



# The Pacific Electric MAGAZINE



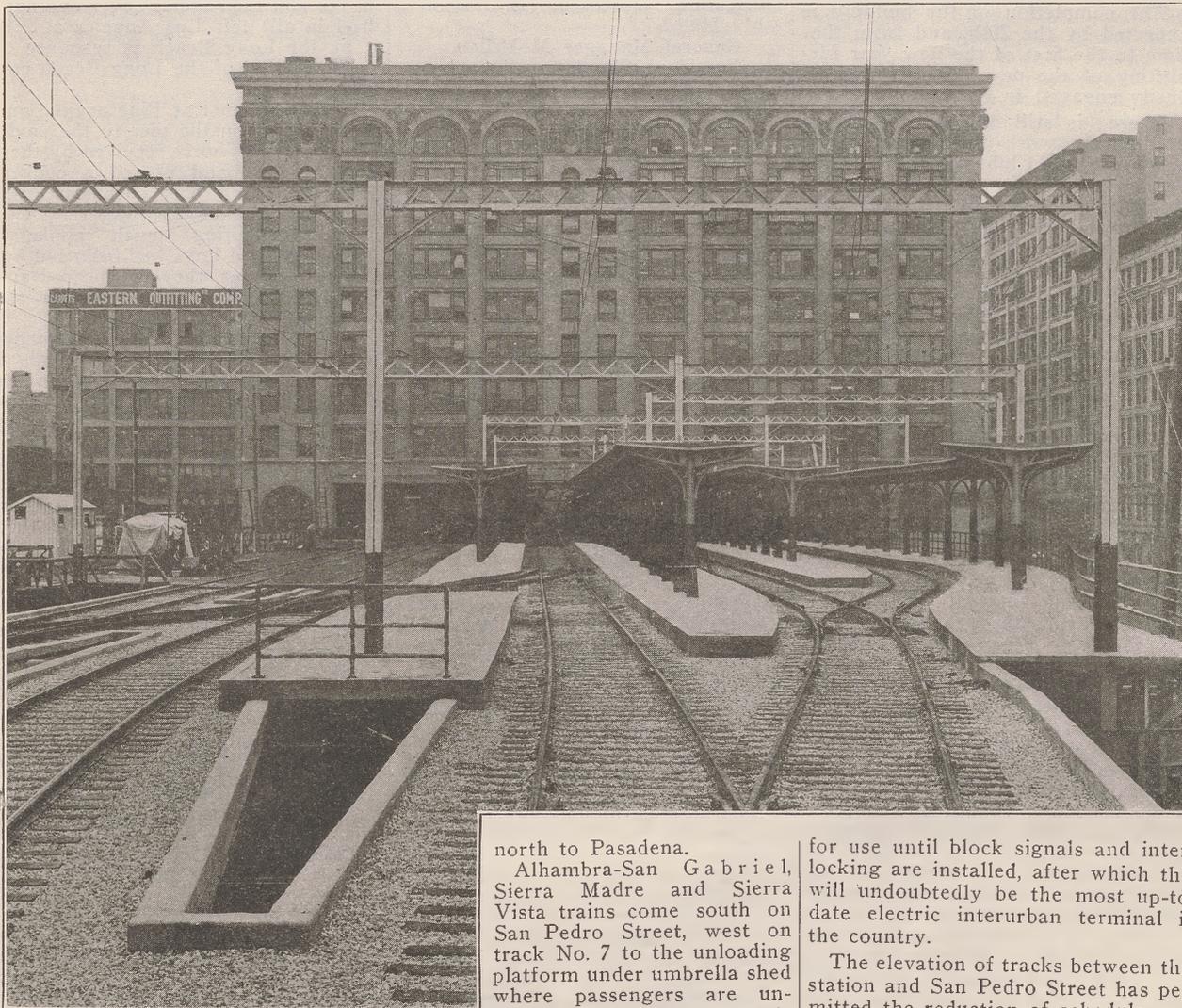
ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. I

LOS ANGELES, CAL., DECEMBER 10, 1916

No. 7

## FIRST VIEW OF THE NEW TERMINAL



north to Pasadena.

Alhambra-San Gabriel, Sierra Madre and Sierra Vista trains come south on San Pedro Street, west on track No. 7 to the unloading platform under umbrella shed where passengers are unloaded, train then proceeds into the building to loading platform, then north on Main Street.

Redondo via Gardena, Redondo via Hawthorne, Torrance, Whittier and La Habra Line cars come north on San Pedro Street through the terminal on track No. 7 and south on Main Street, handling passengers in the same manner as Northern Division trains using this track.

Glendale-Burbank, Mt. Lowe and Annandale cars during the hours of light traffic enter Main Street portal, turn on stub tracks Nos. 9 and 10 and depart via Main Street.

The three tracks, Nos. 4, 5 and 6, to the right in the cut will not be ready

for use until block signals and interlocking are installed, after which this will undoubtedly be the most up-to-date electric interurban terminal in the country.

The elevation of tracks between this station and San Pedro Street has permitted the reduction of schedule running time about two minutes. Operation over the elevated tracks has relieved to some extent the congestion on the surface tracks which has been considerable during the evening rush hours. Use of surface tracks will be continued until the terminal is completed.

Construction Engineer Halsey who has had charge of the work, states that in the completed structure 1,550 tons of structural steel and 140 tons of re-inforcing steel have been used, the latter in connection with about 3,200 cu. yds. of concrete work in foundations, decks, etc. About 2,100 barrels of cement have been used.

On December 3rd, operation was commenced over the loop tracks through the new terminal. This puts the two tracks at the left of the cut, as well as two stub tracks not shown in the print to the extreme left, in service. The track in the center of the picture will be known as track No. 6, the tracks to the left being Nos. 7 and 8, and these latter run through the building connecting with tracks on Main Street.

Pasadena Short Line and Oak Knoll trains coming south on Main Street enter from Main Street and after loading in the station proceed east to San Pedro Street, thence

# 2000 MEMBERS BY CHRISTMAS

January first, at 8 o'clock p. m., has been definitely fixed as the date and time for the formal opening of our new club at its own home adjoining Hill Street Station, and at the present time the Manager, Governing Board and Executive Committee are very busy people getting ready for the reception of the big Pacific Electric family on that evening and the subsequent two days and evenings.

