



# The Pacific Electric MAGAZINE



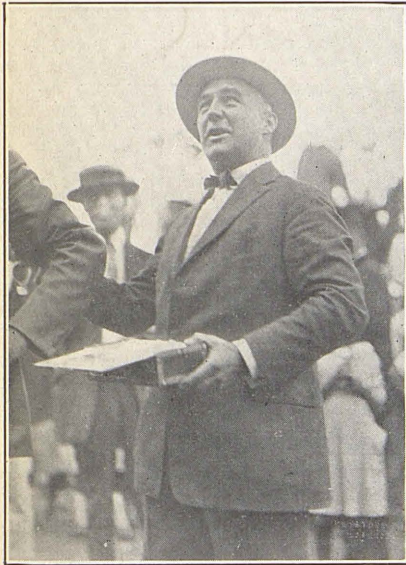
ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 7

LOS ANGELES, CAL., SEPTEMBER 10, 1922

No. 4

## ANNUAL PICNIC NUMBER FOR 1922 Showing Sights and Scenes of the Great Days' Events



Chief Surgeon Weber telling "how come" he won the Gen'l Officers Race

Since Annual Picnics became the vogue with the Pacific Electric Railway "Family," they have been the biggest and most popular events held by any industrial concern in the West, and probably there is not in the nation a gathering of employees of any individual concern that equals in numbers in attendance or pretentiousness of program that of the Pacific Electric's annual event.

Not since 1914 have we had such an enjoyable occasion, as the picnic just closed, and that year was the "banner" year in point of attendance, but was exceeded this year by probably more than a thousand. Estimates of the crowd on August 26, 1922 at

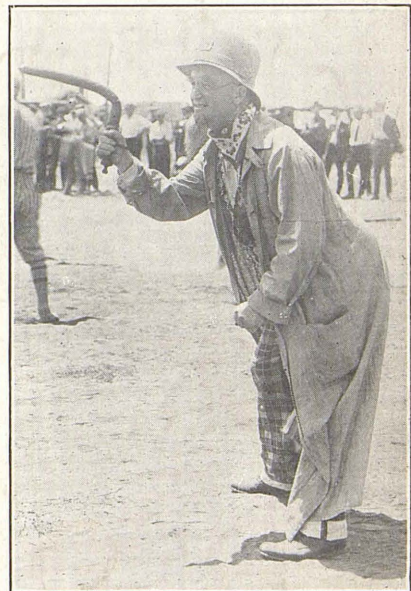


"No wonder they run. See Covell's big gun?"

3:00 p. m. place the number at approximately 7500, and at 8 p. m. an estimate covering the crowd on the Plaza, in the Dancing Pavilion and Bath House indicated about 9000 persons.

For weeks the Club Management, Executive Committee and Special Members of the Picnic Committee had toiled early and late in preparation for the event, and their activities did not cease until the last employe had completed the day of pleasure and had gone to his home. Too much credit cannot be given these loyal, sacrificing committeemen for their labor and conscientious endeavor that the great mass of our fellows and their families and friends might have a joyous day, but expressions from them, were to the effect that they had been amply repaid for all their efforts in witnessing the pleasure and enjoyment of all, especially in observing the good time had by all the children—and what indeed, would a picnic be without childish laughter, the merry shouts of joy; the dancing, restless little feet; and the beaming, twinkling eyes of the boys and girls of our families? Had no adult soul gotten one moment of enjoyment from the event, the happiness of the "Kiddies" in attendance would have well warranted double the effort put forth.

On "picnic morning" the crowd began to move toward our Redondo Beach rendezvous; the trains arriving at frequent intervals well loaded; and until afternoon the throng came for its annual day of days. The Information Bureau was a very busy place for its attendants, registering arrivals, identifying employes, issuing badges



"Dan" Toby administering the law of the day in a most pleasant manner.

and amusement tickets, and directing the visitors to their various places of inquiry. There was not a "hitch" in any of the arrangements; preparations had been complete; every official was in his proper place directing the movements of assistants; it was indeed a well organized efficient "machine" grinding out joy for the multitude; and another thing—and an important one—the schedule was adhered to in every detail and few indeed were the annulments of the "trains" (events). "On time" seemed to be the watch word for every movement in the big program.



Small Ladies set the pace.



Demure Ladies "go some."

DAVID GILLESPIE



Boys' Tug-of-War Dragged 'Em for Half a Mile

At 9:00 o'clock the "events" of program began to transpire, the initial numbers being the base ball games held at the High School field, and from that hour until midnight came a succession of sports for every age of both sexes.

Noon found the merry "gang" retrieving lunch boxes and hampers from checking stands, and over at the refreshment booth near the Bath House, hot coffee and cold lemonade began to flow by the gallon. The tables along the water-front groaned with the weight of good things to eat, and from the array of edibles, famine was an unknown word among our big family.

At one o'clock the formal exercises were held at the Band Plaza at which time Club Manager C. Mort Stuart, who for the occasion was also President of the Picnic Committee, introduced in a few well-chosen remarks, Mr. O. A. Smith, our Club President (officially, Passenger Traffic Manager of the road) who welcomed the employes to the annual outing, and expressed his gratification and that of the employes to the Committee in charge for their labor and endeavor in arranging and conducting the festivities of the day, and urged that each and everyone present contribute to the real success of the picnic by casting aside every care, grouch and worry, and enter whole-heartedly into the spirit of things, to the end that joy and gladness would crown every effort that had been made by the committee.

Mr. Smith then introduced the speaker of the day, Mr. D. W. Pontius, Vice-President and General Manager, who briefly addressed his audience in a most gracious and happy manner. "I am deeply grateful," said Mr. Pontius, "for this day, for several reasons: The first of which is that in



.. Girls also hung on the Rope.

this great, happy gathering of employes, is the symbol of the industrial peace we have been, and are now enjoying and which indeed is to be regarded as a forecast that peace will remain with us."

"When we know of the disturbance, the turmoil, the privation and other attendant ills that are being experienced elsewhere through railway, coal and other strikes, we are inexpressably grateful for the understanding, the unity of purpose, the loyalty of interest and the happiness manifested in our own industrial "family," and for the evident desire upon the part of all to maintain within our ranks that cordial friendly, co-operative feeling, and to be ready to defend it against any or all who might try to disrupt it. Indeed, we are all, most grateful for this one, this great thing.

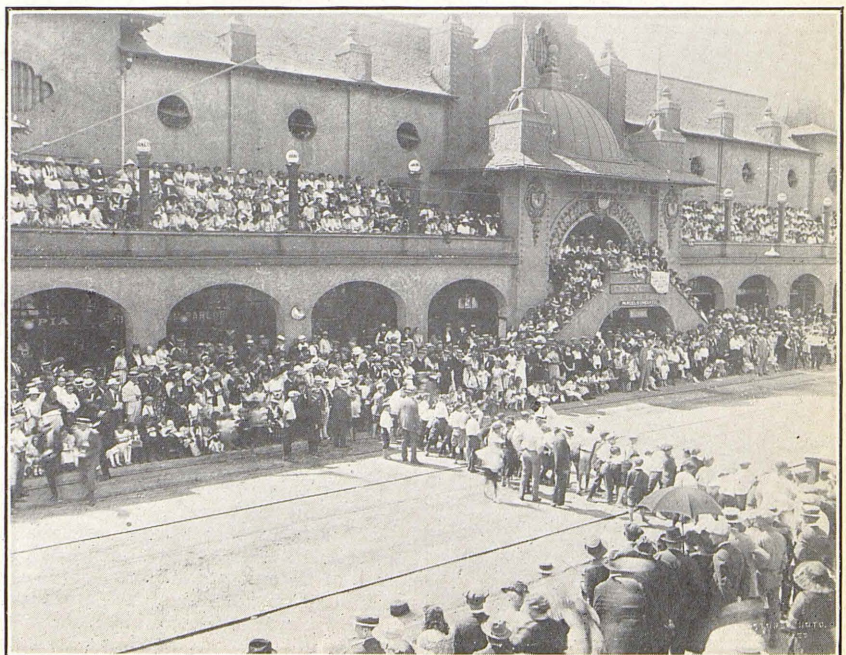
"I am also grateful for the opportunity of mingling with you today in your pleasures, and to be accounted as not only a fellow-worker but as a fellow-man and friend; and for the opportunity and pleasure of renewing acquaintances with a great many of our old employes with whom I have worked on this system of ours for a number of years, as well as to form the acquaintance of many whom I had not met before. I trust we may all have a most joyous day and that nothing may occur to mar the pleasure of anyone.

"Our General Claim Agent, S. A. Bishop, is in receipt of a wire from President Shoup that I shall now read to you:

San Francisco,  
Aug. 25, 1922.

S. A. Bishop,  
General Claim Agent,  
Pacific Electric Ry.,  
Los Angeles, California

It is with great regret I find myself



Boys Line up for Event No. 1 and the Many Races Begin.



Struggling to get the Marshmallows down in Contest

unable to respond to your kindly note of the twenty-second and be with the crowd on the annual picnic the twenty-sixth instant at Redondo Beach. Tell them all for me to forget their cares for one fine joyous day and have the best kind of a good time.

I shall think of you all and will miss particularly the luncheon with the good hot coffee and that annual footrace from which I think Smith should be barred.

Paul Shoup.

"As most of you know, this Company has never taken in sufficient money to pay its operating expenses, taxes and interest. The latter part of last year, after an examination of our accounts and practices by a corps of engineering experts of the Railroad Commission of California, and after extended hearings before that body, the fares of this Company were adjusted. We are now coming nearer to making our financial way than for many years past, and it would seem that the time is not far distant when our obligations can be wholly met."

"There is no institution needed more in Southern California than the Pacific Electric, and our patrons are willing that the regulatory bodies adjust charges on a basis that will enable the Company to earn a fair return, in order to insure good service and permit the Company to keep pace with the transportation needs of this rapidly growing section.

"Noticeable headway is being made in the rehabilitation of our tracks and equipment, and within the next year they should be in such condition that we can all be proud of this Company's facilities.

"I wish to again commend the Pic-

nic Committee for its efforts to make this occasion a great success, and bid all of you avail yourselves of its every enjoyment. I note that all the staff are not among those present. One is in San Diego and another elsewhere, but I shall make it my special duty to see that all are present next year."

Before closing his remarks, Mr. Pontius introduced the various general officers present, and the proceedings were closed by Mr. Stuart, who

invited all to participate in the sports immediately to follow.

Before passing to the Sports program and results, especial commendation is due to the committee handling the Kindergarten Department.

On the beach south of the Bath House, this committee had erected a large tent and fenced in a big section of the beach where mothers could leave their young children under the care of skilled attendants while they freely enjoyed the day's outing. The arrangements were a very great comfort for many mothers who derived great enjoyment and benefit because of this day of freedom from the care of their beloved, but nevertheless tiring, little ones and the "kiddies" themselves had the time of their young lives with games, "goodies," naps, and everything.

Dr. W. L. Weber, our Chief Surgeon, and his staff of wonderful nurses, maintained a hospital ward and nursery in the Pavilion building, and we are glad to say, we had very little need of the hospital attachment. Many dimpled darlings were cuddled, petted and cared for in the Nursery however, and it was a great boom to the mothers.

The Police and Order Committee did the best work ever performed at a picnic in their direction of the crowds, clearing the race course, etc., and not one incident of unpleasantness marred the day.

"Dan" Toby, without whom a picnic would be no picnic, was in his accustomed place as Announcer, and out-did himself on the job. Dan (and everybody loves the rugged, hearty, wholesome old scout) added many new laurels to his already full crown.

