

PAC. ELEC. MAGAZINE 1922



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 6

LOS ANGELES, CAL., MAY 10, 1922

No. 12



The Lure of the Mountains to Our Own Vacation Camp

Vacation time is at hand. The urge of Spring is upon us, and thoughts turn to the lovely scenes Dame Nature has prepared among the rugged high peaks. Our very own vacation is nearly ready for the 1922 season and will open wide its gates on June 1st. Let's all go for at least a brief stay this year.

The "Court of Appeals" For Employes

Attention is directed to right of appeal in cases of dismissals, under the procedure adopted July 25, 1918, as follows:

"Effective at once cases of dismissals for cause, of employes more than six months in service, will hereafter be governed by the following rules:

1. When any employe is suspended from the service by immediate supervising official, the cause, with all facts available, will be at once stated in writing to the Superintendent. Suspended employes will report within twenty-four hours to the Superintendent or forfeit positions, unless reasons acceptable to Superintendent are given for the delay.

2. The Superintendent will give the suspended employe full hearing within twenty-four hours after he has reported, examining all evidence. If dismissal from service follows or demerits in excess of thirty-five are assessed, the employe may appeal the case under following procedure:

(a) Within twenty-four hours after dismissal employe may file appeal with Superintendent, naming a fellow employe in regular service, possessing the qualifications specified in Section 5, as his aid in making further investigations, who shall make report and recommendations within three days after appointment. The Superintendent will consider carefully and announce his decision promptly.

(b) If the employe is not reinstated he may then appeal, first to the General Superintendent, second to the President, and will be given a hearing and time in which to state his case and reasons why he feels he should not be discharged. In such appeal he may be supported by the fellow-employe who has been named by him to aid in the investigation.

(c) If not reinstated through the recommendation of any of the officers named, the employe may, not later than one week after decision of Superintendent, on appeal after he has taken his case up with the General Superintendent, General Manager and the President, file further appeal with the Adjustment Commissioner in writing with any statement or data he may have to furnish. All evidence will (by the Superintendent) be placed in the hands of the Adjustment Commissioner, including all reports, stenographic records of hearings, and other available data. The Commissioner may call for any wit-

nesses he may wish, keeping record of their testimony (which thereafter will be open for inspection by all concerned).

The Commissioner's findings and decision shall be rendered within ten days after submission of case to him and shall be final, except in cases mentioned in Section 7 hereof, where such findings shall be advisory only. It may cover (1) reinstatement, (2) terms of reinstatement, (3) confirmation of Superintendent's decision.

(3) An Adjustment Commissioner is to be named by the Judges of the District Court of the United States for the Southern District of California, such Commissioner to report only to the public authority named. His term of office shall be one year. His remuneration shall be on basis of service performed and shall be fixed by the appointing authority.

He must not be (a) an elected public officer (and if a candidate for elective office must resign upon becoming such), (b) an officer of any corporation or company employing labor, (c) a member or employe of any labor union.

4. The time limitations herein are designed to secure prompt and final settlement. For good cause such time limits may be extended by the Superintendent (or higher authority) or by the Commissioner.

5. Employes called to serve as aids to others will be paid their regular wages for time so employed (measured by their average daily wage for ten working days preceding), together with expenditures for meals, car fares and itemized incidental expenses such as telephone calls, incurred in connection with work undertaken.

Such employes in accepting this employment should feel they are rendering service of high order both to the management and their fellow-employes. In making independent thorough and unbiased reports and recommendations, regardless of nature of conclusions reached, the standing of employes so serving will not in any way be injured; rather, they will secure the increased respect of all concerned. No employe is eligible to serve who has not been regularly in service for at least six months, none

with net demerits of more than forty standing against him.

6. All employes called as witnesses will be paid full wages for time lost and any unnecessary expenses they would not otherwise need to bear.

7. When fare irregularities of any kind are the cause of discharge, the case can be appealed only to officers of the company and then direct to the Commissioner, who may, after examination of written records, make recommendation if he choose in connection therewith to the General Superintendent orally or in writing. But in a matter of not properly accounting for the company's property or dishonesty in the handling of company money, the final decision will rest with the company.

The foregoing plan marks a radical departure in relationship of employes to tenure of their positions. It can succeed only as the high regard for truth and justice of those concerned help it succeed. It is not a reflection upon the supervising officers, but it is an aid to them to reach that impartial justice we are all desirous of attaining. The plan has been adopted as a result of their recommendations. They feel that intelligent and thoughtful help given them in connection with the heavy responsibility of separating a man from his means of living, is very much worth while. The plan will fail if any attempt is made to use it as a means to break down discipline or cloak neglect of duty; it will succeed if used in the spirit intended. It has the merit of getting the fullest possible information assembled from different viewpoints in connection with the case concerned, and where doubt might exist, of having the final decision rest with a competent and unbiased outsider who will have at his command all the facts and all the time necessary for mature and thorough consideration.

The foregoing of course, does not apply to dismissals from service through lack of employment due to possible necessity for reduction of forces, and the right to hire and discharge is vested exclusively in the company, and, except as specifically set forth in the foregoing, during the life of this plan as determined by the company, is not abridged by anything herein.

The plan as outlined has been closely followed, and employes are invited to avail themselves of a full and impartial hearing, when occasion demands, with a view of absolute justice to all employes of the company.

Of course, strict discipline must be maintained in all branches of the service and the full co-operation of employes will materially assist in the continued success of the plan.

D. W. PONTIUS,
Vice-President and General Manager.

Season
1922

PACIFIC ELECTRIC EMPLOYEES' VACATION CAMP

Season
1922

Camp Season—Opens June 1, closes October 1. Reservations—Must be made in person, by phone or in writing at the Club on or after May 15th, and must be accompanied by check or paid in cash at the Club for entire period. No money will be refunded unless notice is given one week in advance.

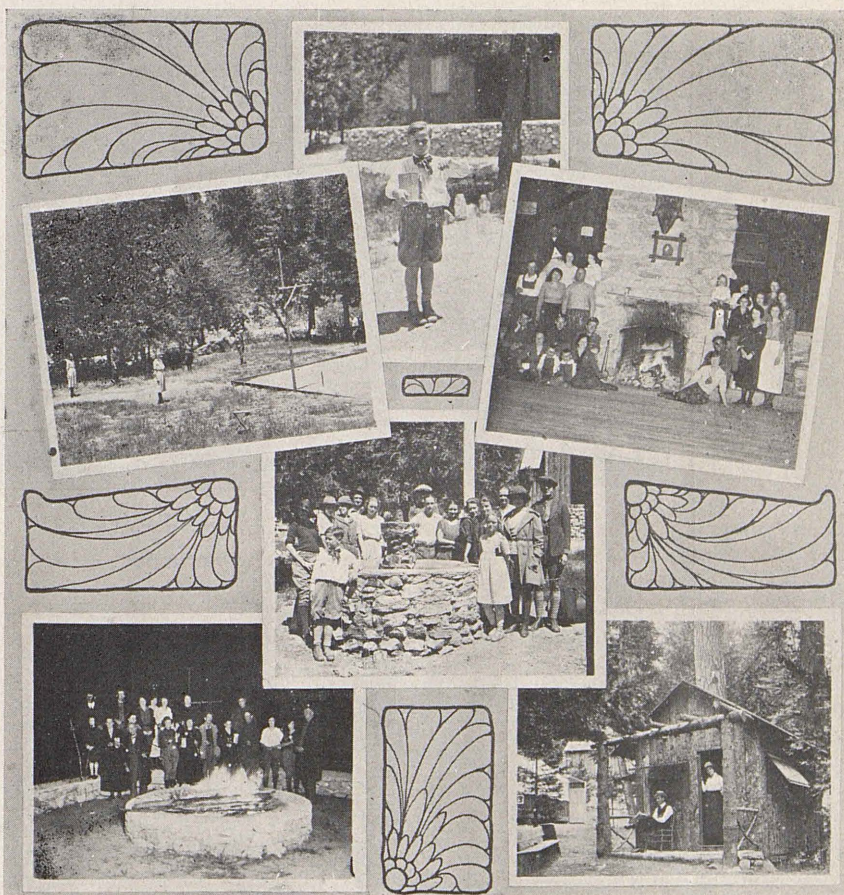
Who May Reserve—Only employes may reserve for themselves or their dependent family. An employe may take with him non-dependent members of his family, or a friend or friends to the limit of his tent accommodations, subject to the rules covering same. Extra tents will not be provided and beds will be furnished only if available after employes have been fully cared for.

Single Employes—The right is reserved to place two or more single persons in the same tent cottage; the charge for accommodations to single persons only contemplates sleeping accommodations and no tent will be reserved for the exclusive use of one person, and where two or more occupy a tent, the charge will be the same (\$3.50) per week for each person.

Transportation Charges—Passes will be provided for employes and wholly dependent members of family from any point on the system to San Bernardino. The Motor Transit Company at San Bernardino will carry Pacific Electric employes at the following rates: \$2.50 round trip for adults, \$1.50 round trip for children 5 years or over and under 12 with no redemption of the portions of the unused round trip tickets. Friends travelling with Pacific Electric employes must pay the full fare, which is \$4.00 for adults, round trip, and \$2.00 for children of 5 years or over and under 12. Pacific Electric employes will personally present to the Motor Transit Company Office at Third and Arrowhead avenues, San Bernardino order for transportation, endorsed by the Pacific Electric Club for the employes authority for the reduced rate. The Motor Transit Company will handle Pacific Electric employes to and from the Pacific Electric Camp only on Wednesdays and Sundays.

Vacation Period—Begins on any Wednesday or Sunday employe desires, or where employes use private automobiles, the vacation period may begin any day and be of from one day to two weeks in duration. For a longer period than two weeks, permission must be secured from Camp Manager or Superintendent. Full charges will be made on all reservations even if only a portion of the period so reserved is used by applicant.

Camp Charges—The rate at camp for accommodations for non-dependent members of family or friends will be \$1.00 per day per person in all cases and this charge does not include meals. Cottage rent for employes and dependent members of family, two or more in family, \$6.00 per week. Only one



cottage allowed each family. Single persons each \$3.50 per week. Where an employe's dependent family number more than four persons effort will be made to provide sheltered sleeping accommodations adjoining his tent. "Dependent family" does not mean relatives or friends.

On account of the Motor Transit Company carrying employes only on Wednesdays and Sundays, it will not be possible to make any week-end reservations at the Camp this season, unless employes go to camp in private automobiles.

Baggage—The baggage allowance for each adult person is 30 pounds and must consist strictly of clothing, bedding and toilet articles. A 15 pound allowance, consisting of the same articles, is allowed for each child.

Fishing—Get your license before going to Camp, also take your tackle, flies, salmon eggs or other bait.

Hunting—Not permitted at this season, and only ducks in season. Fire-arms of any kind not permitted. The law presumes that you are hunting if the ranger finds a gun on you. Don't take any with you.

What to Take With You—Comfortable old clothes, comforts, quilts, sheets, pillows, towels and toilet articles, and above all, a cheerful happy disposition to share with others.

Supplies—Everything necessary for your subsistence while in camp may be purchased at the store maintained by the camp. Profit is not sought in the sale of supplies to employes, it being desired only that the Camp revenues may meet the cost of operation. Cooked foods may be purchased at the delicatessen or meals taken at the restaurant upon notice sufficiently in advance to the Camp Superintendent.

SCHEDULE

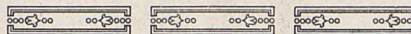
June 1 to October 1, 1922

Leave Los Angeles.....	7:10 a.m.
Arrive San Bernardino.....	9:12 a.m.
Leave San Bernardino, Third and Arrowhead Ave. via Motor Transit	10:00 a.m.
Arrive P. E. Camp.....	12:35 p.m.
Leave Los Angeles.....	3:25 p.m.
Arrive San Bernardino.....	5:27 p.m.
Leave San Bernardino, Third and Arrowhead Ave. via Motor Transit	5:30 p.m.
Arrive P. E. Camp.....	8:00 p.m.

From the Camp

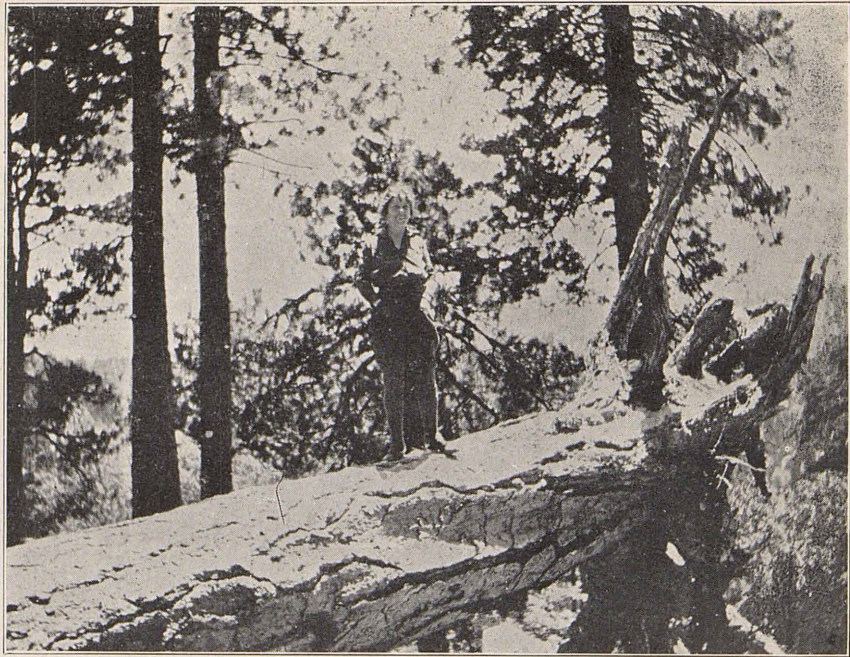
Leave Pacific Electric Camp.....	7:10 a.m.
Arrive San Bernardino, Third and Arrowhead Ave.	9:45 a.m.
Leave San Bernardino.....	10:45 a.m.
Arrive Los Angeles.....	12:40 p.m.
Leave Pacific Electric Camp.....	2:10 p.m.
Arrive San Bernardino, Third and Arrowhead Ave.	4:45 p.m.
Leave San Bernardino.....	5:35 p.m.
Arrive Los Angeles.....	7:34 p.m.

For complete details read all of this folder.



ALL of the Mountain Resorts are beginning preparations for the largest patronage they have ever anticipated, and the indications are that the capacity of all the resorts will be taken during the 1922 season. This anticipation on the part of the resort owners is due to the fact that more rain and snow have fallen than in the previous five years and as a result, vegetation is much advanced, the streams are much more beautiful and attractive, the trees, ferns and flowers in brighter and better condition than for years and in every respect the hills, mountains and their gems of small valleys have become realms of joy to the lovers of nature, and it is to be expected that thousands of people who have never known their charms before will this year revel in them.

At our own Vacation Camp in the San Bernardino Mountains a large number of employes and their families were entertained last year for varying periods, and few indeed there were of the number who did not have the most enjoyable vacation of their lives. True it is that some did not enjoy it, but the number was



Vistas Beautiful from a Majestic Stage

small indeed, and when analyzed it would most probably be found that the reason of the non-enjoyment was within themselves. They were not in tune with Nature; or reasonable rational enjoyment would not satisfy; or that they desired to be a law unto themselves regardless of the rights, privileges and enjoyment of others, and selfishness never found happiness anywhere.

The reason for the establishment of our Vacation Camp has been told many times, but it will bear repeating for the benefit of many employes who have not heard it. The purpose of this Summer Camp for employes and their families is to provide at the lowest possible cost to them a place amid nature's most beautiful surroundings where they may spend a week or two in rest, recreation and social enjoyment under the best possible conditions for Healthfulness.