The completion of the building is expected by the 20th, and from that time to the first of the new year furnishing of the new quarters will be busily engaged in.

There is still a large amount of preliminary work to do and every member of the Club is asked to do his or her part of it. We are anxious that our opening will be made with a membership of 2000, and to secure that number should not mean a great amount of work if we will each do our little part in bringing the club idea to the attention of those who have not as yet joined. The executive committee has done valiant work along membership lines and will do more, but assistance should be given by the individual membership to the end that we may break the club membership record of Los Angeles and start our interesting work with a majority of the family on the membership roll. We now have 1200 on the roll. **Let us make it 2000 by Christmas.** That is only 800 to go. Will you help? We are willing to make a good strong bet that you will.

In preparing the program for the opening days it has been a constant round of gratification to the management of the Club to hear the response made by those asked to participate in various ways. It is our desire to make this a Club OF, FOR, AND BY employes and it is plain to be seen at this time that every one is going to do his part. In not one instance where a member has been asked to contribute of his talents for the benefit and enjoyment of his fellows has there been even hesitation. It means that we are going to have a greater co-operative enjoyment out of this feature of our corporation life than we could have possibly anticipated and we will each find a peculiar joy in rendering the service.

We do not see how it is going to be possible to have a perfectly proper and satisfactory "house-warming" of less than three days' duration, beginning with the evening of January 1 at 8 p. m. and ending with 11 p. m. of the evening of January 3. That will be "going some," but the Manager and his staff can "cat-nap" for the two or three days following to catch up with their sleep-meter. Here is the approximate program:

**January 1, 1917**  
In Recital Hall  
Promenade Concert (Band, Orchestra and Soloists)....8 to 8:45 p. m.

Dedication Addresses:  
President Shoup,  
General Manager McMillan.  
Dancing .....9:15 to 11:30 p.m.  
(Intermission at 10 p. m. with exhibition dance.)  
— PE —

**In Club Rooms (Second Floor)**  
Informal Musicale (Main Lobby)  
.....8 to 8:45  
Several Special Soloists

Dedication Addresses: (In Assembly Hall.)  
General Manager McMillan,  
President Shoup.  
Musical Features, Cards, Games, etc. ....9:15 to 11:30  
— PE —

**January 2, 1917**  
10 a. m. to 12 noon  
Informal Musicale (In Main Lobby of Club Rooms)  
General Reception and House-warming.  
Address by General Superintendent Annable in Assembly Hall, at 11 a. m.  
— PE —

2 to 4 p. m.  
**Children's Matinee**  
Music, Games, Dancing, Favors, Refreshments. This afternoon is set apart for the Wives and Children of Employes, and the wives of members of the Executive Committee are requested to serve as reception committee.  
— PE —

8 to 11 p. m.  
**In Recital Hall**  
Band Concert .....8 to 8:30  
Exhibition Wrestling Bout.8:30 to 9  
Staged under the direction of our own John Humerich.  
Dancing .....9 to 11  
Intermission at 10 with Specialties to fill.  
— PE —

**In Club Quarters**  
Informal Musicale (In Main Lobby)  
Special Musical numbers....8 to 9  
Progressive Pool Tournament (one representative from each department) for trophy to winner.  
Cards, Games and General Reception.  
— PE —

**January 3, 1917**  
Informal Musicale (Main Lobby of Club) .....10 to 12 noon  
With Special Musical Features  
Address by Mr. D. W. Pontius, Traffic Manager.....11 a. m.  
— PE —

**In Assembly Hall**  
2 to 4 p. m.  
Obsequies of "King Grouch" and banishment of his sole Mourners, The Devil and Old Man Despair.  
Tuneful Ditties Arranged Especially for the Occasion.  
— PE —

8 to 11 p. m.  
**In Recital Hall**  
Band concert .....8 to 8:30  
Exhibition Boxing Bout....8:30 to 9  
Dancing .....9 to 11  
Intermission at 10 with Exhibition Dance Features

**In Club Quarters**  
8 to 11 p. m.  
Musical Melee (Open to all comers with one or more talents).  
— PE —

**P. E. BAND AT LONG BEACH**  
On Monday night, November 20th a special train carrying the Pacific Electric band, officers and members of the executive committee of the Pacific Electric Club with other employes and their ladies (over one hundred in all) left Los Angeles at 7:15 p. m. for Long Beach in response to the invitation of the Long Beach employes.

They were met at Pine avenue and escorted out on the pier to the pavilion where they were received by the hosts. The band played a concert program which was enthusiastically received. Mr. Benny Berg sang two numbers, eliciting much applause. After the band boys had been fed behind the scenes, they reappeared and furnished delightful music for the dance.

During the intermission Manager E. C. Thomas of the Club, made a forceful and eloquent address on the purposes of the organization.

Punch was served during the dance and the whole affair was well planned and excellently conducted by the Long Beach boys.

Director Stuart was able to call on the trombones and bass for all they had in the great hall and never had the band been heard to better advantage in the heavier numbers. As for the dance music, it was impossible to keep the old war-horses off the floor and some who had not tried to dance since the days of the Virginia Reel and the quadrille stepped forth and put the young turkey trotters to the blush.

It was a fine assembly and a fine time and you who didn't go missed it. We expect to have many such good times in the new club quarters.  
— PE —

## THANKSGIVING AT ALPINE TAVERN

A most enjoyable Thanksgiving dinner and entertainment was furnished at Alpine Tavern under the direction of Manager Vickrey. The favorable weather, and the prospect of getting a \$1.50 turkey dinner for \$1.00, brought out a large Mt. Low crowd and the Tavern force was kept busy all day. The stop-over guest Thursday night numbered sixty-four and a program of music, stories, games and dancing was enjoyed by all.

These special events at Alpine are becoming very popular and employes are safe in recommending them to their friends.

Plans are now being made for Christmas party, and also one for New Year's Eve, and anyone desiring to be in on either of these events should make reservations early, there will probably be a brisk demand for rooms and cottages.