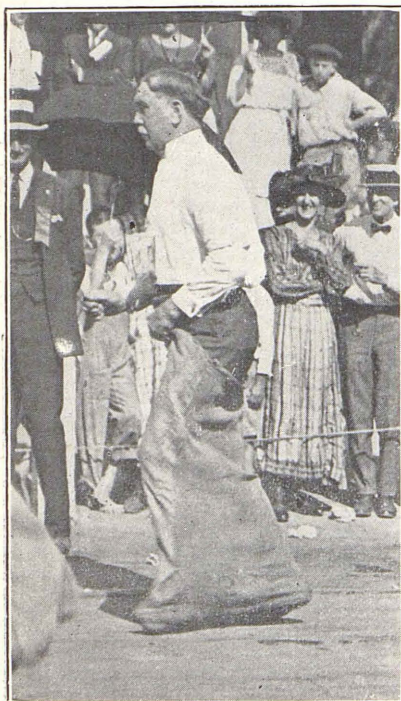
As to the Sport Events, we have



The Marshmallows are all gone Judges; who wins?



Only two eggs got there in the Egg and Spoon Race.



Jim Donnahue winning his annual sack race annually.

never had a more complete program; there has never been better participation, nor has the true sport—give and take—spirit been more strongly manifested. The writer heard of only one protest decision, and that was in the relay race, the claim being made that one set of runners failed to make the full distance at the far end of the course from the judges; but as the alleged technicality was not witnessed by the deciding judges, and as the winning distance far exceeded the

claimed lapse, the decision stood. The losers were all rattling good sports, and that means they were real he men.

In the order of events the winners were as follows:

**Baseball**—Mechanical Department vs. Accounting Department. Score 6 to 4. Won by Mechanical Department.

**Baseball**—Bridge and Building vs. Engineering Office. Score 8 to 1. Won by the Bridge and Building Team.

**Event No. 1.**—25 yard race for Boys:  
1st—Lawrence Bowman.  
2nd—J. Miller.  
3rd—Geo. Neighbors and A. Steinberg (tie).  
4th—Carl Mullins.  
5th—Harold Heard.



A fast pair on three legs.



Oh my; What a lot of "pep."

6th—A. Shomber.  
**Event No. 2.**—50 yard race for Boys:  
1st—Joe Neighbors.  
2nd—R. McCleary.  
3rd—J. Dunson.  
4th—L. Brown.  
5th—H. Chase.  
6th—L. Hardison.  
7th—E. Foltz.  
**Event No. 3.**—75 yard race for Boys:  
1st—C. McKee.  
2nd—V. Morrow.  
3rd—Paul Schapp.



"Blow-hards" in Balloon Contest.

**Event No. 4.**—Obstacle Race:  
1st—Joe Neighbors.  
2nd—C. Barnard.  
3rd—A. Woodburn.  
**Event No. 5.**—Novelty Dressing Race, for Boys:  
1st—C. McKee.  
2nd—A. Steinberg.  
3rd—W. Grazin.  
**Event No. 6.**—25 yard race for Girls:  
1st. J. Defner.



Burning up the Race Track.



Novelty Dressing Race—Waiting for the Runner.



- 2nd—B. Pate.
- 3rd—V. McClure.
- 4th—H. Freeman.
- 5th—D. Foegle.
- 6th—A. Whelen.

**Event No. 7.**—50 yard race for Girls:

- 1st—E. Lathrom.
- 2nd—H. Kennedy.
- 3rd—M. Connelly.
- 4th—P. McDowell.
- 5th—E. White.
- 6th—E. Murphy.

**Event No. 8.**—75 yard race for Girls:

- 1st—F. McNeil.
- 2nd—M. Davis.
- 3rd—M. Wilson.

**Event No. 9.**—75 yard race for Ladies:

- 1st—E. Munch.
- 2nd—F. H. Deming.
- 3rd—Mrs. Grant.

**Event No. 10.**—300 yard relay race—4 men to team. Won by Electrical Department team:

- L. F. Smithson, I. W. Bolling, R. W. Scott, P. M. Lloyd.

**Event No. 10A**—Novelty Dressing Race for Men:

- 1st—Roy Bird.
- 2nd—E. Lynn.
- 3rd—J. Dalbosco.

**Event No. 11.**—Three-legged race.

- Result a Tie:
- H. Grenke and C. B. Smith.
- R. W. Scott and P. M. Lloyd.

**Event No. 12.**—Sack race for Men:

- 1st—J. Donahue.
- 2nd—E. Lynn.

**Event No. 13.**—Sack race for Boys:

- 1st—J. Dietrich.
- 2nd—G. Matthews.

**Event No. 14.**—Fat Men's race annulled. No entries.

**Event No. 15.**—General Officer's Race:

- 1st—Dr. W. L. Weber.
- Consolation Prize—O. A. Smith.

**Event No. 16.**—100 yard race—free for all:

- 1st—L. F. Smithson.

**Event No. 17.**—Novelty Race on Covell challenge:

- 1st—R. W. Scott.

**Event No. 17A.**—Miss Gallahan Challenge Race. Annulled.

**Event No. 18.**—Egg and Spoon Race for Ladies:

- 1st—Mrs. H. M. Ayers.
- 2nd—Mrs. J. Bruenig.

**Event No. 19.**—Watermelon Eating Contest for Boys:

- 1st—Paul Flemming.
- 2nd—John Dunson.

**Event No. 19A.**—Watermelon Eating Contest for Girls:

- 1st—Dorothea Fadema.
- 2nd—Olive True.

**Event No. 20.**—Pie Eating Contest for Boys:

- 1st—A. Beltran.
- 2nd—E. Rose.

**Event No. 21.**—Marshmallow Eating Contest for Girls:

- 1st—W. Halliday and C. Hill.
- 2nd—Mary Connelly and \_\_\_\_\_

**Event No. 22.**—Balloon Blowing Contest. Prizes awarded to all entries.

**Event No. 23.**—Largest Family at the Picnic:

- 1st—Mr. and Mrs. R. H. Wilson and 7 children.
- 2nd—Mr. and Mrs. Andrew Mramor and 6 children.

**Event No. 24.**—Clay Pigeon Shoot.

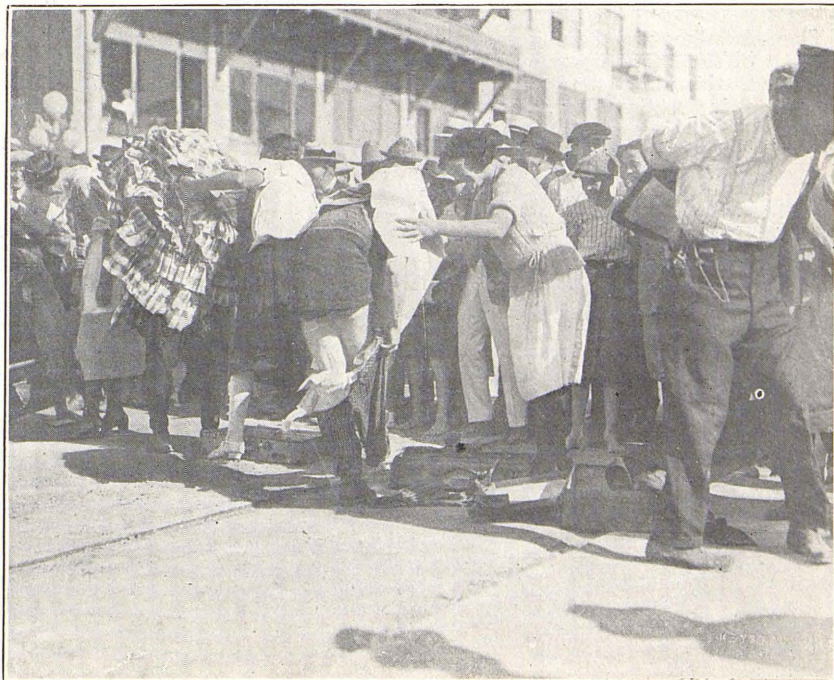
- Winner, Mixed Departmental Team. K. L. Oefinger, H. Smith, F. L. Manley, B. F. Manley, A. B. McLeod.

**Event No. 25.**—Cancelled.

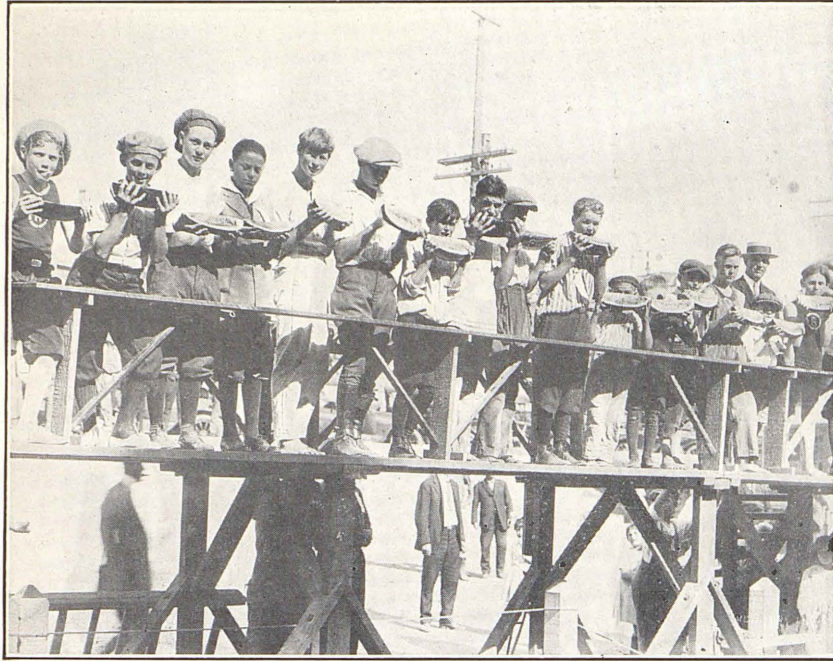
**Event No. 26.**—Cancelled.

**Event No. 27.**—Tug of War:

- 1st — Transportation Department.



Novelty Dressing Race—"Dolling" them up—It's a Scream.



Boys' Water Melon Eating Contest—All Set to Go.

Team—Clyde Moore, C. F. Kellogg, Will Minyard, Paul Umberger, Bonie Oden.

Captain—F. W. Nichols.

2nd—Electrical Department.

Team—D. Kennedy, Guy Sellers, R. Goodart, B. R. Fawsett, D. E. Barnum.

Captain—A. Herskind.

Event No. 28.—Horseshoe Pitching Contest:

1st—E. Reeder.

2nd—Joe Hardesty.

Prize Waltz Contest—Winners, Mr. and Mrs. J. L. Smale.

Closest Contestants—Mr. F. L. Ford and Miss Franson.

The Wrestling and Boxing contests in front of the Pavilion were as usual the events that drew the attention of many hundreds, the interest coming not only from our picnic party, but drew an enormous crowd from the city of Redondo Beach and the adjacent country, and the bouts put on by the boys were worthy of the great attendance.

Cleaner sport of the kind has never been presented to any audience and it was enjoyed by practically everyone present.

At 4 o'clock, Prof. Womersley and his Pacific Electric Club Chorus made their first appearance before our employes and for half an hour very pleasantly entertained a large audience. Considering the very short time our chorus has been in training, the music rendered by it was far in excess of expectation and a great many favorable comments have been heard upon their work.

