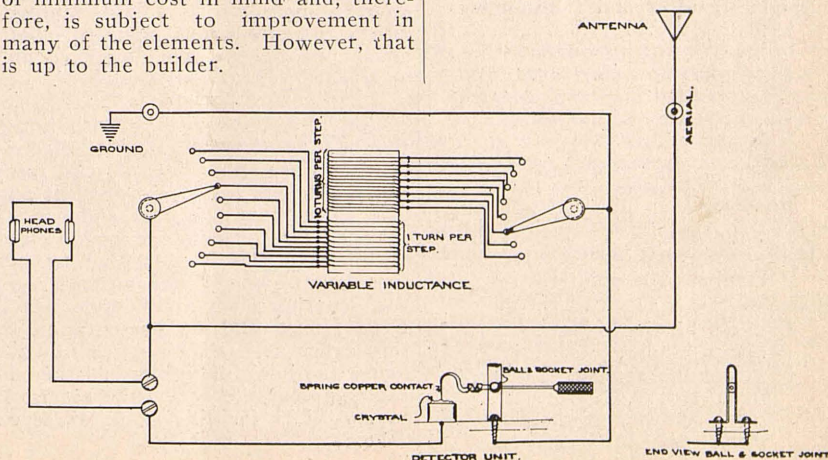
The crystal detector unit is composed of several elements. A silicon crystal is used which is soldered into the ferrule (about 1/2 inch diameter) of a discarded fuse through which a screw has been placed for fastening to the panel board. The most satisfactory method of soldering the crystal to the ferrule or socket has been found to be with solder amalgamated with a little mercury. Wood's Metal can also be used for this purpose.

The contact wire for the crystal is supported in a ball and socket joint, details as shown in illustration. The copper contact is soldered to the ball which revolves in the socket. The ball and rod for the handle is the clapper element from an old bell.

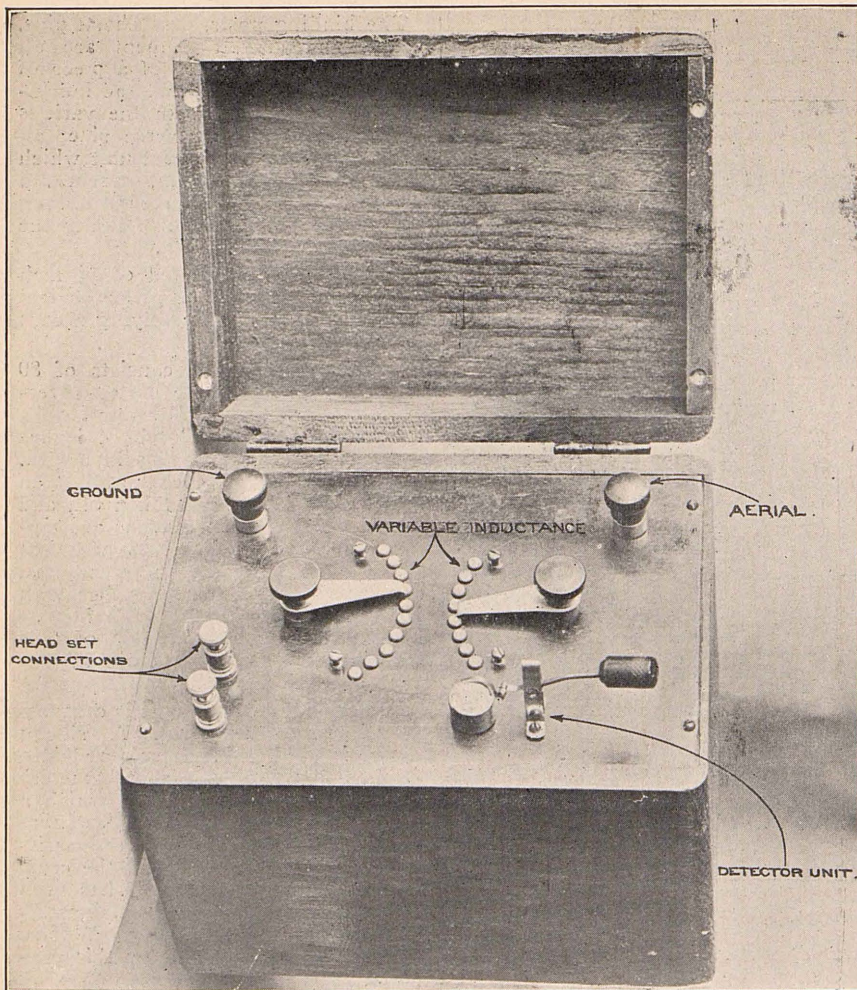
A complete crystal detector unit can be purchased for a nominal amount if it is not desired to construct this portion of the set.

A good pair of telephone receivers should be purchased for use with the crystal set to obtain the best results.

The antenna should be about 125 feet in length.







### Material Required

Box, Sugar pine, or other suitable material,	
Cover: 1 piece, $\frac{3}{8} \times 5\frac{1}{4} \times 7\frac{3}{8}$ in.	
2 pieces, $\frac{3}{8} \times 1\frac{5}{8} \times 5\frac{1}{4}$ in.	
2 pieces $\frac{3}{8} \times 1\frac{5}{8} \times 7\frac{3}{8}$ in.	
2 pieces $\frac{3}{8} \times 1\frac{5}{8} \times 7\frac{3}{8}$ in.	
Box: 1 piece, $\frac{3}{8} \times 5\frac{1}{4} \times 7\frac{3}{8}$ in.	
2 pieces, $\frac{3}{8} \times 4\frac{3}{8} \times 5\frac{1}{4}$ in.	
2 pieces $\frac{3}{8} \times 4\frac{3}{8} \times 7\frac{3}{8}$ in.	
2 Hinges and Screws	.15
Panel fiber board, $3/16 \times 4\frac{3}{4} \times 6\frac{3}{8}$ .	.20
Crystal Silicon crystal (unmounted)	.25
Silicon crystal (mounted)	.50
Fuse ferrule (for use if unmounted crystal is used.)	
Contact wire and mounting as illustrated.	
Inductance Coil, Cardboard tube, 4 inch diameter	
$\frac{1}{8}$ lb. No. 22 d. c. c. copper magnet wire	.40
18 Escutcheon pins	.15
2 Knobs with pointers	.32
Miscellaneous—	
Ground binding post	.10
Antenna binding post	.10
2 Telephone receiver binding posts	.20
Solder, screws, connections, wire, etc.	.25

### REDONDO BEACH NEWS

The famous bath house—which contains the largest warm salt water plunge in the world—has just recently been re-opened after undergoing extensive improvements and alterations. The improvements include a mammoth filtration system, assuring a continuous supply of filtered salt water in the big plunge at all times. The alterations include remodeling of rooms and lockers, new cement floor around plunge and passageways, new tile floor in baby pool and white cement floor in main pool. These improvements and alterations make this bath house one of the most sanitary and up-to-date to be found anywhere.

The re-opening of the bath house reminds us that all Pacific Electric employes are entitled to special rates—seven tickets for \$1.35—good at any time throughout the year and can be obtained by the employe making application to the head of his or her department, who issues an order on the Superintendent at Redondo Beach Bath House and on presentation of this order at cashier's office in bath house the book of tickets is issued in exchange for the order, the applicant paying \$1.35 for this book of seven tickets.

At the present time the dance pavilion is undergoing extensive remodeling, which will give added space in the promenade and will enable the dancers to get off the dance floor quicker than they did formerly. When this remodeling work is completed the hall will be re-decorated, which will completely change the present color scheme. In anticipation of a big business a ten-piece orchestra made up of some of the best artists has been engaged and will play in dance music during the summer season.

The popular "DODG'EM" amusement device has been introduced at Redondo Beach and is quite an added feature on the water front, drawing big crowds daily. The concessions adjoining this "DODG'EM," which is located between the Windmill Building and the Lightning Racer, have been remodeled and built around the "DODG'EM" in an arcade effect, making quite an improvement at that part of the water front.

The daily band concerts will commence Sunday, June 25th, and continue right through until after Labor Day. Quite an array of high-class talent has been engaged under the leadership of Mr. E. E. Miller, and this together with vocal soloists and vaudeville acts, which will be featured from time to time, will be quite an attraction on the water front during the season.

Decoration Day was celebrated at Redondo Beach in the usual manner. Judge E. H. Miller, Post Commander, G. A. R., having charge of the exercises. The day being warm brought out a big crowd of people and the children strewing the ocean with flowers was quite an impressive sight. The program at the music plaza consisted of chorus singing, solo singing and fitting orations by well known speakers who paid a fitting tribute to the memory of those who have lost their lives in the cause of humanity.

The Grand Summer Opening will take place on Saturday and Sunday, June 24th and 25th, commencing with a Carnival Ball on Saturday night and band concerts, soloists and vaudeville on Sunday, together with other free attractions.

### EAST LONG BEACH STATION

East Long Beach is to be graced with a new combination Freight and Passenger Station, similar in design to those now at Glendora, Watts, Compton and Wilmar. All of the most modern improvements will be included and the new station, ranking with other locations of similar business activity, will fill a great need.

"Waiter, I don't understand about this trouser button being in my soup."

"I don't either, sir, we only employ women in the kitchen here," answered the attendant.—Exchange.



# PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

## CLUB BULLETIN

### Saturday, June 10

Agents Association Meeting in Assembly Hall at 8 p.m. Refreshments served after meeting.

### Monday, June 12

P. E. Band Rehearsal at 8 p.m.

### Wednesday, June 14

Operating Staff Meeting in Assembly Hall at 10 a.m. Rod and Gun Club Meeting at 8 p.m. Refreshments served after meeting.

### Thursday, June 15

Northern Division Safety Committee Meeting in Assembly Hall at 2 p.m.

Moonlight Dance in Auditorium at 8:30 p.m.

### Friday, June 16

Regular Movie Show in Auditorium at 7:45 p.m.

General Staff Meeting in Assembly Hall at 10 a.m.

### Monday, June 19

P. E. Band Rehearsal at 8 p.m.

### Tuesday, June 20

Transportation Department Meeting (All Divisions) at 8 p.m. Refreshments served after meeting.

### Thursday, June 22

"Carnival Jazz" Dance in Auditorium at 8:30 p.m.

### Friday, June 23

Regular Movie Show in Auditorium at 7:45 p.m.

### Saturday, June 24

Pacific Electric Club will give a Grand Carnival Dance and Entertainment at Urbita Springs Park at

San Bernardino for all employees of the Pacific Electric Railway Company residing in or near San Bernardino. The park will be open free of charge to employees from 8 a.m. to 11 p.m. Free boating, bathing, and coffee during the day. Dance, entertainment and refreshments beginning at 8 p.m.

### Monday, June 26

P. E. Band rehearsal at 8 p.m.

### Thursday, June 29

Grand Farewell Ball in Auditorium at 8:30 p.m. Jazz Souvenirs and refreshments. No dances during summer months of July and August.

### Friday, June 30

Regular Movie Show in Auditorium at 7:45 p.m.

### Monday, July 3

P. E. Band Rehearsal at 8 p.m.

### Wednesday, July 5

Executive Committee Meeting in Assembly Hall at 2:00 p.m.

### Thursday, July 6

Southern Division Safety Committee Meeting in Assembly Hall at 2:00 p.m.

### Friday, July 7

Western Division Safety Committee Meeting in Assembly Hall at 2:00 p.m.

Regular Movie Show in Auditorium at 7:45 p.m.

### Saturday, July 8

Agents Association Meeting in Assembly Hall at 8 p.m. Refreshments served after meeting.

### Monday, July 10

P. E. Band Rehearsal at 8 p.m.

## CLUB COMMITTEE MEETING

The meeting was called to order at 2:13 p. m., May 3, and the following members found absent: J. M. Geopfert, J. M. Gowanlock.

The minutes of the last meeting were read and approved:

### Club Fund

Balance on hand March 31st..	54.84
Receipts .....	1,006.75

Total .....	1,061.59
Paid out in bills and expenses.	981.10

Balance on hand April 30th..	80.49
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### Relief Fund

Balance on hand March 31st .....	1,228.88
Receipts .....	263.00

Total .....	1,491.88
Paid out in relief .....	345.00

Balance on hand April 30th..	1,146.88
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No Mortuary Payments for the past month.

Mr. Stuart stated that checkers, games, soapzone containers, paper towels, etc., had been installed at 8th and Hemlock. Mr. Smith is going to take up the matter of installing steel

lockers at 8th and Hemlock with Mr. Pontius, and is also going to have the Engineering Department send a carpenter down to fix up the floor and put in a new window.

Movie transportation for those who desire to attend the picture show are printed and in stock. Circulars are being sent to the heads of all departments giving full details. The return portion of these passes must be validated by the Club attendant before leaving the show. Any of these passes that are not so validated will be sent into Mr. Pontius for investigation. All should be very careful of this privilege, for in case any employee of this Company abuses this privilege it will be denied to all. These courtesies should be appreciated by us, for in case one is taken away, it is almost impossible ever to regain it and every employee should work to see that this privilege is not abused. This gives every employee and his family four or five extra passes each month. There is no time limit set on these passes, but same are good for the entire day and allow plenty of time for shopping.