## MOTOR VEHICLES AND TAXATION

Manager W. V. Hill of the California Electric Railway Association, delivered an address on Taxation of Motor Vehicles in the business of Common Carriers before the convention of assessors of the state at El Centro on November 15th, which is so clear a presentation of the claims of the electric lines that we present it in full:

It has been my pleasure to have been present at your annual conventions for the past six years: This is the first time, however, that I have had the temerity and felt the necessity of asking your kind indulgence, that I may say a few words on a question of vital interest to you, the public in general and the Electric Railways in this state.

In dealing with this problem, I shall endeavor to confine my remarks as far as possible to the question of taxation, although this is but one of several issues that are involved.

You know that the Electric Railways of this state are required, under Amendment No. 1 to the Constitution, to pay 5 1/4 per cent of their gross receipts from operation to the state as a tax—or about \$2,000,000, in round figures this year. In addition to this tax they are required to pay from 1 per cent to 3 per cent of their gross receipts to various cities, under terms of franchises. Then there is the paving tax, which is another requirement under the franchise law. This is a large item. The cost of paving tracks in streets will run from 6 per cent to 10 per cent of the gross receipts of the Electric railways in this state. It might be stated here that the paving constructed by the electric lines is not required by them in their operations, but does make it all the more convenient for the jitney to compete with them.

The state tax franchise percentage paid to cities, and the paving tax, will in the aggregate, average 15 per cent of every dollar taken in by the Electric Railways. Do you know of any other business that is paying this proportion of its gross receipts in taxes?

Most of you are familiar with the evolution in the transportation business. Some of you no doubt remember when the horse car succeeded the stage coach; the cable car the horse car, and the electric car the cable car and in some cases the steam car in interurban traffic. In each transformation, however, the successor assumed the responsibilities of its predecessor as to dependable service and its proportion of taxation. As a matter of fact, taxation has grown out of all proportions, for you gentlemen are not content with assessing all that is found in tangible property of the electric railways but you find what is claimed to be an intangible asset in the way of a franchise and some of them have been considered very valuable by you, although I am frank to admit that there is not an Electric Railway franchise in this state today

that is not an actual financial liability, rather than an asset under existing conditions.

The Electric Railways are now confronted with a most serious situation. The jitney bus has been a competitor of the electric lines for nearly three years. It is here today in large numbers engaged in the public utility business—identical to that of the electric lines, excepting that they operate with rubber tired wheels on paved streets and roads, while the electric cars operate with steel wheels on steel tracks.

The jitney bus has so far evaded practically all semblance of taxation. It is true some cities have required the payment of a license, ranging from \$10.00 to \$60.00 per annum per car. It is also true that they pay to the state a motor vehicle license, ranging from \$8.40 for a Ford to a larger amount based on the horsepower of the car. Then there is the tax placed by you gentlemen—the personal property tax, ranging from \$6 to \$15 per car per annum. By all inclusion of all these items, the average tax paid by each jitney operating in this state will not exceed \$40.00 per annum.

The taxpayers of the state, including the Electric Railways, have provided them with a free right-of-way. We now have, therefore, two classes of public utilities competing with each other;

1st—The Electric Railways paying an average tax of 15 per cent of gross receipts and providing their own right-of-way and maintaining the portion of the streets occupied by their tracks and two feet on each side thereof, from one-third to one-half of the entire street.

2nd—The Jitney, paying practically a nominal license in some cities and nothing in others; making use of the state and county highways for commercial purposes without paying anything therefor, unless you figure the motor vehicle tax, which all automobile owners are required to pay.

I ask in all fairness, do you believe Electric Railways are receiving a square deal in this state?

It has been estimated that the railways operating in this state lost in 1915 four and a quarter millions of dollars to the jitney. On this basis the state was the loser to the extent of 5 1/4 per cent of this amount, or \$223,125. Why should not the Jitneys be compelled to make up these losses to the state revenue that they are directly responsible for? In addition to this, why should they not pay to cities as the Electric Railways do, a tax for the privilege of using streets and also maintain a portion of these streets as their competitors are required to do?

The proponents of the Jitney will tell you that they are paying proportionately as much taxes as the electric lines are, when you take into consideration their investment.

My answer to this is that if the public will furnish the Electric Railways with a free roadbed and right-of-way

as they do the jitney, and relieve them of the expense of paving their tracks in streets, and then tax them on the basis of their remaining tangible property, they will be more than satisfied.

It has also occurred to me that if the franchises under which the Electric Railways operate has a taxable value, why should not the right or franchise given the jitney to operate on streets and highways in this state carry a much more valuable taxable asset under present conditions?

It is a serious problem that confronts us: It is too large a question for most of our local officials to handle properly. The State Railroad Commission, which has jurisdiction over other public utilities should be given the same broad powers over the jitney, in order to enable that body to make a thorough study of the situation and handle it as other like commissions have in other states.

The next legislature, in all fairness, should enact a law that would require the jitneys to pay a proper tax that would be the equivalent of their gross receipts to that paid by the Electric Railways. This can be easily determined on a seating capacity basis.

We know what this unfair competition has resulted in to date: We know that electric lines have been abandoned in several cities; that electric railway expansion is at a standstill—in fact, going backward, and we know that the jitney has not in any way, shape nor form taken the place of those dependable facilities, nor have they been of any benefit to the public in the way of pioneering and developing new territory as the Electric Railways did prior to the advent of this class of utility.

All the Electric Railways are asking for is fair play; that is, by placing their competitors on an equality with them. Then the issue can be decided on its merits; it cannot be otherwise.

I believe you gentlemen appreciate this unsound condition. You can render a great service to the public—the taxpayers, in advocating legislation that will result in a fair adjustment of these conditions.

In conclusion, I want to remind you that any form of transportation aspiring in whole or in part to the business of the Electric Railways must eventually succeed to their responsibilities and their obligations to the public.

The grave question before us now is can the Electric Railways weather the storm until such time as the public shall come to the full realization of the situation and give us what we are entitled to—a square deal.

PE

Traffic Manager Pontius announces a further change in his department, effective December 1st, at which time Mr. G. F. Squires was appointed Acting Travelling Traffic Inspector, via F. E. Billhart, promoted to Traveling Passenger Agent. Mr. Squires has been temporarily attached to the General Freight Department, and was prior to that time one of the Dispatchers on the Western Division.



# THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

December 10, 1916

The Magazine is published on the 10th of each month. It aims to print matters of interest and information to employees. Items of general interest are solicited and should be addressed to THE PACIFIC ELECTRIC MAGAZINE, Pacific Electric Building, Los Angeles. Contributions should reach this office not later than first of each month.

There is a vast difference between wishing and winning; many a man has failed because he had his wishbone where his backbone should have been.—Judicious Advertising.

"2000 by Christmas" is the slogan adopted by the Club management. That is only about 800 to go. Certainly every one of the present membership is going to boost and bring them in.

PE

The editor got a glimpse of the large new pool room of the new Club a day or two ago. It is going to crowd Belshazzar's famous hall a little to keep up. The famous Griffith will be trying to borrow it for a scenic set-piece one of these days.

PE

Don't be bashful in advising the manager of the Club as to your musical, dramatic or other artistic attainments. You and your particular talent are going to be needed in the Club work. Drop the Manager a line at Room 358, P. E. Building, advising him what you can and are willing to do in the entertainment of your fellows and their families. Do you sing? What musical instrument do you play? Would you like to participate in choral work? Are you athletic and capable of putting on some interesting stunt? Come on now, don't be bashful.

PE

"Safety Stops" as mentioned in our timetable notes are stops which trains or cars are required to make at railroad crossings, the top of heavy grades and other points where if a stop were not made there might be a chance for an accident to happen.

Recently, a count was made of the number of such stops made by regular or scheduled trains and cars on the Pacific Electric Lines, which showed that the total number for one day was 76,896 stops. For a thirty-day month this makes 2,306,880 stops and for the year 28,067,040 stops, an enormous total. The cost of stopping trains has been figured out by experts with varying results. If we assume that the average cost of stopping and starting one of our trains in wear and tear on track and equipment and expenditure of power for starting it again is one cent, we find that this form of safety device costs the company over a quarter of a million dollars per annum. This is just one of the many things the Pacific Electric is doing for safety, not only for its employes and patrons, but for the other users of the streets upon which it operates. Watch the jitneys making safety stops.

PE

A late number of Electric Railway Journal in an article about complaints asks: "Is it your attitude that every complainant is a Pestiferous Person? Or is it that Every Complaint is an Opportunity to correct something that is wrong or to satisfy someone that the complaint is unjustified."

We are glad to say that the Pacific Electric follows the policy suggested by the second question. Every complaint received is promptly acknowledged and at once investigated—not with the idea of making some employe uncomfortable—but to ascertain the facts and if the employe is at fault to so instruct him that he will not make the same mistake again. Sometimes it is necessary to give the matter publicity so that others learning of the case may be able to avoid similar errors. If the complainant is in error he is given a courteous explanation of the case and in this way many friends are made for the Company and for its employes, who to a majority of the public, constitute the company.

We have from time to time printed letters received from our patrons commenting on our service, some favorably, some unfavorably. We cannot expect that we shall ever reach the point where our service will satisfy everyone, but if each employe will endeavor to settle on the spot and amicably any differences which may arise between him and a patron, using such self-restraint, courtesy and tact as he possesses, he will not only find that his work is less burdensome but the number of complaints received in the office will be lessened and he may personally have made some friends who will be worth while.

## SAVING PAPERS FOR THE CLUB FUND

Some time ago, it occurred to the management in view of the high price of paper it would be a good plan to institute a saving of newspaper throughout the system and selling them in the old paper market. The plan appealed to it not only because of the revenue to be derived but as matter of greater tidiness of both trains and right of way. A plan has been worked out for the collection and distribution of the papers as well as their sale by the Store Department.

The most interesting part of the whole scheme is that in the effort for cleanliness, orderliness and neatness our new Club is to profit therefrom. The revenue to be derived from the collection of papers is to be turned over to the Club's Library Fund and will be used in providing magazines and periodicals for circulation among its members, and for similar purposes.

This will undoubtedly be an incentive for all employes to take an active interest in the matter, and the result of the effort will be watched with much interest by all.

In order to get the top price, newspapers should be folded and cared for as well as possible. Information will be given the traveling public of the plan and its co-operation asked. Mr. Passenger will be requested to hand his paper to a trainman after he has finished with it, instead of throwing it on the floor or out of the window, and will be advised that not only will his act be appreciated, but also that he will be adding his quota to the Library Fund of our Club.

PE

## IT PLEASES ALHAMBRA

Concerning the new time table of the Alhambra-San Gabriel Line made effective December 3d, with the opening of the Loops at 6th and Main streets, the Alhambra Advocate in an editorial item says, in part: "We believe the Advocate can say to the Pacific Electric on behalf of all the Alhambra people, that they deeply appreciate the company's recognition of this city by giving us the improved service to which we are entitled. Such a service will help to make Alhambra grow, a condition beneficial to the Pacific Electric as well as to this city."

PE

## CROCKER STREET HOSPITAL

Since the Magazine made its initial appearance the above heading has run each month, and its meaning should be more to us than merely the words themselves. It is not placed here merely to chronicle the misfortune of our fellows, but to advise their fellow employes of their present address, where they may be visited with in certain hours. Have you been to see any of them? Why not do so to-day? In the day of thy strength remember those not so favored. Call on our fellows at Crocker street today.

Frank Richardson, A. Mena, R. W. Davis, W. M. Mosher, Miss W. Bedler, J. Strang, Dean Chowning, W. L. Jenks, H. Gerlach.