Cost of Tent Cottages
Single Persons (each), \$3.50
per week

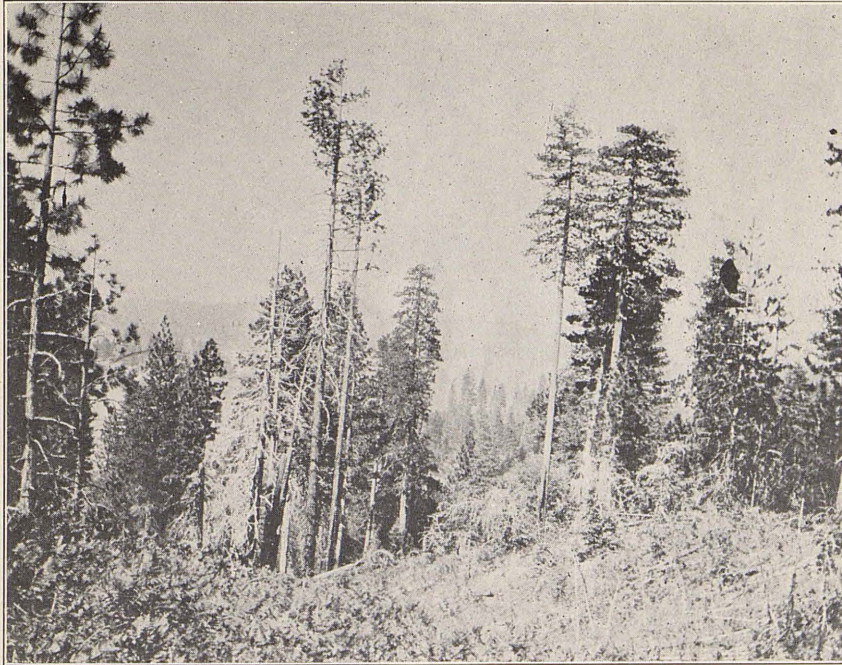
No Cottage will be assigned for the exclusive use of any one person. In order to accommodate as many persons as possible, single persons will occupy cottages in groups with single beds, when necessary. No person under 18 years of age will be admitted to the camp unattended by members of the person's family. When possible, single employes should organize as a group for the vacation.

Family of two or more, \$6.00
per week

Where family (all dependent) numbers more than four



*Home Headquarters 'Neath the Pines
 Pacific Electric Vacation Home
 San Bernardino Mountains*



Carpet of Fern, Patterned with Wild Flowers

persons, efforts will be made to provide sheltered sleeping accommodations adjoining the tent cottage.

Only one tent will be provided for any one family.

Non-Dependent Relatives or Friends

Families may include in their vacation arrangements one or more relatives or friends provided additional housing accommodations will not be required. Equipment will be furnished relatives or friends after regular employes have been provided and in no case shall the regular employes be inconvenienced by this accommodation. This permission may be revoked by the Management at any time.

Transportation

Passes will be provided for employes and wholly dependent members of family from any point on the system to San Bernardino. The Motor Transit Company at San Bernardino will carry Pacific Electric employes at the following rates: \$2.50 round trip for adults, \$1.50 round trip for children 5 years or over and under 12 with no redemption of the portions of the unused round trip tickets. Friends

traveling with Pacific Electric employes must pay the full fare, which is \$4.00 for adults, round trip, and \$2.00 for children of 5 years or over and under 12. Pacific Electric employes will personally present to the Motor Transit Company Office at Third and Arrowhead avenues, San Bernardino order for transportation endorsed by the Pacific Electric Club for the employes' authority for the reduced rate.

The Motor Transit Company will handle Pacific Electric employes to and from the Pacific Electric Camp only on Wednesdays and Sundays. The baggage allowance for each adult person is 30 pounds and must consist strictly of clothing, bedding and toilet articles. A 15 pound allowance, consisting of the same articles, is allowed for each child. All baggage must be securely wrapped in a compact bundle and plainly marked with your name and destination, and must be looked after and cared for by each individual person until delivered to the Motor Transit Company's Depot, Third and Arrowhead avenue, San Bernardino, Cal. Returning from camp, each person must receive and care for their baggage from the Pacific Electric Station, San Bernardino to Los Angeles.

Other baggage and supplies, other than named in the allowance above must be turned over to the Motor Transit Company for transportation to or from camp at its regular rates.

Free Camp Sites

Where employes have their own camp outfits, space for camping will be furnished free for any period of time to the employe who desires to stay at the Camp, subject to approval of Camp Supt., and supplies may be ob-



Sometimes Seductive Airs Enliven Dancing Feet



Stately Pines Complete Nature's Charm

tained at the store on the same basis as that offered employes who occupy Camp cottages. Privilege must be received from Manager before leaving for Camp, and the management reserves the right to cancel the privilege at any time. All rules of Camp must be strictly observed.

Week-End Visitors

If application is made before going to Camp on day before starting, it may be learned whether or not accommodations are available for week-end visitors. In assignment of quarters in Camp, regular vacationists will be cared for first.

Auto parties of employes who may drive up to spend the day can al-

ways rely upon receiving food supplies.

What to Bring to Camp

When going to the Camp, care should be exercised to take no surplus baggage. Doing so will result in needless expense to the camper. Bedding should consist of two pairs of wool blankets and two comforts for each bed, and if sheets and pillows are desired they should be taken. Towels and toilet articles and warm comfortable clothing should complete the list of things needed.

How to arrange for camp accommodations:

Reservation for accommodations may be made at any time on or after May 15, 1922, for the season which will begin on June 1 and continue until October 1, by employes either calling in person at the club, 431 South Hill street, from 8 a. m. to 11 p. m. daily, or if employe does not reside in Los Angeles, application may be made by letter or phone and necessary papers mailed to the applicant, and must be accompanied by check or paid in cash at the club for the entire period reserved. When a reservation is made, the applicant will be given a slip describing the reservation and assignment which must be presented to the Camp Superintendent on arrival. The reservation will include an order for cotage equipment, number of beds, kitchen equipment, also authority for reduced rates from the Motor Transit Company at San Bernardino, which must be delivered to them in person and the order will be kept on file by the Motor Transit Company.

No assignment to quarters will be made unless camp order is presented upon arrival at camp. Only the amount of baggage and of such quality as before stated herein and covered by baggage limitation will be accepted by the Motor Transit Company for transportation to camp. All excess bag-

gage must be turned over by the passenger himself to the Motor Transit Company to and from camp. There is ample time for this provision, provided in the schedule.

When possible, reservation should be made in person at the club.

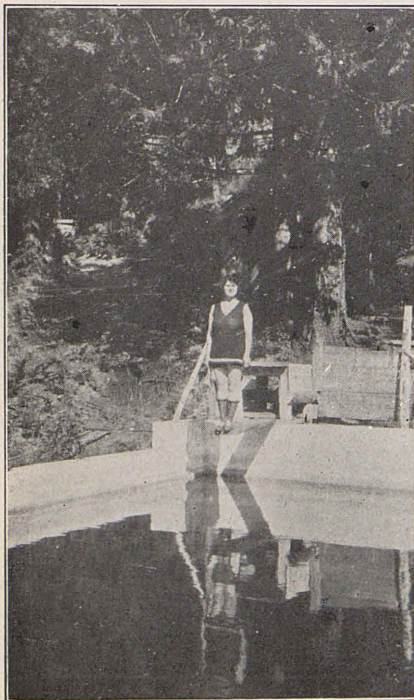
Camp vacation periods may begin any Wednesday or Sunday and be of any period from one day to two weeks. Employes visiting the camp in private machines, may begin their vacation any day and stay from one day to two weeks. If, however, a longer period than two weeks time is desired, special permission so to do must be obtained from the camp manager or superintendent and it will be granted, dependent upon available accommodations at the camp. This, however, is optional with the manager or superintendent.

Upon completion of vacation and when leaving camp, all belongings of camp residents must be packed and delivered at camp headquarters one hour before leaving camp in order that proper assignment of baggage to the Motor Transit Company and closing of camp accounts may be done without delay. All utensils furnished camp residents during their stay in the camp must be checked back clear to camp manager or superintendent before leaving camp and to be turned over in a thoroughly clean and good condition.

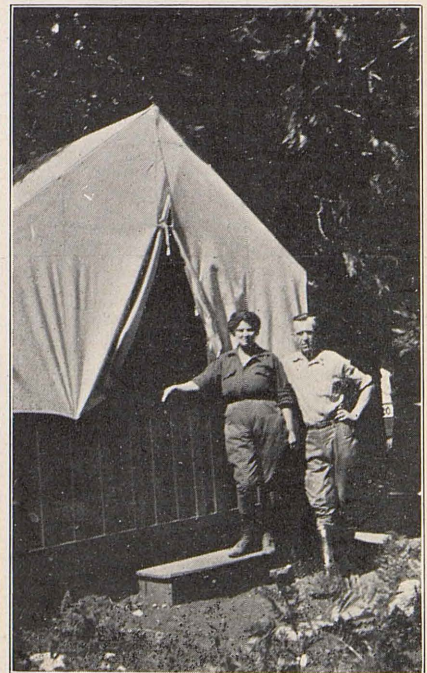
Any damages to articles from those previously issued by camp superintendent to the vacationist must be settled and accounted for before leaving camp.

Under no circumstances will dogs be allowed in the camp.

Employes will not be allowed to invite visitors from other camps without first obtaining permission of the Camp Superintendent.



Calm Alurement of Swimming Pool



Tented Home 'neath Pine Boughs

PACIFIC ELECTRIC CLUB AFFAIRS

C.M. STUART, ASSOCIATE EDITOR

CLUB BULLETIN

May 10, 1922 to June 10, 1922

- Wednesday, May 10**
P. E. Rod and Gun Club meeting at 8 p. m. Operating Staff Meeting in Assembly Hall at 10:00 a. m.
- Thursday, May 11**
Moonlight Dance at Auditorium at 8:30 p. m.
- Friday, May 12**
Regular Movie Show in Auditorium at 7:45 p. m.
- Saturday, May 13**
Agents Association meeting in Assembly Hall at 8 p. m. Refreshments served after meeting.
- Monday, May 15**
P. E. Band Rehearsal at 8 p. m. Electrical Department meeting at 8 p. m. Refreshments served after meeting.
- Tuesday, May 16**
Northern Division Safety Committee meeting in Assembly Hall at 2:00 p. m. Transportation Department meeting at 8 p. m. Refreshments served after meeting.
- Thursday, May 18**
Balloon Shower Dance in Auditorium at 8:30 p. m.
- Friday, May 19**
General Staff Meeting in Assembly Hall at 10:00 a. m. Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, May 22**
P. E. Band Rehearsal at 8 p. m.
- Thursday, May 25**
Railroad Souvenir Dance in Auditorium at 8:30 p. m.

- Friday, May 26**
Regular Movie Show in Auditorium at 7:45 p. m.
- Saturday, May 27**
Pacific Electric Club will entertain the Mechanical Department Employees at Torrance with an entertainment and dance for Pacific Electric employees, their dependents and friends.
- Monday, May 29**
P. E. Band Rehearsal at 8 p. m.
- Thursday, June 1**
Lucky Spot Dance in Auditorium at 8:30 p. m.
- Friday, June 2**
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, June 5**
P. E. Band Rehearsal at 8 p. m.
- Tuesday, June 6**
Southern Division Safety Committee meeting at 2 p. m. Mechanical Department meeting in the Assembly Hall at 8 p. m. Refreshments served after meeting.
- Wednesday, June 7**
Executive Committee meeting in Assembly Hall at 2 p. m.
- Thursday, June 8**
Western Division Safety Committee meeting in Assembly at 2 p. m. Japanese Lantern Dance in Auditorium at 8.30 p. m.
- Friday, June 9**
Regular Movie Show in Auditorium at 7.45 p. m.
- Saturday, June 10**
Agents Association meeting in Assembly Hall at 8 p. m. Refreshments served after meeting.

granted extra transportation as an extra courtesy of the Pacific Electric Railway Company.

The transportation passes to employees wishing to attend the Movie Shows will have no time limit. Employees can come into town any time during the day and remain until the show is over. Employees using this transportation will have to attend the Movie Show and then return portion will have to be validated by the Club attendant. The Executive Committee voted that a letter of thanks be written Mr. Pontius for granting this liberal transportation. Mr. Stuart was appointed to write the letter for the Committee.

The Management stated that we have some of the very best pictures booked for our entertainments next month.

The Engineering Department has turned over the contract for the building of our new picture booth to an outside firm who specializes in this class of work. The regulations covering moving picture booths are very strict and this one is going to be absolutely first class and practically eliminating all danger from the cause of fire. Our fire protection is ample and we have plenty of exits and other means of checking a blaze should one occur. No one need feel the least bit nervous in attending our entertainments from this cause.

The Manager has been the recipient of many letters of thanks from outside clubs for the many favors extended them by the Club.

Mr. Stuart gave another talk on the Mortuary Fund and again urged every Executive Member to work for this fund. He states that while a man may carry other insurance, the Mortuary Fund is always paid to the beneficiary in time to pay for the funeral expenses and inasmuch as the payment is always \$600.00 or more, it is sufficient to provide a first class funeral and take care of other immediate obligations the beneficiary may have to meet.

Mr. Smith stated that our new picture booth cost \$600.00 and that Mr. Pontius readily agreed to secure the authority to spend the money and that both Mr. Pontius and Mr. Shoup are intensely interested in the welfare of the Pacific Electric Club.

Mr. Stuart brought up the matter of transportation to the Pacific Electric Camp. Mr. Smith said that the Motor Transit Company of San Bernardino complained through the Railroad Commission about our transporting our employees from San Bernardino to the Camp. No decision has been made by the Railroad Commission and we cannot tell at this time whether or not we will be allowed to carry our employees from San Bernardino to the Camp. The matter of fare will be taken up with the Motor Transit Company, and if we cannot secure a very reasonable rate for our employees, the Club will buy a White Truck, combination truck and passenger automobile to handle

CLUB COMMITTEE MEETING

The regular meeting of the Executive Committee of the Pacific Electric Club was held in the Committee Room of the Club on Wednesday, April 5, at 2:00 p. m.

The roll was called and the following members found absent: S. E. Cooper, W. R. Osborn, T. W. Kennedy, A. F. Minor, J. Langley, H. A. Culloden.

The Minutes of the previous meeting were read and approved.

Club Fund

Balance on hand Feb. 28	\$ 209.02
Receipts	1,033.75
Total	1,242.77
Paid Bills and Expenses	1,187.93

Balance on hand March 31 ..\$ 54.84

Relief Fund

Balance on hand Feb. 28	\$1,721.88
Receipts	362.00
Total	2,083.88
Paid out in relief	855.00

Balance on hand March 31 ..\$1,228.88

Mortuary Payments

Charles M. Chilton, Check Clerk, Terminal Freight House, Beneficiary, Mrs. Flora E. Chilton, wife, (estimated) \$600.00.

Mr. Stuart stated that he had purchased two beautiful rugs for the Rod and Gun Club Room on account of their enlarging their quarters by the addition of an adjoining room. He also stated that the Rod and Gun Club had the best quarters of any club of its kind in Los Angeles and the finest collection of trophies, equal to any Rod and Gun Club in the City.

The Management has investigated the sanitary conditions of our outside clubs and has seen to it that they are furnished with suitable washing conveniences, also quarters have been furnished with games and cards so that employees may find amusement in their spare moments.

We had to postpone our Saint Patrick's Dance at Venice last month on account of a great number of our employees being sick with influenza. The dance is to be given at the Abbott-Kinney Hall at Venice the last Thursday of this month. Mr. Pontius has

our employees and their luggage to and from the Camp. Much money can be saved in this manner as the truck would handle all of the supplies.

Mr. Smith stated that he had given considerable thought to the funeral question brought up at the last meeting, but could not think of any way to provide a funeral committee without causing more or less friction and trouble with different departments. However, notices will be given and where the time is sufficient, bulletins will be posted in the respective departments. The Club will do all that is possible to give notice to all friends of the deceased employe. Information pertaining to funeral arrangements can always be had by telephoning the Club.

The Terminal Foreman at Ocean Park thanked the Club for the lumber furnished to repair their Club Room.

Mr. Howe stated that the men at 8th and Hemlock should receive more consideration in regard to the steel lockers being installed there. He states that the wooden ones now in use are not serviceable. Mr. Smith and Mr. Stuart are going to personally investigate this matter.

Mr. Brooks stated that inbound cars from Torrance after making their first stop, run about 100 yards, stopped again, run another 100 yards and made another stop, and then did not make a stop for about one half a mile. This forces a great many men who live in the vicinity of 217th Street to walk quite a ways before reaching their homes. Mr. Smith stated that this came under his Department and that he would see what could be done to equalize these stops.

Mr. Geopfert brought up the matter of installing a radio outfit in the Club. Much discussion followed this suggestion and Mr. F. B. Howe made a suggestion that this matter be set aside for the time being. This was voted on and Mr. Howe's suggestion voted down and a committee consisting of Mr. Geopfert, Mr. Moyer and Mr. Stuart and Mr. Thorburn to investigate the cost and practicability of installing such a set in the Club.

Mr. Hill suggested that the Club get another pool table. This is impossible at the present time for lack of floor space. Mr. Stuart suggested that a time limit of one hour be put on all pool tables. All cue balls are to be held at the office and the Club attendant will issue them together with a time card. Should other members care to play after one hour, the tables will be turned over to them. Dependent members will not be allowed to play when Club members desire to do so.

There being no further business, the meeting adjourned at 3:45 p. m.

Miss Ethel Demmel has donated the book "Life and Letters" by Robert Browning to the Club Library.

CLUB CHORUS ORGANIZING

Opportunity for Employes Who Are Singers to Join

Those who have had experience and those who have not had any experience, but would like to learn to sing and read music are invited to send in their name, address, telephone number and department in which employed so that you may be notified when our first rehearsal is called.