Mr. Stuart requested that the Club be given all the data possible concern-

ing the death of any employee, in order that complete and intelligent information may be given out to the deceased employee's friends.

Mr. F. D. Howell of the Motor Transit Company wrote Mr. O. A. Smith, that they would transport our employes from San Bernardino to and from our Camp on Wednesdays and Sundays. This movement will be on such schedule as best suited to the Motor Transit Company, after considering the requirements of the full fare passengers. Our employes may not always be able to catch the regular scheduled stage out of San Bernardino, but they will be transported to the Camp on the same day they arrive at San Bernardino. When parties of 15 or more are moved in or out the same day, a special car will be furnished on proper notice. The fare will be \$2.50 round trip for adults and \$1.50 for children of five years or over and under twelve, with no refund for the unused portion of the tickets.

**Club Chorus**—Mr. Stuart stated that Mr. Pontius is very much in favor of organizing the Pacific Electric Club Chorus and he feels that it is going to be a great success. A competent director will be engaged for this Chorus and those who can sing and like to sing, can secure first class musical instruction. This Chorus is open to all employes and their families who care to enroll.

Mr. Pontius is going to make a special effort to have this Chorus give a concert at the big industrial show this year at Exposition Park. Extra transportation will be granted those who take an active part.

Mr. Stuart stated that he was very glad to see nearly 100% attendance of the Executive Committee.

Mr. Smith asked Mr. Moyer for a written report from the Committee appointed at the last Executive Committee Meeting to investigate the cost and practicability of installing a radio outfit at the Camp or Club. The following is the report:

"The Committee appointed by Mr. O. A. Smith, President of the Pacific Electric Club, to investigate and make recommendations concerning the purchase of a radio machine for the Pacific Electric Camp and Pacific Electric Club, met in Mr. Thorburn's office Thursday afternoon, April 27th. Committee was composed of Messrs. Thorburn, Moyer, Geopfert and Stuart, who invited Mr. Appel to also take part in this meeting on account of his having experience in installing the radio set for the Pacific Electric at Mt. Lowe.

It is recommended that Mr. Appel submit an itemized detail bill for the building of a radio set by the Electrical Department employes, as they claim that they can build a radio set for less money than a new one can be purchased for; also that the Pacific Electric Railway Co. issue a work order for the building of this radio set and same be charged to the Pacific Electric Camp, as it would



be most desirable for the entertainment of our employes while at our camp from June 1st to October 1st inclusive, and could then be transferred to the Pacific Electric Club at Los Angeles that the balance of the employes of the Pacific Electric Railway could have the pleasure of enjoying the entertainment that this set would give for the remaining eight months; and the Pacific Electric Club agrees that it would stand part of the expense of the building of this radio set."

The Committee recommended that Mr. Appel make up an itemized list showing the cost of each part of the radio outfit. Mr. Moyer stated that Mr. Appel could not do so at this time on account of the fluctuation of the market on the different parts of the radio outfits, but estimated the cost at \$300.00 for an outfit equal to the one now installed at Mr. Lowe. Mr. Smith stated that it would be a fine thing for the Camp. He also stated that he thought the radiophone more amusing than the phonograph. Most of our vacationists gather in the recreation hall every night at the Camp and it has been a hard task for Mr. Worley to furnish them with different amusements. The radiophone will furnish the best of music from the theatres of Los Angeles and other points and also furnish the Camp with the latest news. Mr. Bishop recommended that Mr. Stuart call on Mr. Pontius and ascertain if the Company would stand half of the expense for the installation of this radio outfit for the Camp. This will be done at once. Mr. A. O. Williams recommended that this outfit be installed at the Camp, if the Company would stand half of the expense. The radio outfit is to be installed at the Camp from June first until October first and at the Club for the remainder of the year.

Mr. Stuart stated that the Company had plans for improvements for 8th and Hooper Street and 6th and Los Angeles Street quarters for the trainmen. Mr. Smith stated that the plans are drawn for both places. They are first class in every respect, but, unfortunately, there are a number of things to be considered in conjunction therewith and it will take some time to work these out, but when it does come, it will be first class in every respect.

Mr. Volkhart stated that there were no wash basins and towels at Ocean Park. There is no room in the Trainmen's Quarters to install any there, but Mr. Day has a place where wash basins can be installed. Mr. Stuart stated he would investigate this and take the necessary action, if a suitable place was found.

Mr. Brooks stated that the Mechanical Department at Ocean Park did not have warm water and that it was very hard for men who work at this kind of work to get their hands and faces clean in cold water. Mr. Stuart will take the matter up and see if he cannot secure warm water for them to wash with.

Mr. Smith and Mr. Stuart had a long talk with the Motor Transit Company and found them to be very agreeable, and they have agreed to the rates we asked for, with the exception that they are to charge \$1.50 for children over five and under twelve instead of \$1.25 which would be the exact half fare. They may not be able to carry our passengers on the regular stage, but they are to absolutely carry our employes from San Bernardino to the Pacific Electric Camp on the same day they arrive in San Bernardino. Mr. Smith stated that he was satisfied with the arrangements and that he and Mr. Stuart were in favor of notifying the Motor Transit Company that this will be satisfactory to us. Mr. Bishop made a motion that the Motor Transit Company be notified that this Club accepts their proposal, and to advise them that they are to receive the cooperation of the Club in every way possible. This motion was seconded by Mr. Chase and unanimously carried. Identification to the Motor Transit Company will be given our employes at the same time they make their Camp reservations. Mr. Smith has recently visited the Camp and reports that it is in fine shape and that Mr. William Stewart, Caretaker, has improved the Camp in many ways.

Mr. G. W. Orr stated that there are no sun shades for the north side of the Los Angeles Freight Office. Mr. Stuart stated that he would look into this matter and see what could be done.

Mr. Stuart suggested that members of the Executive Committee give their opinions of our dance held in the balcony of the Abbott-Kinney Hall at Venice the last Thursday of last month. Mr. McCammond said that the dance was a most enjoyable affair from start to finish. He stated that there were about 400 couple on the floor. Mr. Smith suggested that we write a letter of thanks to the Abbott-Kinney Company for this exceptional courtesy. Mr. Stuart stated that we had many signs and other minor railroad equipment that gave the hall the appearance of an exclusive railroad dance. We gave away 52 gallons of grape juice punch, and the Abbott-Kinney Company gave away the most elaborate souvenirs that were ever dispensed at an entertainment of this kind. The music was continuous and many employes remarked that they had never danced so much at one time in all of their lives. All of our employes got home safely and nothing occurred during the evening to mar the pleasure of the dance. The Club had to stand for the war tax and punch, but outside of this everything was gratis.

Mr. Pierce stated that the Mechanical Department Baseball Team was not in very good shape to play. This is on account of members of the team working different shifts and not having sufficient time to get together and practice. Mr. Covell stated that the Bowling Team composed of Mr. Gowanlock, Mr. Brahm,

Mr. Meunch and himself had played 70 games, winning 56 and losing 14. There is going to be a medal given them and as soon as it is received, a picture of it will appear in our Magazine.

Mr. McCammond suggested that the Main Feature of our shows be run first and the comedies and pictorial features run last. Mr. Stuart stated that he had made a careful check on this and finds that more people fail to arrive at 7:45 p. m. in order to see the beginning of the Main Feature, than have to leave before 10:00 p. m. and miss the very last of the Main Feature. After much discussion on this subject, it was decided that the comedy be run first, the vaudeville act, if any, second, then the Main Feature, and then the pictorial review. Those who care to see the review can remain. At our last show, "The Green Temptation" we had standing room only, and when the extra transportation is given, it will increase our attendance. We can put in but very few more chairs and if the crowd gets too large, we will probably have to run two shows a week instead of one in order to accommodate them.

Mr. Hill's suggestion that we limit the time for playing on the pool tables was one of the best suggestions brought before the Committee for some time. We purchased a time clock and now keep all the cue balls in the office and members to play pool have to call at the office to receive a cue ball and sign a time slip which gives one hour's time to play, and in case all tables are occupied, the players who have played the specified time, must surrender the table to the next members who are waiting. Dependent members are not allowed to play when members desire to do so.

The date of June 24th was set for the Grand Carnival and High Jinks at Urbita Springs, San Bernardino, Cal. This will be for all employes of the Pacific Electric Railway Company and their families who reside in or near San Bernardino. The park will be open free of charge to employes from 8 a. m. to 11 p. m. Free boating, bathing, and coffee during the day. Dance, entertainment and refreshments begin at 8 p. m.

There being no further business, the meeting adjourned at 3:40 p. m.

#### CLUB DANCE AT TORRANCE

Under the auspices of the Pacific Electric Club the Pacific Electric employes, their dependents and friends held a most enjoyable social and dance in the Legion Boys Hall in Torrance on Saturday night, May 27th. The hall was gaily decorated with flags, pennants and bunting which added greatly to the carnival spirit of the occasion. The Pacific Electric Club Orchestra, under direction of the popular Manager Mort Stuart, rendered dance music of the irresistible sort that lures one right onto the floor.



Mrs. May Barlow in her usual good style entertained with solo singing and the Pacific Electric Club Quartette, Messrs. Worley, Birmingham, Pabst, and Cherrier, did some very fine work in harmony singing which was greatly appreciated. Miss Hazel Goodreau appeared in specialty dances and her graceful agile movements under the rays of the spotlight made quite a hit.

Refreshments were served after 9 o'clock, and balloons, noisemakers, and serpentine were given away promiscuously. This feature of the evening was very popular with the little folks, who were there in large numbers, as well as the grownups.

Before the dancing commenced Mr. Stuart made a very appropriate talk on the working of the Pacific Electric Club, emphasizing the fact that every employe of the Pacific Electric Railway Company should be a member and that the club was maintained for the social welfare and enjoyment of all employes.

Mr. Pontius, vice president and general manager, through Mr. Stuart conveyed his regrets at not being present and extended his wishes that the employes would have a pleasant and enjoyable evening's entertainment.

Messrs. Straub, Gilbert, Carl Hyde, Brooks, Miller, Hansen, McCammond and others acted as a committee to see that everyone got acquainted and had a good time, and the consensus of opinion was that the affair was a huge success and everyone is looking forward to have more of these entertainments staged in Torrance.

#### CLUB CHORUS ORGANIZING

The announcement in the last issue of the Magazine regarding the organization of a chorus resulted in a large number of applications for memberships being made. At the time of going to press complete information regarding the chorus organization's activities was not available, but Mr. Stuart reports that its plans are progressing nicely and that next month some interesting developments will be announced.

#### NEW RECORDS

Mr. Chauncey Large, Motorman in Western Division, has donated the Club three new records for the Club Victrola. These records contain the following numbers:

Down the Trail to Home Sweet Home; Darling—Criterion Quartet; I'm Forever Blowing Bubbles; Beautiful Ohio; Macushla; The Sunshine of Your Smile.

Donations of this kind are very much appreciated and add to the amusement of all Club Members.

Judge—"Now I don't expect to see you here again, Rufus."

Rufus—"Not see me here again, Mr. Judge? Why yo'all ain't goin' to resign yo' job is you, Judge?"—Exchange.

#### MOVIE PROGRAM

Friday, June 23, 1922

THE POLYTECHNIC EVENING PLAYERS present "THE GYPSY TRAIL" by Frank Housum. Under the direction of Farnes Jordan Wallis.

CAST: (In order of appearance)  
Mr. Raymond..... William Smith  
Miss Raymond..... Violet Roadley  
Johnny Raymond... Joseph Odenberg  
Frances Raymond... Lillian Marsh  
Edward (Ned) Andrews.....  
..... Marvin Young  
Styles..... Harry Silverman  
Michael..... Frank Hainey  
Mrs. Widdimore..... Adele Dumont  
Ellen..... Miss Snell

Act I Veranda of the Raymond Hame

Act II A Room in "The Breakers"

Act III Same as Act I.

A first class stage play lasting two hours with 15 minutes intermission.

Friday, June 30, 1922

Main Feature: Jack Holt and Bebe Daniels in "NORTH OF THE RIO GRANDE."

A Two-Star Bullseye! Thundering hoofs and alkali, a beautiful girl and a fighting man—a sweeping drama of the Great Southwest.

Aesop's Fable: Mice at War.  
Comedy, The Battle Royal, featuring Ben Turpin, Charles Lynn and Polly Moran.

Friday, July 7, 1922

Main Feature: "THE MAN FROM HOME" with James Kirkwood.

Off on a glorious love-adventure—to the rescue of a sweet American girl's heart and fortune from a scheming foreign prince. Won't you come along?

Comedy: Harold Lloyd in "Before Breakfast."

Pathe Review, Capitol Trave laughs by Hy Mayer—They're off! Something about the sport of kings.

The Hungarian Czardas—Julian Ollendorf presents Renoff and Lovera in the famous dance.

Dixie Acres—A peep at thriving Florida Truck Farms.

The Kangaroo Canter—The Pathe Slow Motion camera shows up the kangaroo's queer gait.

Pathecolor — Wonderful colored scenes of the glorious Glacier National Park.

Friday, July 14, 1922

Main feature: Gloria Swanson in "BEYOND THE ROCKS" with Rudolph Valentino.