Our own big band, under Director Mort Stuart, did themselves proud and played a very well selected program. The band has improved a great deal during the past year and shows plainly the result of closer applica-

tion. It has ranked since its organization as the "crack" amateur band of this country and it is very evident at this time that a number of the professional organizations of this neighborhood are far in their rear in standing as musical organizations. It's just another case of where the P. E. shows 'em as usual, where to head in.

Our little Magazine would become an immense volume in size were we to mention personally each of those who contributed to the great success of our last annual outing. In the work of each and every committeeman there was nothing left to be desired. There was a unanimity of action and a manner of doing it that re-

flected much credit and honor upon every man of them. The commendation of every official of the company is sincerely tendered them and the heartfelt thanks of every employe in attendance is extended.

Thus endeth historically the record-breaking picnic of 1922.

Forward we look, to a year of earnest endeavor for our company and the next celebration of that success we win in our business; for the peace in industry we enjoy, and for the happiness we attain, sometime along in August 1923.

#### THROUGH THE CAR WINDOW

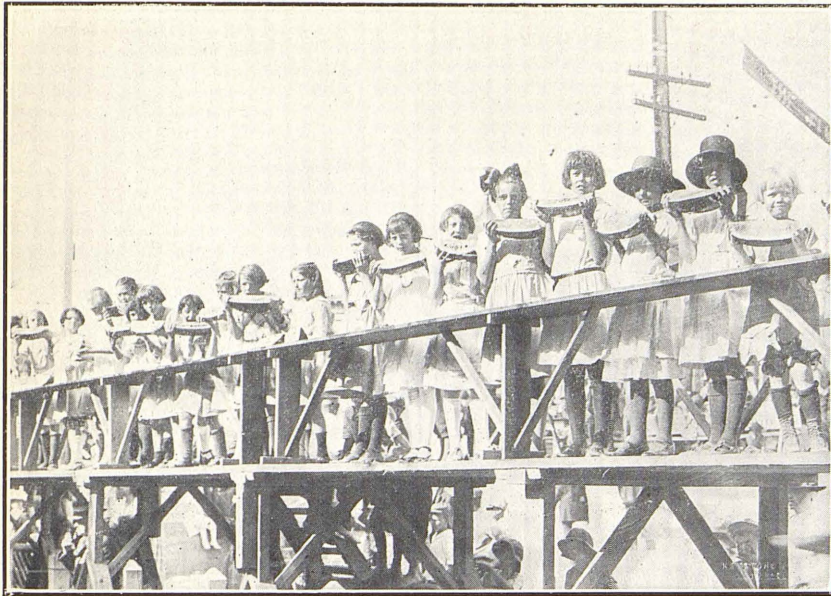
One of our daily papers quotes a political speaker as representing himself to be "just an American," and then points out how much more than "just an American" Washington and Lincoln were. Of course we are aware of the critical way in which the enemies of Lloyd George refer to him as "just a Welchman," and events in China have been such that Sun Yat Sen may now be referred to in the same spirit as "just a Chinaman." Of a surety, it is worth while to be born a national and live to the standard, but one who is never more than "just" something does not amount to much in the world.

Some employes, to capitalize their modesty or to emphasize a pretended simple loyalty, refer to themselves as "just" a clerk, or "just" a trainman, "just" a mechanic, or "just" a foreman, etc. Others, by general lack of interest—their general grade of work, show that they are "just" something or other. They get around "just" on time; they work "just" the allotted time; they do "just" enough to get by; they are "just employes."

The person, man or woman, who attracts notice, gets to the front, receives promotion and gains responsibilities and more pay is one who is



Boys' Water Melon Contest—The Juicy Finish.



Girls Water Melon Contest—Ready for Rapid Work.

something more than "just" a something or other. We are born with certain responsibilities and it is expected of us to live up to them; therefore we attract no attention and get no credit unless we do more than the average person. Likewise, an employe is charged with certain duties and it is expected that they be performed; he or she, must do more than the average daily stunt if more than average daily returns are desired. You must be better than the general run otherwise you are "just an employe." And the rule applies whether one is "just a clerk" or "just the head of a department."

One of the results of promotion is that the lime-light is turned upon you and you are particularly observed by your former intimate fellows. Your every word and act are watched and commented upon, sometimes in a more or less jealous spirit. But this soon changes and your performances become the examples which many other employes follow. For this reason the titled employe should watch his step.

The farther up the ladder you climb, the smaller the group with whom you mingle. You are no longer lost in the mass, but stand out among a few where observation is easy. Your conduct reflects upon the whole official family. If you see a Company sign which forbids the parking of automobiles on certain Company property, it means YOU, whether you are a Director of the Company, an Official, an untitled Employe or an outsider. It is up to you to set an example, particularly if you have been so negligent that it has been necessary to direct your attention to the sign.

We saw a trainman in full uniform and with more than twenty years' service insignia on his left sleeve standing on the rear open section of a car

loaded with ladies. He was smoking a cigar and blowing the smoke into passengers' faces, and we were ashamed three times.

First, because a man in our uniform was breaking the law of our City; second, because a man in our uniform was breaking the rule of our Company; third, because a man in our uniform was showing such lack of consideration for the rights of others. Then, also, we were ashamed a fourth time, because a man in our uniform and with all those stars on his sleeve was setting such an example to younger employes. Yes, we were mightily ashamed.

But we felt a lot better before the day was over, because we had to go to

quite a number of places that afternoon and we rode with all kinds of trainmen all over the System. We did not see anything like it on any other car, but we did see the boys being so courteous and attentive and considerate with their passengers that we knew again that the majority of them are the best there are, bar none. Yes, we felt a whole lot better when we saw that there was only one like that in a whole day's travel.

## FREIGHT CLAIM PREVENTION

By E. B. Byers

The purpose of the OS&D Report is to enable us to arrive at cause of Loss and Damage.

Claims cannot be prevented unless we know what is wrong. We cannot know what is wrong unless reports are made to cover. A report will not serve a useful purpose unless it is made up correctly.

Everyone interested in preventing claims must also be interested in correctly reporting over, shorts and damages, showing full reference and all details.

The "Big Idea" is to show exactly—

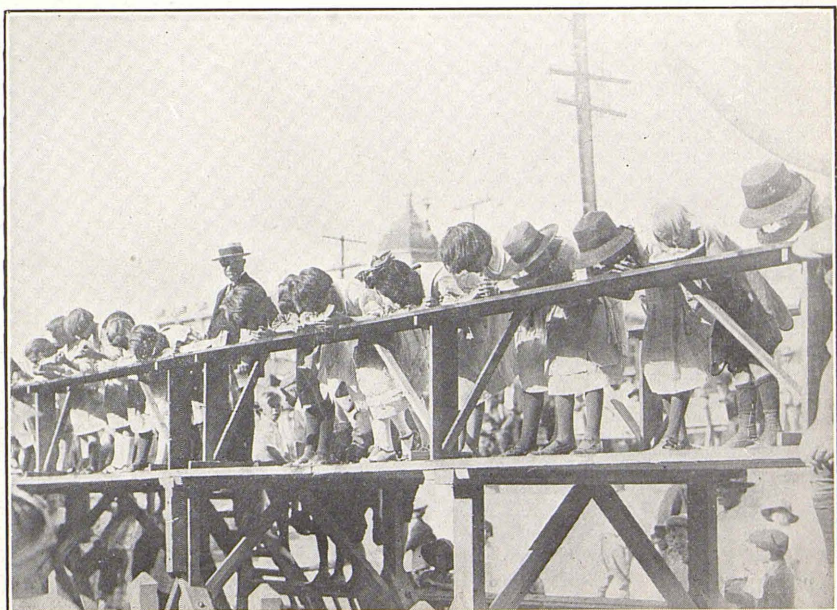
The nature of the damage and some thought on what might be done to avoid future cases.

Keep an accurate seal record and show on every report seals protecting all openings. This is highly essential in placing responsibility for loss.

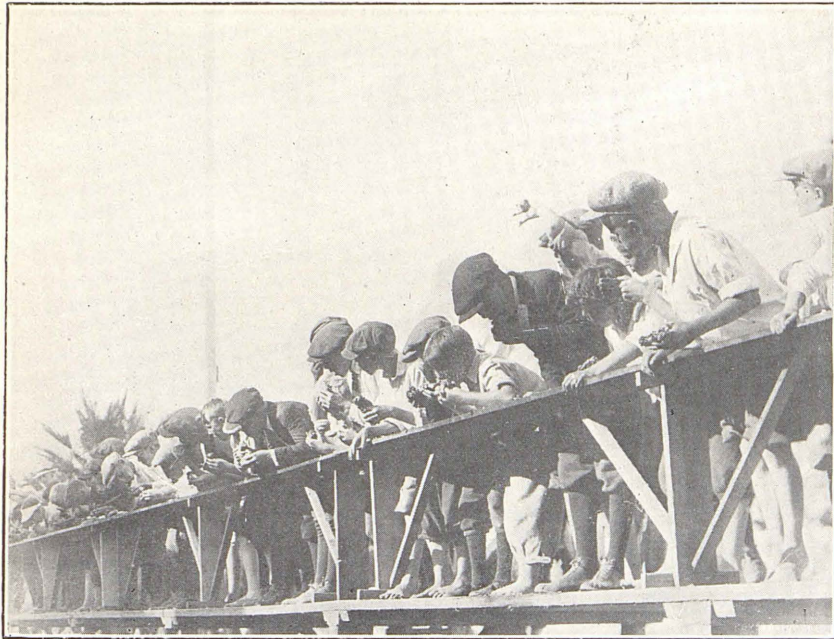
Be prompt in making reports and in furnishing your complete record of forwarding of freight, covered by OS&Ds sent you for investigation.

Everyone admits that claims for Loss and Damage represent an indefinite waste of money and labor. We ask the earnest cooperation of every employe in this campaign, to cut Loss and Damage claims in half, which can be done, if we think so—**strong enough.**

The causes for Loss and Damage claims are too numerous to mention.



Girls' Water Melon Contest—In action and going fast.



FORWARD, the Pie Brigade—Was there a soul Dismayed?

In most cases either the railroad or the shipper fails to observe the rules and regulations which, if followed in the light of common sense, would make claims next to impossible.

Nine claims out of ten are preventable.

This may seem a broad statement but it is made by the American Railways Association Committee on Freight Claim Prevention after careful study of the conditions under which freight is handled.

You are asked to do two essential things—OBSERVE and ACT.

Begin with your warehouse—is it in proper condition? Can all doors be properly closed and securely locked? Do you keep the warehouse and mds cars locked at all times when no one is in attendance? Do you keep your warehouse clean? Is your on hand freight systematically arranged so that you can locate it easily and make deliveries without delay?

Are your office records kept clean and filed in order so as to be easy of access?

Too much care cannot be used in receiving and delivering freight. We should bear in mind that FREIGHT IS MONEY, the man in charge of receiving and delivering is the "teller" in whose hands rests the interests of the Company as much as the interest of the bank is in the hands of its Receiving and Paying Tellers.

A package signed for and not received is usually a loss to the Company.

Do not allow truck drivers or consignees to remove freight from your warehouse until signed for.

See that cars loaded at your stations are cleaned and in condition for the class of freight you are loading.

Remove protruding nails, screws and tacks from car floors, side and end walls, door posts and inside of doors. Do not bend them down to work loose

and cause damage to freight—PULL THEM OUT. Watch the bolts too, if any are protruding in a manner likely to cause danger, cover them with cleats. Don't depend on the Mechanical Dept. in such matters but see to it yourself. At larger stations delegate some particular man or men to inspect and prepare inside of cars before any freight is placed in them and keep a record of who is in charge of this work, so that you will be in a position to place the responsibility for damage due to such causes.