The larger corporations in Los Angeles are forming musical choruses with great success and the Management of the Pacific Electric Railway Company feels confident that the Pacific Electric employes who are interested in singing, and would like to take part in an organization of this kind and avail themselves of this opportunity and make the Pacific Electric Club Chorus one of the finest in Southern California.

An experienced and competent director will be provided for the rehearsals and at these rehearsals the very best of musical instruction will be given. Besides the educational feature of these rehearsals, also must be mentioned the sociable, physical and recreational benefits to be derived. It is intended that rehearsals will be held in the Pacific Electric Club Auditorium and those who desire to attend these rehearsals will be granted extra transportation on the nights of rehearsals as an extra courtesy by the Pacific Electric Railway Company.

This Chorus is open to all employes and the dependent members of their families. Those who are interested in the Pacific Electric Club Chorus are requested to fill out the following form and mail same to the Manager of the Pacific Electric Club, 431 South Hill Street, Los Angeles. PLEASE LET US HEAR FROM YOU.

Mr. Mort Stuart,
Manager, Pacific Electric Club,
431 South Hill Street,
Los Angeles, Cal.

Dear Sir:

I am pleased to hand you my application for membership in the Pacific Electric Club Chorus.

Name
Address
Phone Number
Department

CLUB BALL AT VENICE

Upon the courteous invitation of the Abbot Kinney Co., our Annual Club Ball was held at the Venice Dance Pavilion on the evening of April 25th and the attendance exceeded that of any former occasion of the kind, and proved to be one of the most enjoyable of the many that have been given by the Club.

The balcony ball room had been turned over to the Club for the exclusive use of the party, and this of itself, added much to the pleasure of the occasion as it kept our "family" together during the entire evening, and many acquaintances and friendships were renewed.

During the evening refreshments

were served and souvenirs distributed to all those in attendance.

The thanks of all who were fortunate enough to be present on this occasion are tendered the Abbot Kinney Co. and especially to Manager Barker, of the dance pavilion.

MOVIE PROGRAM

Friday, May 19, 1922: Main Feature—William S. Hart in "Travelin' On."

He had neither name nor friends. Knew no law but his big black guns. So he always kept travelin' on.

Till he hit the worst town in the West! And saw some folks and goings-on that needed fixin'. Then—

Come and see the greatest fighting-love picture Hart ever made.

Harold Lloyd with Bebe Daniels and Snub Pollard in "All Aboard."

Aesop's Fables—"The Rooster and the Eagle.

Friday, May 26, 1922: Main Feature—William DeMille production "After the Show." With Jack Holt, Lila Lee and Charles Ogle.

The Lure of the Footlights, the Great White Way—and a lonely girl who wanted to be an actress.

But her only "acting" was in the chorus; her only friend a queer old fellow who watched the stage door.

And when the rich young "angel" of the show came into her life with his midnight suppers and love talk—

It's a story that runs through laughter and tears to an end you will enjoy to see!

Snub Pollard Comedy—"At The Ringside."

Pathe Review—"The Dawn of a Miracle"—the First motion picture views of the actual making of radium; exclusively a Pathe Review Feature.

Capitol Trave laughs—by Hy Mayer—"The Door That Has No Lock;" some scenes and thoughts on immigration.

The Swish-Swish Dance—The Novagraph Slow Motion Camera shows Ada Forman in the dance, as she appears to the eye, and then slowed up eight times.

Pathecolor—The Lilies of Japan.

Friday, June 2, 1922: Main Feature—"Is Matrimony A Failure?" With T. Roy Barnes, Lila Lee, Lois Wilson and Walter Hiers.

Grouches, Beware! Clear the track for the jazziest smile-picture ever made.

A whirlwind feature comedy that showers, laughs and chuckles, and breaks all records for the running broad grin

Gives the inside dope on marriage and tells why husbands leave home—and comes back again. Also—all about the lovely elopement that turned a town upside down.

Harold Lloyd with Bebe Daniels and Snub Pollard in "Bliss."

Aesop's Fables—"The Ants and the Grasshoppers.

Friday, June 9, 1922: Main Feature—"Find The Woman." Featuring Alma Rubens.

What chance has a lovely woman in a battle with New York—its white

lights, its police, and its cold world of high society?

Here's the dramatic answer in a mystery romance bristling with more thrills and suspense than the average person experiences in a lifetime.

Snub Pollard Comedy — "Spot Cash."

Pathe Review—Yak, Gnu & Co. A trip to the New York Zoological Park with the Slow Motion Camera.

Sand, Speed and Smiles—A little trip to the Florida beaches.

Auntie and the Girls—A little about veils but a lot about girls.

Pathecolor—Into the land of olives in Southern France.

Friday, June 16, 1922: Main Feature —Wallace Reid in "Across The Continent."

The entire story is that of a dramatic vindication of the poor man's automobile—or in other words, the popular priced car. John Dent, the maker of the automobile, to avoid further ridicule, orders every member of his organization who can afford a machine must drive a Dent car. His son, Jimmy, is ashamed to do so and is induced by Lorraine Tyler, a flirt, to buy a high priced roadster made by her father. Dent is infuriated and fires his son. He leaves despite his love for Louise, Dent's secretary, and sets out to break the transcontinental record. But Dent has been planning to take the record held by the Tyler car and sets out too. Both cars are wrecked by Tyler's henchman and this fires Jimmy's spirit. He posts a big prize for a free for all transcontinental race and forces Tyler to defend his record against all comers. Lorraine spurns Jimmy, who has entered in a Dent car. The race is one succession of sensations and marred chiefly by dastardly plots on Tyler's part. But Jimmy, now realizing his love for Louise, shows himself a fighter. Dent, Tyler, Louise and Lorraine are traveling to Los Angeles, Louise hears of a dastardly plot and by a clever ruse becomes Jimmy's mechanic. There then ensues a thrilling desperate finish to the race, and a gloriously happy finish to the story.

Harold Lloyd with Bebe Daniels and Snub Pollard in "Move On."

Aesops Fables—Cats at Law.

GETTING WITNESSES

Better Records for Number of Witnesses' Names Secured

The item in the April Magazine concerning the value of the witness cards in accident cases drew attention to this important matter. The March record was better than that of February and it is hoped that the publication of these records may result in more witnesses' names being secured which the Claim Department finds most helpful. The figures follow:

	Average number of Witness per Accident	
	March	Feb.
Northern Division ..	4.0	3.4
Southern Division ...	3.3	2.8
Western Division ...	3.6	3.6

"Rod and Gun Club" Tips

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

Meeting was called, to order by President Goepfert at 8:20 p. m. Fifty-two members were in attendance, including officers of the club.

Minutes of the previous meeting were read and approved.

Secretary reported a total membership of 403, including the 31 new members which were submitted and accepted.

Treasurer Woderson reported as follows:

Liberty Bond	\$ 50.00
Cash on Hand	101.31
Shells on Hand	19.85
Total	\$171.16

Motion was made by Captain Manley, and duly seconded, that the liberty bond be converted into legitimate cash and was accorded a unanimous acquiescence.

Field Captain Manley announced that the next Blue Rock Shootfest would be held at the Los Angeles Gun Club Sunday, April 23, 1922.

Motion was made by L. R. Spafford, and duly seconded, that the Club take out membership in the California-Nevada Trapshooting Association who have sent us a letter of solicitation. After some discussion it was decided that to be affiliated with such an association would be beneficial and the motion therefore carried. Letter was handed Recording Secretary for disposition, who answered it and enclose a five dollar money order covering dues for the year.

Motion was made by Field Captain Manley, and duly seconded, that Amendments Nos 2½ and 3½ be added to shooting rules adopted February 8, 1922. Motion carried.

Rules were presented covering the diamond stick pin donated by the Los Angeles Gun Club and which is to go to the Blue Rock marksman having the highest average for the year 1922 on 500 or more targets. Motion to adopt made, seconded and carried.

Motion was made and seconded that another team, to be known as "Team No. 2," be inaugurated and that chairman appoint committee to arrange for proper insignia to be worn by this team. After considerable discussion, coming as a result of the motion made by "Cap" Manley, it was decided that the matter be left to the judgment and vote of the marksmen at the next field meet. Motion carried.

Following is line-up according to rank for Blue Rock Team No. 1 at this time:

L. R. Spafford	86.4 percent
H. M. Williams ..	85.4 "
K. L. Oefinger	85.2 "
H. L. Wiggan	84.8 "
W. J. Hodges	84.2 "

TEAM NO. 2 PROPOSED

B. F. Manley	83.3 percent
H. Smith	79.3 "
J. G. Rice	78.0 "
L. F. Volkhart	72.2 "
A. B. Mcleod	68.3 "

J. W. May presented a set of rules governing registration of fish for prizes during the 1922 season and moved their adoption. Attention was called to the fact by L. R. Spafford that these rules would conflict with present rules governing this feature and after considerable discussion B. F. Manley moved that present rules be abrogated and that chairman appoint a committee to draft a new set of fishing rules and present at next meeting. Motion seconded and carried.

Resolution concerning restoration of fishing privileges in the L. A. Reservoir system, as computed by the Southern California Rod & Gun Club, submitted by Mr. Grace who moved its adoption. Motion duly seconded and carried that chairman at this time appoint Messrs. Grace, Hill, and Spafford a committee of three to consummate the provisions of the resolution.

Three honorary members were sponsored by L. R. Spafford who stated that the three of whom he spoke were in a position to materially assist the Club, that they were good boosters, had often attended our meetings and it would be of immense benefit to have these men on our honorary roll. They are.

Joe Welch of the Pasadena Hardware Company, Pasadena; Jno. W. Casner of the Monrovia Hardware Co., Monrovia; Reed of the Gun Dept., Tufts-Lyons-Arms Company. Motion carried unanimously subject to approval of Messrs. Pontius, Annabelle and Smith.

Mr. J. W. May announced that he is planning either a salt or fresh water fishing trip for the second Sunday in May; that he had in mind a journey in and around Santa Monica Bay just as soon as the albacore commence to run and that an expedition would be planned to exploit the waters in and around Catalina for barracuda and bass just as soon as the former, who are sojourning in warm waters near Oceanside, have hibernated this far north. So you fellows who are interested in this great outdoor sport had better lose no time in getting in on this. "JW" says that the expense will be very nominal and nothing to compare with the thrill of landing one of these deep sea boys.

Meeting adjourned at 9:50 p. m. and all present enjoyed a regular "Dinty Moore Chowder Party" at the hands of J. W. May in the auditor-

ium where everybody had three or four bowls of his delicious chowder, and when the party broke up about 10:30 p. m., there were just about 43 boys feeling a hundred percent better than they had since the last meeting.

OVER THE TRAPS

"They have their exits and entrances"—so said the poet and it bears no exception in this instance for we have all of that on our Blue Rock Team and more. Now, he is a clay bird buster, sputtering about, effervescing with delight and anticipation on the Los Angeles Gun Club expanse; with nerves of steel and eyes that pierce and sparkle as he directs the fatal shot at the bird in mid air, and (unless he is very careful) finally sinks into oblivion, sans "pep," sans nerve, sans hope, sans everything.

That's the trend of the channel through which the fellows that can't keep pace must pass in our second-to-none competitive system. There are those, however, who have shown no avidity for the "sans stuff;" Spafford, Oefinger and Wiggan, for instance, are expending considerable effort and manifest unusual perseverance in "maintaining their rights of way," as will be noted in the following lineup and record for the shoot held April 23rd on the previously mentioned Club grounds:

Oefinger	117 x 125	equalling	93.6
per cent.			
Wiggan	116 x 125	equalling	92.0
per cent.			
Spafford	114 x 125	equalling	91.2
per cent.			
Hodge	130 x 150	equalling	86.6
per cent.			
Williams	107 x 125	equalling	85.6
per cent.			

The above is the rank and status of the shoot held this date and is not according to the arrangement for the season as will be noted further on. For the first hundred birds Oefinger, Wiggan and Spafford, who have shot on the team since its inception, tied at 93, eclipsing their former record and in the 25-bird event that followed to shoot off the tie Oefinger knocked down 24, Wiggan 23 and Spafford 21 and we noticed no little anxiety among them. These boys have a good chance for that diamond stick pin, to be donated by Fred Temple, of the Los Angeles Gun Club, and they realize it is going to take real metal and marksmanship to claim it. The team boasts of at least two men who are capable of 25 straight and the credit for this feat goes to Oefinger and Spafford. Hodge has, according to our prophesy, "crowded somebody off the feed trough." "Cap" Manley, the unfortunate "somebody" is very much perturbed. You see he had won his jacket but on account of a business trip he was unable to attend the shoot and when he returned Hodge was wearing it, on a margin of 7-10 percent—if you get what we mean.

The season's percentage of these boys is as follows:

Spafford	85.4	percent
Williams	85.4	"
Oefinger	85.2	"
Wiggan	84.8	"
Hodge	84.2	"
Team Average	85.3	"

A. B. McLeod, a former member of the team, on account of being displaced some time ago, "killed" 49 x 75, which is not so good for "Mac."

Prex Jake Goepfert is oscillating between two weapons—a Remington automatic and a pump and he says until he makes up his mind he is going to keep friend Biehler company in the thirties; aforesaid friend tortures that he is a good sport but can't be expected to wait 'til Jake's decision. Why by that time he may be a professional or, a glassblower—who knows. But with all the difficulty that Jake had, he managed to meet up with 32 out of 50.

H. Smith is a boy who is showing some good timber and if it is decided to inaugurate "Team 2," as suggested at our last meeting, Smith will head it with a percentage of 79.3. He only missed 5 out of 50—and a few days ago he was a beginner.

We were disappointed in our Beginners this shoot; only three turned out as follows:

C. A. Brown	35 x 50
L. Antista	43 x 75
L. A. Biehler	24 x 50

This was Brown's first attempt at this game and he walked off with first Beginner's prize besides making a very enviable score.

An honorary member of the club was also present, in the person of J. W. Casner of Monrovia, who claimed 113 out of 125 birds.

Roy Spafford very ably negotiated for "Cap" Manley in satisfying the wishes of those present.

Among the spectators was old faithful Jim Clark who proved a trump throughout the season in attending every shoot, and "Kid" Melville of that far famed country of world wide renown, the Blue Grass, vicinity of Church Hill Downs, Louisville, Kentucky, who says this is a case where anticipation is better than participation. We tried to convince him otherwise, but he sat down complacently and lighted a Camel and the subject was changed.

M. L. Rodda and "Gus" Guercio were a source of disappointment. We were all expecting them to join us in the shootfest but suppose their "Section Foremen" changed their minds. You single fellows better take a tumble to yourself NOW and don't wait till you have somebody always changing your mind.

We want to take this opportunity of righting ourselves with E. H. Pierce who called to our attention the fact that he was afforded no notoriety in the last issue and we want to mention right here that Pierce made a score of 30 x 50, shooting alongside of the winner of first prize in the

last event, C. A. Brown, and we hope to see him on the grounds at the next shoot, which will be held sometime during the middle of May when it is hoped conditions will warrant a goodly attendance.

Prex Goepfert extemporaneously announces the inauguration of a membership contest beginning April 12th and terminating October 11th, 1922. Contest will be enhanced by four valuable prizes to cost upwards of \$10 each. There are now 400 members—we want at least 550 at the expiration of the contest. And we're gonna have eats next meeting that'll make your mouth water—something different and delicious. The gate's open—LET'S GO!

ANOTHER HEROIC EMPLOYEE

At great peril to himself, Alexander Schwartz, Night Yard Clerk at the Eight St. Freight Terminal, recently proved his mettle and gained the everlasting gratitude of a frantic mother when he dashed into a burning residence in Monrovia, and rescued a baby whose death by fire seemed imminent. The fire had made such headway that previous attempts by the mother to rescue the infant drove her back and but for the timely appearance and commendable nerve of Schwartz fatal results would have happened.

The Monrovia Daily News of April 18th thus records the incident in part:

"The baby daughter of Mrs. Rose Duarte, a tenant of one of the small houses, had a narrow escape from being burned alive. The child's mother was out in the yard washing clothes when the outbreak occurred. Sparks from a wood stove which she had been using are believed to have ignited palm leaves suspended between her house and another small dwelling adjoining the dance hall, these in turn setting the buildings on fire.

"When Mrs. Duarte rushed to her home to rescue the baby she was driven back by the flames which had attained a firm hold on the flimsy structure. Alexander Schwartz a neighbor, dashed into the burning building and carried out the infant."

Origin of Fruits

The strawberry comes from a cross between the native strawberry of Virginia and that of Chile. The raspberry is native in temperate Europe and Asia. The apricot originated in China. The peach was originally a Chinese fruit. The cherry originated around the Caspian Sea. The plum comes from the Caucasus and Turkey. The pear is native in temperate Europe and Western Asia. The quince comes from Southeastern Europe, the Caucasus and the Caspian region.—New Success.