A flaming romance as only Glorious Gloria, with dashing Rudolph Valentino playing the lover, could make it live in all its ardent splendor.

The story of a passionate young heir, bound by society's convention, struggling and risking all for happiness of gay nights, of revelry in the Paris world of fashion—of tingling adventure on the snow-clad crags of the Alps—of intrigue and coquetry in the gilded resorts of London high society.

Never before have such lavish settings, such dramatic love-scenes, such spectacular adventure been seen upon

the screen. The love-drama with all the thrills and luxury of a life-time! The one picture you'll never forget!

Comedy, Harold Lloyd with Bebe Daniels and Snub Pollard in "Look Pleasant Please."

Pathe Review The Manly Art—The first round of a two round bout demonstrated before the Pathe Slow Motion Camera.

Foxes in Florida—Showing how they are made to pay for their crimes against the poultry yard.

The Masters of American Art—A screen interview with Irving Course, N.A.

Pathecolor—The oranges of the Orient; scenes in the rich valleys of Tunisia.

#### MOUNT LOWE NOTES

Quite a number of the Rotarians visited Alpine during Convention week and Manager Vickrey was busy giving them a "glad hand."

Miss May Smith, head waitress, has taken a notion to visit the State Capitol during her vacation. Hope she will keep her eyes open and enjoy the sights.

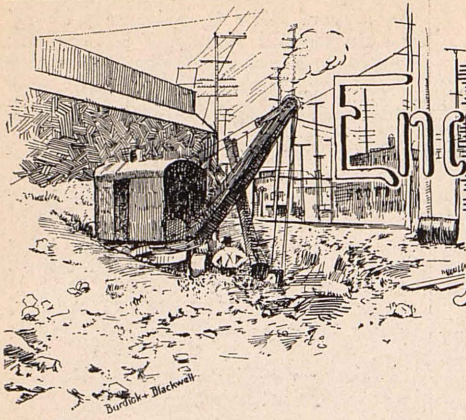
Editor Meador of the Mt. Lowe News has not so much time now to himself as he had formerly. Since he got married he has been living in Pasadena and traveling back and forth every day.

In seeking a chef for his private home, Senator Clark of Montana has engaged our popular chef, Albert Wirth, and he and his wife are leaving next week for Montana. This speaks well for Alpine, when one of our well-known Senators has to come all the way to Mt. Lowe to secure the services of a man to manage his culinary department. Here's success to Bert. We know he can fill the bill.

On the invitation of the Editor of the Pacific Electric Magazine, the sub-editors and their friends spent a very pleasant evening at Alpine on May 12th, stopping over night and going back to Los Angeles the next day. Mr. and Mrs. Annable accompanied the party and after supper Mr. Annable made a very nice little talk giving a resume of the history of the Magazine from its inception up to the present date. Dancing was indulged in until a late hour and on Saturday morning quite a number of the party went out on a hiking expedition. Manager Vickrey was most attentive in seeing that everyone had a good time and they all went away from the Tavern singing his praises.

An elderly lady writes that she "had been hearin' a heap about civil engineers, but a brakeman on the S. P. was the politest to her of anybody she ever traveled with."—S. F. Chronicle.





# Engineering Notes

By A. J. Guercio

During the month of May the various gangs have in addition to the regular maintenance work been engaged in the following:

Removal of the double track narrow gauge over double track standard gauge crossing at 6th and Maple Ave., Los Angeles brought about by the Los Angeles Railway abandoning service on Maple Ave. north of 7th Street.

Construction of 4697 lineal feet of siding along the outbound track in the vicinity of Pier "A" Wilmington, necessitating installation of crossover, extension of culverts and relocation of signals. This siding is intended to accommodate 95 cars, as the present trackage facilities are inadequate to handle the increased freight traffic at Los Angeles Harbor and to avoid the storage of cars on Los Angeles City track.

The construction of the new freight layout at Whittier at Philadelphia St. and Commercial Ave. owing to the demands for the accommodation of L. C. L. shipments to the thriving citrus and oil center, and the handling of car load freight. Unused freight station at Hermosa Beach to be moved to this location.

Reconstruction and paving of 970 lineal feet of single track on Main St. between Ocean and Pacific Streets, Seal Beach, which constitutes a legal obligation due to the city of Seal Beach improving the balance of this street.

For the construction of a 40 foot team driveway serving the spur and team track between Main and Hill Streets on the Santa Monica Air Line.

Placing two sidings having a total length of approximately 7040 feet along the inbound track in the vicinity of Pier "A" Wilmington, placing two crossover connections to main line and extending culvert for the accommodation and storage of 120 cars due to the heavy demand for equipment to serve ships unloading at Los Angeles Harbor.

Reconstructing American Ave. between 6th Street and Ocean Ave., Long Beach, being approximately 5470 feet of single track replacing 60 lb. and 70 lb. with 128 lb. grooved girder rail, repaving track with 7" asphalt concrete, renewing 60 lb.

crossover with 128 lb., and placing crushed rock ballast. Present type of construction installed during 1906 is too light and too worn to accommodate heavy "1200 type passenger equipment now operating on this line.

Weed burning gang has been busy on the Northern Division ridding the roadbed of the heavy growth of grass and weeds which must be removed every spring.

Rodent exterminating gang is waging its fight against squirrels and gophers which inhabit the right of way and extend their work of destruction into the adjoining citrus orchards and grain fields.

Mr. Hildebrandt, levelman in field department has assumed the duties of a married man—Congratulations.

Mr. and Mrs. A. L. Enoch announce the arrival of a little son on may 24th who tipped the scales at 7 pounds.

Marriage Licenses: Gibbs—Cruzen—R. D. 27; Harriett 22. This accounts for our genial little blonde juvenile stenographer resigning on May 20th.

Donald Batman, assistant engineer of the field department is at the Pacific Hospital after undergoing his second operation for appendicitis. He is reported as doing nicely and should be able to take in a few league games while recuperating.

The paving department is still guessing on the following:

"Has any one seen Pete!  
Pete who!  
Petroleum.  
Kerosene him yesterday and he hasn't benzine since."

## REDUCTION IN RATES

The decision of the Commission in the general rate inquiry has been announced. It had not been supposed that the reductions, if any, would be so large or so general. This decision means an average reduction of ten per cent on all freight rates. In this territory, the Commission says the rate must not exceed 12½% over the rate in effect prior to August 26 1920.

## ACCOUNTING DEPT. NOTES

By Mary A. Blackburn

We are glad to see Mr. Meisner back at his desk after a very severe illness.

We are sorry to lose Miss Maud Edmiston of the Stenographic Bureau, from which she resigns to take a position as private secretary in an oil concern.

Lyle Griffith resigned from the Freight Accounts Bureau to go to Huntington Beach as Assistant Agent. Henry Adams has been given the desk and apparently is quite happy with the promotion.

Mr. Harold Kuck has left for Whittall, Illinois, where he will be married on June 12. He will be presented with a set of flat silver from the department, upon his return to the office. Quite naturally, we dislike to part with one of our most attractive bachelors, but we wish him much happiness.

Mr. Harvey Wilcox, of the Disbursements Bureau has deserted our ranks feeling the need of out-door work. He passed a Civil Service Examination, and has taken a position with the City—in the public service department. Mr. Knowles has taken charge of his work, and Mr. Brewer has been transferred from the General Accounts Bureau to succeed Mr. Knowles.

S. A. Graves, who at one time handled the Government work, is back with us, acting as Mr. Knowlton's assistant. Two new faces are noted in the same department—Miss Ione who has been transferred from Miss Templeton's Office to assist Mrs. Marley, and Mrs. Stevenson, who is handling Interline Accounts. We are always glad to welcome all newcomers into our official family, and to hope they will be happy and satisfied with us.

With the coming of summer, and now that vacations are in order, it has become the weekly custom to wish someone joyously on his or her way, and to welcome others back to the daily routine. Miss Ethel Ward, chief clerk of the Stenographic Bureau, traveled back to her old home in Chicago, and declares the sun never smiled on her once after she left California. Mr. Dennison of the Roadway Bureau took the Sunset Route trip to Florida, stopping off at various places of interest. Mr. Osborne, special accountant, returned to his home in Kentucky for a brief stay, but seemed glad to get back on the job after two weeks absence. From the Freight Accounts Bureau we learn that Miss Hockenberry went north to Seattle, while Miss Paulson spent her allotted time in the Coachella Valley. Mrs. Marley retired to the quietness of farm life, and Andy Peddy put in the time "fixing up" around home.



# Convention of Magazine Scribes at Alpine



**M**AGAZINE scribes were the participants in a most enjoyable outing at Mt. Lowe on Friday and Saturday, May 12th and 13th, the event being in the nature of an expression of the Management's appreciation for the loyal and faithful support given to the Magazine by its correspondents. The party numbered 45 and all participated in the festivities in such a manner as to leave no doubt as to the success of the gathering.

Following a specially prepared dinner with all the trimmings, including candy for the ladies and cigars for the gents, a hike was taken to Inspiration Point. The night was unusually clear and millions of lights were visible as far as the south and west coast beaches and afforded a sight of thrilling beauty. Returning to the Tavern the Company's radio set entertained with music from the Ambassador Hotel. Many present had not previously heard a radio recital and it was thoroughly enjoyed. Later the guests completed the evening in dancing, special music for the occasion having been arranged.

Mrs. May Barlow of the Accounting Department, was engaged for the occasion and entertained with several vocal selections. Miss Barlow possesses unusual talent and her voice was never more charming. Particularly impressive was the song recital of Wayne Griffin, 13 year old brother of F. Rankin Griffin of the Engineering Department. This young man possesses a tenor voice which all agreed

they had ever heard equalled in a boy of his age. An effort is being made to have him appear at the Pacific Electric Club at some near future date. Mr. Daniel Sanchez also rendered very pleasing vocal selections.

As hikers, the scribes proved that their wind is better when "turning in copy." A hike to Morning Glory Point was arranged for 6:00 a.m. Saturday and the night before many expressed themselves as prospective members of the party. However, at the appointed time only six hikers had resisted the temptation of Morpheus. At breakfast the faithful hikers were not at all backward in good natured kidding of 'hikers who were pikers.'

In addition to a most pleasant program, sufficient in its scope to suit the fancy of all, a "round table" discussion was held after dinner during which brief talks were made by many present. Interesting information was disclosed regarding the history, development, usefulness and future plans of the Magazine. F. L. Annable, General Superintendent, who has always take a very keen interest in the Magazine, was present and addressed the gathering regarding its history and development. He discussed various features and phases of the Magazine from its inception as an eight page booklet 6 years ago, when the monthly cost of production amounted to \$65.00, to reaching its present proportion of 24 to 28 pages, with distribution of 6000 copies monthly. Brief talks were also made by C. P. Hill on the distribution of the Maga-

zine; by A. J. Guercio on the value of the Magazine to the individual employee and L. H. Appel discussed the appeal of different features of the Magazine to the employees. Many constructive suggestions were made with a view to improving and adding new features in the Magazine columns. J. A. Birmingham of the Passenger Traffic Department favored the guests with a recitation of an excellent piece of poetry written by himself (appearing elsewhere in the Magazine) entitled "In California."

All of the correspondents were commended for the keen interest they manifested in the Magazine and some of the problems of editing were discussed, particularly the unpleasant results when copy is not received promptly. The interest and faithfulness of L. H. Appel was cited, he never having failed to contribute copy each month since the issuance of the first number.

The event marked the first gathering of Magazine correspondents and many pleasant friendships and acquaintances were made and renewed. All expressed their pleasure and appreciation to the Management for the enjoyable outing, made so through the painstaking efforts of N. B. Vickrey.

## Not Morris

Nina—I want to buy an easy chair for my husband.

Salesman—Morris?

Nina—No, Earnest.





PACIFIC ELECT

## THROUGH THE CAR WINDOW

Little Observations by "The Man" Who Rides Often

THERE are altogether too many people in this world who readily appreciate the story of the man who had his hammer poised in the air when the whistle blew, and dropped it rather than drive the nail after quitting time. The reason they understand the point so thoroughly is because at noon and at night they slow up their own work ten or fifteen minutes ahead, of time, put it away and give their effort to watching the clock so they can bounce out on the dot to lunch or to home as the case may be.

They say it is a poor rule that don't work both ways, so this must be a poor rule; otherwise these same people with the keen mental perception would get around in the morning, and after lunch, in time to begin work on the dot instead of lagging in by a scratch and then taking ten or fifteen minutes to do various performances and chores preparatory to giving a full day's work for a full day's pay. They don't seem to be a bit embarrassed about it, either.

Briefly, the boy in Aesop's Fable yelped for help against the Wolf many times when there was no wolf. He thought it was a good alibi for being asleep on his job instead of watching his sheep, and besides, it was lots of fun to see people get excited and tear up the earth in a race to the rescue. But he yelped too often, and one day the old, familiar yelp did not bring out the populace. They had tired of making monkeys of themselves and had gotten wise to his yelps. Unfortunately for the boy, there really was a wolf that time and when the wolf finished operations there was no boy to yelp.

When turning in your troubles, hollering for help or calling out the reserves, just remember the boy and the wolf and get it straight and get it real. If you don't, there is a pretty good chance that after a while you will get such a heavy discount in your rating that when your little story comes in no one will snort or champ the bit or froth at the mouth trying to get started in your direction.