Instruct stevedores that they will be called to account for damage resulting from improper stowing. Freight promiscuously thrown in a car is a

most sure to reach its destination in a damaged condition. It must be properly stowed, braced and way cars loaded in station order—failure to load in station order delays movement of trains while the crew is digging it out, or the freight is mishandled by being carried by its destination.

See that freight received is in proper condition for safe handling.

Is it packed in accordance with provisions of classification?

Is the container of sufficient strength?

Are the sacks heavy enough?

Is the fruit over-ripe or soft?

If received from shipper in damaged condition see that proper exception is noted on B L, be explicit as to nature and extent of damage.

Reports of American Association Committee on Freight Claim Prevention, show that, for the month of January, 1922, the amount charged to Loss and Damage accounts of member lines, was \$5,070,000.00. For the same month in 1921 the amount was \$10,375,000.00. Reduced by more than half, this very clearly demonstrates the effectiveness of co-operative Freight Claim Prevention work.

Let's have a part in this important campaign.

Here is where your observation comes in. If you notice in what way the railroad or the shipper has neglected to take the necessary precaution for transporting freight safely you will help to meet this problem by following your observations with action—send your suggestion to the General Superintendent for attention of OS&D Department.

Cop—Hey, where are you going? Don't you know this is a one way street?

Abe (in a new car)—'Vell, I'm only going one way ain't I?—Exchange.



Pie Eating Leaves one somewhat "Gummed Up." What?





Novelty Race—Scrambling for the right shoes

**PACIFIC ELECTRIC CLUB  
BULLETIN**

September 11, 1922 to October 11, 1922

**Monday, September 11**

Pacific Electric Chorus Rehearsal at 8:00 p. m.

**Wednesday, September 13**

Operating Staff Meeting in the Assembly Hall at 10:00 a. m.

Pacific Electric Rod & Gun Club meeting in Club quarters at 8 p. m.

**Thursday, September 14**

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

**Friday, September 15**

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

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

Regular movie show in Auditorium at 7:45 p. m.

**Monday, September 18**

Pacific Electric Chorus Rehearsal at 8 p. m.

Pacific Electric Band Rehearsal at 8 p. m.

**Tuesday, September 19**

Western Division Trainmen's meeting in the Assembly Hall at 8 p. m.

Refreshments will be served after adjournment.

**Thursday, September 21**

Jazz Novelty Dance in Auditorium at 8:30 p. m.

**Friday, September 22**

Marion Ward players will give an entertainment in the Auditorium at 7:45 p. m.

**Monday, September 25**

Pacific Electric Chorus Rehearsal at 8 p. m.

Pacific Electric band rehearsal at 8 p. m.

**Thursday, September 28**

Regular dance in Auditorium at 8:30 p. m.

**Friday, September 29**

Regular movie show in Auditorium at 7:45 p. m.

**Monday, October 2**

Pacific Electric Chorus Rehearsal at 8 p. m.

Pacific Electric band rehearsal at 8 p. m.

**Wednesday, October 4**

Pacific Electric Club Executive Committee meeting in the Assembly Hall at 2 p. m.

**Thursday, October 5**

Southern Division Safety Committee

meeting in the Assembly Hall at 2 p. m.

Balloon Shower Dance in Auditorium at 8:30 p. m.

**Friday, October 6**

Western Division Safety Committee meeting in the Assembly Hall at 2 p. m.

Regular movie show in the Auditorium at 7:45 p. m.

**Monday, October 9**

Pacific Electric Chorus Rehearsal at 8 p. m.

Pacific Electric Band Rehearsal at 8 p. m.

**Wednesday, October 11**

Operating Staff meeting in the Assembly Hall at 10 a. m.

Pacific Electric Rod & Gun Club meeting in Club quarters at 8 p. m.

**PACIFIC ELECTRIC CLUB  
ELECTION**

August, 1922

**General Offices:**

D. W. Layne.

Henry Eggert.

**Transportation Department:**

General Supt's. Office

C. P. Hill.

**Northern Division:**

W. J. Hodge.

A. S. Kuderna.

B. L. Brown.

Joe Rovai.

D. J. Finley.

Roy M. Herr.

**Southern Division:**

F. L. McCulley.

A. O. Williams.

L. H. Covell.

Ora Taylor.

H. C. Ward.

L. M. Tieman.

L. F. Foegel.

**Western Division:**

C. L. Bayless.



Novelty Race—Trying to get your own coat. "Chaw Beef"



The B. & B. (Engineering) Horse Hide Pounders

- R. B. Sullivan.
- J. Hanselman.
- A. F. Minor.
- B. C. Chase.
- H. Delmar.
- Station Agents, All Divisions (except L. A. Frt. House)
- E. S. Donaldson.
- L. A. Freight House:
- G. W. Orr.
- Mechanical Department:
- L. A. Office, Torrance Shops and Freight Repair Shops:
- E. H. Pierce.
- F. A. Shultz.
- J. Richards.
- W. W. Robbins.
- W. M. Brooks.
- H. J. Allen.
- H. Preston.
- Northern Division Car Repair Shops:
- R. M. Hyde.
- W. J. Drake.
- H. Ross.
- R. H. Jewell.
- Western Division Car Repair—Special Work Shop:
- M. T. Spencer.
- Accounting Department:
- C. V. Smith.
- Electrical Department:
- R. N. Cobb.
- N. D. High.
- A. C. Smith.
- Engineering Department:
- B. F. Manley.
- A. J. Guercio.
- Fred Naylor.
- Purchasing and Store Departments:
- Earl McCall.
- Real Estate, Taxes and Resorts Department:
- W. A. McCammond.

**EXECUTIVE COMMITTEE MEETING**

The regular monthly meeting of the Executive Committee of the Pacific Electric Club, held in the Committee Room of the Club on Wednesday,

August 2, 1922, was called to order at 2:15 p. m.

- The following members were absent:
- S. E. Cooper.
  - M. C. Brucker.
  - L. J. McGrath.
  - A. F. Wilkins.
  - W. R. Osborn.
  - J. Richards.
  - J. Langley.
  - H. Ross.
  - R. D. McKesson.
  - W. A. McCammond.
  - S. A. Bishop.
  - H. A. Culloden.
  - C. Thorburn.

Minutes of the previous meeting were read and approved.



Mechanical Department Base Ball Specialists

**Club Fund**  
 Balance on hand June 30th...\$ 525.61  
 Receipts ..... 1003.50

Total .....\$1529.11  
 Bills and expenses ..... 1472.64

Balance on hand July 21st...\$ 56.47

**Relief Fund**  
 Balance on hand June 30th...\$ 858.43  
 Receipts ..... 364.40

Total .....\$1222.83  
 Paid out in relief ..... 515.00

Balance on hand July 31st...\$ 707.83

**Mortuary Payments**  
 George Hall, Conductor Northern Division, beneficiary, Clara Hall; amount \$649.55.

Karl U. Sorenson, Conductor Western Division, beneficiary, Mrs. Karl M. Sorenson; amount (estimated) \$600.

**Unfinished Business:**  
 Mr. Smith and Mr. Stuart called on Dr. Weber regarding the services rendered by the doctors at Glendale and Redondo Beach. Also inquired concerning the financial conditions of the Medical Department, and would not recommend an increase in the hospital dues at this time.

Dr. Weber was present at this meeting and explained fully regarding the understandings which the outside doctors have in reference to our Medical Department. He answered all questions to the satisfaction of those concerned in regard to the complaints received at the last meeting.

It was suggested that the next issue of the Pacific Electric magazine contain a complete report of the treatment which the Medical Department will extend.

Also that a folder containing the full data be given the employee at the time of entering service.

At this time Dr. Weber requested



Accounting Department's Fast Team at Base Ball

that all complaints be made in writing to him, stating that he will be glad to investigate each case.

**New Business**

Mr. Pierce brought up the matter of the employees not receiving their deduction slips, showing the amount deducted from their salaries each month. Other members confirmed Mr. Pierce's statement that the manner of distributing these slips is not satisfactory. Mr. Smith stated he would take this matter up with Mr. Pontius, requesting him to issue the necessary instructions concerning them.

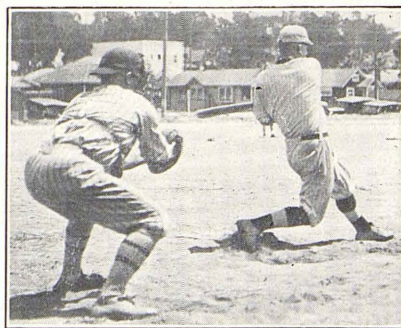
This being the last meeting of this Committee, Mr. Stuart complimented the members upon their splendid work during the past year and their hearty co-operation pertaining to the welfare work of the Club. He asked them, as a final effort, to make the picnic, August 26th, the biggest success of any picnic ever held by the company.

In regard to the water heater for the Mechanical Department at Ocean Park, Mr. Smith advised he would look into the matter to see if he could make arrangement for the furnishing of this equipment.

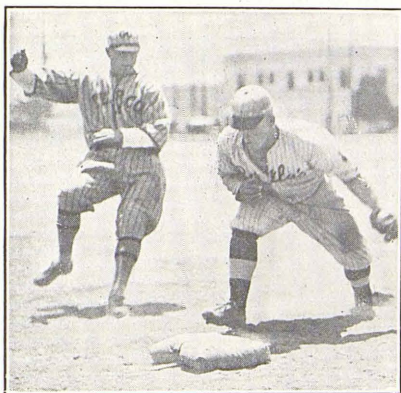
Their being no further business the meeting adjourned at 4:05 p. m.

**THEY WANT ACTION**

A number of employes in the Upland-Ontario District have formed an Indoor Baseball Team and are anxious to get games under way. They plan to make all games into schedule for evening hours in order that they may be enjoyed by the larger number of employes. Other departments interested in forming a League will please communicate with Herbert C. Hall, Manager Upland-Ontario Team, Euclid Avenue Station, Upland.



Lining Out a Hot One.



He Didn't Quite Make It.

**OUR FELLOWS AT HOSPITAL**

There are quite a number of our fellow workers now at the Pacific Hospital who would be glad to receive visits from their friends. Following are those now at the hospital:

William Kitto, Pedro Torres, C. H. Grant, Felix Rodriguez, W. A. Dickson, Irwin Mansur, S. R. Florence, R. E. Mead, Ross Earhart, M. F. Jacot, P. J. Nolan, L. E. Murphy, F. L. Newton.

**THE MARION WARDE PLAYERS**

In  
The Three Act Comedy  
"NIOBE"  
At the Club Auditorium  
Friday, September 22nd  
Cast of Characters  
Peter Amos Dunn, in life insurance...  
.....J. Newton Thompson  
Conrelius Griffin, Peter's brother-in-law and in love with himself.....  
..... Hugh Griffin  
Philip Innings, Cornelius' friend, in love with Hattie.....Jack Beard  
Hamilton Tompkins, A millionaire Art enthusiast...Edward Goodman  
Parker Sillocks, A retired merchant...  
..... Oliver Fisher  
Caroline Dunn, Peter's wife.....  
..... Elsie Herbert  
Helen Griffin, Caroline's sister in authority.....Fairybelle Creager  
Hattie Griffin, in open rebellion Caroline's younger sister.....  
..... Dorothy Nightingale  
Beatrice Sillocks, in love with Cornelius..... Elvira Tanzi  
Mary, the parlor maid.....Betty Lee  
Madeleine Mifton, the real governess.....  
..... Maurine Morse  
Niobe, in the flesh, widow of the late Amphion, King of Thebes, a statue..... Ruth Tweedy  
Act I—Dunne's living room, 7:15 P. M. In the absence of the family.  
Act II—Same. In the presence of the family.  
Act III—Same. Afternoon of the same day.  
Time—Present. Place—New York

**MOVIE PROGRAM**

FRIDAY, SEPTEMBER 29, 1922:

Main feature:—"The Siren Call" with Dorothy Dalton, supported by David Powell and Mitchell Lewis. At last, a big, human picture of the great Northwest! A tender love story, with thrill-swept action every minute. And the most daring climax filmed.