"I see," said the suburbanite, "that they have taken the 5:15 off this line. Do you miss it?"

"No, not as often as when it was on."

"Making Your Own" Radiophone

Helpful Suggestions for "Fans" Who Want the Best, Yet
Most Economical Receiving Set

By L. H. APPEL

Ass't. Electrical Superintendent

FOR the amateur or radio enthusiast who desires a receiving set more sensitive and efficient than a crystal detector and to which, if desired additional stages of amplification can be added for operating a loud-speaking horn, the following description of a vacuum tube receiving set with one-stage amplifier, built from standard parts and materials, and which has been in successful operation for the past month, may be of interest.

The set provides a vacuum tube, detector, and one-stage of audio frequency amplification, requires two batteries for their operation, one being a six-volt (40 or 60 ampere-hours) storage battery for heating the filaments, and known as the "A" battery; and the other, a dry battery of 22½ volts and known as the "B" battery.

It will be necessary to purchase most of the component parts of the set, although the variable condenser and vario-coupler, the description of which is included herein, can be readily constructed at a nominal cost and considerable saving.

The wiring diagram shows completely the connections of the various parts and all of the parts have been labeled in the several illustrations so that the diagram and the actual picture of the devices may be compared and the diagram more easily followed.

(1) **Cabinet:** The several parts are assembled on a pine board, 7/8" x 7" x 20"; and the rheostats and knobs, for operating the devices, aerial and ground-binding posts and jack, are assembled on an oak panel, 1/2" x 10" x 20"; all as shown in illustration. A wide latitude is possible as far as the cabinet is concerned, and the amateur may make use of his ingenuity to the utmost. For those who desire, panels may be obtained of hard rubber, bakelite, formica, or any other of the compositions used for that purpose.

(2) **Antenna:** A single wire from 100 to 150 feet in length of either numbers 12 or 14 hard-drawn bare copper wire will be satisfactory. The antenna should be elevated at least 35 feet above the ground. The lead-in from the antenna should run directly as possible to a 75-ampere double-throw switch and a No. 4 bare copper wire run from switch to ground, which should be as short a distance as possible to obtain. It is suggested that, before installing the antenna system, one of the several very good articles on the subject to be consulted for detailed instructions concerning the installation.

(3) Vario-Coupler or Tuner

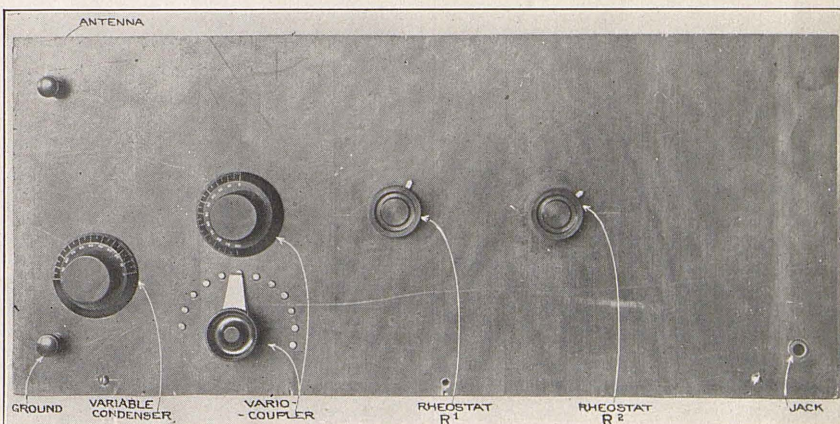
This part can be made of a cardboard "Flapjack" tubular box, 3½ inches in diameter. The primary inductance, or

stator, is wound with 85 turns of number 22 double-covered cotton (D. C. C.) copper wire, the winding being started about 1/2 inch from the top of the tube. Taps are made from the windings, beginning with the 25th turn, and then every 10th turn thereafter, making 7 taps in all. The taps are made while winding the tube. At the end of the 25th turn, double the wire back for about a half inch, give the wire two or three twists close to the tube to make a loop, and then continue winding. The same procedure is followed in making the balance of the taps.

The several taps from the stator or primary coil, are brought out and fastened to the brass flat-head pins, as shown in illustration. A rotary switch comes in contact with the pins and is used together with the rotor to vary the inductance.

(4) Variable Condenser

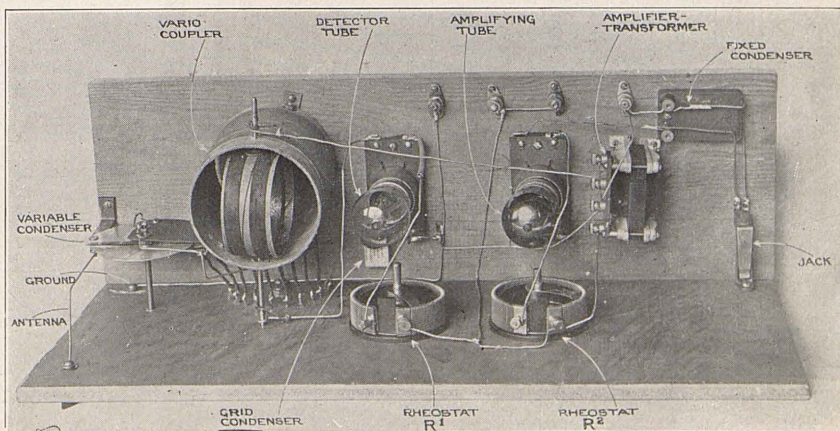
This can be constructed of three aluminum plates of 20 or 22 gauge and of the dimensions as indicated by scale in illustration. One semi-circular plate and two of the triangular shaped plates are required, mounted on a suitable bracket as shown in illustration. The semi-circular plate is mounted on a 3-16 brass rod to rotate between the two triangular plates.



The rotor, or secondary inductance, is made of cardboard tube, 3 inches in diameter and about 1½ inches in length, and wound with 40 turns of number 22 D. C. C copper wire. The rotor rotates within the primary coil on a 3-16 inch brass rod. Size of threads for nuts, 8-32. All of the windings are wound close together

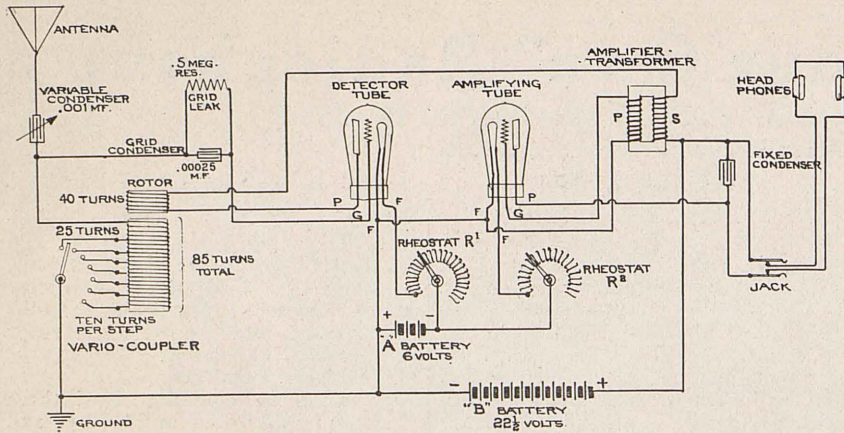
Photographic films, coated on both sides with a thin layer of vaseline, are used for a dielectric between the fixed and variable plates. The rods and screws used in assembling the condenser are threaded with 8-32 threads.

The remainder of the parts must



and are made to stick fast to the tube by the use of collodion, or "New Skin."

be purchased, and the specifications or other descriptions necessary for obtaining same are given in the follow-



ing detailed list of parts and cost:

Approximate Cost of Material and Parts

(1)—Cabinet; Panel and Baseboard.....	..
(2)—Antenna; 100'—No. 14 Cu. wire.....	\$.75
2—Insulators30
1—Lightning switch	3.50
No. 4 ground wire (copper).....	1.50
1—Porcelain tube10
Aerial and ground-binding posts...@ 15c	.30
(3)—Vario-coupler (tuner):	
12"—3-16 brass rod, threaded 8-32.....	.20
12"—8-32 nuts (for coupler and condenser) ..	.10
Collodion25
8—7/8, No. 14 brass flat-head pins.....	.15
1—Rotary switch with contact point.....	.75
1—"Flapjack" tube75
1/2 lb—No. 22 D.C.C. copper wire75
1—Knob with dial	1.35
(4)—Variable Condenser:	
Aluminum (2 1/2"x12"), 20 or 22 gauge.....	.30
(Brass rod and nuts—see above)
3—8-32 screws (3/4")15
1—Knob with dial	1.35
Cunningham (C-300) detector tube	5.00
Cunningham (C-301) amplifying tube.....	6.00
2 sockets for tubes	@ \$1.00 2.00
Fixed condenser60
Grid condenser35
Leak for grid condenser, with cap.....	.60
2 rheostats for tubes	@ \$1.25 2.50
Amplifier transformer (Acme)	5.00
4 binding posts for "A" and "B" batteries ..	4.00
"B" battery—(Eveready) 22 1/2-volt	2.00
"A" battery—(Storage Battery)—6-volt,	
60-amphere-hours	20.00
Head set	7.00 to 14.00
Jack	1.00
Miscellaneous solder, No. 14 wire, etc.....	.50

Cost of Set

The entire cost of the set, including the one-stage amplifier, will average between \$60 and \$70, all depending upon the ability of the constructor and the amount which he considers it advisable to spend. All of the connections are made with number 14 hard-drawn copper wire, and all joints should be soldered.

No attempt has been made at this time, to describe the operation of the set, as it is assumed that the amateur interested is possessed of sufficient

fundamental information to successfully operate such a set as described.

In the next issue of the Magazine, instructions will be given relative to adding an additional stage of amplification and to modifying the connections for making use of the regenerative, or feed-back, circuit.

Also, complete details for constructing a crystal detector set will be given.

THE MT. LOWE RADIOPHONE INSTALLATION

"Hello, Mt. Lowe!! Hello—Hello—Hello." On April 7, 1922, the installation of the radiophone at Alpine Tavern, installed at the direction of C. H. Burnett, Manager of Real Estate, Taxes & Resorts, was completed and successfully tuned in, and since that date the broadcasting programs from the several stations, time signals from the Government naval station, news reports, and any other features "on the air" have been satisfactorily received for the benefit and entertainment of the guests and visitors at Alpine.

A description of the apparatus, together with the details and other features in connection with the installation, is given for the benefit of the radio fans, which, without question, at this time includes everybody.

Owing to the peculiar location of the installation, due both to altitude and to the fact that the Tavern is situated in a pocket and not at the top of the mountain, the successful installation and operation of a radio receiving set at Alpine was questioned on account of the possibility of having to contend with adverse atmospheric

conditions with the resultant interferences, but, fortunately, with the proper choice of antenna location and the addition of a three-stage power amplifier, no difficulty at all has been experienced in receiving. Alpine, in fact, has been used at times as a test station for several of the broadcasting stations.

The detector unit is a type 110 Kennedy Universal regenerative receiver with an effective range of 175 to 26,000 meters, thus providing for wave reception on all wave lengths ordinarily used. The receiver employs the usual electromagnetic coupling between a tuned primary antenna circuit and a tuned secondary circuit, and the fundamental Armstrong regenerative circuit with complete control over the entire range. A radiotron Model UV-201 vacuum tube is used in the detector set, which operates at a normal filament current of 1 ampere. The tube plate voltage is 40 volts.

A Magnavox, 3-stage amplifier, equipped with three Radiotron UV-202, 5-watt tubes, is used in connection with operating a radio magnavox, or loud-speaking horn.

The amplifier tubes are operated with an average filament current of 2.35 amperes and plate voltage of 125 volts.

The antenna is a single wire, inverted "L" type, 90 feet above the Tavern, and approximately 200 feet in length, including the entire length to ground. Number 9 bare copper telephone wire was used. A 100-ampere double-throw switch was installed in the antenna circuit for protection and grounding the aerial when not in use.

The filament current for the vacuum tubes is furnished by a 6-volt, 120-ampere hour storage battery, and the plate voltages are provided for with No. 6 Columbia dry cells

Atmospheric conditions, which vary greatly from day to day and, in fact, from hour to hour, influence the propagation of the electro-magnetic waves, and there is a possibility that at times interference to efficient receiving will be experienced at Alpine but this possibility is problematical.

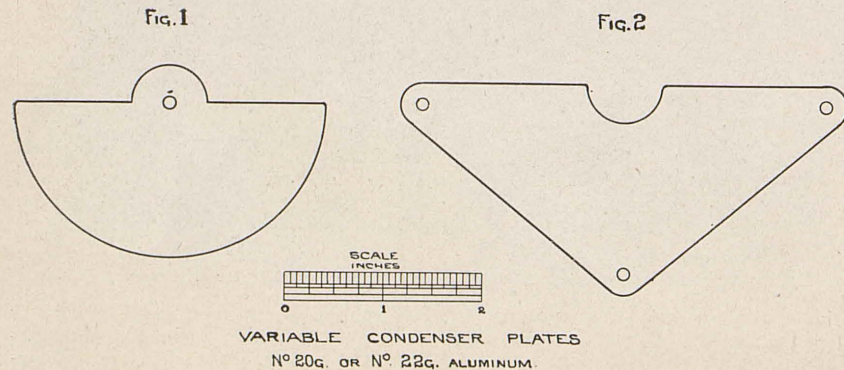
The work in connection with the installation of the radiophone set was done by A. B. McLeod and C. G. Gonzalez.

INDICATES LACK OF CAUTION

Several seriously injured passengers whose injuries have been caused by stepping from moving cars recently, seem to indicate that the greatest care is not being exercised by trainmen to see that passengers do not attempt to alight while cars are in motion.

Responsibility of the Company to give the passenger a safe ride does not cease until he has left the car, and extra vigilance should be used to prevent accidents of this kind.

"Swinburne, the butcher, has refused to give us any more credit."
"Well, my dear, perhaps we ought to give one of the other butchers a chance."



Twenty-five Years of Loyal Efficient Service



A CONTINUOUS service record of twenty-five years with one employer is a distinction to which few of us can lay claim. The list of the few with this company having such a service record was increased on April 18th, which date marked the completion of twenty-five years of faithful service with this company for Miss C. B. Templeton, Head Clerk, Conductors' Accounts Bureau. Miss Templeton received the congratulations and well wishes from both officials and many fellow workers.

Quite naturally all of the interesting developments of the company have been witnessed by Miss Templeton, from the time of horse car operation in Pasadena to reaching its present extensive proportions. At the time of her joining the ranks of the company (then known as Pasadena Los Angeles Ry. Co.) the total number of employes hardly exceeded her present staff of eighty, which comprises the Conductors' Accounts Bureau.

Little is to be said which is not known of Miss Templeton and her work with the company. It is sufficient to say that in the several capacities in which she has served the company she has always acquitted herself in a creditable manner and she enjoys the universal regard of both officials of the company and her fellow associates.

We extend our sincere congratulations to Miss Templeton and express the hope that she will be with us many years to come and continue to add laurels to her already generous lot.

In this connection, a brief review of the work of the Conductors' Accounts Bureau, in charge of Miss Templeton, will be interesting.

To the lot of this bureau falls the tremendous task of sorting, segregating and checking the daily ticket and transfer collections of conductors. The task would seem sufficient were it to include the collections of conductors of the Pacific Electric Railway only, but for good measure the bureau also handles the collections of the Visalia Electric Railroad Co., Fresno Traction Co., Stockton Elec. Ry. Co., the Peninsula Ry. and San Jose Railroad.

Some idea of the volume of work accomplished may be conceived from the fact that this bureau checks the collections of more than ten million passenger fares per month. Each day's work includes the checking of 2500 trip sheets, 6000 ticket envelopes and a total of 150,000 tickets and

transfers, as well as balancing and checking the reading of registers. In addition, the bureau also keeps an up-to-the-minute record of the accounts of each conductor, which in itself is no small undertaking.

In the picture above is seen the eighty members of the Conductors' Accounts Bureau; to the left and below is Miss Templeton, Head Clerk of the Bureau.

ACCOUNTING DEPARTMENT NOTES

By Mary A. Blackburn

Mrs. May Barlow recently spent an enjoyable week in Las Vegas, renewing old friendships after an absence of several years.

Mrs. Adela Symington is back from a two weeks' vacation spent in the northern part of the state, and in Seattle and vicinity, feeling much rejuvenated.

Miss Clara Doll of the Comptometer Bureau, has closely guarded the fact that she is an expert angler, and it was quite by accident that the fact was revealed; and she always lands what she goes after.

It is with regret that we announce the resignation of H. R. Leaman, Chief Clerk of the Freight Accounts Bureau since April 1919. He leaves a splendid record, having given unsparingly of his time and energy to the Company's interests, and he will be missed by his many friends who wish him well in his new ventures.