## ACCIDENTS NOVEMBER

The accident statement for November shows an increase in certain classes of accidents over the same month of last year and an average of almost exactly eleven accidents reported for each day of the month. This is slightly under the figure for October. To make an improvement in a record of this kind requires the careful effort of each of us individually. No one likes to be concerned in an accident so in appealing to every employe to use greater care in avoiding accidents we are simply asking you to do something that in your thoughtful moments you heartily endorse. The November figures follow:

	Northern Division		Southern Division		Western Division		Eastern Division	
	1916	1915	1916	1915	1916	1915	1916	1915
Interferences with vehicles.....	57	69	37	23	51	23	11	5
Collisions and interferences with cars .....	1	5	4	1	3	3	2	2
Persons struck by cars.....	7	4	4	2	3	3	0	0
Deraillments .....	6	10	13	3	8	5	1	4
On and off moving cars.....	26	24	17	15	20	26	3	6
Miscellaneous .....	19	26	15	19	13	25	5	2
	116	138	90	63	98	85	22	19
			1916	1915				
Interferences with vehicles .....			156	120	23.1%	Increase		
Collisions and interferences with cars.....			10	11	9.1%	Increase		
Persons struck by cars .....			14	9	35.7%	Increase		
Deraillments .....			28	22	21.4%	Increase		
On and off moving cars .....			66	71	7.0%	Decrease		
Miscellaneous .....			52	72	27.7%	Decrease		
			326	305	6.4%	Increase		

## DEPARTMENTS CONSOLIDATED

Effective November 10th, the Land, Tax and Outside Operations Departments were consolidated under the name of the Real Estate, Tax and Resort Department, and at the same time the three land companies—The Pacific Electric Land Co., Los Angeles Pacific Land Co., and Newport Beach Co.—were consolidated under the name of the Pacific Electric Land Co. Mr. C. H. Burnett, formerly Manager of Outside Operations, was appointed Manager of the new department and the consolidated land company. This means that he will continue to handle his old work and in addition will have charge of the work formerly handled by the late Mr. Bugbee and a large part of the work handled by Mr. Hill before his appointment as Manager of the California Electric Railway Association.

Mr. Burnett's experience prior to 1910 as Manager of the Los Angeles & Redondo Railway Co., and Redondo Improvement Co., will stand him in good stead in his new position and he and all of his staff are now busily engaged in reorganizing the new department. The departments which have been consolidated have always worked in very close conjunction with one another and it is expected that greater efficiency will result from actual consolidation.

There will be no changes in personnel, as all the members of the force are experts in their respective lines and all will be needed to carry on the work.

Mr. F. A. Alspach is retained as Tax Agent, in charge of taxes, franchises and insurance, and Mr. E. L. Young, formerly Assistant Land Agent, will continue as Assistant to Manager Real Estate, Taxes and Resorts. Mr. N. B. Vickrey will still be

Resort Agent in summer and Manager of Alpine Tavern in winter. Mrs. M. P. Guentherodt, formerly Secretary to Land Agent, will have title of Rental Agent and will have charge of the renting of company houses as before. Miss L. E. Moore will still hold the position of Secretary to Manager.

One important respect in which all employes can assist the new department in protecting the company's interests, will be to give Mr. Burnett or Mr. Young prompt notice of proposed public improvements of any kind which might result in assessments against our real estate or right of way at any place on the system. These projects are frequently so framed as to place an undue burden on the company and are sometimes too far advanced for effective protest before coming to the attention of the proper officials; therefore any employes learning of any proposed or even contemplated improvement, such as a street opening, street paving, sewers, etc., anywhere in the vicinity of our tracks or other property, will confer a great favor upon Mr. Burnett by reporting these projects in their very beginning so that they can be investigated and the company's interests properly safeguarded.

The department of Real Estate, Taxes and Resorts is established at Room 788 Pacific Electric Building, Station 43 on the Sunset phone and Station 23 on the Home.

— PE —

Motorman (to conductor)—“What is your favorite opera, Con?”

Conductor—“Faust, of course. What's yours?”

Motorman—“Motormen and conductors.”

Conductor (preparing to defend himself)—“Whatcha talking about?”

Motorman—“Carmen.”

And just then it was time to go.

## TELEPHONE OPERATORS, SERVICE AND COURTESY

Ever stop to think about the telephone girl? Did you ever visit the local telephone offices where the “hello girls” sit in their high seats, with receivers clamped to their ears, making switches and trying to give prompt service to the public?

Never did? Then you've missed a sight worth while. It will do you good to watch those young women work.

They work fast. They have to, for the public demands fast attention.

But, you say, lots of times you take up the receiver and have to wait for “central” to answer.

How long, on an average, do you have to wait? About three seconds. It seems longer. But if you had to walk over to the house of the person with whom you wanted to talk it would take a whole lot longer. And, perhaps, if you didn't have a telephone you'd have to take a taxi. But if you didn't have a telephone you'd not take a taxi—you'd be so far from up to date you'd take a horse-drawn cab.

A lot of folks who think they are mighty cultured don't fool the telephone girl at all. She knows when a man joggles the receiver up and down and shouts out, “Hello, hello, hello,” in a rough, impatient voice that he hasn't been a gentleman long enough for it to hurt him.

A real man or a real woman never takes spite or bad humor out on the girls at the central office.

It is not hard to be a gentleman. It is the easiest thing in the world. Just act natural. That's the thing.

A lot of folks take up their 'phone and talk in a tone that would cause them to be slapped in the face if they did it face to face with the person with whom they are conversing.

Telephone etiquette is a valued asset. Try it some day and see how much better service you get from the girls.

They like courtesy. They like to be treated as human beings. Girl for girl they are just as nice and pretty and good as your own sisters and your daughters. Sometimes they are mighty busy and don't make your switch as fast as you'd like. But other people have telephones, too. They want to be waited upon. We can't all be first.

Let's try a little more courtesy with the telephone girls today. Let's see how much better the service is and how much more self-respect we have if we treat the “hello girl” just as nicely as we would the young woman we meet at the card party or at the ball.

What would happen today if all the telephone wires were cut and we couldn't get even a single number?—Marysville Appeal.

— PE —

Two very cadaverous-looking tramps looked in at the window of a railway station where a telegraph operator sat at his key.

“Say, pardner,” one of them said in a very husky voice, “report a couple of empties goin' east.”

**MY JITNEY, 'TIS OF THEE**  
**J. B. Driver**

My jitney, 'tis of thee,  
Short-cut to poverty—  
Of thee I chant;  
I blew a pile of dough  
On you two years ago,  
Now you refuse to go  
Or simply can't.

Thy motor has the grip  
Thy spark plug has the pip,  
And woe is thine;  
I, too, have dreadful chills,  
And many other ills,  
Trying to pay my bills,  
Since thou were mine.