Comedy:—"Number Please" with Harold Lloyd.

Pathe Review:—"Mr. Beagle Makes His Bow"; "Pathecolor"; "Kiss Me, Henry!"; "Stepping Some".

FRIDAY, OCTOBER 6, 1922:—

Thomas Meighan in "If You Believe It, It's So". Tom Meighan's greatest triumph since "The Miracle Man." A great star at his best; a gripping story of love and regeneration; an ideal supporting cast headed by Theodore Roberts and Pauline Starke—this picture has everything! Don't miss it!

Comedy:—Hal Roach presents "Snub" Pollard in "The Anvil Chorus." Screen Snapshots:—Great Stars, at work and at play.

FRIDAY, OCTOBER 13, 1922:—

Main feature:—Betty Compson in "The Bonded Woman".

Comedy:—Harold Lloyd with "Bebe Daniels and "Snub" Pollard in "Hit Him Again."

Comedy:—Hal Roach presents Paul Parrott in "Stand Pat."

Aesop's Film Fable:—"The Cat and the Swordfish."



Tug of War Preliminary—Engineers vs. Electrical

#### ENGINEERING DEPARTMENT

During the month of August the following work has been completed:

Making alterations in the passenger station at Riverside, replacing wooden floors with tile floors in the toilet rooms, rearranging partitions, doors, windows, and plumbing to provide proper sanitary conditions, improve ventilation, and to enlarge the accommodations for women to conform to the recommendations of the Riverside City Health Department.

Installation of automatic flagman at "M" St., Colton on the Riverside-San Bernardino Line to safeguard the crossing and reduce the hazard of accident.

Installation of spur track 340 ft. in length at 1st and Main Sts., Riverside to serve as an inspection track for the 1200 equipment operating between Los Angeles and Riverside. This work included 140 feet of concrete inspection pit with lighting facilities. This facility is so arranged to fit in with future car houses that may be erected at this location.

Reconstruction of outbound track in vicinity of Anaheim Landing and the inbound and outbound tracks in the vicinity of Huntington Beach on the Newport Line being approximately 22,279 lineal feet of single track. This track constructed during 1904 was badly surface bent and corroded by the action of the salt air. Oil activities at the Huntington Beach field, development of the Newport Harbor, beet shipments from the Holly Sugar Co., at Huntington Beach and the handling of other freight and the summer passenger traffic warranted this needed reconstruction.

Installation of a brick incinerator at the Morgan Yards, Long Beach to provide facilities for burning rubbish and sweepings from cars and to overcome a serious fire hazard.

Reconstruction of team and storage

track at Willowbrook on the Long Beach Line, involving 885 ft. of track, renewing 54 lb. with 70 lb. rail and fittings and the renewal of pavement on Weber Ave., crossing to place this facility in the proper condition for freight operation and the handling of heavy equipment.

Retiring of freight platform at Florence Ave., on the Long Beach Line and replacing same with concrete platform, to provide shipping facilities properly housed and fireproofed in the warehouse of the Sunset Paint Co. This facility is served by a paved driveway 15 ft. x 280 ft. extending from Maie Ave.

Installation and extension of landings at Weber Ave., Willowbrook on the Long Beach Line so that passengers using 5-car trains may be properly accommodated.

Reconstruction of trackage in the Ocean Park Car House on the Lagoon Line, replacing 40 lb. with 61½ lb. rail and fittings on 440 ft. of track to replace old rail installed in 1902 and to properly handle the heavy equipment now housed at this location.

Placing in service in the paving department one American Champion Heating Distributor effecting a saving in labor and material on small paving and repair jobs.

#### NOTES

S. R. Florence, Signal Engineer, has just returned from a mountain trip up north and reports a fine trip with the exception of his young daughter having a severe attack of acute appendicitis. Quick work in getting the young lady to the Visalia hospital saved her life and, we are glad to learn, she is on the road to recovery.

B. F. Manley of the B. & B. department has been laid up with mumps. Burleigh says this may be a child's disease but it is a man's job to get over it.

"Now, my son," said the conscientious father, "tell me why I punished you."

"That's it," blubbered the boy indignantly. "First you pounded the life out of me, an' now don't know what you done it for."

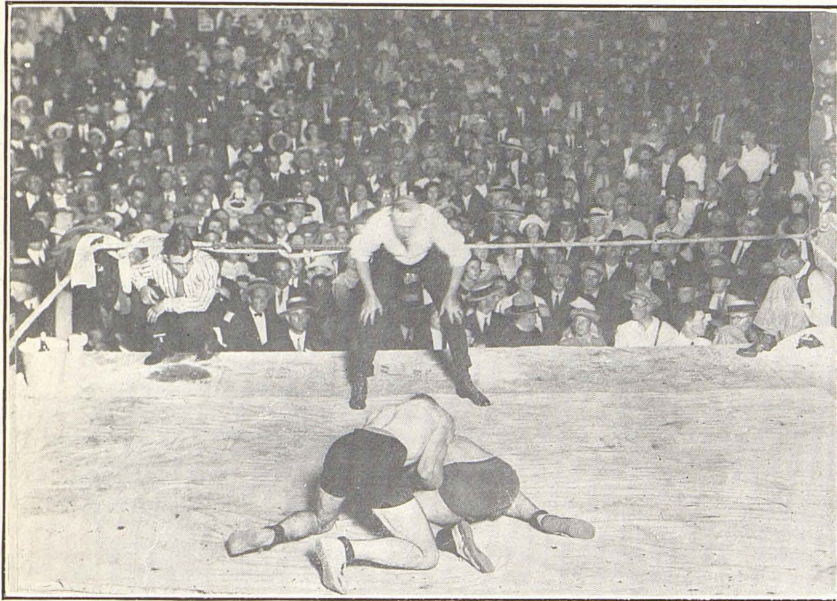
#### When It Starts to Get Dangerous

"How long do you generally keep your maids?"

"Oh, until they begin to show how sorry they are for my husband."



Tug of War Preliminary—Mechanical vs. Transportation



Carl Hyde and Ed Reider on the Mat.

#### WAREHOUSE NOTES By Daniel Sanchez

Two weeks was hardly enough vacation for Mr. Phelps. Said he could easily have stayed in bed that long.

Matt Finney is spending his vacation with relatives in Tennessee.

Samuel Teyechea is on the job again after a pleasant vacation.

Dan Page is looking much rejuvenated after two weeks off duty.

Walter King, foreman of Shed No. 1 is again on the job.

You may take the boy out of the country, but you can't take the country out of the boy; so John Zimmer went back to Oklahoma to spend his vacation.

The Tug-of-War Team are wearing broad smiles over having defeated the Electrical Department at Redondo Beach.

The boys of the Freight House are hoping to have a new floor in Shed No. 3 soon, so that the freight may be handled much better and more rapidly.

Charlie Salazar does not think the Sixth and Main Information Bureau has anything on him when it comes to answering questions. He is revising clerk, and anything we want to know is referred to "old reliable."

David Gleason has worn a perpetual smile since last week. He is the proud father of an 8-pound daughter. Congratulations.

Cyril Albright is back at the Abstract Desk after a visit at our P. E. Mountain Camp. He is of the opinion that the fish up there are hungry as he caught many of them while there.

#### SOUTHERN DIVISION NOTES By F. J. Oriva

Conductor H. Packer spent his vacation in the mountains and has come back looking husky enough to lick Jack Dempsey in one round.

Motorman K. J. Bordelon has secured Run 50 on bid and moved to Balboa. He can now do a lot of fishing.

Motorman G. E. Shick who was badly burned some time since is slowly recovering.

Motorman O. Vleerick is the proud father of an 8-pound boy who arrived on August 6th.

The first of the new cars for the Hollywood line arrived at Torrance Shops on August 24th. The serial number is 600.

All the boys of the division regretted very much the death of Conductor L. G. Bollman, caused from injuries received at El Segundo some time since, by falling under the trucks of his train.

Roy Spafford, trainmen instructor, has returned from the Government Training Camp where he spent two weeks, and reports having had a fine time.

#### NORTHERN TROLLEYGRAMS By P. H. Riordan

Roy Peterson, Clerk in the Asst. Supt., Office at Pasadena was returned after an extended trip through the East. He was fortunate enough to be standing near President Harding as the President was reviewing a parade in Washington. It is reported that Roy extended an invitation to the President to visit California.

Conductor Lucia, who does the footwork on the Line Car is taking his vacation in the East. While he is away Conductor 'Pine Tree' Shuster is holding down the run.

Motorman E. L. Lynn was presented with a bouncing baby girl last week.

Conductor Beaman is passing the smokes around. A big boy arrived on August 26th. We would suggest as a name P. E. Beaman.

Motorman Laytham is still on the sick list with his broken arm.

Motorman W. A. Dickinson is quite ill at the Pacific Hospital.

Conductor H. K. Riordan of Pomona is back to work after a trip through the East and France. He reports that no where did he see any better equipment or service than is had and given by the Pacific Electric.

#### REDONDO BEACH NEWS

The daily band concerts have proved very popular during the summer and were well attended by very appreciative audiences, in fact the music plaza, especially on Sundays, was not large enough to take care of the crowds attending these concerts. Under the direction of E. E. Miller, instrumental solos were featured on nearly every big occasion by Mr. Pacheco, cornetist, Mr. Hullinger, flutist, Mr. Hansen, trombonist, and others. The vocal solos rendered by Miss Ostrom, Miss Es-may and others on Sundays and special occasions proved highly popular.

The bath house, which has been featured as the big attraction for bathers and swimmers, since the installation of the filters last Spring has received wonderful patronage from the public during the summer, and everyone speaks in high terms of praise of the great improvements carried out and also the alluring, sparkling water in the big plunge.

Special Kiddies' Day every Thursday, which was inaugurated at the beginning of the season, has proved a big success. Thousands of kiddies as well as grown-ups have been attending the special free attractions. These attractions included free dancing, souvenirs, vaudeville and special events for the children, such as balloon-blowing contests, sack races, egg races and numerous other features. A specially attractive feature was the penny shower, which consisted in a scramble for thousands of pennies which were scattered over the water front to the delight of the little boys and girls who were successful in picking them up.

Last Thursday the big feature was a watermelon feast staged on the municipal pier. Specially constructed tables were put up and there were melons enough provided to take care of 700 to 800 kiddies. There were plenty for all, and the youngsters had the

time of their lives. The Universal News Service and Selzick News Service sent their operators down and they took reels of the kiddies rolling melons on the sand, eating the melons on the pier and various other stunts, and these pictures are appearing in the leading picture houses throughout the United States.