The Accounting Department is soon to launch one of its most popular young bachelors into the sea of matrimony. The young man in question has valiantly withstood the charms of our California maids, and in a short time returns to his old home in Illinois to claim the girl he left behind him.

Mr. Ray Knowlton, who came into the Pacific Electric family in 1907, entering the service at the Terminal office, and coming into the Accounting Department in 1914, has succeeded Mr. Leaman, and his success as head of the Freight Accounts Bureau is an assured fact, as he is beloved by all. He has handled all the details of the work with which that department comes in contact and for years has been sort of a general information clerk, helping unravel the many problems that confront those who handle freight accounts. We wish him much success and happiness as head of this Bureau. The upward step of Mr. Knowlton has brought about several changes in the department, L. H. Clark now acting as assistant chief clerk, Mr. Knocke assuming charge of the transcontinental-revising desk, Mr. Bocker taking over the local and west coast revising work and Mr. Pierson being removed to the Claim Department.

EASTER SERVICE PRAISED

Voluntary commendation of service is always gratifying and the following bouquet is only one of the several extended on the service rendered for Easter Sunday worshippers at various points in Southern California where Easter services were held. As is customary considerable extra service was provided and in all cases schedules were maintained and ample equipment was available to handle the crowds efficiently.

Here is what the Pasadena Star News thought of our service to Mt. Lowe and Hotel Huntington, Pasadena on Easter Sunday.

"Speaking of service, in connection with the Easter services held in and about Pasadena yesterday morning at sunrise and later on at the Hotel Huntington, those who traveled on the rails of the Pacific Electric are of the opinion that none could have been better than that company's during the hours when such large crowds had to be transported here and there.

"Everything went along according to previous schedules as previously announced by the press and there was no tiresome parking on the corner and fearing a late arrival at the service, owing to the car not putting in an appearance. Mt. Lowe cars arrived on the dot, affording accommodations for those early risers who made the ascent to that sunrise service on high, while throngs who attended the Huntington service were taken there in special three-car trains which supplied seats for everyone, avoiding unpleasant hanging on steps."

Our New Postoffice

Central Mailing Bureau Will Expedite Mail Delivery.
Let's Co-operate

LOCATED in temporary quarters on the mezzanine floor at 6th and Main Sts., is our newest Department, the Central Mailing Bureau. This Department is under the jurisdiction of the General Superintendent's office and is in charge of Mr. Ed. Bilhardt, with John C. Hinkle, Jr., Harry E. Ray and Warren J. Blakely as assistants. Here all Company mail as well as that moving through the United States mails is handled.

Probably few of us realize the volume of business involved in handling all Company mail coming into or leaving our offices, so that a few facts concerning it would be of general interest.

We have forty mail trains leaving the 6th & Main terminal and six leaving Hill Street Station each day and as each of these trains serves several stations, it will be seen that a very large number of mails must be put up and dispatched.

When we realize that there is a similar number of inbound mails arriving, all of which must be sorted and re-sent to other stations or distributed through the various offices of the building, we will readily see that there is a continuous performance staged in the Mail Bureau from 7:30 a. m. to 5:30 p. m.

For transporting mail between the Bureau and those outside points where a large volume is regularly exchanged, large canvas pouches are provided, while for other points, heavy envelope containers 10x14 inches in size are used. These envelopes are so constructed that the address of the Station is on the flap and, when it is used for the incoming trip, the flap is tucked inside the envelope which hides the address to the Station and exposes the address of the Central Mailing Bureau. These containers have to be made especially for us and are expensive, so we would ask that all who have occasion to handle them, help us in keeping them in good condition as long as possible.

No small part of this outgoing mail is sent through the United States mails as is shown by the fact that as much as thirty-five dollars worth of stamps have been used in a day and seventeen dollars is a fair daily average, which during a year would amount to approximately \$5,250.00. that this Company spends for postage stamps alone.

It would probably surprise some of us if we knew the amount of mail which, after being sent out and the time and postage wasted, comes back to us on account of improper or incomplete address. Upon the rapid and accurate movement of the mails, depends, to no little extent, the efficiency of our various Departments and to this end we would make a

plea for the co-operation of all concerned in preparing our mails.

The clerks in the Mailing Bureau cannot know all of the several thousand employees by name, so it would be of great assistance if letters always bore the title, office or some other designation that would identify them as Company Mail.

Another point which might be worth mentioning is the correct routing of mail between outside points. The Bureau has received mailgrams going from Upland to Alta Loma and letters from Gardena to Torrance.

Another of the many duties of the Mailing Bureau is keeping the records of the United States mails moving over our lines. Here all of the daily mail reports from the trainmen are tabulated and the monthly report prepared for the Postal Department. So much has been said on the importance of this monthly report to the Post Office of United States mail handled on our cars that all our trainmen should by now fully realize it but it cannot be overemphasized.

The Mail Bureau is experiencing all of the usual difficulties of a new Department just getting under way and will need the hearty co-operation of all to reach that degree of efficiency which should be rightly demanded of it.

That a Central Mailing Bureau is a practical and necessary feature of all large transportation companies, has been recognized by practically all railways and something we should have had long since.

The Bureau will welcome any constructive criticism that it may receive and sincerely hopes that all will take a kindly interest in making it the equal of those maintained by other companies.

That Did It

When the school inspector walked in the class pulled itself together and determined not to make any mistakes this time.

All went well until the inspector picked on Jimmie.

"Now, my lad," he said, "what's the plural of mouse?"

"Mice," said Jimmie.

"Right," said the inspector. "And now, what is the plural of baby?"

"Twins!" said Jimmie.—Exchange.

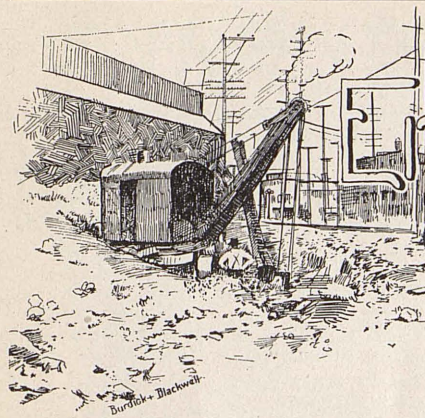
Left at the Post

"I hear you and your wife had some words last night."

"We did, but I never got around to using mine."—The American Legion Weekly.

Guest to Hotel Clerk—"Have you a room with running water?"

Clerk—"We did have, but we repaired the roof last fall."



Engineering Notes

Our genial clerk, Mr. Medland announces the following: Mary Eileen Medland, born 2:00 a. m. April 28, 1922. Congratulations Med!

On Saturday, April 22nd, Miss Vine Cahoon was called suddenly to Denver upon receipt of telegram announcing the death of her mother. Condolence is extended to Miss Cahoon in her great loss.

Webster defines the "Woodpecker" as follows: "Birds having spring tail feathers used to aid in climbing, on tree trunks, and a hard chisel-like bill used to drill into trees." The domesticated variety also carry a key-hole saw and wire cutters.

In a quiet wedding attended by relatives and a few intimate friends, Miss Louise Jerolaman became the wife of Harold E. Skinner. The ceremony was performed at St. John's Episcopal church by the Rev. Dr. George Davidson. The bride was unattended.

The bride is a member of the advertising staff of the Broadway Department store. Following her graduation from Vassar College the young woman taught English and history for two years in Eastern high schools. Her elementary studies were taken in Belleville, N. J. high school.

Mr. Skinner met his bride from Bristol, England, more than a year ago. He and his wife will make their home at 4127 Van Ness Ave., following their honeymoon.

Twenty-five relatives and close friends of the couple were guests at a wedding breakfast served after the ceremony at the home of the bride's parents, Mr. and Mrs. Theodore Jerolaman at 4001 South Harvard boulevard.

On Saturday, the 8th of April, Miss Lillie Mai Gaskill entertained at a luncheon and shower in honor of Miss Harriet Cruzen who is to be a bride of the very near future. The guests included, beside the guest-of-honor, Miss Dorothy Cruzen, the bride-elect's sister, Miss Vine Cahoon of the Drafting Room, Miss Alma Fanjoy of the Electrical Department and the Misses Nancy and B. V. Kelly, Miss Smith, Mrs. Carpenter and Mrs. Johnson.

The color scheme was carried out in green and yellow, California poppies literally covering the rooms. Miss Gaskill's table decorations were a work of art, the centerpiece being a bride doll, with veil and train, with rice being showered upon her from miniature sprinkling can suspended above her head. The place-cards by means of which the guests found their places at the table, were dainty little brides.

After the delicious luncheon which was served by the hostess' charming mother. Miss Gaskill brought the gifts in to Miss Cruzen, who was greatly surprised at finding the luncheon turned into a shower. The bride-elect was the recipient of many beautiful and useful gifts. After spending what remained of the afternoon in chatting, the party dispersed, all acclaiming Miss Gaskill a charming and gracious hostess.

During the party it was intimated that one of the young ladies present, NOT of the Engineering Department, would soon take a plunge along with Miss Cruzen.

DECEASED PORTER POPULAR

"It will be a long while before the station of the Pacific Electric will resume its cheerful aspect, due to the absence of a porter who was every inch a gentleman." The foregoing is the manner in which the San Bernardino Telegram summarizes an article on the life and death of Bill Sweet, colored porter at Riverside.

"Bill," as he was familiarly known to the traveling public in Riverside, recently passed away of paralysis,

which followed an attack of pneumonia early in the year. By his genial nature and thoughtful courtesies which he at all times extended to our patrons, "Bill" endeared himself to all with whom he came in contact.

His popularity is best attested by the article appearing in the Telegram, the following of which is a part:

"Bill was an authority on many things aside from railroading. He was a personality and had ideas. Religion, the tariff, politics and the W. C. T. U. were but a few of the topics of conversation that he would indulge in without the slightest hesitation and with the conviction he was treading on sure ground.

"Already there is something missing at the Third Street station. It is Bill's smile and those who travel daily on the cars to and from Los Angeles or between this and other Orange Belt cities, will feel the need of it sadly. It served to start the day right for many business men of this city who purchased their morning paper in front of the station, passed through to receive Bill's smile and "Good mornin', suh," and out again to the interurban cars.

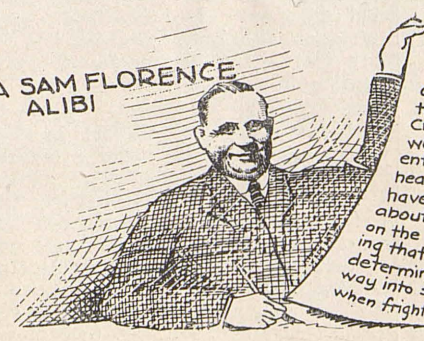
"Bill left a family behind him in Riverside. It will be a long while before the station of the S. P. and P. E. will resume its cheerful aspect, due to the absence of the porter who was every inch a gentleman."

SHOWS VALUE OF ELECTRIC RAILWAY TO COMMUNITY

Among the outstanding values of the electric railway to the territory it serves is the fact it spends most of its earnings within the city or territory in which it operates.

Its outlay in wages alone comprises a very large part of the money paid to workers in every city having car lines. This fact was well illustrated in Des Moines, where, when the cars stopped running last fall because of jitney competition, a thousand men were thrown out of work. The average man of family—and most electric railway employes are family men supports five persons. Hence the support of some five thousand persons was withdrawn by the stopping of the electric cars. And that in a city of a 126,000 population. Four per cent of the population!

A SAM FLORENCE ALIBI



- REPORT -

Dear Sir,
Apr. 1922
In re. the tie-up on the Santa Ana Line caused by the light circuit being B.O., I have the honor to report that the new "Radio Craze" is primarily the cause thereof. A woodpecker in his travels managed to gain entrance to the attic of Alpine Tavern and hearing the radio loud-speaker decided to have an outfit for himself. While searching about he espied a P.E. conductor throwing on the lights at the light circuit box and thinking that the light there in was an audion bulb determined to obtain same. He pecked his way into said box and had disconnected one wire when frightened away - etc. Signed

Illustration - (Eng. Dept.)

MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks

MECHANICAL DEPARTMENT MEETING

Meeting called to order April 4th, at 8:10 p. m. by Chairmen Shultz, there being about 40 members present.

Mr. Schult asked Mr. Fess what his committee had to report. Mr. Fess said, the committee had called on Mr. Small last Thursday p. m. Mr. Small advised them to see the L. A. and S. P. Ry's and ascertain what they were doing about the time and a half proposition before they called on Mr. Pontius. Mr. Fess said his committee had nothing further to report.

Mr. Fess said they would like to have a sanitary drinking fountain installed at Echo Mt.

Mr. Bishop suggested that the secretary write a letter regarding this to Supt. Anable, as this matter chiefly concerned the transportation department.

Mr. Green said that his department would like to have sanitary drinking fountains installed at the following places:

One at North end of Macy Car Barn and one at the South end of same.

One each at North and South ends of Car Houses.

One at surface track at 6th & Main near Inspector's shack also.

One on viaduct at 6th & Main near Inspector's shack.

The secretary was instructed by the chair to address a letter to Mr. Small in regard to erecting a shed at Torrance shop to cover employees' automobiles.

Mr. Simms of San Bernardino, suggested that some one be chosen to give a short talk before the Monthly Meetings, regarding the work of the Mechanical Department, explaining the same, etc., or that some one from the Medical Department, might be present to give instruction in first aid to the injured, etc.

There being no other business to transact the meeting was adjourned at 8:30.

Tamales and hot coffee were served in the auditorium.

E. H. Pierce, Secy.

MECHANICAL DEPARTMENT NOTES

Mr. E. S. Badgley is off duty from sickness.

Mr. Frank Appel is enjoying his annual vacation.

Mr. A. J. Hampton is suffering from an infection in the leg.

Mrs. George Weaver is convalescing after a severe attack of flu.

Mr. Wm. Russel, after a two month's illness, is again at work.

Mr. J. W. Benson has been very sick with flu, but is now better.

Mr. A. F. Shultz has built himself a new home at Venice. Floyd still carried his smile and has a fund of advice for prospective home builders. Consult him.

Al Penwell, Erecting Shop Foreman, has perfected a portable carpenter bench that is the last word in an efficient bench. It is moved from job to job and saves considerable time in the course of a day.

The Mechanical Department Band, made up exclusively of men employed at Torrance, is rendering twice weekly Noon-Time-Concerts, which are greatly enjoyed. The band although recently organized and having but little practice is doing excellent work.

Henry E. Jordan, Electrical Foreman of Testing and Designing and Miss Venus E. Wilson were married April 6th at the West Adams Street Methodist Church. After a two weeks' honeymoon cruise in Southern California, the happy couple returned to their new home in Los Angeles. Our congratulations heartily given.

Mr. R. C. Nelson, a dear old friend to many of the P. E. family, is slowly recovering from a severe stroke, which overcame him while at the Los Angeles Oil Co's property in New Mexico. Mr. Nelson was brought home by his son, to his brother's place at 4066 Melrose Avenue, and we are sure he will be glad to have his friends call.

Mr. D. U. Wheaton, after an extended attack of rheumatism, is once more at work in the drafting room. The Wheaton family motored in Ken's new "Go-Devil" to Hesperia and spent the day with their married daughter. It took four good starts on the homeward journey before they could get outside Hesperia on the homeward journey.

Mr. Wallace H. Gilbert of Torrance, has been re-elected a Trustee of the city of Torrance. Mr. Gilbert is one of the original Five City Fathers and the great advances Torrance has made during the past year is due to the wisdom and earnest endeavor of these five men. Those of the family living in Torrance are congratulated on having Mr. Gilbert represent them.

Mr. G. L. Somers of the Blacksmith Shop and Miss Margaret Star were married by Justice of Peace on the 24th inst. At home at 3516 Dayton Avenue, Los Angeles. Dan Leonard and Miss Irene Ray were married on the 19th inst. at Trinity Auditorium and are at home in Huntington Park. Miss Ethel Dent of the Winding Room, and Mr. Albert Lomis of Venice, were married on the 25th and are at home in Venice. Our hearty congratulations to the above happy couples. This spring weather boys—it does get 'em. Even our pet canary at home—the poor chap has no mate, but he tears up the paper in his cage to build nests.

PIONEER SURGEON PASSES

News of the passing of Dr. Francis F. Rowlands on March 12th at his Pasadena residence, was learned with profound regret by many veteran Pacific Electric employes who had the good fortune to know this kindly character. For many years Dr. Rowlands was surgeon of the Pacific Electric at Pasadena, acting in similar capacity also for the Union Pacific and Santa Fe railroads. During the past several years Dr. Rowlands has been in retirement. While his health had not recently been the best, no immediate thought of his passing had been entertained and his death came as a shock to his immediate friends.