ACCIDENTS DURING APRIL 1922						
	Northern Division		Southern Division		Western Division	
	1922	1921	1922	1921	1922	1921
Interferences with vehicles.....	112	90	106	72	145	108
Collisions and interferences with cars.....	5	5	8	11	3	4
Persons struck by cars.....	6	3	3	6	3	3
Deraillments .....	5	8	20	19	3	12
On and off moving cars.....	25	23	14	26	31	46
Miscellaneous .....	16	19	22	28	24	29
	169	148	173	162	209	202
			1922	1921		
Interferences with vehicles .....			363	270	34.4%	Increase
Collisions and interferences with cars.....			16	20	20.0%	Decrease
Persons struck by cars .....			12	12	...	
Deraillments .....			28	39	28.2%	Decrease
On and off moving cars .....			70	95	26.3%	Decrease
Miscellaneous .....			62	76	18.4%	Decrease
			551	512	7.6%	Increase

Thank Heaven, railroad help does not need a Press Agent. We don't have to lose our diamonds or have our names in the paper along with a gob of hot air. Nor do we have to pose for a front page picture showing off our new hosiery or that ice cream hat. The boss knows what we are doing, and that is what counts with us. Pie is SO nice, but, dear me, how we would miss those meat and those potato and those bread and butter! Don't forget that the Boss knows. The fireworks fly high, but oh, that drop in the dark after the burst of splendor!

If you had a house with thousands of dollars worth of contents, would you lock all the front and side doors every night and leave the back door open for intruders just as a matter of convenience to you because your personal room was near the stairs and you liked to get down in the back yard sometimes in a hurry! The answer is, you would not. You would take time to protect your property. You would keep that door shut and locked. That is what the door would be there for. How about the back door of the Boss's house!

An ounce of prevention is worth a pound of cure. Much of our trouble and loss of hard-earned revenue can be prevented by just a little forethought. More of it can be prevented by taking an honest interest in the Company's operations. Still more can be prevented by performing our duties as our employers tell us to perform them and as our common sense very well tells us they should be performed. Let us extend ourselves a little bit and cut out some of the slackness, thereby making a little money for the Road, instead of letting things slide along the line of least resistance and depending on fixing it up afterward.

Two questions. Am I doing my work the way my boss thinks I am doing it? Are those for whom I am

responsible doing their work as I think they are? Just give those two questions a little careful honest-to-gosh thought, and then notice where you get off.

### EMPLOYEES NOW CONFINED TO PACIFIC HOSPITAL

Following the previous custom of listing in our Magazine the names of employes confined to the hospital, at the time of going to press the following members of our family were unfortunately confined at the Pacific Hospital, 1329 So. Grand Avenue:

Leon Barrett, Motorman, So. Div.; Frank Barrett, Car Inspector; John Collins, Motorman, West. Div.; L. Larson, Janitor, P. E. Bldg.; R. A. Gemmill, Gateman; James Richardson, Mechanical Dept.; W. F. Sevier, B & B Dept.; Donald Batman, Eng. Dept.; Robert Sabins, Section Storekeeper; J. Northup, Trucker; Lucas Medina, Laborer.

A word of cheer from friends of the above employes will go far toward restoring them to our ranks. Visitors are welcome.

### ELECTRIC EMPLOYEES ENJOY MUSIC BY LEGION

The American Legion Orchestra, which is part of the American Legion Band, from Hollywood Post No. 43, furnished the entertainment for the regular Electrical Department meeting held Monday evening, May 15, and those who were fortunate enough to be present enjoyed an extremely fine program.

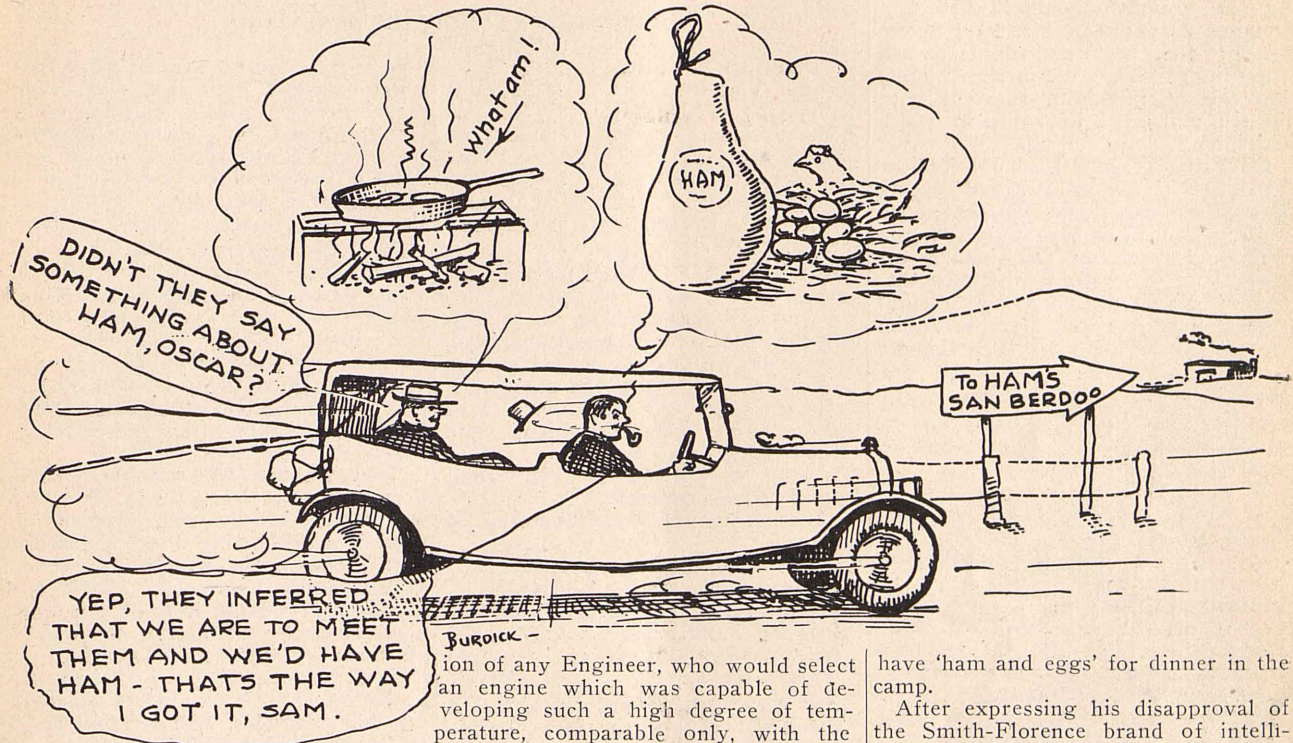
The Hollywood Post of the American Legion has the only Legion Band in the State, and all the members of this band are finished artists. The entertainment was furnished through the courtesy of Mr. H. W. Roberts, Manager of the American Legion Band, and brother of Russell B. Roberts, Substation Operator at Pasadena.

Hens don't stop scratching because worms are scarce.



# Bishop Blows About "Bait Biters"

By S. A. BISHOP



HAVING just returned from the second visit within a fortnight to the Pacific Electric Camp, I would consider myself remiss in my duty to all fellow-sportsmen in the employ of this Company, should I fail to report the condition of trout fishing in Arrowhead Lake, as accurately as any true sportsman can reasonably be expected to narrate.

On Saturday afternoon, May 13th, a party consisting of Messrs. Paul Shoup, Fred Shoup, Frank Karr, O. A. Smith, Sam Florence and myself, left the Sixth Street Station in automobiles at 1:45 p.m., and arranged to meet at Ham's Grocery in San Bernardino, there being two machines; Sam Florence and Oscar Smith occupying one, and the balance of the party the other.

With "Sim" Karr behind the wheel the most of the way, Car Number 1 made record time to San Bernardino, although the heat developed by the new engine in the automobile, in which we were riding became so terrific, that the said "Sim" Karr voluntarily, and without being coerced or influenced by me or any other person relinquished the wheel, and permitted me to drive from Uplands to the Gate City.

Mr. Paul Shoup, without much persuasion, also permitted his brother, Fred, to sit in the front seat beside me, and suffer from the heat developed by this wonderful engine, which had been carefully selected by our Chief Engineer E. C. Johnson. All members of the party who rode in this car very cordially expressed their opin-

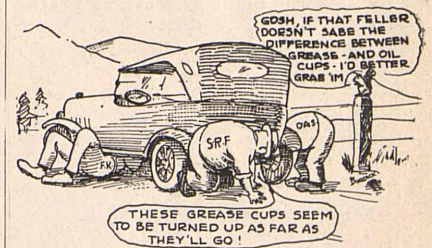
ion of any Engineer, who would select an engine which was capable of developing such a high degree of temperature, comparable only, with the heat of the great volcanoes of the earth. Having approved of everything so far that occurred upon the trip, with the exception of the hot gas engine, we replenished our gas supply from the new Associated Oil Station, located opposite Ham's Grocery, and then laid in our supply of groceries and 20 pounds of beef steak.

## Too Much "Ham"

We then canvassed the neighborhood for the Sam Florence-Oscar Smith party. I telephoned to the P. E. Station, and inquired of the ticket agent, whether Oscar Smith had been seen there that day, and the agent said, "I do not know Oscar Smith," and asked, "Who is the gentleman?" I carefully explained he was the Passenger Traffic Manager of the Pacific Electric Railway, whereupon, he acknowledged he had heard of Mr. O. A. Smith, but had never seen anything of him. After two hours had passed, and our patience was all but exhausted, Mr. Peachy stepped off a street car, and informed us that the other members of our party were parked opposite the P. E. Station, and we thereupon assembled our men, and after Mr. Shoup had delivered instructions as to the manner of attack, swooped down upon them. The deserters were taken by surprise and were easily overcome by the stronger force. When cornered, and asked for an explanation, as to why they had not traveled to the meeting place, they denied all knowledge of having been instructed to meet at Hams, but confessed that someone had said something about "ham" before we departed, and they had concluded we were to

have 'ham and eggs' for dinner in the camp.

After expressing his disapproval of the Smith-Florence brand of intelligence, Mr. Shoup then conducted us to a cafe, where we fed upon large delicious beef steaks, and then drove up the mountain, and arrived at the camp at 8:30. Everybody then made ready for an early start the following morning, the boats having been previously engaged. Being the first man up in the morning, I started across the Pavilion floor, where we all slept table d'hote, with the exception of Mr. Paul Shoup, who occupied his cabin, when I thought that I had gotten in a barbed wire barricade, but



upon investigation, found I was only enmeshed in about \$27.50 worth of fishing tackle, there being hooks galore, leaders and spinners. The latter cannot be described in any other manner, than, that the inventor took a section of barbed wire fence and cut up four 5-gallon coal oil cans and assembled them.

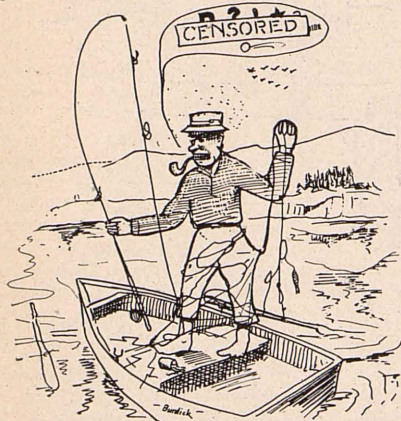
## Fish Casualties

After an excellent breakfast, in the preparation of which every one participated, as well as in the consumption thereof, we arrived at the lake in good shape, not a man missing, not a casualty. We trolled awhile, but got no fish, then still fished from the boat with No. 8 hooks and salmon egg bait.



The results of the first day's fishing being 11 fish approximate weight 18 pounds. Monday (the following day) we fished carefully and conscientiously, and brought home 17 fish that weighed 23 pounds. Mr. Paul Shoup caught the first and largest fish weighing 3 lbs. We arrived home Monday at midnight, satisfied with the trip and much improved in health and spirits by the outing.

On Saturday, May 23rd, Dr. Weber, Fred Shoup, my brother and myself, visited the camp and the lake once more. The wind was blowing, and we could catch no fish—having arrived late, we were not greatly disappointed.) On Sunday we caught several fish, and lost more fish than we brought in, due to the fact that we



had laid in a new supply of hooks and the cat-pout to which the Number 8 hook attached was faulty, evidently, it was old and too dry, and we lost 6 fish by having the hook break off from the leader.

I wish to urge all employees of the Pacific Electric Railway to visit the Pacific Electric Camp and spend their vacations there. The camp itself is better situated than any resort in the lake region. The cost of stopping there is nominal, as compared with the high prices prevailing in all other resorts in California or elsewhere and the fishing, air, water, swimming in the tank, the mountains, birds and trees are beyond comparison.

#### The Modern Evening Gown

A little tulle,  
A yard of silk;  
A little skin  
As white as milk.  
A little strap—  
How dare she breathe!  
A little evening—  
"Good evening, Eve!"  
—Exchange.

#### Out of Practice

"How did you get along at the formal ball last night?"  
"Oh, not so good. I felt my sox slipping over my shoe and when I stooped down to fix it my cuffs fell off and my collar slipped over my head."—Exchange.