— PE —  
**IMPROVEMENTS**

An automatic flagman has been authorized for La Veta Avenue crossing in Orange on the Santa Ana-Orange Line.

— PE —  
1500 feet of double track at Palm place on the Venice Short Line is to be raised and new culverts installed to prevent damage from storm water.

— PE —  
A short spur is to be constructed at Willowville on the Long Beach Line to serve an oil storage station to be located on company property.

— PE —  
Transfer facilities with the Salt Lake Route at Long Beach are to be rearranged to avoid standing cars in a public street as has heretofore been the practice.

— PE —  
The vegetable packing house recently erected at Compton has already proven inadequate for the amount of business offered and a 70 ft. extension is to be built at once.

— PE —  
An extension of 120 feet to spur track at Lambs on the Santa Ana-Huntington Beach Line for handling California shipments has been authorized.

— PE —  
Agent LeGrand, at Glendale, and his assistants are very proud of their handsome new office. The partition between the waiting room and office and the large cobblestone fireplace and chimney have been removed and a handsome oak counter installed.

— PE —  
Two additional tracks have been put in the Los Angeles yard to take the place of repair tracks recently abandoned at 7th and Central avenue, and an additional storage track 960 feet in length has been installed at Redondo Beach for the same purpose.

— PE —  
A vegetable loading platform is being constructed at Weston street, on the San Pedro via Gardena line to handle large shipments of vegetables for eastern markets grown in this locality. A similar loading platform will also be placed at Home Junction on the Soldiers' Home Branch of the Santa Monica Air Line.

— PE —  
Jointly with the L. A. & S. L. R. R., a track is being constructed to the new Laguna Industrial district near Bell, on the Whittier Line. P. E. Ry. portion of the drill track will be 1827 feet in length and spurs will be built off this at once to serve the new locations of the Warman Steel Casting Co. and Axelson Machinery Co.

The purchase of a gas-electric locomotive has been authorized for use where overhead trolley is not practical.

— PE —  
Grading is practically completed on the site of the new car house and yard at Echandia Jct., and track construction is now under way.

— PE —  
A new storage track and a short extension of the LaHabra Packing House spur were completed and put in service on December 1st. Citrus fruit shipments from LaHabra district have been increasing very rapidly the past two or three years.

— PE —  
Double-track operation through Garden Grove on the Santa Ana Line was resumed Dec. 2nd, the work of lowering the grade at that point having progressed sufficiently to allow the use of both main lines. This change has made a great improvement in the appearance of the town and is much appreciated by its citizens.

— PE —  
Arrangements are practically complete for the joint use of the L. A. & S. L. R. R. bridge over the Arroyo Seco at the Ostrich Farm for the South Pasadena Line. This will permit the abandonment of the old trestle bridge which has been the subject of much unfavorable comment by South Pasadena proper for some time past.

— PE —  
**SERVICE CHANGES**

November 22nd time table No. 36 became effective on the Glendale Line, the principal change being the reduction in running time during the hours of lighter travel. On the same date timetable No. 34 Burbank Line was put into effect. This provides a service between Burbank and Broadway Station, Glendale, every forty minutes during the middle of the day and every hour after 7:00 p. m. with through trips mornings and evenings to and from Los Angeles.

— PE —  
New timetables on Pasadena Short Line No. 37, Pasadena, Oak Knoll Line No. 35, San Gabriel Line No. 36, Sierra Vista Line No. 1, Sierra Madre Line No. 35, Redondo Beach Line via Gardena No. 34, Hawthorne Line No. 5, San Pedro via Gardena Line No. 41, were all effective Dec. 3d on account of the inauguration of loop service over new elevated line. In most cases no radical changes were made, the terminal time in Los Angeles simply being reduced. However, the San Gabriel Line was relieved of Sierra Vista local work and the running time correspondingly reduced. This necessitated the establishment of a local Sierra Vista Line.

Winter schedule was put in effect on the Hawthorne Line which improves the morning and evening service and provides connections at Belvidere and South Los Angeles with the Redondo via Gardena trains during hours of light travel.

**WHY COPPER IS GOING UP**

The San Francisco Call of September 29 has the following item under the heading, "Big Copper Order Unparalleled":

Further details of the Allies' recent order for copper in the United States were received in San Francisco today. The contract was for 200,000 "long tons, equivalent to 448,000,000 pounds. The price was approximately 27 cents a pound. The British government is the direct purchaser. The total amount of money involved is \$125,000,000.

The order is absolutely unparalleled in the history of the world's copper trade. The metal is to be delivered at the rate of about 75,000,000 pounds a month, the largest tonnage of copper ever exported from this or any other country.

The business is to be divided among the principal producers, the United Metals Selling Company and the American Smelting and Refining Company, on account of the bulk of it.

Although the British government is the direct purchaser, the metal is to be distributed among France, Russia and Italy as well as Great Britain. The order will call for 25 per cent of this country's entire output from January to July, 1917, and makes copper metal for the first and second quarters extremely scarce.

Up to June 1 of this year, a period of six months, England, France, Italy and Russia purchased a total of approximately 450,000,000 pounds. This covered six transactions. The present transaction makes a total of about 950,000,000 pounds of copper for which Great Britain and her Allies have negotiated since the beginning of this year, involving approximately \$230,000,000.

The order was placed through J. P. Morgan & Co. as commercial agent for Great Britain and France. Payment is to be made in New York funds out of the recent collateral loans of \$250,000,000 to Great Britain and \$100,000,000 to France recently obtained by those governments here.

— PE —  
**ONE WAY TO BEAT SHORTAGE OF CARS**

A little car shortage doesn't seem much of a figure at the Garden Grove station. When it does Agent Sandman pulls off his coat, rolls up his sleeves and devises a remedy. One day last week the Walnut Association had a rush order for a carload of walnuts. No empty cars. The only rolling stock in sight was a carload of shingles in the lumber yard. The agent espied it, trekked thither, and with the assistance of Earl Ladd, the yardman, proceeded to empty the car. The work was begun at 9 o'clock and at 4:30 saw its finish. It is said that bundles of shingles rolled out of the door like picture films in a horse race. The car was shunted on the walnut packing-house track and reloaded, ready to go out early next morning. That's how they do it at Garden Grove.—From Garden Grove News.