Dr. Rowlands had lived in Pasadena since 1887, coming to that city for his health from his former home and birthplace at Media, Pa. In addition to an extensive surgical practice, Dr. Rowlands took keen pride and participated actively in all civic affairs in Pasadena. The account of his death in the Pasadena Post develops the fact that to the doctor's love for the things beautiful may be attributed the organization of the Tournament of Roses. The idea grew out of the impression which Dr. Rowland received when he attended a floral fete at Nice. He immediately saw the possibility of adapting on a larger scale a similar spectacle in Southern California, although at the time he possibly did not dream of it becoming the renowned spectacle it now is.

Dr. Rowlands is survived by his wife, Mrs. Fanny M. Rowlands, and two daughters, Miss Edith Rowlands, who was a nurse in France during the late war, and Mrs. C. Leffingwell, Jr. Funeral services were held March 14th at the All Saints church, of which Dr. Rowlands was a member. As a token of their esteem and remembrance of his kindnesses Pasadena employes were the donors of two elaborate floral pieces at the funeral.

An account of the death of Dr. Rowlands was prepared for the April issue of the Magazine, but was inadvertently left out of the issue.

The real obstacle in the way of "making both ends meet" is the persistent effort to gratify an automobile appetite on a wheelbarrow salary.—Memphis Commercial-Appeal.

OF SPECIAL INTEREST TO AGENTS

AGENTS' ASSN. MEETING

The regular monthly meeting of the Agents' Association was held April 8th, 1922, Chairman Moser calling the meeting to order at 8:00 p. m.

Roll call was accomplished by each member present handing to the Secretary a printed slip with his name thereon.

Agent C. L. Smith, of Azusa, spoke entertainingly of general conditions at his station.

The Chairman selected Mr. W. F. Weibers, Agent at Santa Monica, to address the members at the next regular meeting, and instructed the Secretary to notify Mr. Weibers to that effect.

Mr. Walter Wheaton, of the Los Angeles Steamship Company, was then introduced and delivered an instructive talk on the development of the harbor and the tonnage moving in and out annually.

He explained the various wharfage and handling charges, also methods of handling and charges affecting coastwise and international freight.

In conclusion, Mr. Wheaton explained how the steamship business helped the railway business and asked for co-operation of the railway representatives in securing and handling business.

The chairman called attention to the large attendance, stating that all station employes were welcome at the meetings and that constructive suggestions by the members of the association would be gladly received at any meeting.

Question was submitted as to propriety of a page of Pacific Electric Magazine being devoted to agents and station activities, and after considerable discussion it was decided that it would be given a trial in the next issue.

Mr. Day brought up some points in regard to port shipments; that billing data should always include shipper's name and forwarding point.

Explanation in detail was made regarding rules 24 and 34, covering the loading of cars.

Where stevedores are employed by the steamship company, the steamship people would be liable as to the handling of freight until placed in the cars.

In concluding his remarks, Mr. Day cautioned the members not to write letters soliciting business from shippers at Southern Pacific competitive points.

Mr. Marler called attention to failure of some agents to send in Southern Pacific reports, form 3921 and 3938, and asked that this be done.

Extra early service would be provided to various points where Easter services were to be held, and in this connection line skeleton books should be used wherever possible.

All Mt. Lowe advertisements that were in frames, he requested be sent

to Passenger Traffic Department for correction.

There being no further business, the meeting adjourned.

H. L. Legrand,
Secretary.

ONE MAN'S VIEWS

The meetings of the Agents Association provides a means of our getting together, of getting better acquainted with one another, of exchanging our views on the various subjects connected with our work as agents to the end that we may become more efficient in our work and benefit by the other fellow's knowledge and experience.

We are all able to learn something each day in the railroad game, although many of us do not do as well as we possibly could. Let's be more alert, less negligent, more prompt about our duties.

Don't think an agent is trying to criticize you when he calls your attention to the fact that you have billed freight collect seven or eight times to non-agency stations, or your attention to the fact that you have overlooked necessary information in your rebilling references or other discrepancies in billing which cause the accounting department and claim departments and agents additional and uncalled for work. Let's consider these matters with an open mind and all come to our agents meetings with suggestions to help our fellow workers and for the good of the service.

NEW INDUSTRIES

Shell Company of California have installed spur track to serve their supply yard at East Long Beach.

Graham Bros, contractors, have constructed rock bunkers at East Long Beach served by our spur track.

California Wire Co. has erected a factory at Orange for the manufacture of wire products, which is served by industrial trackage.

Standard Oil Co. has established an oil distributing station at Orange which is served by spur track.

Track has been constructed to serve the yard of the Hammond Lumber Co. at Orange.

Spur track to serve the new tile orange packing house of the La Habra Citrus Association at La Habra has been completed.

Upland Lemon Growers Exchange has recently completed its new lemon house at Upland, which is served by spur track.

NEW EQUIPMENT

To meet the increasing demand for open top equipment, this Company has recently placed an order for 200 new gondola cars which will be placed in freight service as soon as available.

DISPLAY OF ADVERTISING

"Advertising matter forwarded agents for displaying on walls and bulletin boards in waiting rooms is effective only if material is properly displayed and kept in a tidy and presentable condition," points out H. O. Marler, General Agent, Passenger Traffic Department. "When we consider the thousands of persons who daily visit our waiting rooms and consult timetables, advertising matter and bulletin boards, the advertising feature is a revenue producer of which we should not fail to take advantage.

"While all agents are not lax in the matter, attention is called to the necessity of properly displaying advertisements and removing same after material has served its purpose. A recent check revealed the fact that some agents are becoming lax in attention given this matter. In some cases advertising material sent out was not displayed at all and in many instances material which should have long since been removed was still in evidence. At some points where display was made cards were appended to walls in a very untidy manner and old advertisements which should have been removed were fly-specked and brown with age.

"Advertising matter which is not tidily displayed, instead of being helpful, creates a bad effect on the public mind and agents who have overlooked this feature of their work are requested to check up advertising matter, display it properly and remove it when proper to do so."

EXPRESS HONOR ROLL

American Railway Express Company's Honor Roll for the month of March, 1922, showed the following Pacific Electric Agents as having made a perfect score during that month by not making a single error or omission in the preparation of their express reports, and sending in all reports on time: J. C. Winterberg, Artesia; H. A. Studebaker, Covina; C. W. Ruthledge, Des Moines; W. C. Frost, Ettiwanda; H. W. Warburton, Fullerton; B. L. Livingston, Inglewood.

It is with regret we note on their distinguished list for the same month the names of three of our Agents who failed to get their final express reports in on time. This delinquent list should not contain the name of a single Pacific Electric Railway Agent, and we are looking forward to seeing a much longer list of our Agents on the Honor Roll for the future months.

UNION ROCK COMPANY

The properties of the Union Rock Company, which operates rock crushers on our lines at Rivas, Puente Largo and Crushton has recently been purchased by George A. Rogers and associates. Mr. Rogers has assumed active management of the business and is planning for expansion and improved service.

Some one has said "A man is judged by the record he makes, not by his ability to make a record."

CAMP BALDY

Camp Baldy, one of California's popular summer and winter mountain resorts is to open its summer season on June 1st.

Beginning June 1st, the Camp Baldy stage will make two trips from Upland to Camp Baldy daily, making direct connection with the Los Angeles-San Bernardino train departing from Los Angeles at 9:15 a. m. and arriving at Upland at 10:29 a. m., the stage leaving Upland at 10:30 a. m., arriving at Camp Baldy 12:00 Noon. Similar connection will also be made with train leaving Los Angeles at 3:25 p. m., arriving at Upland at 4:46 p. m., the stage leaving Upland at 4:50 p. m., arriving at Camp Baldy at 6:00 p. m.

Campers wishing to send suit cases or trunks by express, or other camp supplies by freight to Camp Baldy may do so by addressing shipments to Upland, care of Camp Baldy Stage Lines. This stage will handle the shipments to the camp and the campers can obtain their baggage at Camp Baldy without having to bother with it at Upland. It will be better for shippers to prepay charges to Upland, but it is not absolutely necessary for them to do so.

TIME TABLE CHANGES

Effective Thursday, April 20, 1922, new time table No. 40, Glendale-Burbank Line, became effective. This provides for an additional trip inbound in the morning and one extra trip outbound in the afternoon during peak load, account increased travel.

Hollywood-Venice Time Table No. 35 went into effect on May 1st. This was practically a re-print, bringing up to date certain minor changes already covered by bulletin.

Time Table No. 9, Colton-Arrowhead Line, became effective May 1st, increasing the service by one additional round trip between Arrowhead and San Bernardino.

ESSENTIAL RULE 17.

The Superintendents have been working for several months on a revision of the Rules and Regulations of the Traffic Department. Many of the rules need no revision. One of these is Rule 17 headed—Conduct Toward Public—which is a good one to read very often. It should be so familiar to each of us that it will become, subconsciously a part of our code.

Read it over now:

"In all matters not fully covered by these rules and regulations, employes must bear in mind that they are engaged in a public service, in which they are constantly called upon to exercise great patience, forbearance and self-control. Politeness and courtesy are elements of character necessary to success of the service and success of the employe. Controversy and complaint are avoided by self-control without which no man is master of any situation."

ELECTRICAL DEPT. MEETING

The regular monthly meeting of the employes of the Electrical Department was held in the auditorium of the P. E. Club, on Monday evening, April 17, at 8 p. m.

After the regular business was disposed of, those present enjoyed several reels of pictures entitled "White Coal," showing in a very pleasing and instructive way the transformation which takes place after the winter snows fall in the mountains. First comes the snow, then the little streams, then the rivers, and finally the big lake which the construction of the big dam has made possible. At the foot of this dam, and connected with it by large steel pipe, is the generating plant with its large turbines, switching system, and then the long "high-line" which carries the "juice" to our cities and towns, runs our street cars, motors of every description and lights our homes.

The club management seems disposed to give our departmental meetings "all that's coming to them." After the pictures, came three rounds

of fast and furious wrestling, which every one enjoyed to the utmost. Refreshments were then served.

Those who were not there missed something, as they will every meeting.

L. D. BAILEY,
Secretary.

STATION CHANGES

Mr. A. R. Stevan has been appointed Freight and Passenger Agent at Compton.

W. W. May, for a number of years past agent at Sawtelle is taking a two months leave of absence and will enjoy an extended trip through-route. Mr. R. M. Latham will act as agent during Mr. May's absence.

Effective May 1st, 1922, C. E. St. John was appointed Agent at Loftus, vice C. H. Foster. Mr. St. John is an old face with the Pacific Electric, having served as agent at Artesia for a number of years, and re-entered the service as System Relief Agent a short time since.

**PACIFIC ELECTRIC COMPANY
OPERATING REVENUES AND EXPENSES, TAXES AND INCOME
ACCOUNTS—MARCH, 1922**

Passenger Revenues	\$ 1,025,660.08
Freight and Switching Revenue	389,862.32
Other Revenue	79,987.38
Total Railway Operating Income	\$ 1,495,509.78
Total Railway Operating Expenses:	
Wages	691,109.35
Other Charges	390,647.84
Transportation for Investment—Credit	2,743.73
Revenue Less Operating Expenses	416,496.32
Depreciation	23,049.68
Taxes Assignable to Railway Operations	74,329.73
Total Depreciation and Taxes	97,378.41
Revenue Less Operating Expenses, Depreciation and Taxes ..	319,117.91
Non-Operating Income	6,459.27
Net Revenue	325,577.18
Interest on Bonds and Other Debt	323,574.82
Rents and Miscellaneous Income Deductions	87,185.86
Total Deductions	410,760.68
Net Loss for month	\$ 85,183.50
Net Loss for 3 months	\$ 209,143.24

ACCIDENTS DURING MARCH 1922

	Northern Division		Southern Division		Western Division	
	1922	1921	1922	1921	1922	1921
Interferences with vehicles	89	120	71	70	140	110
Collisions and interferences with cars	5	12	10	2	5	5
Persons struck by cars	2	6	3	5	5	5
Derailments	6	10	21	19	18	10
On and off moving cars	14	24	19	27	29	43
Miscellaneous	20	38	27	21	29	22
	136	210	151	144	226	195
			1922	1921		
Interference with vehicles			300	300		
Collisions and interferences with cars			20	19	5.2%	Increase
Persons struck by cars			10	16	37.5%	Decrease
Derailments			45	39	15.3%	Increase
On and off moving cars			62	94	34.0%	Decrease
Miscellaneous			76	81	6.1%	Decrease
			513	549	6.5%	Decrease

TROLLEYGRAMS and TRAINMEN'S MEETINGS

WESTERN TROLLEYGRAMS By E. C. Brown

Conductor R. H. Shriner and family have moved to Redondo where he is working run No. 41.

Motorman L. F. Hoffman is getting along nicely and Conductor Vick is also improving. Our best wishes for a quick recovery.

Motorman J. E. Garner and family have settled in their new home in Sherman. Garner designed and built the house and is rightly proud of it.

Motorman A. Charboneau of Sherman is receiving the congratulations from his many friends, having taken unto himself a wife during the latter part of April.

A large attendance is expected at our May get-together meeting as a question of unusual importance to Western Division trainmen is scheduled for consideration. Be on hand.

Conductor S. Hart and wife have returned to Los Angeles after a trip to Cananea, Senora, Mexico, having gone there in connection with mining property in which he is interested.

NORTHERN TROLLEYGRAMS By P. H. Riordan

Motorman Latham has left Pasadena and taken a Watts run out of Macy Street.

Motorman Sawyer and wife also plan a trip east, leaving for Minneapolis on May 5th.

From present outlook, speedometers on cars in Pasadena will soon be added to equipment.

The last Trainmen's Meeting was very well attended and some interesting discussions were on tap.

The boys at Pomona extend their thanks to the management for the lockers and new club rooms.

Motorman Butler and family will leave about June first for an extended eastern trip. They expect to be gone about 60 days.

The fishing trip made by Pasadena boys evidently was not such a huge success. All they had when they returned was their poles.

Our sincere sympathy is extended to Conductors Bartholomew and Moody. During the past month Mr. Bartholomew lost a daughter and Mr. Moody a son.

L. C. Brubaker, former ticket clerk, is spending a few weeks in Imperial Valley; his successor, Mr. Greely is

studying his tariffs and surrounding towns.

SOUTHERN TROLLEYGRAMS By F. J. Oriva

Train Inspector R. Spafford is planning a hunting trip to the north in search of bear.

Motorman Samuel Paxton passed away suddenly on March 6th. Our sincere sympathy is extended to his family.

The P. E. Rod & Gun Club's new quarters is a thing of beauty. Don't fail to visit there when next in the P. E. Club building.

A letter from the Auditor when it turns out not to be a notice of shortage is the best definition we know of a "grand and glorious feelin'."

Motorman H. L. Conklin has returned to Los Angeles after a 60-day leave of absence on a trip to the east. Like all the rest he says there is no place like California.

LONG BEACH NEWS By Hi-Ball Masters

Conductor C. A. Reid had the misfortune to spraining an ankle and is on the hospital list for a protracted spell.

Judging by the spirit of the home folks returning on the 12:01 a. m. outbound, the ball at Venice must have been an unusual success.

Pleased to report that Conductor H. A. Wilkerson has returned home after a siege at the Pacific Hospital in Los Angeles. Says he is feeling much better and expects to return to work in about three weeks.

Chairman J. Mulligan has expressed his disappointment at the attendance of the last Southern Division Trainmen's Meeting. He urges all trainmen who can possibly be present to be on hand at the next meeting. Trainmen who are not attending these meetings are missing some interesting discussions and will find the time well spent. As a side attraction a nice luncheon is served.

FREIGHT AND WAREHOUSE NEWS By Daniel Sanchez

The many friends of Charles Chilton were shocked and grieved to learn of his sudden passing. He will not soon be forgotten.

Leo Hutter is now working at the Routing Desk which is another step up the ladder. More power to you Leo.

John Roy is on his vacation, having gone to Pennsylvania to visit his relatives and friends.

James Burkes and Juan Martinez are our horse-shoe champions, and issue sweeping challenge to near-champs who think they can take their measure.

Mr. Orr is smiling broadly. Nine-pound boy. He is now the proud father of two boys. 'Atta boy!

WESTERN DIVISION MEETING

The trainmen of all divisions assembled in the Assembly Room of the Pacific Electric Club, on April 18, at 8:15 p. m., before proceeding with their respective meetings, where they were addressed by Captain Rose of the Los Angeles Fire Department, on the subject of Fire Prevention.

The Northern and Southern Divisions then retired to their regular meeting places and the assembly of Western Division trainmen was called to order by Chairman J. Hanselman. The attendance numbered 20 trainmen; Mr. Wilson and Staff members, and Mr. Glancy of the Traffic Department.