# 'Rod and Gun Club' Tips

"Griff's", Elaboration on the Doings of the Shooters and Anglers During the Past Month

Meeting was called to order by second Vice-President Manley at 8:15 p. m., Wednesday, May 10th, 46 members being present, including all officials with the exception of President Geofert and First Vice-President Oefinger who could not attend account of preparing refreshments in the auditorium.

Minutes of the previous meeting, together with minutes of Special Officer's meeting held 5:30 p. m., Tuesday, May 9th, were read and approved.

Secretary reported a total membership of 412, including the eight new members submitted and approved at this meeting, five of which were turned in by L. R. Spafford, 1 by L. F. Volkhart, 1 by E. H. Pierce and 1 by J. E. Wooderson.

Treasurer Wooderson reported as follows:

Cash in bank, including money derived from sale of Liberty Bond	\$156.27
Shells on hand	11.05
Total	\$167.32

Mr. Grace, who was appointed a committee of one to place before Messrs. Pontius, Annable and Smith the proposed applicants for honorary memberships in the persons of Joe Welsh, John W. Gasner and Louis Reed, announced that these men had been approved as members of our club.

Question of petition concerning opening of the Los Angeles reservoir system was re-discussed and Mr. Grace, who was elected to follow the matter, reported that nothing definite has been decided as yet.

Question of adopting proper insignia for jackets to be worn by Team No. 2 is to be held in abeyance until next monthly shoot.

J. W. May announced that a boat had been chartered off the Long Beach coast for a fishing trip scheduled for Sunday, May 14th, accommodating 16 or 18 men at an approximate charge of \$2 each for the day.

L. R. Spafford advised that our success in creating shooting talent over that of last year has been very materially increased and that it was probable a competitive team shoot would be arranged with Mr. Giffen of the Standard Oil Co., five at El Segundo.

Following are special prizes exhibited, which were donated by:  
Robinson-Hernes Sporting Goods Co.—Rod and Reel.

Hauser Sporting Goods Co.—1 qt. thermos bottle and case.

Reed Sporting Goods Co.—1 qt. thermos bottle and case.

Decision was reached whereby next regular monthly trap shoot would be held at the Los Angeles Gun Club Sunday, May 28th.

Meeting adjourned promptly at

9:30 p. m., and the entire congregation convened in the auditorium where they enjoyed a tempting combination salad and steamed mussels prepared by our staunch friend and noble President, Jake Goepfert which, together with the delicious coffee and French rolls, made a wonderful feed.

Be it ever remembered;

That the location of these mussels was due to the knowledge of "Cap" Manley who has a very keen taste for such things and who has hungrily watched them, as they developed in their briny bed 'neath the piling of Pier 3, Redondo, since babyhood, anticipating this never-to-be-forgotten feast; and

That Treasurer Wooderson, who is a married man by the way, is to be commended on his valor for so intrepidly transporting these delicacies of the sea in the rear compartment of his family automobile and if his wife—as all women have—has a very acute sense of smell, she may detect an odor not altogether pleasing on their next joy ride, if which happens to be the case, be it understood that we, his comrades, will bravely rally to his aid and lend assistance.

#### GUN CLUB SPECIAL SESSION

Meeting called to order by President Goepfert at 5:45 p. m., May 9th, with the following officers present:

J. M. Goepfert	J. E. Wooderson
K. L. Oefinger	J. W. May
B. F. Manley	L. R. Spafford
L. F. Volkhart	T. L. Griffin

Meeting was called in an effort to clear up pending business matters in order that more time might be available for discussion of sports and current business issues at the regular monthly meeting.

The following are motions which were made, seconded and adopted subject to the vote and approval of the Club members:

That new rules as compiled by the President, Field Captain and Assistant Field Captain of the Fish Section be adopted, to-wit:

#### Prize Rules For 1922

"All fish entered in competition for prizes must be registered with the Secretary of the Club within fifteen (15) days after the catch except at the end of the Tournament Season, December 31st. All registrations must be in his hands within seven (7) days after the close of the Tournament.

"All fish except trout must be weighed on scales regularly inspected by the Sealer of Weights. The size of trout must be determined by measuring the length of the fish.

"The prizes go to members using any weight rod and a line not exceeding a maximum breaking test of eighteen (18) pounds for a fifteen (15) foot length; such a line is classed as a standard 9-strand.



"For Tuna, Swordfish, and Black Sea Bass (Jewfish) a line not exceeding a maximum breaking test of forty-eight (48) pounds for a fifteen (15) foot length will be allowed; such a line is classed as a standard 24-strand.

"Members in arrears must make payment of their dues before registration will be accepted.

"Members: Please see that you and your friends patronize the donors of our prizes."

All fish registration cards should be given to Secretary within two weeks of catch, which will hold until end of season;

The following changes will be effective in our By-laws:

#### Annual Meeting

"The regular meeting of the Club held in February of each year shall be the regular annual meeting of the Club. Twenty members shall constitute a quorum at such Annual Meeting.

"At such meeting all officers, including Executive Committeemen, will be elected and special committees appointed."

That Burt Stevenson of Balboa be permitted to erect sign reading:

"OFFICIAL WEIGHING STATION FOR THE SOUTHERN CALIFORNIA ROD AND REEL CLUB AND PACIFIC ELECTRIC ROD AND GUN CLUB."

That Don Miller and Burt Stevenson be accorded honorary memberships;

That entertainment committee of three be appointed at each meeting, the first three of which committee was appointed as follows: Mort Stuart, A. J. Guercio and Billy Brooks.

As an incentive for the Membership Contest, Prex Goepfert personally offered as a first prize a twelve dollar retail merchandise order on Tuft-Lyon-Arms; Mr. Salmonson of the California Clothing Co., 124 So. Main a like prize of ten dollars. Motion was made and carried that P. E. Rod & Gun Club donate similar third and fourth prizes, not to exceed \$7 and \$5 respectively, on the B. H. Dyas Company.

Meeting adjourned at 7:15 p. m.

#### A SHOT AT THE SHOOTERS

Notwithstanding the unusual hot weather which prevailed Sunday, May 28th, a large number of our marksmen were present and the rivalry was the keenest to date. Enough perspiration could have been wrenched from them to water Pierce's cheesehound for two days. My! but they worked.

While Spafford, Williams, Wiggam, Manley and Hodge shot it out under the penetrating rays of a California sun, "Mack Loud," the livewire, and Beau Bummel, the immaculate, of Atwater tract, were seen conspiring on the shady side of Captain Burley's old reliable tin shop just behind the firing line.

Creeping closer to these two "con" men one might observe "Mac" explain-

ing to Leonard why the decrepit looking old gentleman with shaky knees behind the colored headlights handled his weapons so dexterously, remarking the "anyone, (even himself) could hit 'em with 90 years' practice."

Well, we asked no questions, but watched closely the actions of the gentlemen who finally arrived donned in a new pair of kid gloves. We thought it possible that the hot weather might have had something to do with the eccentricity displayed by our colleague but later found the gloves proved extremely beneficial in protecting Roy's hand from the red hot barrel of his gat.

The following is the record of the day which, although many fell below their averages, is very good considering:

Wiggam 93x100, 1st prize, stick pin.  
Hodge, 90x100 2nd prize, hunting knife and fork.

Williams, 87x100, 3rd prize, hunting knife and fork (won on toss-up)

Manley, 86x100 4th prize, Dollar Point Pencil (won in toss-up)

Spafford, 86x100.

Team according to rank:

Spafford ..456x525 equalling 86.85%  
Wiggam ...475x550 equalling 86.36%  
Williams ..452x525 equalling 86.09%  
Hodge ....470x550 equalling 85.45%  
Manley ....277x325 equalling 85.23%  
Oefinger ..227x325 equalling 85.23%

It is a noticeable fact that Spafford fell below his old average and that he still clings to first place by a margin of forty-nine hundredths per cent. Wiggam has won second place over Williams by 27 hundredths per cent, while Hodge has nosed past Manley and Oefinger, who have tied for fifth place and will be decided by a toss-up, on a 22 hundredths per cent grade.

H. Smith still basks in the limelight as an "Amateur," but he is making for all he is worth toward the P. A. class and he has some of the boys considerably worried. His percentage now is 84, which is 20 percent better than when he started.

McLeod, Biehler and Pierce, who won a set of dominoes, showed marked improvement; so much in fact that the two latter have been promoted to the rank of "Amateurs," and Macwell Mac has been in this class for a "considerable spell" as the Lone Star Ranger would say, but he has purchased a new gun now and still has a pretty fair chance with his average of 69 per cent.

A good many boys promised to be present at this shoot, but promises like pie crust, are easily broken and Jim Clark, who has never missed once, Mrs. Spafford and daughter were the only members of our big family that showed. The weather, without doubt, had a great deal to do with it, but we take this means of announcing that this should be no sty in the eye, as if we could only get the gang together once, regardless of the elements, it would mean many repeat occasions of its kind.

The next event will be held some time in June, say about the latter part, at our location—Griffith Park—where

the Los Angeles Gun Club will spend some \$15,000 to make this the mecca for trapshooters, local and foreign, professional and amateurs.

#### URBITA SPRINGS NOTES

Superintendent Froude and his crew of deck-hands, including the famous Ray Henderson, have been the busy men the last few weeks.

The summer schedule at the Park is as follows: Park open daily 8:00 a. m. to midnight. Bath House open 8:00 a. m. to midnight. Dance pavilion open Wednesday evenings and Sunday afternoons and evenings. Free vaudeville show every Sunday and holiday.

On Saturday, June 24th, the Pacific Electric employees, under the auspices of the Pacific Electric Club, will hold a dance in the pavilion similar to the one held on October 29th last, which proved such a great success. Watch for the notices advertising this big event.

The Grand Summer Opening took place on Sunday, June 4th, with a big free all-day program, featuring band concert, fancy and high-diving in the lake by Professor Henderson, assisted by Master Paul and Miss Florence Froude; vaudeville shows and wandering troubadours. The Clown, "TOTO" had a busy time and a big following of kiddies. All afternoon, as he was laden with gifts for every little boy and girl. Dancing was indulged in at the pavilion up to a late hour and the day was a huge success. The weather was warm and there was a record crowd, including lots of picnickers.

#### STORE DEPARTMENT NOTES

We have heard that Mr. Thornburn, in keeping with the times, has installed a radio outfit at his residence.

Mr. Robert Sabins, of the Graham Store Yards, recently underwent a serious operation and is now getting along nicely. Says he would like to have some of his friends call on him at the Pacific Hospital.

Mr. Dick Sutton, dean of Store Department employes, celebrated his twentieth anniversary with the Company by starting his annual vacation. He and Mrs. Sutton journeyed to the northern part of the State.

Mr. Ed. Rand, driver of White truck used at the Torrance Store, is pleased with the new pneumatic tires installed on rear wheels. A long needed improvement.

#### Modern Styles

Tailor (measuring customer): And how will you have the hip pocket, sir? For a flask or revolver?

—New York Herald.



# MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks

Mr. Al Holik is in San Francisco, enjoying his vacation.

Miss Esther Vetter of the Mechanical Superintendent's office, has just returned from her vacation.

Mechanical Superintendent's office has moved from Torrance to new quarters in the P. E. Building at 6th and Main. All are delighted by the change, as it facilitates the work of the office. Quarters are very comfortable and well lighted.

"Safety First" is not an empty phrase on the P. E. Once a car was severely damaged by fire caused by a charged wire striking the metal destination sign. These signs are being grounded, using No. 6 R. C. Flexible Wire run through independent conduit.

The P. E. Club Dance at Torrance the night of the 27th was a huge success. A large crowd assembled with the evident intention of having a good time and they sure filled all specifications. We are requested by those of "The Family" living in Torrance to thank the Club, particularly Mr. Stuart, who engineered the festivities. It was a large evening. We are looking forward to a return engagement.

## San Pedro

Rod and Gun Club to the front. Some one shot Fred Phlaf's Anraad cigar, when same was, "at rest."

D. Anraad of San Pedro is passing cigars and the glad hand, celebrating the arrival of a baby girl at his home. Congratulations to you Dick.

Mr. Burt Ardway has assumed the duties of Assistant Storekeeper at San Pedro. From the way Ardway "hits the ball" we believe he is going to make good on the job and hope he does. Keep up the good work, Burt.

## MECHANICAL DEPT. MEETING

Mechanical Department Meeting of May 2nd was called to order by Chairman Shultz, there being about 40 members present.

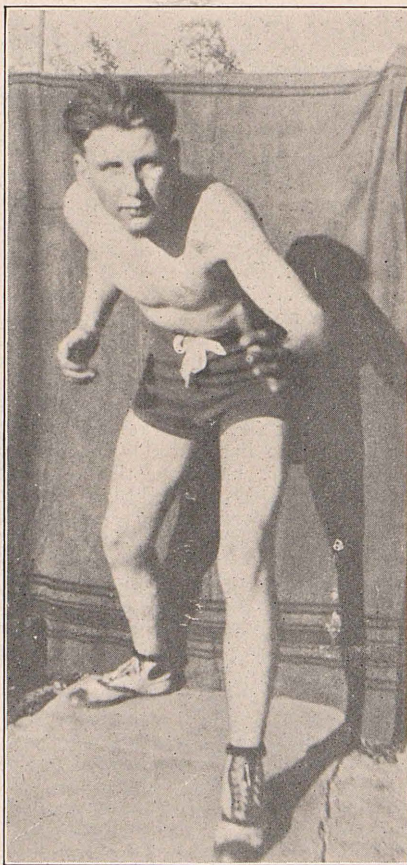
Mr. Drake, Macy street, stated his committee had an interview with Mr. Small and arrangements were being made for the committee to confer with Mr. Pontius.