The Flapper Pageant and Revue, which was something unique, was staged at Redondo Beach on Sunday, August 6th, and brought to the beach the biggest crowd that has been there for many a day. This was the first flapper pageant ever presented in the Southland. Thirty beautiful girls adorned in the latest costumes paraded over specially constructed runways to the delight of thousands of spectators. In addition to the Flapper Revue five big acts of vaudeville were staged as an added attraction. The judges had a hard time among so many pretty girls to decide which should be prize-winners. Miss Jean Dro was first prize-winner, Miss Helen Dale, second prize-winner, Miss Phyllis Lane, third prize-winner and Miss Dorothy Dee, fourth prize-winner. Those who were unsuccessful in receiving prizes were presented with souvenirs.

#### DID WE WIN AT TORRANCE?

Last month we told you about a contest taking place at Torrance and intimated that Miss Ileen Straub would appreciate the support of employees in her race for "Queen" of the Carnival to be held there, her contestant for popularity being a representative of the Union Tool Company.

The relations between this company and the U. T. Co. have always been the most cordial and our friendships among the employees most warm, in fact, they have a bunch of the finest boys and girls in the country in that organization; but, this time it was different. They had "tackled" us for a friendly contest. Tried to "rub it in on us" in fact and we got our Irish-English-Scotch-"Scandahoovian" blood up and it was necessary to show 'em "who's-who."

Yepper, we just simply covered 'em up in a nice little blanket of ballots and tucked 'em away for another year.

Moral:—Friends, don't monkey with us unless you are prepared to travel some. This P. E. "gang" runs on wheels, but they don't "skid."

"Queen" Ileen has requested us to convey her sincere appreciation for the support given her.

#### Express Honor Roll

The American Railway Express Company's Honor Rolls for June and July, 1922 contained the following Pacific Electric Agents, as having made a perfect score during those months in not making a single error or omission in the preparation of their express reports and sending them in on time:

June 1922: H. M. Wright, Alta Loma; H. A. Studebaker, Covina; E. S. Donaldson, El Segundo; H. H.

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

Passenger Revenues .....	\$ 1,210,045.88	
Freight and Switching Revenue .....	344,391.83	
Other Revenue .....	64,267.58	
<b>Total Railway Operating Income .....</b>	<b>\$ 1,618,706.29</b>	
Total Railway Operating Expenses:		
Wages .....	\$ 712,310.51	
Other Charges .....	329,960.48	
Transportation for Investment—Credit .....	2,855.67	1,039,415.33
Revenue Less Operating Expenses .....		579,290.96
Depreciation .....	21,413.16	
Taxes Assignable to Railway Operations .....	81,444.19	
Total Depreciation and Taxes .....		102,857.35
Revenue Less Operating Expenses, Depreciation and Taxes ..		476,433.61
Non-Operating Income .....		10,982.07
Net Revenue .....		487,415.68
Interest on Bonds and Other Debt .....	326,307.09	
Rents and Miscellaneous Income Deductions .....	74,246.45	
Total Deductions .....	\$ 400,553.54	
Net Income for Month .....	\$ 86,862.14	
Net Loss for 6 Months .....	\$ 236,202.10	

#### COMPARISON OF ACCIDENTS, JULY, 1922

	Northern Division		Southern Division		Western Division	
	1922	1921	1922	1921	1922	1921
Interferences with vehicles .....	92	108	94	97	139	119
Collisions and interferences with cars ..	4	1	17	11	11	11
Persons struck by cars .....	2	7	4	4	5	4
Derailments .....	2	8	14	19	6	11
On and off moving cars .....	12	25	10	22	23	42
Miscellaneous .....	25	15	45	20	42	24
	137	164	184	173	226	211
			1922	1921		
Interference with vehicles .....			325	324	.3%	Increase
Collisions and interferences with cars .....			32	23	39.1%	Increase
Persons struck by cars .....			11	15	26.7%	Decrease
Derailments .....			22	38	42.1%	Decrease
On and off moving cars .....			45	89	49.4%	Decrease
Miscellaneous .....			112	59	90.0%	Increase
			547	548	.19%	Decrease

Williams, Highland; O. J. Hamble, Rialto.

July 1922: H. M. Wright, Alta Loma; H. A. Studebaker, Covina; E. S. Donaldson, El Segundo; W. O. Frost, Etowanda; W. W. Foster, La Habra; V. A. Taylor, Loftus; A. J. Hamble, Rialto; A. J. Mathews, West Alhambra.

It is pleasing to note the nice increase in the July list, and hope for an even greater number in the August Honor Roll.

On the delinquent list for June the names of four Pacific Electric agents appeared, while on the July list showed only one. This should contain no Pacific Electric representatives.

The motor car, traveling at a tremendous speed, was just about to turn a very dangerous corner. "Do people lose their lives here frequently?" asked the nervous passenger. "No more than once!" said the intrepid driver, as he took a firmer grip of the wheel.

#### Secrets That Are Kept

The great man's wife doubtless has

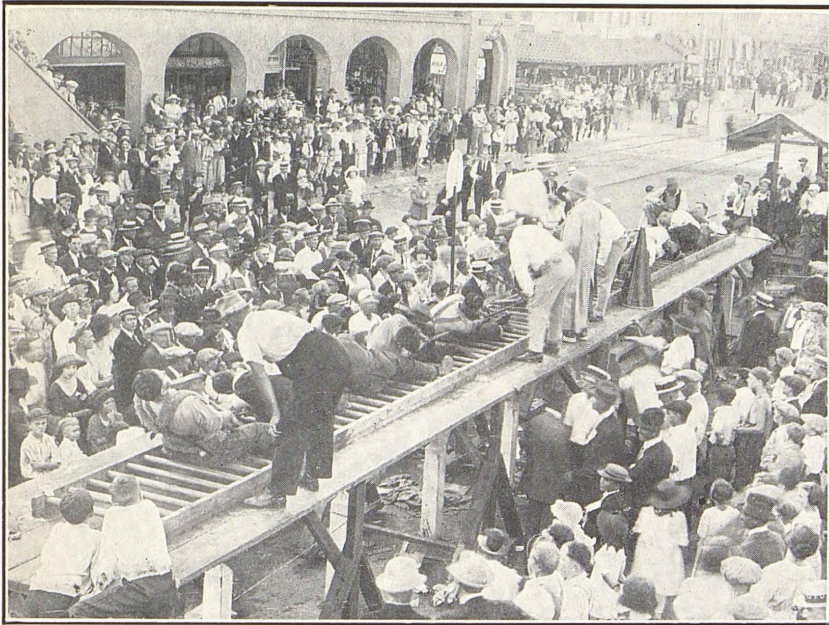
moments when she wishes she could tell the public a thing or two about its idol.—Pittsburg Dispatch.

#### First "Wipe Joint"

"The first wipe joint," was in Rome and Pompeii. A 'wipe joint' is the only thing a plumber does that can be called skilled that places him among the skilled artisans. Wiping a joint consists of putting two ends of a lead pipe together and then covering the palm of the hand with a rag and pouring molten lead into the rag and wiping it around those two pipes so as to completely join the pipe. This requires skill inasmuch as the lead when it cools and hardens on the joint must form a bulge that is the same size all the way round. That was done in Rome and the Romans went us one better, they often wiped, joints with molten copper.—L. A. Times.

#### News No Surprise

Miss Petie—Jack said I was a little flower that he intended to keep. Her friend—I noticed him pressing you.—Boston Transcript.



Tug of War Final—Transportation vs. Electrical

## WESTERN TROLLEYGRAMS

By E. C. Brown

A large crowd is expected at the September "Get-together" meeting of the Trainmen. Many subjects of importance to all will be discussed.

Motorman Delmar and family are visiting friends in San Francisco.

Motorman G. Leonard and wife are receiving congratulations upon the arrival at their home of a baby boy.

George Preston, formerly of the Mechanical Department at Hill Street Station, paid us a visit the other day. Come again, George.

Motorman O. B. Edwards has returned to work after a brief sick spell. All are glad to see him out again.

### WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division Trainmen was held at 8:15 p.m., on August 15, in the Assembly Room, Pacific Electric Club, Chairman Wm. M. Muench calling the meeting to order.

There were present nine trainmen; Mr. White and Staff; Mr. Glancy, of the Traffic Department; Mr. Grace, of the Efficiency Bureau and Mr. Daniels of the Mechanical Department.

### Unfinished Business

Suggested that the two chain pull switches entering Hill Street Station be replaced with electrically operated switches.

Disposition: Mr. Johnson advised that the traffic at Fourth and Hill Streets is too heavy to use electric switch unless same is controlled by trowman. This would cost approximately \$17,500.00.

Steps leading to Dryden Street at North Glendale are in bad order. The railing is also missing.

Disposition: Mr. Johnson advised that this item has been completed.

Notice should be issued instructing motormen not to carry handles from one end of a train to another; that many times upon taking a train out of terminals all of the handles are found to be on one end of the train.

Disposition: Notice No. 512 of July 19th covers this item.

Conductors are calling streets by their old names, such as calling Glendale Boule-

vard by its old name 'Lake Shore,' etc.

Disposition: Notice No. 511 of July 19th has been issued instructing trainmen to use more care in this respect.

Suggested that a list of station numbers of telephones in the Pacific Electric Building at 6th and Main Street be posted at terminals so as to enable trainmen to get the parties desired when it becomes necessary to use public telephones. It was stated in the following discussion that all that was necessary, when the exchange was open, was to call for the Department desired and proper connection would be made. However, it was suggested that a notice be issued instructing trainmen how to get the dispatcher over the public telephone, both when the exchange is open and closed.

Disposition: Notice No. 513 of July 19th covers this item.

### From Suggestion Boxes

Suggested that a mail box be placed at some convenient place at Universal City

stop so that mail may be left for Agent as he does not meet Express car.

Disposition: Agency at this point has been discontinued and mail box will not now be necessary.

Suggested that controller and reverse handles on 430-class cars be finished with dull metal instead of nickle, as at present, account sun reflecting in motormans eyes, making it very hard on eyes as well as being dangerous.

Disposition: Referred to Mechanical Department.

### New Business

Suggested that a man be kept on duty at the Conductor's window at Hill Street Station at all times as one man cannot take care of the Conductors and sell tickets at the same time.

Disposition: Referred to Traffic Department.

Suggested that Trainmens names not be mentioned in connection with suggestions made by them at Transportation Meetings. It was believed that those in attendance would talk more if they knew their names would not be mentioned.

Disposition: So ordered.

Suggested that Seniority Lists at Ocean Park be placed under glass in order to prevent same being torn.

Disposition: Mr. Day stated that this would be arranged.

Suggested that Runs 73 and 74 be allowed deadhead time from Utah Avenue, Santa Monica to Ocean Park.

Disposition: This has been up before and turned down account being covered by the same ruling as Los Angeles Local runs with respect to allowing deadhead time.

Suggested that car doors on 550-class cars be hung so as to swing both ways thereby giving the motorman more chance for escape in case of accident.

Disposition: This has been up before and it was stated that if doors are swung both ways it would necessitate leaving an opening between door and frame which would cause a draft that would be objectionable to some motormen.

Suggested that the Examiner be requested to deliver their early editions to Hill Street Station instead of attempting to load them on cars at Eleventh & Hill Streets, thereby causing delay.

Disposition: This matter has been taken up with the Examiner and it is understood that they are now delivering papers to trains at Hill Street Station with the possible exception of the last train out at night.

Stated that some cars are equipped with springs to prevent signal bells from sticking and that others are not—that all bells



John Humerich and Ed Reider on the Mat.

should be so equipped.

Disposition: Referred to Mechanical Department.

Wanted one or two benches placed near the sign racks in Hill Street Station yard for the use of trainmen waiting for leaving time on their runs.

Disposition: Referred to Bridge & Building Department.