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

Unfinished Business

By Motorman S. J. Broswell: Spoke of the many flat wheels reported on 800-class cars. This matter was discussed by nearly all motormen present, and all seemed to be of the same opinion, that brakes on these cars are not properly adjusted; that is, they are being adjusted by piston travel. It was the general opinion of all who commented on the matter that if these brakes were adjusted with respect to the clearance of the brake shoe from the wheel, better results would follow.

Disposition: Referred to Mechanical Department for consideration and detailed report as to practicability or not; and if not, why? The following reply from the Mechanical Department was read:

"Referring to Item No. 365 in the Minutes of the Western Division Transportation Meeting held March 21st, regarding adjustment of brakes on 800-class cars: Would advise that while the brakes are adjusted to a certain piston travel, they are also adjusted with respect to proper clearance between shoe and wheel. Furthermore, the foundation brake gear is so constructed that with a brake application the brake shoe pressure is equal on all wheels; in other words, it is a self-equalizing brake."

New Business

By Conductor E. L. Marvin: Suggested that a cluster of lights with a light in the register booth be placed at San Fernando and Owensmouth, and a booth be placed at Burbank. At Burbank the register is always sopping wet in rainy weather.

Disposition: Referred to the Electrical Department.

By Conductor Marvin: Suggested that triplex and other forms of tickets be printed similar to the Glendale transfers with respect to dates.

Disposition: Mr. Glancy stated that a form was being constructed for adoption when ticket forms are revised.

By Conductor Marvin: Suggested that some arrangement be made or instructions be issued for collectors to punch transfers in such a way that conductors collecting them on the car will know that they were issued by a collector.

In the course of discussion, it was suggested that a special form for collectors' transfers be issued.

Disposition: Referred to Traffic Department.

By Chairman Hanselman: Spoke of the difficulty experienced by passengers boarding cars south of Hill Street Station and then wanting to transfer on an identification check.

Many plans were discussed, such as waiting until arriving at Sanborn Junction before issuing transfers; also

lining up gatemen at Hill Street to refuse to let passengers through the gates on transfers or identification checks.

Disposition: Referred to Traffic Department.

By Conductor H. W. Vaughn: There has been a stop sign put up at Melrose, this side of Sherman. There should be a landing at this point.

Disposition: Landing has been ordered for that point.

By Conductor G. F. Crowther: There should be a light in the cut-box at Montana Street.

Disposition: Referred to the Electrical Department.

By Chairman Hanselman: Referred to the matter of dash signs getting at the wrong end of the line and having particular pains to carry them back at certain times, to the terminal where they belong.

Disposition: Mr. Wilson stated that the matter would be looked into.

By Conductor G. H. Thomas: Complained of the way dash signs are handled by night crews at Hill Street; says they do not put signs on rack but just pile them up, not keeping them separated.

Disposition: In the course of discussion it was stated that the rack at Hill Street was not large enough nor of the right construction to take care of the number of signs required. It was suggested that a rack similar to those at Ocean Park and L. A. Street Yard be installed at Hill Street; one with pins to hang the signs on, the same as they are hung on the car.

By Conductor Marvin: Referred to the new form of identification check to be issued by collectors, and wanted to know if they could not be issued to the men in loose form instead of bound in books.

Disposition: The book form is more desirable for the men handling the stock and they can be separated in advance by the collectors.

By Conductor G. F. Crowther: Wanted to know of some way to avoid the transfer privilege between Edendale cars and north on Hill Street being abused.

Disposition: Mr. Glancy stated that it does not seem to be abused, and if it is, it is probably not enough to make it worth while to make any changes to avoid it.

There being no further business the meeting adjourned at 9:20 p. m. to the Auditorium for refreshments.

M. R. MORRIS, Secretary.

SOUTHERN DIVISION MEETING

The regular monthly meeting of the Southern Division Trainmen was held on April 18, at the Pacific Electric Club.

Preceding the regular order of business, all Divisions assembled in the Committee Room at 8 p. m., where Captain Rose, of the Los Angeles Fire Department, gave a talk on fire prevention.

The regular order of business was proceeded with, Chairman C. E. Rose calling the meeting to order at 8:45 p. m. There were present Superintendent Davis, Ass't Superintendent Clark, Staff Members, 16 trainmen; also Mr. Patton, of the Passenger Department.

Unfinished Business

Switch to carhouse from local tracks, in need of attention.

Disposition: This has received the necessary attention.

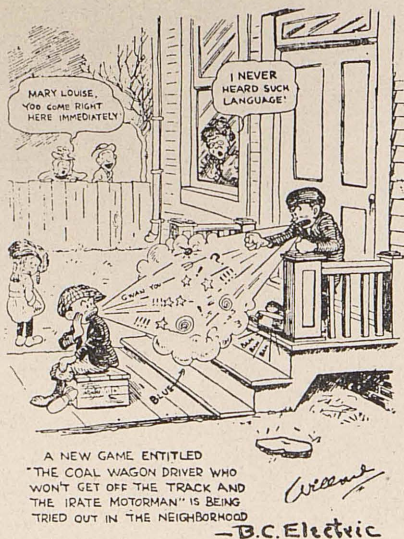
New Business

By Mr. Wahl, that passenger station at Latin be moved to other side of street, or that it be abandoned and a stop sign placed where cars stop. As now located, it is across the street from where cars stop, inbound.

Disposition: Referred to the Engineering Department.

By Conductor T. J. Olliffe, that conductors on Watts local cars be instructed to start to work their cars from the opposite end to what the collector does and work towards the center. It sometimes happens that the collector will follow the conductor through the car.

Disposition: Mr. Davis stated he would check up on this.



By Mr. Woodburn, that some freight trains are running ahead of Long Beach and San Pedro passenger trains, from Dominguez Junction to Watts. That there is a crossover at Compton and a siding at Willowbrook where these trains could get out of the way of passenger trains.

Disposition: Mr. Davis stated that motor number and the time should be given him and he would check in on it.

By Mr. Neves, that Run No. 11 due out of San Pedro at 5:50 a. m., should have the running time decreased between San Pedro and Dominguez Junction and lengthened between Dominguez Junction and Watts, by about 3 minutes, if possible.

Disposition: Mr. Davis stated that a new time table was being prepared for that line, and this would be taken care of.

By Mr. Woodburn, that there be one more minute running time added to all trains between Compton and Willowbrook.

Disposition: Referred to Mr. Ward.

By Conductor O'Halloran, that there are 14 runs working out of San Pedro, and suggest that it be arranged so that each man could get off one day in every 15. He had talked to a number of men and all of them seemed to be willing except one, who made the remark that he did not care whether he got off or not.

Disposition: Mr. Davis stated if they would all get together and all want to be relieved one day out of every 15, he would be glad to arrange it.

By Mr. Woodburn, that flagman at 38th Street be instructed to get out a little sooner with his flag stop; he is very slow.

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

By Mr. Woodburn, that coasting clock on car 914 is bad order.

Disposition: Referred to Mechanical Department.

By Mr. Wahl, that since new order went into effect whereby passengers are not permitted to ride down to carhouse at Watts, they get into the habit of walking up the track, and it is very dangerous.

Disposition: Mr. Davis stated that they are trespassing when they do that.

By Mr. Rose, that conductors, in flagging junction at 9th and Hooper, inbound, should go over to the outside rail of inbound main line track while flagging at this junction, as at present some of the conductors just barely look around the side of car to see if anything is approaching.

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

By Mr. Wahl, that Palomar Station, on the Santa Ana Line, is getting to be dangerous since they opened up the main boulevard at Alamitos street, as there are a large number of automo-

biles crossing there. Suggested that a wig-wag signal be placed at that crossing.

Disposition: Mr. Davis stated that a wig-wag was not necessary, as trains stop in both directions, and the view is not obstructed.

By Mr. Rose, that it be arranged for the Long Beach trains leaving Los Angeles at 8:15 a. m. and 8:45 a. m., to be run as limited to Compton and stop only to pick up passengers between Watts and Compton for points south of Compton, to avoid stopping heavy trains to let off passengers when Compton Local is following behind.

Disposition: Mr. Patton stated that this was now under consideration.

By Mr. Olliffe, that there is too much of a split in the collector runs, which makes a very long day. They go to work at 5:15 a. m. and finish at 7:45 p. m., with a split of five hours.

Disposition: Mr. Davis stated that he would have the runs changed, if practicable.

By Mr. Woodburn, in connection with notice creating new stop at Willowbrook. Only picked up 7 or 8 school children and nobody has gotten off yet at that stop from his train.

Disposition: Mr. Davis stated that the Town of Willowbrook requested the stop as being more convenient for community.

Mr. Davis cited the case of a motorman who was dismissed for various offenses, running railroad crossing, etc. When called into the office he admitted it was coming to him, but stated he was not feeling well and one reason was because he was working such long hours. His run called for 10 hours, 30 minutes, but it was over a spread of 14 hours. He stated that it might possibly be better to have a few more trippers, and have runs arranged so a man would not have a spread of over 12 hours.

He also directed the attention of the trainmen to the fact that these meetings were for their express benefit and if there were any trainmen whose runs did not suit them on account of the long spread, this was the place to bring it up, that it would hurt nobody's feelings. Also, that he had received many good suggestions from trainmen, and would be glad to co-operate with them at any time with a view to making the runs more pleasant for trainmen as far as practicable.

Mr. Patton stated that in checking over the turn-ins for the various lines, he was amazed to find the great number of conductors who were still issuing transfers from inbound interurban cars to the Watts line at Watts. This not only decreases the earning power of the Watts line, but makes unnecessary work for the trainmen. Transfers should not be issued from interurban to local cars at Watts.

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

D. DUBIN,
Acting Secretary.

NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division Trainmen was held at the Pacific Electric Club on April 18.

All Divisions met in the Assembly Hall at 8:00 p. m., where Captain Ernest Rhodes, of the Fire Department, gave a very interesting talk on prevention of fires.

The Northern Division members then adjourned to their regular meeting place. Conductor Westcott was called to the chair to act as Chairman on account of the absence of Chairman Bartholomew. The meeting was called to order at 8:45 p. m., with about thirty trainmen and the Staff, and Mr. Birmingham of the Traffic Department, present.

Unfinished Business

Suggested by Motorman McDaniels that the circuit breaker at Echandia Jct. on the outbound track be moved south between the Junction and carhouse.

Disposition: A similar recommendation was made some time ago, and the matter investigated at the time. It was found that any change in the location of the breaker would interfere

with the three-wire system of operation in this vicinity.

By Conductor Polk, that one trip sheet be used through from Los Angeles to Redlands, on account of it being inconvenient for conductors in not having time to copy number of tickets and triplexes.

Disposition: Inasmuch as we are required to segregate the earning of trips between Los Angeles and San Bernardino from those between San Bernardino and Redlands, it is necessary for conductors to continue to make separate trip sheets.

By Motorman Paulsen, that stop sign at Center street not in proper location.

Disposition: It has been changed.

By Motorman Roy Garst, that some of the cars have wavy glass in motorman's window. He mentioned car 532 in particular, both ends.

Disposition: Wherein Motorman Garst stated that Motorman's windows in some cars have wavy glasses, mentioning car 532 in particular: This matter will be given attention. However, inspection was made of car 532, and motorman's windows were found to be free from waves, but the left vestibule was found to be very wavy and was changed on the 6th.

By Conductor Sloane, that the car stop sign at Stanford street, Lamanda Park, should be moved, on account of this being a new street and sign not properly located.

Disposition: This has been done.

By Conductor Bartholomew, that lights be installed in telephone booth at Hygiea, and all the rest of the booths be supplied with lights and telephone headsets so that conductors can use both hands in writing orders and registering.

Disposition: Lights have been ordered installed at the booth at Hygiea; and the Telephone Department is working on a headset, or ear piece, to be installed in one of the telephone booths for a try-out.

By Conductor Sloane, that blue signs be placed on dash reading Brookside Park on the Orange Grove cars and Busch Gardens on the South Loop cars.

Disposition: It was decided that it was unnecessary to have these small cars carry dash signs and would be an unnecessary expense.

By Brakeman Kernick, that water be piped to or near the Yardmaster's office at State street.

Disposition: This will be done.

By Motorman Paulsen, that hook be placed in the switch at the crossover at Sierra Vista on the San Gabriel line, where the Sierra Vista cars take the crossover.

Disposition: This was referred to the Engineering Department, and they understood that this was to be on the crossover on the Short line, and recommended against removing lock; but on account of the block system being installed there soon, it was thought best to leave it as it is for the present.

New Business

Suggestions from Boxes at Macy, and Pasadena Carhouse:

By Conductor Ayers, Why not all the holders of coupon passes write them out before boarding the car and save the conductor time in collection of fares; that very few deadhead passengers have them written out, and some have them dated wrong, and some with wrong destination on them.

Disposition: A notice will be posted calling their attention to this matter.

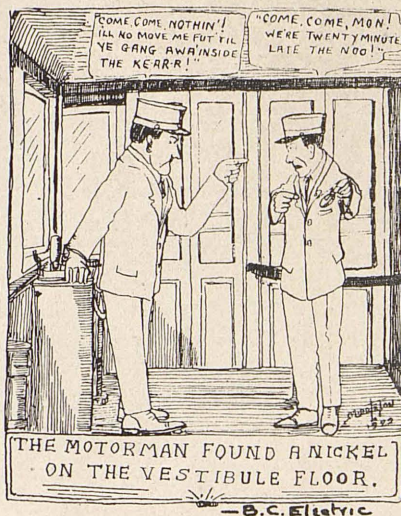
By Conductor Wise, I suggest that the men working out of Macy Street Terminal be asked to give, or donate, 25c or probably 50c each so as to get enough funds to buy a victrola for the Club Room at Macy street.

Disposition: Referred to Mr. Stuart to see what he could do before taking any action.

By Conductor Tonopolsky, I would suggest that the Company or the proper authorities place a safety zone sign, warning traffic to keep a safe distance clearing cars turning east on Colorado from North Fair Oaks. This to avoid delays and accidents.

Disposition: Referred to Mr. Rodenhouse.

By Motorman W. A. Gibson, that when cars doing local work between



Los Angeles and Sierra Vista, are overtaken between San Pedro and Anderson streets, by through trains, that the local cars take the local track at Anderson street. This would save from 3 to 5 minutes delay to through trains.

Disposition: Mr. Bradley will consider this.

By Conductor A. R. Reid, I have a suggestion I think that should be looked after, in regard to freight trains running ahead of the Oak Knoll cars inbound at El Molino at least three or four times a week. I arrive at El Molino on schedule time, but on arriving there I see that a long freight has just gone ahead, and that means before I leave Sierra Vista we are from 10 to 15 minutes late.

Disposition: Referred to Mr. Wigam for action.

By Motorman G. W. Wilcox, that a light system on Los Robles south between Colorado and California streets, as the present system causes some delay as to which car should give in and back up; passengers are dissatisfied. I, myself, waited at California and Los Robles as long as 3 minutes at a time on the heavy trips. Hardly ever get through on time, especially my 7:30 p. m. trip.

Disposition: Referred to Mr. Rodenhouse.

By Motorman Spiegel, that between Alcazar street and Valley Jct., school children are crossing the tracks, walking 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, I think, are doing it to hear the motorman blow his whistle. This is very dangerous and I think something should be done.

Disposition: Referred to Engineering Department to see if the fences can be arranged at that point so that the children can not cross the tracks.

By Conductor E. R. Smith, that "number" hat checks be restored for the conductors to use on the Pomona and Covina lines, especially as the line hat checks have only a few stations on them where most of our local traffic is between here and El Monte, and the "number" check will enable the conductor to keep a check on the passengers. It is not necessary to use line hat checks inbound on any line because the majority of the passengers are for Los Angeles; that a supply of hat checks be kept at the P. E. Cashier's office on the platform at 6th and Main.

Disposition: Referred to Mr. Birmingham.

By Motorman M. M. Donahue, that all El Monte, Covina and Pomona train crews be instructed once more to pull up beyond the clearance point at Valley Jct., outbound, far enough to clear the blocks for outbound Short Line trains.

Disposition: Referred to Mr. Belt for action.

By Motorman Donahue, that all outbound trains on the Northern Division

leaving 6th and Main with faulty equipment and intending to stop for Mechanical service at Macy, take the local track at Anderson street instead of the main line. This to void delaying the main line trains following.

Disposition: A notice will be posted instructing trainmen to do so.

By Conductor W. B. Bowers, that if it can be done I would suggest taking some of the time off of the west end of the California street line and putting it on the east end.

Disposition: Referred to Mr. Rodenhouse.

By Conductor Bowers, I would suggest that a double track across Lake avenue and California street be used, as so many autos are parked on the south side of Colorado street, east of Lake, that it makes it very bad; somebody is going to be hurt there.

Disposition: Referred to Mr. Rodenhouse.

By Conductor Bowers, I would suggest that a notice be put up stating who has the right of way at Raymond and California streets.

Disposition: Instructions in the back of the time table cover should be abided by. Referred to Mr. Rodenhouse to follow up.