Mr. Heller of the Torrance Freight Repair Shop, pointed out the need of more equipment in his Department in order to facilitate quick repairs of freight equipment and keep the cars in service. Mr. Haughton replied that this matter was under consideration.

Mr. Osborne, Ocean Park, called

attention to the lack of facilities at Ocean Park for heating water for washing purposes. Mr. Haughton explained this was a matter that should be taken up by the Engineering Department, but had once been turned down by them owing to the fact that Ocean Park buildings were temporary in character.

Mr. Drake suggested that the Mechanical Department meetings be discontinued during the summer months. Mr. Green remarked there were four more foremen and officers



Here we have the wrestling champion of the Store Department, "Wild Cat Rieber." Mr. Rieber recently defended Pacific Electric athletic honors against entrant of the Union Tool Co., at Torrance.

present than there were men. Mr. Shultz took a poll of those present and found 17 supervisors and officers and 24 men present.

The Chairman appointed a committee of three, viz: Messrs. Gale Bonney, Guy Wooley and Becker, of the Machine Shop, to arrange a program for the next meeting.

The Secretary was instructed to write Mr. Small regarding the matter of automobile housing at Torrance; what action should be taken toward furnishing ice for drinking water at the Torrance Shops and see if some

method could not be devised for heating water for toilet purposes at Ocean Park Car Barn.

It was decided the meetings should be discontinued during June, July, August and September, the next meeting being October 3rd. Meeting adjourned at 9 o'clock and all partook of refreshments served by the Club.

E. H. PIERCE,  
Secretary.

## PASSENGER TRAFFIC DEPT. By W. V. Mack

Frank E. Clark, Solicitor of the Department, is up and around after a lengthy spell at the Pacific Hospital where he has been confined for the past month with a severe case of rheumatism. Mr. Clark will resume his duties within a few days.

During the past month several conventions were held in Los Angeles, including the gathering of Rotarians. During the visit of the Rotarians a temporary Information Bureau was established in the lobby of the Auditorium Hotel and information regarding trips and points of interest was dispensed by A. H. Fidel and George T. Brown. Considerable traffic was obtained for our lines.

A new 260-page Guide Book, containing names and locations of stops, cross streets and important points of interest on or adjacent to Pacific Electric lines is just off the press and is being distributed to Conductors and Agents. The booklet contains a fund of valuable data and will enable the furnishing of reliable information. The index is very simple and complete and information desired can be secured with a minimum effort and delay. The booklet was prepared by the Solicitation and Instruction forces of the Department.

Despite the fact that many of their fellow associates were keeping tab on them, expecting possible developments, George H. Blyth, popular Chief Clerk of the department was quietly married to Miss Meta Rohwer at Ventura on May 11, unknown to any of their friends or relatives. To show the extent of his "treachery" George furnished an excellent alibi for a two-day absence, but instead of going south, as he said, he "crossed" us all and went north. His conscience finally made him 'fess up. The bride was formerly employed by this Company as Ticket Clerk at the Main Street Station, where she proved her ability over a period of several years' employment. Mr. Blyth has been employed by the Company for the past twelve years, his work and popularity among fellow associates being too well known to require comment.

It's good to have money and the things that money can buy; but it's good too, to check up once in a while and make sure you haven't lost the things that money can't buy.



## Retriving Losses For a Forgetful Public



Bibles, buggies, bats "n everything" are found in by our Trainmen and the public to the Lost & Found Dept., whose storage rooms, with their weird conglomeration of articles, tells a tale of forgetfulness of the American Public.

HAS my hair been turned in?" I think it was lost in one of your cars." The foregoing inquiry was addressed to Miss Bessie Cronkhite in charge of the Lost & Found Department of the Company by a young lady, who, in compliance with the questionable edict of Dame Fashion, had just bobbed her hair and lost it enroute from the barber shop to her home. In the discharge of her official duties Miss Cronkhite has been called upon to locate almost everything from angleworms to the Holy Bible, but replacing lost locks was a new one. Upon making inquiry, however, the Conductor in charge of the car on which the young lady had ridden had found the treasure and turned it in.

A visit to the storage headquarters of the Lost & Found Department, with its collections of various and sundry articles, reminds one of a well stocked curio shop. Also this collection of articles gives mute testimony of the degree of carelessness and thoughtlessness of the American public and makes one wonder. Here will be found, awaiting the call of the loser, almost any article which can

be carried, and some which have to be pushed—having in mind the twin babybuggy reposing in the office at the time the above photo was taken. Also, let us add, with emphasis, that the assembly of varied treasures give substantial evidence of the commendable integrity of the rank and file of Pacific Electric trainmen, who are responsible for the return of most of the articles found on our cars.

Each year approximately 9000 articles left by patrons on our cars are forwarded to the Lost & Found Department to be returned to the owner, who upon making application and establishing evidence of ownership receives the lost possession. Miss Cronkhite states that fully two-thirds of the inquiries which are made at her office result in the owner receiving the lost article. It is obvious that articles lost and recovered by our trainmen runs close to 90 per cent, as in many instances the loss occurs either before or after the patron leaves the cars. Moreover, the loss may be accounted for in many other ways, such as being the victim of pickpockets, etc. Articles are held 60 days and if not

called for in that time are returned to the trainman or the person making the find.

Miss Cronkhite has been employed by the Company for the past eight years in the Lost & Found Department and her work has been highly satisfactory, both to the management and the public, who on many occasions have expressed themselves regarding both the efficiency of the department and the commendable honesty of Pacific Electric trainmen.

Visitor—"Well, my little man, and what is your name?"

1st boy—Jule, sir."

Visitor—"You should say 'Julius.'" Turning to another boy, "Well, and what is your name?"

"Bilious, sir."—Exchange.

An autoist ran a race with an S. P. train,

(Oh hear his widow sigh!)

He thought he could win at the crossing,

But alas! It was only a tie.

—Sacramento Star.



# TROLLEYGRAMS and TRAINMEN'S MEETINGS

## WESTERN TROLLEYGRAMS

By E. C. Brown



His automobile artistically decorated with natural flowers won, for Master Charles J. Delner, son of Motorman H. J. Delner, Ocean Park, second prize of the Kiddies Floral Parade, held at Ocean Park Pier, April 31st. That smile also helped.

Conductor P. E. Jones of Redondo, is elated over the arrival of a son May 26th. Mother and babe doing fine.

Conductor I. E. Black of Redondo, is proving that he knows all the fine points of the trade and can teach them to student Conductors.

L. F. Hoffman, Motorman is rapidly recovering from his unfortunate accident, although still confined to the Pacific Hospital.

"The Fishing Motorman," O. B. Edwards of Redondo, recently landed a 20-pound halibut off the Center Street Pier after a 20-minute struggle.

Miss Nida Knight has extended her appreciation to all the boys for the manner in which she was supported in the recent Examiner contest.

## NORTHERN TROLLEYGRAMS

By P. H. Riordan

Conductor G. Foster is back on his S. P. Depot run after an extended trip east where he visited all the principal cities.

The Electrical Department asks that motormen be more watchful in crossing circuit breakers with power applied. The practice often injures the machines at sub-stations.

Motorman Kellogg is now working at Alpine in place of McMillan, who has left on a vacation to the Southern States. W. H. Hayden is also at Alpine for a while on No. 38.

With the return of P. H. Smith, Conductor from a trip east, H. K. Riordan left Los Angeles on June 2nd for an extended trip to France.

## SOUTHERN DIVISION NOTES

By F. J. Oriva

The Southern Division still leads in coasting, maintaining its margin by a safe lead. Here are a few of the leading motormen of this division:

B. F. Hammack	.....	54.5%
L. Mitleman	.....	53.0%
W. L. Emery	.....	51.0%
A. V. Ward	.....	45.0%
W. C. Greg	.....	43.7%

The smile of P. E. Jones, conductor, is due to a 9½ pound girl, which arrived on May 16. Both mother and child are getting along nicely.

T. E. Dunigan, conductor, is back on the job after a six-weeks' visit to his old home in Texas.

Trainmen are finding the classes in single track operation of great benefit in their work.

## NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division Trainmen was held at the Pacific Electric Club, on May 16th.

The meeting was called to order at 8:00 p.m. by Chairman Bartholomew. About twenty-five trainmen were present, the staff and Mr. Birmingham of the Traffic Department.

Mr. Hart of the Uniform Department presented an Alpaca Coat for the trainmen's inspection and to get an idea of about how many would like a coat of this kind for summer use. After some discussion, a vote was taken on the matter, and nine trainmen said that they would order coats of this kind if they were carried in stock by the Uniform Department.

### Unfinished Business

That the authorities place a safety zone at Colorado Street and Fair Oaks where our cars turn east.

Disposition: As the city is installing an automatic signal system, this matter will be deferred for the present until these signals are placed in operation.

That when cars doing local work between Los Angeles and Sierra Vista are overtaken between San Pedro and Anderson Sts., by through trains, that the local cars take the local track at Anderson Street.

Disposition: After investigating this, it was decided that there would be no advantage in doing it as it would cause a delay to the Sierra Vista cars and some delay at Anderson Street and Echandia Jct.

That a light system be installed on South Los Robles Avenue between Colorado and California Streets.

Disposition: A recent check shows that this is not needed, as there is very little delay at that point.

That between Alcazar Street and Valley Jct. school children are crossing the tracks, up and down the tracks, some even standing on the tracks until the cars are very nearly upon them before getting off. Some of them are doing it to hear the motorman blowing his whistle. This is very dangerous and something should be done.

Disposition: Mr. Johnson reports that our property in this vicinity has a two or three timber fence; and we make a replacement

of from 75 to 100 pieces twice per year to maintain this fence in first-class condition; and that it seems to be the policy of the residents in this vicinity when in need of a board, to remove the same from our fence, or, if the fence interferes with their ready access to our right of way, they remove a panel. He states that a timber fence of any kind will not keep people off the right of way. Even a strong mesh wire fence would not suffice, as they will enter our right of way at stations and walk up and down the tracks anyway, unless a watchman is stationed at each station, which is out of the question. Some time ago we had this matter up with the school board asking them to instruct the pupils to discontinue the practice of using our right of way as a thoroughfare, which had the desired results only for a short time. It was decided to take the matter up again with the School Board.

That the layover time on the west end of California Street Line be changed to the east end of the line.

Disposition: This change cannot be made as suggested, as it will change the meet which is now made on Los Robles switch to end of double track on California Street where it originally was. It was found that it works much better to have the meet on Los Robles switch as at present.

That a double track be constructed to cross Lake Avenue on California Street.

Disposition: This change will not be made at present on account of the expense connected therewith and the travel does not warrant the necessity of constructing a double track.

That on account of the new building at Fair Oaks and California Street which obstructs the view, a speed restriction should be placed on cars turning east on California Street.

Disposition: Taken care of by instruction to trainmen.

That curtains on the 290 class cars are too low and passengers often come in contact with them.

Disposition: Investigation shows that the present position allows ample room to all passengers when curtains are raised as high as possible.

That booklets be provided conductors on the Short Line and Oak Knoll Line giving routing of Los Angeles Railway cars so that the conductors on those trains could give the passengers inquiring the proper information.

Disposition: Mr. Birmingham reports that the Los Angeles Railway will provide us with a supply of these booklets as soon as they are received. They are out of them at the present time, but have a new supply ordered.

That the 1200 and 1000 class cars have BO destination signs and indicators, and all cars that carry destination signs are in bad order.

Disposition: This was checked up and found that all cars carrying destination signs are not in bad order, but a number of them checked showed several of them in bad order, and Mr. Green was supplied with a list of these cars. Also, at this meeting our attention was called to car 1207-1210-1219-1204, and referred to the Mechanical Department for the necessary repairs.

That Mr. Foote should be supplied with trip passes at Pomona, on account of it taking several days to have them sent out from Los Angeles.

Disposition: Arrangements have been made to handle these passes at 6th and Main Sts. the same day they are received; and with the arrangements now in effect they will be mailed out the same day they are received in this office.

That cards be posted inside of the toilets on San Bernardino Line trains requesting passengers not to flush the toilets while passing through stations.

Disposition: This will be done.

That the telephone booth at Fontana have a latch placed on the door to keep the wind from blowing it shut while the conductor is taking orders.

Disposition: This has been requested.

### New Business

By Conductor Phillips, that lights be placed on the dash of cars directly over the dash sign, so that the passengers can tell the destination.

Disposition: The reason for this suggestion was the confusion between South Pasadena and Sierra Vista cars. It was stated that this was up before and car 431 equipped with lights for a tryout. When the new Hollywood cars are received the Sierra Vista line will be assigned 500 class cars, and these



will be equipped with illuminated destination signs which will take care of the trouble.