When an extra run is marked up for a certain time, wanted to know if actual leaving time was ten minutes after that time or are trainmen expected to be ready to take run ten minutes before time marked up.

Disposition: The same rule applies to extra runs as with other runs—trainmen should be on hand ten minutes before time to take run.

Stated that when the head car of a three car train went bad order, it has been the practice to tie on another car at Ocean Park go around the loop, (3rd St. Santa Monica and cut the bad order car off. Said that at times this movement has been made with only two conductors, which was not considered very safe operation.

Disposition: Will be checked up.

Wanted to know how to sign up cars going to or coming from Third Street to Ocean Park Car House

Disposition: If cars are running near the time of a schedule car, they may be marked "Out of Service."

Stated that track on Third Street Line is in bad condition account rail being covered with oil, etc. Said that track was sanded on Saturdays, but after the heavy Sunday service, it was just as bad on Mondays as Saturdays. Wanted track sanded two or three times a week.

Disposition: Referred to Maintenance of Way Department.

In some cab cars the change-over switches to headlights were out of place it being necessary for motormen to leave controller in order to reach them.

Disposition: Referred to Mechanical Department.

That gong cords on some cars are not equipped with knobs.

Disposition: Report should be made of cars not having knob on gong cords.

Trackmen working in city stand too close to the track, also Company trucks stand too near the tracks endangering trackmen who attempt to stand between truck and passing cars.

Disposition: Referred to Maintenance of Way Department.

Wanted to know why bells on cab cars could not be placed on the outside of cab, thereby allowing the cord to hang in a straight line and doing away with possibility of same becoming caught.

Disposition: Referred to Mechanical Department.

Stated that all items of interest to West-

ern Division that were submitted to the Magazine were not published.

Disposition: Will be taken up.

Stated that there was a shortage of "Limited" signs at Ocean Park.

Disposition: Will be checked up.

Suggested that back glass in cabs be painted black to do away with light reflection at night.

Disposition: Although glass is not painted black, the present color answers the same purpose provided it is painted heavy enough.

Stated that Mechanical men sometimes

left handles in position when coupling on cars at car barns.

Disposition: Will be taken up with view of having this practice discontinued.

Stated that cars running from Sherman car barn to Gardner or Crescent Junction are passing up passengers.

Disposition: Notice will be issued to pick up passengers.

Stated that weeds at National Boulevard on Venice Short Line obstruct the view, outbound. These weeds are on private property.

Disposition: Referred to Maintenance of Way Department.

Suggested that 40c tickets be sold at or near Crescent Junction on Thursdays. It is believed that a Ticket office should be located at this point for other days also, as this section is rapidly building up.

Disposition: Referred to Traffic Department.

Newsboys at Ocean Park and Venice have a habit of grabbing on to cars carrying newspapers and taking papers off. Requested that Publishers be asked to line up their agents at these points to have their papers properly taken care of.

Disposition: Will be taken up.

Stated that paper on which triplex tickets are printed is very poor quality, giving trouble to conductors in handling.

Disposition: Mr. Glancy stated that this matter would be looked into.

Stated that tickets sold at stations are poorly perforated.

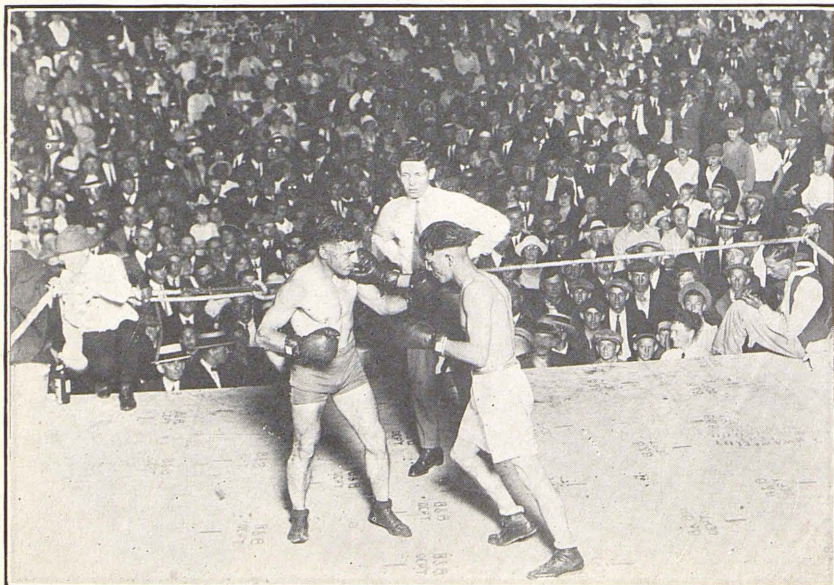
Disposition: Mr. Clancy stated that the matter would be checked up.

Wanted some kind of a walk constructed from Sunset Stop to Trainmen's Room at Ocean Park as it is difficult for trainmen to keep shoes looking respectable.

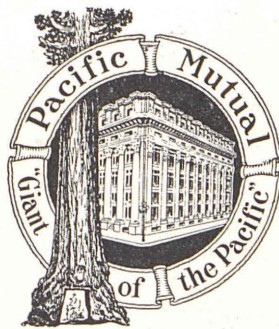
Disposition: Referred to Maintenance of Way Department.

There being no further business, meeting adjourned to the Auditorium for refreshments, 9:30 p.m.

M. B. Morris,  
Secretary.



Lee Crooks refereed several very speedy bouts of which this is one.



Founded 1868

The

## Pacific Mutual Life Insurance Company of California

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Pays Accident Indemnity as long as you live for accident that 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

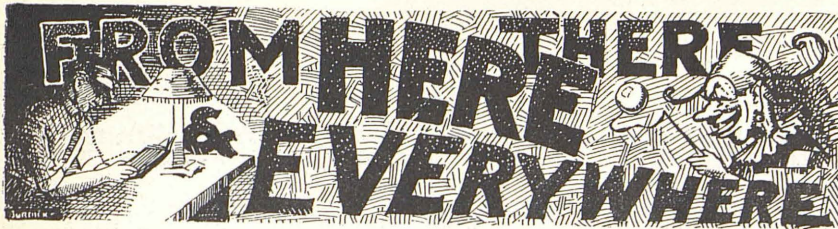
J. V. Smith, 6th St. Terminal, Macy St. and Long Beach

WM. L. THOMAS, Superintendent

J. R. Dougher, Assistant Superintendent of Street Railways

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





### Owning The Alphabet

Sometime ago the Canadian Pacific Railway Company issued notices to certain hotels, restaurants, shops, etc., protesting against the unauthorized use of its initials. One Timothy O'Brien, proprietor of the "C. P. R. Barber Shop" in a prairie village received the warning and replied as follows:

Dear Sir—I got your notis. I don't want no law soot with yure company. I no yure company owns most everything—ralerodes, steamers, most of the best land and the time, but I don't kno as you own the hole alphabet. The letters on my shop don't stand for yure ralerode, but for somethin better. I left a muther in Ireland, she is dead and gawn, but her memories are dear to me. Her maiden name was Christina Patricia Reardon and what I want to no is what you are going to do about it. I suppose you won't argue that the balance of my sign what refers to cut rates has got anything to do with yure raleroods. There ain't been no cut rates round these parts that I nos of.—London Morning Post.

### SAGEBRUSH PHYLOSOPHY

Don't argue over trifles. What's the odds whether Rover died on Friday or Saturday?

Don't pry into people's business. It isn't any picnic of yours where the preacher's wife got her new dress or how much Mrs. Sparks paid for her davenette or why Mr. Green calls at the bank so often.

Don't be a pack-horse for gossip. If that bit of scandal is true why stir it about and keep the stench in public nostrils? And if it isn't true—well, you ought to be shot for repeating it.

Don't be too "sot" in your religious belief. If you ever get to heaven you'll be plum surprised to see a lot of people who never even saw the inside of your church.—Farm Life.

### A Bargain

The railroad conductor suspended his work of taking up the tickets temporarily as the train plunged into the blackness of the tunnel. When it finally emerged a young couple, both seemingly flustered, and the young woman nervously readjusting her hair.

Thinking to put them at their ease, the conductor remarked pleasantly:

"Did you know that tunnel we just came through cost \$12,000,000?"

"Did it?" inquired the girl. Then she added, after a pause, "Well it was worth it."—American Legion Weekly.

### The Creed of Loyalty

If you work for a man, for heaven's name work for him. If he pays you wages that supply your bread and butter work for him, stand by him, and stand by the institution he represents. I think if I worked for a man I would work for him. I would not work for hi mpart of the time. I would give an undivided service or none. If put to a pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage, why resign your position, and when you are outside, swear to your heart's content. But never, I pray you, so long as you are a part of an institution, do not condemn it. Not that you will injure the institution—not that—but when you disparage the concern of which you are a part, you disparage yourself.—Elbert Hubbard.

### .. The World's Worst Break

A negro was brought before a city judge on the ground of disorderly conduct and pleaded not guilty.

"You say you were'n't doing anything when this officer arrested you?" asked the judge.

"Suttin'ly not, Yo' Honah," replied the defendant. "Ah was jes' walkin' down the street singin' a little song at mase'f when a big mick hits me on de jaw and den dis big Irish cop pinches me."

"H'm," meditated the judge, "what were you singing?"

"Ah was jes' singin' 'Ireland mus' be Heaven fo' mah mudder come from dere,'"—American Legion Weekly.

### Breaking It Gently

A New York silk merchant went to the bank to get his note renewed.

"I am sorry," said the banker, "but it will be absolutely impossible for me to renew your note."

The silk merchant's face paled. After a moment of thought he looked up at the banker and said:

"Were you ever in the silk business?"

"Why of course not," answered the banker.

"Well, you're in it now," said the silk merchant as he picked up his hat and went out.—Cincinnati Enquirer.

### Sign of the Times

Tourist—A dangerous road off here if some one drives recklessly. Wonder they wouldn't put up a warning.

Guide—They had one up for over a year, but no one was ever hurt, so they took it down.—(Science and Invention.)

### Water

Water is a substance largely liquid in composition and is the habitat of germs, molecules and fish. It is found to a large extent in rain, milk, securities and bath tubs.

Its use in the past has been largely exterior, being favored for the washing of clothes, faces and automobiles; from now on, however, it will in all probability become the favorite National drink.

Water is the principal cause of floods navies and rain coats and is largely responsible for the formation of ice.

In conjunction with soap, water is regarded by many authorities as being an excellent cure for bolshevism; and sprinkler systems as well as electric washing machines are useless without it.

It is also a very poor cooling and insulating medium for use in transformers and is not recommended for such usage.

It constitutes practically the only obstacle to the construction of a fine macadamized road between New York and London and furthermore if it were not for water the chances are there would be no prohibition.—Electrical Trade.

### That's Easy

Teacher (seriously)—Do you know who is the laziest person in this room?

Percy (innocently)—I dunno.

Teacher—You ought to. Who is it, when everybody else is industriously studying, sits and watches the rest of the room or looks out of the windows?

Percy (brightening) — Why, you, Miss Jones.—New York Sun.

### A Question of Terms

Isaac Blumstein had a toothache. A friend recommended a dentist. So Isaac went to his office. But on the door he read: First visit, \$5. Subsequent visits, \$2. This was pretty tough for Isaac. He thought a minute very hard and then he opened the door and walked in with a chirrupy:

"Good morning, doctor! Here I am again."—Exchange.

### Her Move

Pretty Niece (blushing)—"Auntie, what would you do if you learned that a young man was secretly inquiring about your ability as a cook?"