## PROMOTION OF THE TROLLEY TRIPS IN RHYME

If you contemplate a trip, take from me a friendly tip,  
When you plan to make a journey out this way;  
There's so much to see and do, that is why I'm writing you,  
And you'll profit if you hark to what I say.

Now the most convenient way is to travel for a day  
Where you pay the least and get the most by far—  
On the P. E. Trolley Trips, free from graft or boresome tips,  
And you're carried in a spacious parlor car.

There's the Mission Trip each day, running out San Gabriel way,  
Where in days gone by the monks were wont to roam,  
And beneath the Old Grape Vine you may sip the sparkling wine  
In the garden which surrounds Ramona's Home.

You will travel ninety miles through the land where sunshine smiles,  
Where the fragrant orange blossom fills the air,  
From the mountains to the sea; when its over you'll agree  
It's surprising how they do it for the fare.

Then you start again next day, but you're bound another way  
On the one known as "Balloon Route Trolley Trip,"  
Out through Hollywood so fair; soon you feel the cool sea air,  
Then along the coast for several miles you skip,

Passing Venice by the sea with its mirth and revelry;  
Ocean Park, Del Rey and then Redondo Beach.  
Through the spacious Soldiers' Home you're at liberty to roam;  
'Tis another day of joy—one dollar each.

There's the famous Orange Empire, through the land of heart's desire,  
It's the greatest citrus belt in all the world;  
Passing through old San Berdoo\*, Riverside and Redlands, too,  
Where the beauties of the valley are unfurled;

Glenwood Mission Inn so grand, famed throughout this whole broad land,  
Where you'll linger and will want to linger more,  
But you're bound for Smiley Heights where the wondrous view delights;  
Add another "Perfect Day" unto your score.

There's the trip by land and sea, traveling on the great P. E.  
To the Harbor, then you take the boat from there;  
Twenty-seven miles from land, to the Magic Isle so grand,  
Catalina, with its beauty rich and rare.

There you see the flying fish as around the boat they swish,  
And the gardens submarine are unsurpassed;  
There is beauty everywhere, novel sights and healthful air,  
It's so different—Eastern climate is outclassed.

Then you journey to Mt. Lowe, up among the clouds and snow,  
Reaching Alpine just a mile above the sea;  
As you twist and turn and climb on this scenic route sublime  
You are filled with wonder that such things can be.

You behold a wondrous view, ever changing, ever new  
As you gaze upon the valley fair below.  
So whatever else you miss, my advice to you is this,  
Do not fail to take this great trip up Mt. Lowe.

—J. A. BIRMINGHAM.

\* With apologies to San Bernardino.—Ed.

## P. E. AGENTS' ASSOCIATION

The November meeting of the Agents' Association was held Saturday evening, Nov. 11th, with an attendance of eighty-five members. Mr. E. C. Thomas made an address on Advertising which proved extremely interesting in connection with the announcement made to the association in a letter from Traffic Manager Pontius that advertising in local newspapers would hereafter be handled through the agents.

A general discussion of the through billing circular of the accounting department led by Mr. H. L. Budworth and Mr. T. J. Day, brought out many points of value to agents.

At the next meeting of the association, December 9th, Room 249 P. E. Building, it is expected that Mr. J. J. Birmingham of the Pacific Car Demurrage Bureau will discuss the car shortage and efforts being made to relieve it.

PE

## A Double-Barreled Grievance

"What is Smith's grievance against the railway company?"

"He has two grievances. One of them is that some of the trains don't stop at his station and the other that after he gets in the trains they lose time by stopping at other stations!"  
—London Telegraph.

## TO FOLLOW, WOULD SAVE TROUBLE

I wonder if you will spare space to insert an item about something that has been on my mind for a long time, and I think is of particular interest to conductors.

Not long ago I was so late on an inbound trip that a relay met me more than thirty minutes out from Los Angeles with a heavy load. When I boarded the train the relay conductor said to me:

"She's yours; everything is collected and all the passengers are hat checked." "But how?" I asked. "According to instructions," he replied. Now, if there is anything I pride myself on it is doing my work according to instructions and so I knew what I ought to find when I boarded that car, but I didn't expect to find it. However, when I walked back through the aisle I found just what that relay man said I would, and from the hat checks I knew the destinations of the passengers and didn't carry any of them by nor did any of them try to ride farther with me than their hat checks allowed. Perhaps this is the ordinary thing on some lines, but I have had so many experiences that are different that to me it was unusual. But why should it be? The use of hat checks is outlined in the bulletins and if the instructions are followed by all alike such a case would not be unusual. I have watched this particularly and seldom see two conductors in succession who handle the checks alike; so ordinarily in a case like that I have mentioned above the man who takes the other fellow's place is lost.

There's a reason for hat checks as well as for the other things in the rule book and sometimes it is worth looking for.

A CONDUCTOR.

PE

## FAR, FAR FROM HOME

A telegraph clerk in an outlying district of the Sudan, found the desolation getting the better of his nerves, and he telegraphed to headquarters: "Can't stay here; am in danger of life; surrounded by lions, elephants and wolves."

The hard-hearted clerk at headquarters wired back: "There are no wolves in the Sudan."

The next day the desolate one replied: "Referring to my wire of the 16th, cancel wolves."

PE

"It has been said that helping a pretty girl to cross the street and holding her umbrella for her is not courtesy; it is a pleasure. And that is true. Courtesy is the doing of something that is prompted by nothing but the milk of human kindness. If you can make yourself feel that in helping the old and infirm, and women and children, get on or off the car, in holding the car for a moment when some one is running to catch it, in meeting abuse with patience and kindly explanation, you will not be performing a duty so much as responding to some kindly impulse of your heart, then your lives will be happier and your work will seem lighter."

## NOT HIS JOB

By Edgar A. Guest in the Detroit Free Press.

"I'm not supposed to do that," said he  
When an extra task he chanced to see;  
"That's not my job and it's not my  
care,  
So I'll pass it by and leave it there."  
And the boss who gave him his weekly  
pay  
Lost more than his wages on him that  
day.