By Conductor Bashore, that trailermen on Train 55 sign on at 1:00 p.m. instead of 1:20 p.m. on account of loading papers at the foot of the viaduct, and getting their car ready ten minutes before the train leaves.

Disposition: It has been done.

By Conductor Bashore, that the limbs on the trees west of Lexington Road rub the sides of the cars when passing.

Disposition: Referred to Engineering Department to have the trees trimmed.

By Conductor Bashore, that at times the 170 class cars and car 143 are used as one-man cars between North Pomona and Pomona, and the fenders of these cars are too heavy for one man to handle.

Disposition: It was decided on account of there being no short curves on this line both fenders would be left down.

By Conductor Bashore, that line books for employees be placed with the foreman at Pomona instead of writing to Los Angeles for them.

Disposition: This will be referred to Mr. C. P. Hill, and see if they cannot be mailed out the same day request is received, the same as trip passes.

By Conductor Bashore, that at times when agents at outside points call for connection with the Sunset at Los Angeles there is a delay in getting the Dispatcher after this connection is made, on account of it not indicating on his board when conductors ring at points on that line.

Disposition: This has been checked up and it is found that the board will not indicate in cases of this kind, and the Dispatchers have been instructed to watch the board and clear the line as soon as parties are through.

By Conductor Bashore, that the lights at the El Monte bridge on the San Bernardino line, be reversed, giving the right of way to outbound trains instead of inbound trains on account of the inbound trains stopping to pick up passengers at El Monte and holding outbound trains at the block at the west end of the bridge.

Disposition: This will be considered as to the advantage against the expense of changing.

By Conductor Dorman, that the telephone at Rubio be moved from the Depotmaster's office to some other point on the platform, on account of it being hard for conductors to get their orders when there is a crowd around this office.

Disposition: Referred to Mr. Rodenhouse to check up on this and report at the next meeting.

By Motorman P. H. Riordan, that the red light at the South Fair Oaks barn be moved south one pole length, as the motorman could see it better at that point.

Disposition: Referred to Mr. Rodenhouse.

By Conductor Lundgren, that the lights at the light circuit box on West Colorado near the Salt Lake tracks, be moved from its present location to a point just east of the Salt Lake tracks so that it will not be necessary to stop at the railroad and then again a couple of hundred feet farther for the lights.

Disposition: This will be requested.

By Conductor R. E. Riordan, that toilet on car 1204 leaks around the bottom where it is fastened on the floor.

Disposition: Referred to Mr. Small for the necessary repairs.

By Conductor Riordan, that the seats with plush cushions are full of dust and need to be cleaned with a vacuum cleaner.

Disposition: Referred to the Mechanical Department.

By Conductor Riordan, that the new staff box at La Verne be equipped with lights.

Disposition: The Electrical Department will be requested to do this.

By Conductor Riordan, that the names of all trainmen present at these meetings be published in the Magazine.

Disposition: This will be taken up with the other divisions.

Mr. Ballard, of the Electrical Department, made a talk on the damage caused to the brushes and commutators of the substations by the motormen leaving the power on when passing under breakers; and at times damages the dynamotors to such an extent that it is necessary to take this dynamotor out of service for from five to ten minutes to make the necessary repairs, which causes the power to be weak while being done, and a general delay to all trains. He asked

motormen to make a special effort to throw off their power when passing under these breakers. Mr. Bradley suggested that he write an article on this and have it published in the next issue of the Magazine.

#### From Suggestion Box at Macy

Conductor T. H. Miles suggests that coat hooks be put in the toilets on 1200 and 1000 class cars and stations where none appear at present.

Disposition: Referred to Mr. Belt to check up for necessity, and report.

Conductor Miles suggests that safety chains attached to locks on all cars, register stations, switches, staff machines, doors, etc., should contain one swivel link.

Disposition: Discussion developed that it was too much trouble to unkink a chain, and that there was not much trouble in this regard.

Conductor Miles suggests that torpedoes and fuses could be left in can and placed in locker instead of removing them from can at Macy yards on the 1200 class cars, thus saving unnecessary routine.

Disposition: This will be taken up with the Mechanical Department at Macy to discontinue.

Conductor Miles states that some of the cab doors on the 1200 class cars will not lock, and suggests that they be mechanically inspected instead of writing out a miscellaneous report on each car.

Disposition: 1200 class cars are to be equipped with individual defect cards as a trial. In the meantime defects must be reported by individual cases.

Conductor Miles suggests that some scratch pads be furnished at Macy Club, thereby saving different forms of stationery that are used for scratch paper.

Disposition: Scratch pads will be furnished.

Conductor Miles states that the tape on the train indicators on 1000- and 1200-class cars have been broken and repaired so many times that the space at top and bottom has been used to fasten the rollers in; that the "X" shows regardless of the way it is turned.

Disposition: Individual cases on cars 1204-1207-1210 and 1219 were reported to Mechanical Department for correction.

Conductor A. P. Gunther suggests that signs be placed with a light over them at the following places, so that passengers boarding cars where there are four and six tracks can identify the proper place to stand: at Valley Jct., Sierra Vista, and Oneonta Park.

Disposition: Referred to Mr. Birmingham of the traffic department, for study as to desirability.

Conductor Miles suggests that ticket agents issue tickets in exchange for cash coupons, forms CC-3 and CC-4, as well as conductors.

Disposition: Referred to the Traffic Department for consideration.

Motorman F. C. Mann suggests that lights be installed at Alcazar and State Streets, on the Sierra Vista line, because at nights it is very hard to see passengers on landings in time to prevent running by.

Disposition: Referred to Mr. Belt to check up and report.

Motorman J. A. Nightlinger suggests that A.M. and P.M. spaces be printed on identification checks for conductors to punch, thereby preventing passengers keeping their checks when coming to town in the A.M. and then getting on at Lincoln Park in the P.M. and riding home with the same check.

Disposition: Referred to the Traffic Department for consideration.

#### From Suggestion Box, Pasadena.

Motorman Donahue states that, in view of the fact that the number of trains inbound from Sierra Vista greatly exceeds the number of trains inbound over San Bernardino line, the former to be given right of way over the latter at Valley Jct.

Disposition: Discussion developed that this was formerly the practice and it had been decided to give the San Bernardino line the preference on account of the importance of the long haul from San Bernardino and Riverside. It was decided best not to recommend any change.

Motorman Donahue suggests that the rule allowing motormen to open front gate at 1st and Main Sts., also govern between Fair Oaks and Lake Avenue on Oak Knoll cars; that it saves much time picking up and discharging passengers.

Disposition: Referred to Mr. Rodenhouse for investigation.

Conductor C. W. Nysewander suggests that joints be raised on rough piece of track between Chester and Hill Ave., on East Colorado Street, eastbound.

Disposition: Referred to Engineering Department for correction.

Motorman E. A. Chute suggests that yellow flags placed on the right of way for the protection of gangs of trackmen, or linemen, be removed when conditions allow, while the men are eating their lunch or have been moved to some other place temporarily.

Disposition: Referred to Engineering Department for correction.

Motorman F. W. Walker suggests that block No. 23, Macy Street yards, be equipped with a larger shade as during the evening when the sun is shining directly on it, it is very hard to distinguish which color is turning.

Disposition: Referred to Signal Department for investigation.

Conductor A. G. Stephens suggests that about five of the new boom form local tickets that sell 25 for \$1.50, be issued to each conductor; and a notice be posted in the cars that these books can be purchased from conductor. He states also that he thinks by this method more will be in circulation causing the people to wait for cars instead of a bus.

Referred to the Traffic Department for consideration.

Conductor F. C. Campbell suggests that the holder for signal can on cars be so arranged as not to open can when one takes it out; that the contents of the can fall out very easily.

Disposition: Discussion brought out that signal cans are being provided with a protection to the fastener which will prevent the can from opening.

Conductor R. Powell suggests that conductors be furnished with information on commutation rates; that a great many inquiries are received from passengers about same. He suggests as an alternative that a book be kept at the different terminals containing this information so that conductors may copy same and have at hand this information for passengers.

Disposition: Referred to Traffic Department for consideration.

Conductor R. E. Lee suggests that a car stop sign be put on North Fair Oaks at Roberts and Hammond, as some cars stop this side of Roberts, and patrons have quite a walk to Hammond; that one stop for both streets is sufficient if the cars would all stop between the two streets. Some of the cars stop at both streets and some do not, and this causes complaint.

Disposition: Referred to Mr. Rodenhouse to check up and report.

As there was no further business, the meeting adjourned at 9:30 p.m.

H. L. WIGGAM,  
Secretary.

#### NORTHERN DIVISION MEETING Eastern Lines

The regular monthly meeting of the Northern Division was held at San Bernardino on May 9. There were present:

Eastern Staff, Mr. Grace of the Efficiency Bureau, Mr. Miller, Chief Dispatcher, Mr. C. H. Jones, of the Traffic Department, Mr. Mapstead, of the Line Department, Mr. Rockoff, Mechanical Department, Mr. Hunckler, Maintenance of Way Department, and twenty trainmen.

#### Unfinished Business

That trolleys will not ride in Highland yard when switching.

Disposition: This has been rectified.

That the power is very weak on the Corona Line, in the early morning.

Disposition: Investigation shows that delays are slight and expense of another substation operator would not be justified.

That a ground sign be provided for Los Angeles cars at Riverside Station.

Disposition: This has been looked into and found unnecessary, for the reason that the Los Angeles cars are the only ones that stand in front of this Station.

That the Gravel Pit stop on the Riverside-Redlands Line be eliminated.

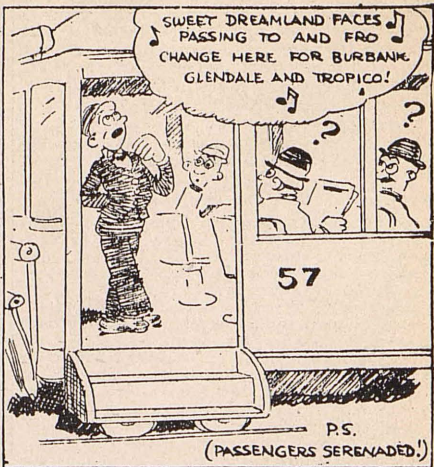
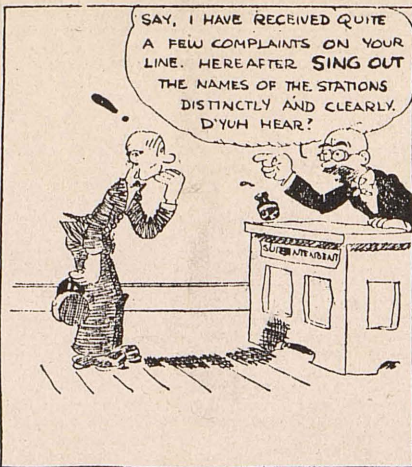
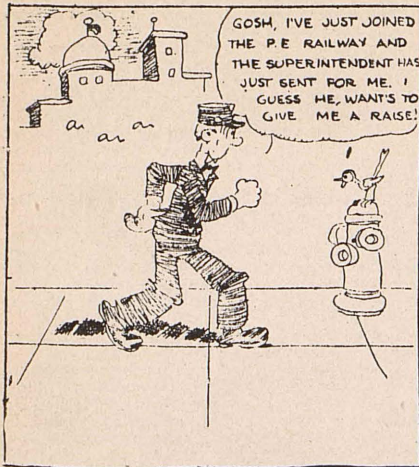
Disposition: This has been taken care of. That the landing at Central Park Station be moved from the north to the south side.

Disposition: The Maintenance of Way Department has promised to change this landing as soon as possible.

That a stop be made at Deodar, between A and B Streets, on Highland Ave.



**"TIGHT" AS A CONDUCTOR FOLLOWS INSTRUCTIONS!**



Disposition: This considered unnecessary, as this block is the usual city length.

That car No. 132 has iron on the edge of the step which is liable to make people slip and fall.

Disposition: Investigation shows that this is a standard device and not hazardous.

That the landing at Revino switch be enlarged for the accommodation of conductors.

Disposition: The Maintenance of Way Department has promised to look after this immediately.

That the power is very weak between Main Street and Colton Avenue.

Disposition: The Electrical Department has made some changes which have helped out to some extent, but not sufficient power to handle the tonnage.

That nothing has been done relative to the Yard Limit sign in Riverside

Disposition: This has been deferred for the present on account of the intended interchange at that point.

**New Business**

By Mr. L. S. Hughes, that on account of the weak power on the Crestmore Line, it causes delay to trains on many occasions; suggested that a feed wire be extended from Poole to Bloomington.

Disposition: Referred to the Electrical Department.

By Mr. Hughes, that considerable trouble is experienced with our Watch Inspectors at San Bernardino, on account of the exorbitant prices they charge for cleaning and repairing watches, also the poor workmanship, as they allow clerks and other employees who are not experienced to regulate watches.

Disposition: Referred to the General Superintendent.

By Mr. G. F. Parkins, that sand cans be placed on the first two morning cars on local lines, so as to allow of sanding the rails where they are slick on account of pepper leaves on same.

Disposition: The Mechanical Department has promised to install these and Motormen are instructed to look out for same.