Wise Aunt—"I should immediately make secret inquiries as to his ability to provide things to cook, my dear."—Boston Transcript.

### Why Moses Was Absent

Note received by a New York teacher: "Kindly exculpate my son Moses from being one aggregate day absent. For why his mother being sick, he had to sojourn in the house perpetual, so kindly apology him for not coming once day to school."—Boston Transcript.

### Motor Killings in States

The death rate from motor vehicle accidents last year was highest in California, amounting to 21.1 per cent for each 100,000 population. Connecticut, with a rate of 15.6 ranked second, and New York and Washington, with rates of 13.5, tied for third place.

### Appropriate

"I have decided to call my home-brew 'frog,'" remarked Nutt.

"Why?" asked Bolt.

"Because it has plenty of hops, but not much kick," replied Nutt.—Milwaukee Sentinel.

### The Money Question

It's not what you'd do with a million,

If riches should e'er be your lot,  
But what you are doing at present  
With the dollar and a quarter  
you've got.

—Country Gentleman.

### The Other Kind

An elderly farmer drove into town one day and hitched his team to a telegraph post.

"Here!" exclaimed a burly policeman, "you can't hitch there!"

"Can't hitch!" shouted the irate farmer. "Well, why have you got a sign up, 'Fine for hitching'?"—Argonaut.

### Some Difference

Elbert Hubbard says: "The people who imagine the ginger jar, stocking, clock or trousers pocket are safer receptacles for money than a bank, are shining marks for mining sharks, also for moth, rust, thieves and fire."

An Irishman and an Englishman were waiting for a train and the Irishman said: "I will ask you a question and if I cannot answer my own question I will buy the tickets. Then you ask a question and if you cannot answer your own you buy the tickets."

The Englishman agreed to this.

"Well," the Irishman said, "you see those rabbit holes? How do they dig those holes without leaving any dirt around them?"

The Englishman confessed: "I don't know. That's your question, so answer it yourself."

The Irishman winked and replied: "They begin at the bottom of the hole and dig up."

"But," said the English, "how do they get at the bottom to begin?"

"That's your question," said Pat, "answer it yourself." The Englishman bought the tickets.—Elec. Trade.

Hokus: It must be a terrible thing for a singer to realize he is losing his voice.

Pokus: It's more terrible when he doesn't realize it.—Exchange.

The first thing some people want when they get a little money is a car; then the first thing they want when they get a car is a little money.—American Lumberman.

### MARK TWAIN'S OPINION OF MAN

MAN can't sleep out-of-doors without freezing to death or getting rheumatism; he can't keep his nose under water over a minute without being drowned. He's the poorest, clumsiest excuse of all the creatures that inhabit the earth.

"He has to be coddled, housed and swathed and bandaged to be able to live at all. He is a rickety sort of thing any way you take him—a regular British Museum of infirmities and inferiorities.

"He is always undergoing repairs. A machine as unreliable as he is would have no market.

"The higher animals get their teeth without pain or inconvenience. Man's come through months of cruel torture, at a time when he is least able to bear it. As soon as he gets them they must be pulled out again. The second set will answer for a while, but he will never get a set that can be depended on till the dentist makes one.

"Man starts in as a child and lives on diseases to the end, as a regular diet. He has mumps, measles, scarlet fever whooping cough, croup, tonilitis, diphtheria as a matter of course.

"Afterward, as he goes along his life continues to be threatened at every turn by colds, coughs, asthma, bronchitis, quinsy, consumption, yellow fever blindness, influenza, carbuncles, pneumonia, softening of the brain, and a thousand other maladies of one sort and another.

"He's just a basketfull of pestilent corruption, provided for the support and entertainment of microbes. Look at the workmanship of him in some particulars.

"What is his appendix for? It has no value. Its sole interest is to lie and wait for stray grapeseeds and breed trouble.

"What is his beard for? It is just a nuisance. All nations persecute it with the razor. Nature, however, always keeps him supplied with it, instead of putting it on his head.

"A man wants to keep his hair. It is a graceful ornament, a comfort, the best protection against weather, and he prizes it above emeralds and rubies and half the time Nature puts it on so it won't stay.

"Man isn't even handsome as compared with the birds; and as for style, look at the Bengal tiger—that ideal of grace, physical perfection and majesty.

"Think of the lion and the tiger and the leopard, then think of man—that poor thing! The animal of the wig, the ear-trumpet, the glass eye, the porcelain teeth, the wooden leg, the silver windpipe—a creature that is mended all over from top to bottom.

"If he can't get renewals of his bric-a-brac in the next world, what will he look like?"

A good doctor knows what effect his medicines will have.

"For Heaven's sake, give me a drink of hooch, quick!" exclaimed a thirsty sufferer, laying down a dollar bill on the bar.

The bartender gave the man a sharp look. Then he filled a glass and pushed it toward the customer, at the same time sweeping the dollar into the till.

The man drained the glass at a gulp and set it down empty on the bar.

"Now," said the bartender roughly, "get out of here!"

"Why," protested the customer, "I haven't started anything."

"No," said the bartender, "but you will in a minute."

The happy couple are now residing in Long Beach, preparatory to selecting a permanent residence. A surprise gift in the nature of a beautiful set of "community" silver was presented to the newlyweds by their co-workers.

### Simplified Anatomy

Mary had been spanked by her mother. She was crying in the hallway when the minister entered.

"Well, well, what's the matter with my little girl today?" he inquired.

"It hurts," she sobbed.

"What hurts, my dear?"

"The back of my lap."—Elec. Trade.

### Home of the Aged

It may surprise you to know that there are 30,000 women in New York City who are over 70 years of age—Little Rock Gazette. Not surprising at all. Nearly all the chorus girls live in New York.—Arkansas Thomas Cat.

A tailor had called to collect his bill frequently, but without success. Finally in desperation he said, vehemently: "Mr. Jones, I must insist that you make some definite arrangement with me."

"Why, surely," replied Mr. Jones, agreeably. "Let's see. Well, suppose you call every Thursday morning.

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OIL COMPANY**  
SAN FRANCISCO

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

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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 CLOSE OF BUSINESS  
JUNE 30, 1922

ASSETS

Loans and Discounts .....	\$25,701,417.64	
U. S. Bonds to Secure Circulation .....	1,500,000.00	
United States Bonds and Certificates of Indebtedness .....	1,722,915.81	
Other Bonds, Stocks and Securities .....	938,053.16	
Bonds Borrowed .....	1,490,000.00	
Bank Premises .....	479,277.34	
Customers' Liability on Letters of Credit .....	275,948.72	
Customers' Liability on Account of Acceptances....	34,578.50	
Redemption Fund wit U. S. Treasurer.....	75,000.00	
Interest Earned, Uncollected .....	101,464.92	
Cash on Hand .....	\$1,942,458.97	
Due from Federal Reserve Bank of S. F....	2,603,507.53	
Due from Banks .....	3,062,251.72	<b>7,608,218.22</b>
		<b>\$39,926,874.31</b>

LIABILITIES

Capital Stock Paid in .....	\$1,500,000.00	
Surplus .....	1,500,000.00	
Undivided Profits .....	819,618.40	3,819,618.40
Reserved for Taxes .....		47,970.94
Reserved for Interest .....		31,070.80
Unearned Discount .....		44,499.88
U. S. Government Securities Borrowed.....	1,490,000.00	
Letters of Credit .....	306,569.77	
Acceptances Based on Imports .....	34,578.50	
National Bank Notes Outstanding less amount on hand	1,471,700.00	
Deposits .....	<b>32,680,866.02</b>	<b>\$39,926,874.31</b>

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: E. D. Lyman, T. E. Newlin, R. F. Gross.

**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. POWELL,  
Assistant Cashier

H. F. STEWART,  
Vice-President

C. L. HOGAN,  
Assistant Cashier

V. H. ROSSETTI,  
Vice-President-Cashier

E. MADER,  
Assistant Cashier

J. M. HUTCHISON,  
Assistant Cashier

FRED S. HILPERT,  
Assistant Cashier

A. E. ELLIOTT,  
Assistant Cashier

ERNEST GARRETT,  
Assistant Cashier

G. H. NAEGELE,  
Assistant Cashier

F. B. DICKEY,  
Assistant Cashier

DAVID GILLISPIE

# The Bunn Special

The demand today is not for a watch, but a time-keeper. We have illustrated on this page two time-keepers—that of the Illinois 21 jew., 16-size, 6 pos., Bunn Special, illustrated on the right, and the 19 jew., 16-size, Bunn 5 position, shown below.

These Timekeepers are guaranteed to give entire satisfaction over a period of time that is indefinite.

Our stock in trade is Watches, Jewelry, Diamonds and Clocks. Cash if you have it, credit if you want it, and we don't care whether your name is John D. or "Rastus," whether you drive a limousine or wheel-barrow—we have one price to all.

## V. A. CORRIGAN CO.

J. E. ADAMS, Mgr.

Successor to

P. J. FLAHERTY CO.

Opposite P. E. Bldg.

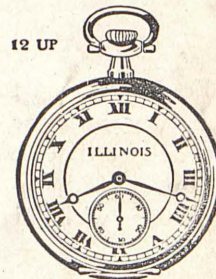
631 So. Main St.



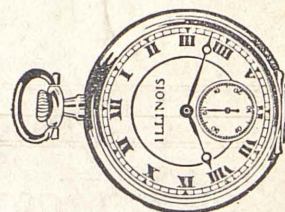
DIAL UP



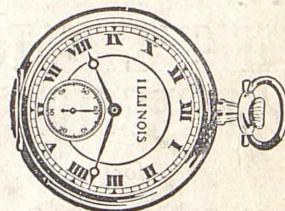
DIAL DOWN



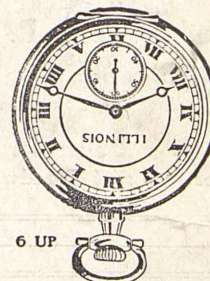
12 UP



3 UP



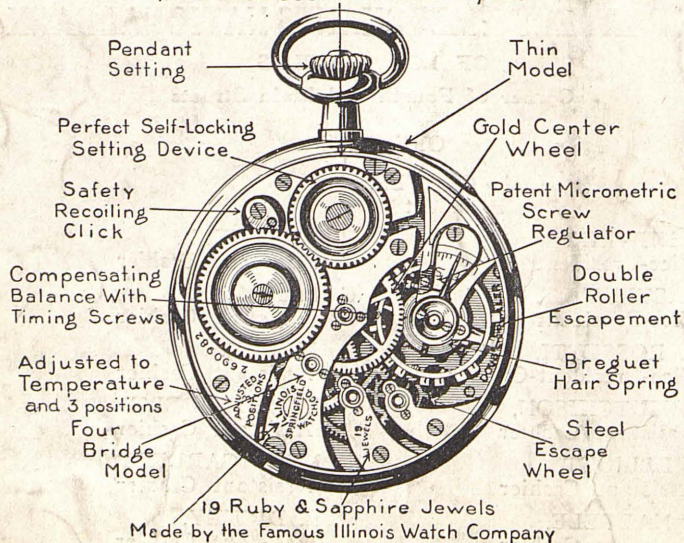
9 UP



6 UP

ILLUSTRATING THE 6-POSITION ADJUSTMENTS

Gold Filled Case Warranted 20 years



## WATCH REPAIRING

Skilled workmen, plus our system, makes our Watch Repair Dept. the best. We employ six factory trained watchmakers, who are proud of their past record. If we renew your watch it will keep time.