"I'm not supposed to do that," he said,  
"That duty belongs to Jim or Fred."  
So a little task that was in his way  
That he could have handled without de-  
lay  
Was left unfinished; the way was  
paved  
For a heavy loss that he could have  
saved.

And time went on and he kept his  
place  
But he never altered his easy pace,  
And folks remarked on how well he  
knew  
The line of the tasks he was hired to  
do;  
For never once was he known to turn  
His hand to things not of his concern.

But there in his foolish rut he stayed  
And for all he did he was fairly paid,  
But he was never worth a dollar more  
Than he got for his toil when the week  
was o'er;  
For he knew too well when his work  
was through  
And he'd done all he was hired to do.

If you want to grow in this world,  
young man,  
You must do every day all the work  
you can;  
If you find a task, though it's not your  
bit,  
And it should be done, take care of it:  
And you'll never conquer or rise if you  
Do only the things you're supposed to  
do.

## BASEBALL

There has been some "swatting" done since the last issue of the Magazine, and the Pacific Electrics have given an account of themselves in each contest. They have played against some of the strongest teams, and in one event had to contend with a battery that is not meanly thought of in the professional world of ball. At Oxnard they went up against Slim Love and Bowler, and notwithstanding the opposition, came off with the victory.

Nov. 12—P. E. vs. Sherman. Ten innings played until the lights of the village were turned on, and won by a score of 4 to 3. Battery—Stuart and Cook.

Nov. 19—P. E. vs. Oxnard. Score 3 to 2 in favor of our boys, with Schulte as catcher and Cook pitching, against Love and Bowler for the Oxnardians.

Since last month the trainmen's team has played four games, winning two, tying in one, and losing one, resulting in the aggregate in a decided percentage in their favor.

On Nov. 5th at Van Nuys they won on a score of 8 to 3.

Nov. 12, at Colegrove, darkness called a halt on the game at the close of the tenth inning, with the score 5 to 5.

On Nov. 19 at West Alhambra the team lost by a score of 8-5 but the game was better than the score shows on account of the team played against. The Boys were up against one of the strongest teams in the semi-pro class

and held their own in remarkable fashion.

Nov. 26th at Palms, the decision was won on a score of 5 to 3.

Account of rain and wet grounds, no game was played on the 3rd of December.

PE

## ROD AND GUN CLUB

The membership of the P. E. Rod & Gun Club has been steadily increasing since the last writing and now numbers sixty-seven. Some others have announced their intention of joining, but have not yet got around to it. Remember that those who join now will have no dues to pay until January 1st.

We now have four valuable prizes to shoot for, consisting of two watch fobs, one of them sterling silver, a shooting jacket, and a Hercules Gun Club Trophy. We expect this list to be much larger within a short time, as we haven't really gotten busy yet with the various dealers and ammunition people who furnish such prizes.

We are shooting every Sunday morning at 10:00 o'clock at the Vernon Gun Club, and will welcome anyone who wishes to shoot or just look on, whether members of the Club or not.

PE

## BOWLING NOTES

Our bowling team has been coming right along since the last writing, and although it has met with some reverses on account of losing one of the regular men, it is holding third place in the League, and will undoubtedly climb up a notch or two before the end of the tournament.

Our enthusiastic fans, or rooters, to use the football term, have stuck by the team nobly and have done a great deal toward getting it "where it is." The members of the team want to thank them heartily for their support, and beg a continuance of same.

Manager Brahm reports: "We have won sixteen games so far and lost fourteen, which brings us well above the 500 percentage, below which so many of the various teams' scores lie. We should raise our percentage considerably on the night of December 11th at the Majestic Alleys, when we are to bowl against the Majestic team. We beat them three straight games at the very commencement of the tournament when we were away out of practice, and don't know why we shouldn't do it again."

PE

## KEEPING DISPATCHER ADVISED OF DELAYS

It is vital that trains be kept moving upon their schedules as exactly as possible, not only in company interest, but that our patrons may be served in the highest manner possible. Passengers use trains at certain fixed times in order to reach their destination at as near a given moment as possible, it being as much a part of their working schedule for the day as it is an integral part of the train's run, and in order that the harmony of ac-

tion may be maintained, the position of Dispatcher is created as the governor and adjuster.

When an abnormal condition arises that would apparently cause a delay of any considerable length of time lay out the train in trouble for a period that would necessitate releasing a blockade of trains following and disrupt the schedules also on other lines, the first and best thing to do is to call the Dispatcher and give him clearly and concisely every detail of the incident.

It will sometimes happen that a delay is not in the immediate vicinity of a company phone and in such case judgment of the condition confronted should dictate whether or not the call should be made by a distance from a private phone. In this country the distance is never usually very far to a telephone. Our own line should be used in all cases if available.

The importance of the Dispatcher being advised of delays from any cause cannot be too strongly impressed in memory. It is up to him to keep the traffic moving, and to advise ways and means for the quick restoration of the flow of traffic. If he cannot do unless the details of the condition are told him fully, the report should tell the train number, its exact location, the nature of the trouble and conditions surrounding it. If a derailment, whether on the track over which you are operating is involved, in order that he may know whether it is possible to run around the point of trouble.

Because the conductor ahead of you has reported to the dispatcher does not release you from the same obligation, and when you arrive at a delay caused by derailment or similar cause, you should make immediate report unless an official is on ground in charge, and in that case your report for instructions should be made to him. Your whereabouts in cases of accident resulting in a stoppage of service is of as much concern to the dispatcher as in the case of the fellow directly involved.

It is apparent that some of the trainmen do not understand the meaning of the telephone booths, and as a result the dispatcher is unable to reach them when wanted. When a trainman reports to the dispatcher he sometimes told to wait for one light ring which will be a signal for him to get on the line and receive further instructions. In many cases, the trainman will hang up the receiver (which he should do), step outside the booth to wait for his call, and unthinkingly allow the door to swing closed, so doing he breaks the connection and makes it impossible for the dispatcher to call him. When waiting for a return call from the dispatcher always prop the door of the booth open.

It is a safe rule to follow that when trouble of any character arises, call the dispatcher. He will straighten things out. If unable to do so himself, he will find some one who can and will and will do so quickly.

L. R. SPAFFORD