By Mr. Parkins, that the power on the Colton Line is very weak going up La Caden Hill, on account of freight trains between Congress and San Bernardino.

Disposition: Mr. W. Mapstead, of the Electrical Department, advises that they are going to replace the steel trolley wire on the Colton line which, no doubt, will give better power.

By Mr. Parkins, that the stop sign at Highland Ave. and D Street be moved up to the telephone box at the end of the line, as the two stops are very close together and people would only have to walk a few feet more in going to the end of the line.

Disposition: Referred to Mr. F. E. Peachey and Mr. C. H. Jones.

By Mr. B. B. Maris, that a car stop sign be placed in front of the P. E. Station for local Colton cars.

Disposition: Referred to Line Department to install same.

By Mr. H. A. Martin, that the loose tongue switches in front of the old Redlands carhouse be made solid, as sometimes they open up when passing over same.

Disposition: Referred to the Maintenance of Way Department.

By Mr. E. E. Layton, that a drinking fountain be installed at the rear of the P. E. Station, San Bernardino, on account of the station being locked up after 10:30 p.m., and it is impossible for trainmen to get a drink after that time without going some distance.

Disposition: Referred to Mr. Bradley to take up with the Southern Pacific in connection with the rearrangement of the Station.

By Mr. Layton, that a switch lock be placed on the toilets at San Bernardino Station so that it would be possible for trainmen to go into same after 10:30 p.m., after which time they are now locked up.

Disposition: Referred to Mr. F. E. Peachey to arrange with the Southern Pacific Agent.

By Mr. W. W. Cooper, that a Mechanical Sign-off Sheet be placed at the P. E. Station for the day crews to sign off cars and note their defects, for the reason that a day man reporting to the relief is not sure that same will be reported correctly at the carhouse when they roll in.

Disposition: Referred to Mr. F. E. Peachey and Mr. J. Gilbert.

There being no further business before the meeting, adjourned at 9:30 p.m.

Next meeting will be held at Riverside, June 13, 1922.

F. E. PEACHEY,  
Secretary.

**SOUTHERN DIVISION MEETING**

The regular monthly meeting of the Southern Division Trainmen was held on May 16, at the Pacific Electric Club, Chairman Muligan calling the meeting to order at 8:15 p.m.

There were present Superintendent Davis, Assistant Superintendent Taylor, Assistant Trainmaster Cox, nine trainmen; also Mr. Patton, of the Passenger Department.

The reading of the minutes of the previous meeting was waived.

**Unfinished Business**

Passenger station at Latin be moved to other side of street, or that it be abandoned and a stop sign placed there.

The Engineering Department reported that the condition of this Station is such that they would not recommend its being moved, but left where it is until such time as it becomes necessary to construct a station at this location.

Disposition: The Passenger Traffic Department recommend that the station be moved to the south side of the street.

**New Business**

By Mr. Linninger, that Whittier and La Habra Line time tables be consolidated.

Disposition: Mr. Davis stated that they were that way one time, but were not satisfactory and were changed back.

By Mr. Rose, that express cars 1414 and 1435, at 10:15 a.m. and 1:15 p.m., use the main line from Los Angeles to Watts, delaying main line trains four minutes.

Disposition: Mr. Davis stated that he would check in on this.

By Mr. Rose, that automatic flagman be installed at crossing at Dominguez Junction, on account of the large number of autos going over that crossing.

Disposition: Traffic conditions will be checked to determine if needed.

By Mr. Cornwell, that some motormen ap-

proach overhead switches at too great a speed, causing trolleys to leave the wire.

Disposition: Referred to Mr. Davis.

My Mr. Rose, that automatic flagman on the San Pedro via Gardena line, where the boulevard crosses near the shipyard spur, should be on the right hand side **outbound** instead of right hand side inbound, as at present. Machines going to San Pedro can see automatic flagman, but not from the hill.

Disposition: Referred to the Engineering Department for attention.

By Mr. Rose, that service conditions on the Southern Division for the last month, particularly between Compton and Willowbrook have been very poor.

Disposition: Referred to Electrical Department.

By Mr. A. Hader, that second trip on Run 53, leaves Artesia at 7:25 a.m. instead of 7:30 a.m., so as to get to Watts before the big rush. You can make Watts on time, but then you get in that jam and arrive in Los Angeles from 5 to 10 minutes late every morning and people complain about it.

Disposition: Mr. Davis stated he would look into it.

By Mr. Hader, that automatic flagman be installed at Palomar. This is a very dangerous crossing, although trains are required to stop on both sides of the crossing.

Disposition: Mr. Davis stated that trains are under slow speed at that point and should stop inside of bell limit.

The following communication from Mr. Anderson was read:

"On account of many of the motormen neglecting to turn off power when passing over circuit breakers and insulated crossings, considerable damage is resulting to the substation equipment and the overhead crossings, entailing expensive repairs, and may, in the case of the substation equipment, result in interruptions to traffic.

It was, therefore, the unanimous opinion of the members of the Department present that the matter be respectfully brought to the attention of the trainmen through their Transportation Meetings by the Division Superintendent, in order to obtain their co-operation in eliminating this practice."

Mr. Ballard, of the Electrical Department, detailed just what happened to the substation equipment when power was not turned off when passing circuit breakers and insulated crossings.

Mr. Hart, of the Uniform Department, exhibited an Alpaca coat for trainmen.

There being no further business before the meeting, adjourned at 9:15 p.m.

D. DUBIN,  
Secretary.

**WESTERN DIVISION MEETING**

The regular monthly meeting of the Western Division Trainmen was held at 8:15 p.m. on May 16, in the Assembly Room, Pacific Electric Club, Chairman J. Hanselman calling the meeting to order.

There were present fourteen trainmen, Mr. White and Staff, Mr. Glancy of the Traffic Department, and Mr. Todd, of the Mechanical Department.

Before the regular order of business was taken up, Mr. Hart, of the Uniform Depart-



ment, exhibited an Alpaca coat for trainmen. The reading of the minutes of the previous meeting was waived.

#### New Business

The following communication from Mr. Anderson was read:

"On account of many of the motormen neglecting to turn off power when passing over circuit breakers and insulated crossings, considerable damage is resulting to the substation equipment and the overhead crossings entailing expensive repairs, and may, in the case of the substation equipment, result in interruptions to traffic. It was, therefore, the unanimous opinion of the members of the Department present that the matter be respectfully brought to the attention of the trainmen through their Transportation Meetings by the Division Superintendent, in order to obtain their co-operation in eliminating this practice."

Mr. Ballard, of the Electrical Department, who is in charge of all substations, spoke on the above subject, explaining in detail just what happened to the substation equipment when power was not turned off when passing over circuit breakers and insulated crossings.

By Conductor Burger: Stated that Cashier at Hill Street Station objected to exchanging paper money for silver.

Disposition: Referred to Traffic Department.

By Motorman Converse: Referred to overhead across long bridge on Glendale line, said same needed lining up.

Disposition: Referred to Electrical Department.

By Chairman Hanselman: Wanted to know what the objection was to gatemen in Hill Street Station using the gates, as it is impossible to keep passengers from going through without showing tickets when gates were open.

Disposition: Will be checked up.

By Conductor Watson: Spoke of the trouble experienced by collectors or loaders in getting people to board the front end of the cars, especially at Lake Shore and Sunset, where the care are stopped in such a position that passengers coming up the steps find it more convenient to board the rear end of car. Suggested that stop sign at this point be moved back so the front end of car would be nearer to the steps when car stopped.

After discussion it was decided that the stop sign should be left as it is at Lake Shore and Sunset, as the collectors are there only an hour or two a day and when they are not there it is more convenient for passengers for the cars to stop where they do at present.

It was also suggested that collectors announce 'Board at front end.'

Disposition: Will be checked up.

By Chairman Hanselman: That on some cars the down shafts of the registering mechanism are found to have been oiled, which soils conductor's hands.

Disposition: Mr. Todd stated that they were not oiled by the Mechanical Department.

By Conductor Porter: That handles on registering device are painted when coming out of the back shop. Said that the paint soon came off on conductor's hands.

Disposition: Mr. Todd stated that the grips could be nickle plated, and would check in on it.

By Conductor Porter: Referred to screen work beside seats on P A Y E cars being dusty and dirty; dust rubs off on passengers' clothing.

Disposition: Referred to Mechanical Department.

By Motorman Delmer: That gangman for emergency tower does not stand far enough back of the truck in districts where the traffic is congested.

Disposition: Referred to Electrical Department.

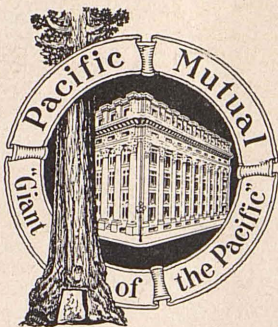
By Motorman Delmer: Stated that landings at Melrose, East Sherman limits, are not long enough for passengers to leave both ends of the car.

Disposition: Referred to the Engineering Department.

By Conductor Porter: Said that paper on which white P. I. S.'s are printed is too thin; wanted to know why they could not be of the same grade as the colored P. I. C.s.

Disposition: Referred to Traffic Department.

By Conductor Brown: Wanted to know if



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a man who had a vacation due in the winter could take it in the summer months before his seniority date.

Disposition: Vacation could be deferred until the summer, but cannot be taken ahead of time.

#### From Suggestion Boxes

From Conductor J. E. Rooney: Suggest that registers be oiled or loosened up—a great number of them are in poor working order. Oftentimes you cannot tell if you are registering correctly or not.

Disposition: Mr. Todd stated that the Ohmer Fare Register people were starting to overhaul all registers.

From Conductor S. MacCrone: Let me suggest that the bell cords and register cords through the cars, especially the P A Y E cars, be cleaned at frequent intervals. When it is necessary to register fares or pull the bell cord while collecting P. I. C.'s, etc., the dusty and greasy cords leave conductor's hands dirty and a conductor with dirty hands is not appreciated by the passengers.

Disposition: Referred to the Mechanical Department.

From Motorman J. D. Osborn: There is a box on all 800-class cars in which to place headlights when not in use. Would suggest that when headlights are inspected at night by Mechanical Department they be put in boxes, thereby keeping them out of the way.

Disposition: Boxes not large enough to hold only one style headlight; the boxes are now used for other equipment.

From Motorman J. D. Osborn: Would suggest that "Take Next Car" signs in 800-class cars with cabs be put in better condition. Only about half of them will stay displayed.

Disposition: Referred to Mechanical Department.

From Conductor E. L. Marvin: I would like to suggest that the P. C. R.'s be changed to some kind of a form that can be punched and not have to use a cutter on them. The present form is very unhandy to do fast work with.

Disposition: Mr. Glancy stated that he would be glad to receive any suggestions that conductors had to offer in the way of an improvement over the present form of P. C. R.

From Conductor E. L. Marvin: That the indicators on the 800-class cars used for single track work be removed as they are very seldom in order and do not show up enough to be of any benefit.

Disposition: Referred to Mechanical Department.

There being no further business before the meeting, adjourned at 9:45 p. m.

M. B. MORRIS,

Secretary.



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CONDENSED STATEMENT  
**THE FARMERS & MERCHANTS NATIONAL BANK**  
OF LOS ANGELES

AS MADE TO THE COMPTROLLER OF THE CURRENCY  
AT THE CLOSE OF BUSINESS  
MARCH 10, 1922

ASSETS

Loans and Discounts.....	\$24,051,223.58	
United States Bonds to Secure Circulation.....	1,500,000.00	
United States Bonds and Certificates of Indebtedness.....	3,069,024.12	
Other Bonds, Stocks and Securities.....	1,542,252.15	
Bank Premises.....	457,570.32	
Customers' Liability on Letters of Credit.....	180,778.49	
Customers' Liability on Account of Acceptances.....	4,270.50	
Redemption Fund with U. S. Treasurer.....	75,000.00	
Interest Earned uncollected.....	119,805.05	
Cash on Hand.....	\$1,934,418.75	
Due from Federal Reserve Bank of S.F....	2,334,456.77	
Due from Banks.....	2,939,275.45	<b>7,208,150.97</b>

**\$38,208,075.18**

LIABILITIES..

Capital Stock Paid in.....	\$1,500,000.00	
Surplus.....	1,500,000.00	
Undivided Profits.....	821,155.66	3,821,155.66
Reserved for Taxes.....		21,768.64
Reserved for Interest.....		52,514.18
Unearned Discount.....		39,741.61
U. S. Government Securities borrowed.....		446,000.00
Other Bonds Borrowed.....		500,000.00
Letters of Credit.....		200,609.94
Acceptances Based on Imports.....		4,270.50
National Bank Notes Outstanding less amount on hand.....		1,494,000.00
Bills Payable with Federal Reserve Bank.....		600,000.00
Rediscounts with Federal Reserve Bank.....		1,100,000.00
DEPOSITS.....		<b>29,928,014.65</b>

**\$38,208,075.18**

I, V. H. Rossetti, Cashier of the above named Bank, do hereby solemnly swear that the above statement is correct to the best of my knowledge and belief. (Signed) V. H. ROSSETTI, Cashier.

Correct, Attest: Wm. Lacy, H. W. Keller, F. S. Coates.

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