By Conductor Bowers: On account of a new building at Fair Oaks and California streets, the motorman operating cars going west cannot see south. I would suggest that the cars turning east from Fair Oaks on California street have a speed restriction.

Disposition: Referred to Mr. Rodenhouse for investigation as to necessity, as trains have to run slowly on account of the curve.

The following suggestions by Motorman H. K. Riordan: That the roadbed between Indian Village and Mission Road is very rough.

Disposition: Referred to Mr. Foster, Roadmaster.

That blocks be installed from Sierra Vista all the way to Indian Village.

Disposition: This will probably be done in the course of time; but on account of the heavy expense, it will have to be installed a little at a time. Signals are now being installed from Oneonta to Newton.

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

Disposition: Referred to Mr. Rodenhouse for investigation.

Seventy-five per cent of the trolley catchers on the 290-class cars are B. O.

Disposition: Referred to Mr. Small.

Booklets should be provided conductors on Short Line and Oak Knoll line giving routing of Los Angeles Railway cars, so information can be correctly and intelligently given our patrons who are going to travel by same in Los Angeles.

Disposition: Referred to Mr. Birmingham.

Better service could be given if trains 1514 and 514 run 20 minutes late; and if train 514 tie up at North barns at 5 p.m.; it would save dead-heading and movement of equipment.

Disposition: Mr. Bradley will take this up with Mr. Burnett.

Why not extend follow-up signals outboard all the way and from Valley Jct. inbound.

Disposition: Referred to Mr. Belt for investigation as to necessity.

By Motorman Hyde: The 1200 and 1000 class cars have B. O. destination signs and indicators, and all cars that carry destination signs are in bad order. The destination signs will not stay where they are set; and the rollers and indicators turn so hard that it is necessary at times to pull ribbons, and this tears them and a great many of them are in bad order.

Disposition: Referred to Mr. Small; and trainmen are requested to send in reports on any cars found in this condition, and it will be taken up with the Mechanical Department.

By Conductor R. E. Riordan: That Mr. Foote ought to be supplied with trip passes at Pomona on account of it taking several days to have them sent out from Los Angeles.

Disposition: This will be taken up to see what can be done.

That train No. 115 run local North Pomona to Claremont on account no local car between those points to handle the passengers at that hour.

Disposition: This will be done, and a notice issued to that effect.

That pass-holders from other roads be informed that their passes are not good between North Pomona and Pomona; that conductors are having a great deal of argument with holders of these passes riding between San Bernardino and Pomona, on account of their trying to use their passes on the local car between those points.

Disposition: Referred to Mr. Birmingham. That the 4:50 trip of Run 202 between Pomona and North Pomona be cancelled, as they carry no passengers, and they get back too late to make a connection with the San Bernardino train.

Disposition: Referred to Mr. Foote to make a 10-day check.

By Conductor Dickson, that cards be posted inside of the toilets of the San Bernardino trains requesting passengers to not flush the toilets while passing through stations.

Disposition: Referred to Mr. Birmingham.

By Conductor F. Upp: That extras running from Los Angeles to El Monte on Saturday afternoons be instructed to pick up passengers when returning from El Monte.

Disposition: This was lined up last week.

By Motorman Hyde: That the telephone booth at Fontana have one of those latches placed on the door that keep the wind from blowing it shut while the conductor is taking orders.

Disposition: Mr. Anderson will be requested to do this.

There being no further business before the meeting, adjourned at 9:35 P. M.

H. L. WIGGAN, Secretary.

NORTHERN DIVISION MEETING

Eastern Lines

The regular monthly meeting of the Northern Division, Eastern Lines, trainmen, was held on April 11, 1922, at Riverside. Mr. J. J. Mettler was elected Chairman for the ensuing three months, and the meeting was called to order at 7:30 p.m.

There were present the Eastern Lines Staff, Mr. Jones of the Traffic Department, Mr. Gilbert of the Mechanical Department, Mr. Hunckler of the Maintenance of Way Department, and fifteen trainmen.

Unfinished Business

That trees need trimming at the following crossings on the Corona Line: Everett, Hamner, Castleman, Moulton, Hoover and Taylor.

Disposition: This has been taken care of.

That a landing be made at Woodcraft Stop, on the Corona Line.

Disposition: This has been done.

That the booth at Arlington be fixed so that the water will not run in on the register book.

Disposition: This has been done.

That the landing at Everett Street be enlarged.

Disposition: This has been taken care of.

That a hand hold be placed on the switch cover at 2nd and Market, Riverside.

Disposition: This handle has been placed.

That a pole on the Oil Spur, San Bernardino, is too close to the tracks and has not the proper clearance.

Disposition: This has been taken care of.

That tracks Nos. 3 and 4, Shop Siding Yards, be connected up with the lead at the north end to save switching out on the main line.

Disposition: This matter is up for estimate of cost.

That the Salt Lake has not erected Stop Sign at the crossing south of Crestmore.

Disposition: This matter referred to the Salt Lake but no action taken as yet.

New Business

By Mr. J. Dalton, that trolleys will

not ride in Highland yard when switching.

Disposition: Referred to W. Mapstead, line foreman.

By Mr. D. E. Downs, that the power is very weak between Arlington and Corona, between the hours of 5:30 a. m. and 6:30 a. m., on account of the Corona substation off the line.

Disposition: Referred to Mr. Anderson, of the Electrical Department, to see if the substation cannot be put on at 5:30 instead of 6:30 a. m.

By Mr. L. D. Jackson: That ground sign be provided for the Los Angeles cars at Riverside Station.

Disposition: Referred to Mr. F. E. Peachey.

By Mr. J. E. Joseph: That the Gravel Pit stop, on the Redlands line, be eliminated for the reason that the fare break is at Escuela and they are only a short distance apart.

Disposition: Referred to Mr. C. H. Jones.

By Mr. Joseph: That when cars are stored on the Wash track they should be left as far south as possible.

Disposition: This will be taken care of by Mr. Peachey.

By Mr. Joseph: That Stelbrick stop be made at the north end of the Santa Ana River Bridge, on the Riverside line, to accommodate the men who work at the pumping plants at that point, for the reason that there is no one getting on at the present stop on account of the brick yard having been washed away during the last storm.

Disposition: Referred to the Passenger Traffic Department.

By Mr. W. W. Cooper: That a stop be made at Deodar, located between A and B Streets, Highland Ave, on account of several new dwellings going up at that point.

Disposition: Referred to the Passenger Traffic Department.

By Mr. Cooper: That car No. 132 has iron on the edge of the steps which is liable to make people slip and fall when alighting from the car.

Disposition: Mr. Gilbert advises that this is a standard device and will be put on all cars.

By Mr. G. R. Attride: That the register cord on car No. 498 binds and for that reason fares have to be rung up very slowly.

Disposition: Mr. M. J. Gilbert, Mechanical Department, advised that he would rectify this condition.

By Mr. Attride: That the signal bell cord on cars No. 498 and 504 is tight and bells cannot be given plainly.

Disposition: Mechanical Department will take care of same.

By Mr. E. F. White: That the Company telephone at Colton be moved out into the freight room for the convenience of trainmen.

Disposition: Referred to Mr. W. Mapstead.

By Mr. H. A. Bates: That the landing at Revino switch be enlarged for the accommodation of conductors when getting off at that point, as there is quite a drop there when alighting from the rear end.

Disposition: Referred to the Maintenance of Way Department.

By Mr. W. E. Massingale: That Conductors should flag out of the Station on to 3rd Street, at San Bernardino.

Disposition: This not thought necessary on account of the slow speed at which cars leave the yard.

By Mr. F. S. Corl: That breaker be put in at Patton Junction to help out when switching at Highland.

Disposition: Referred to the Electrical Department.

By Mr. F. A. Rouchleau: That the power is very weak between Market St. and Colton Ave, it being impossible to back more than five loads at one time across the cut-off on that account. As it is only a few hundred feet from the substation there should be ample current to handle freight trans over this line. The condition now existing causes damage to equipment, also delays trains.

Disposition: Referred to the Electrical Department.

Conductor G. R. Attride brought up the question of yard limit signs at Riverside, as requested some time ago.

Disposition: Account joint interchange pending, decided to hold off until this matter has been settled.

At the close of the meeting Conductor D. B. Van Fleet expressed his appreciation of the treatment he had received from the Pacific Mutual Life Insurance Company, during his long sickness. He said he understood there had been some cases where the men had been dissatisfied with the Insurance Company's manner of handling claims, but he was sure that if the case was put to them in the proper manner there would be no hesitancy on their part in making legitimate settlement.

There being no further business, adjourned at 9:30 p. m. Next meeting will be held at San Bernardino, May 9, 1922.

F. E. PEACHEY, Secretary.

CONDUCTORS DO YOU KNOW?

That Southern Pacific tickets, conductors exchange checks also, coupons of tickets, or conductors exchange checks, issued by other companies, reading via SOUTHERN PACIFIC, should be honored by you, according to starting point or destination shown thereon, between all points located on the lines of the Pacific Electric, and any of the following junction points with the Southern Pacific:

Los Angeles, Shorb, Pomona, Ontario, Colton or San Fernando.

Such tickets, coupons of tickets or conductors exchange checks may read via Pacific Electric, however, tickets or coupons of tickets reading specifically via the Southern Pacific, will be honored in the same manner, except that they must not be honored locally, that is where both points between which ticket reads are located on lines of the Pacific Electric, and no portion of trip has been made, or is to be made over the Southern Pacific.

This would be purely a Southern Pacific local ticket, and is good only via that company's lines.

Southern Pacific Scripp, Commutation Tickets or Passes of any description must not be honored on Pacific Electric cars or trains.

Further instructions governing the honoring of tickets issued by other Railroads, as well as instructions relative to the honoring of Steamship Tickets, will be found in Bulletin P. D. No. 459-E, Sections 17 and 18, pages 7, 8 and 9, which is contained in your Tariff File, and should be studied carefully by all Passenger conductors.

That Hill St. Station is not a transfer point from OUTBOUND Hollywood Boulevard cars. Passengers desiring to transfer to Santa Monica Boulevard cars should be transferred at Sanborn Junction and should not be given identification checks.

That one way and round trip fares are named between Los Angeles and Melrose Avenue, located on the Hollywood-Venice or Sherman Lines.

That "ABC" must be used in punching triplex, Form W. D. T-2 for Melrose Avenue.

That 100-ride employee commutation tickets are not good on interurban trains within the zone limits of Los Angeles.

That when 10, 30, 46 or 60-ride commutation tickets containing coupons numbered consecutively in red ink, are presented for transportation, corresponding number shown on cover must be punched at time each coupon is detached.

It is all very well to talk about certain diets for the human family, but the man who knows what is good for him, and insists upon following that menu, cannot be taught at this late day. Physicians agree that the human is the best judge of what he may wish with safety eat and drink.—L. A. Times.

OUR SOUTHLAND MOVIE FILM

Our movie film, "The Land of Golden Dreams," made its initial appearance during the week beginning April 23rd at the California Theatre and judging by its reception will be well received wherever displayed. On the night of April 24th city officials, members of Chamber of Commerce and newspaper men were the invited guests of the Company and all present were liberal in their praise of the film.

As previously stated this film was produced for the sole purpose of spreading broadcast the charms of Southern California to the prospective vacationist and home seeker. Scenes were taken impartially in territory as far north as Ventura, south to San Diego and from the desert to the sea. Thirty copies of the film are now being shown at motion picture theatres throughout the United States and as a result California's Southland will receive the benefit of much favorable publicity.

SUPPLANTING STREET CARS NOT AN EASY MATTER

"Without street cars, Augusta is a town, not a city." The foregoing pointed statement is how the Chronicle of Augusta, Ga., sized up its local situation recently when car service was stopped by the local electric railway because the city council would give no protection against destructive jitney competition.

"The one cry was 'put the cars back,'" the Chronicle continued "Whether persons censured the traction company or whether they scolded the council, the final demand was for cars in operation."

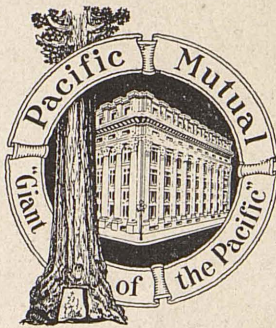
The situation which developed in Augusta is identical with the experience of many other cities who have sought to supplant electric railway service. Replacing electric cars by motor transportation is simply not being successfully done and cities whose legislators favor other means of transportation may well first look up the experience of those who thought likewise and found differently.

WHAT DO "BUSES" PAY?

During the first three months of 1922 \$223,852.21 was set aside for taxes from the earnings of Pacific Electric Ry. This means that for every mile a car was run during those three months, passenger and freight, the tax is two and two-thirds cents. This might be expressed more concisely by saying that a Hollywood-West Sixteenth street car, operating 14.25 miles on a single trip must pay a tax of 25 cents for the trip. A five-car train from Long Beach to Los Angeles \$2.71. Compare these figures with the bus tax and let your neighbors know about it.

Careful mother—"Johnny, if you eat any more cake, you'll burst."

Johnny—"Well, pass th' cake and get outa the way."



Founded 1868

The Pacific Mutual Life Insurance Company of California

Issues the

"Pacific Disability Policy"

Sold Exclusively to Electric Railway Employees

Pays Accident Indemnity as long as you live for injury which totally disables. **Pays** Illness indemnity for confining illness as long as you live.

Insure Today and Be Prepared for Loss of Time.—See Our Agents

Agents are located at the following points

J. V. Smith, 6th St. Terminal, Macy St. and Long Beach

F. Clarence Putz, Riverside, San Bernardino and Pomona

WM. L. THOMAS, Superintendent

J. R. Dougher, Assistant Superintendent of Street Railways

429 Central Bldg., 6th and Main Sts., Los Angeles

NEWTON MOORE

Official Watch Inspector

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Very best service offered in Repairing and Adjusting of Railroad Watches.

301-2 O. T. Johnson Building

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Funnygrams

Model for Speeches

At a conference of teachers one of His Majesty's inspectors was telling the audience the necessity of brevity in speeches. "Make them on the model of a lady's skirt," he suggested—"long enough to cover everything that ought to be covered, but short enough to be interesting."—London Opinion.

The Wages of Sin

"Bredren!" exclaimed the preacher as he came across a portion of the flock engaged in pursuing the goddess of chance. "Don' yo' all know it's wrong to shoot craps?"

"Yas, pahson," admitted one parishioner sadly, "an b'lieve me, Ah's payin' fo' mah sins."—Exchange.

Here or Hereafter

Judge—Rufus, you've heard the charges against you. Are you guilty or not guilty?

Rufus—Ah 'fuses to ansah, on de ground Ah might incinerate mahself. —The American Legion Weekly.

Borrowed Adornment

"You've got your father's eyes, honey," said her beau as they sat together in the parlor.

"So I'm told," she responded.

"And your mother's hair."

"S-sh!" she warned. "If ma hears you she'll make me take it right off."—Boston Transcript.

The family had fish for dinner and little Jean asked what it was.

"It's halibut," replied her mother.

"O, that's the kind it tells about in the Lord's prayer—halibut be thy name," said Jean.—Exchange.

**ASSOCIATED
OIL COMPANY**
SAN FRANCISCO

For over a quarter of a century the name "Associated" on Petroleum Products has been synonymous with highest quality.

"The Autocrat"
For the Office Man

The Illinois "Autocrat" constitutes the height of perfection in a commercial watch—an open face watch, thoroughly adjusted, 12-size, 17-jewel; cased in a 25-year fancy green gold chased case. Absolutely guaranteed.
\$33.50 to \$40.00

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Official Watch Inspectors for
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*Finishing Deliveries
Twice a Day*

**Try Our
Soda Fountain**

Cigars Toilet Articles Candies

**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
	7,208,150.97

\$38,208,075.18

LIABILITIES..	
Capital Stock Paid in.....	\$1,500,000.00
Surplus.....	1,500,000.00
Undivided Profits.....	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
Rediscunts with Federal Reserve Bank.....	1,100,000.00
DEPOSITS.....	29,928,014.65

\$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.

WE PAY INTEREST ON TIME DEPOSITS

This Bank is Authorized, and fully Equipped, to do a Trust Business

**THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES
Corner of Fourth and Main Streets**

OFFICERS

J. A. GRAVES, President

T. E. NEWLIN, Vice President	E. L. POWEL Asst. Cashier
H. F. STEWART Vice President	EUGENE MADER Asst. Cashier
V. H. Rossetti Vice President-Cashier	C. L. HOGAN Asst. Cashier
J. M. HUTCHISON Asst. Cashier	ERNEST GARRETT Asst. Cashier
A. E. ELLIOTT Asst. Cashier	F. S. HILPERT Asst. Cashier
G. H. NAEGELE Asst. Cashier	F. B. DICKEY Asst. Cashier