



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

VOL. I.

LOS ANGELES, CALIFORNIA, JUNE 10, 1916.

NO. 1

## OUR FAMILY ROUND TABLE

The Pacific Electric Magazine is the family round table.

The employees of the Pacific Electric are one large family with many ties and many common interests. We work for a common purpose. Out of the community result thus achieved, we get individually our livelihood. Our common interest is and should be deep and earnest.

Team work is essential in this our common interest. It is best done when the members of the team know and appreciate each other; know and appreciate each other's efforts; know and appreciate the family problems as a whole.

With our prosperity as a family, comes our individual prosperity; never otherwise. Beyond this material gain through more closely knit ties, comes something else worth while. Our life lies largely in our work. It can be made more interesting, more enjoyable, if the horizon of every employee can be widened to a fuller view of the activities of all.

We cannot accomplish these views by the good family way of sitting down at dinner together and talking things over. But we can make a family round table out of this Magazine, and in spirit get together once a month.

Enliven this round table as you like with good stories, items of family interest, anecdotes and personal notes, and with well considered suggestions, concisely expressed, in behalf of our common cause.

The editor will need the help of the whole Pacific Electric family. He may censor our literary gems, or sidetrack our finest efforts, but have in mind that he has only eight pages to reflect all our views and news. And go on helping him. It won't do any good to obliterate the editor; perhaps we couldn't get another.

The round table is ready; you are invited to fall to!

*Paul Shoup*

# The Employees Insurance and Mutual Aid Proposition

By J. McMILLAN  
Chairman of Committee

## All Employees:

The attention of the management has been called to a desire voiced by some of our fellow employees to organize an employees mutual benefit association having for its principal object, giving to its members life, accident and sickness insurance in limited amounts at cost, and embracing secondarily social and educational activities.

This committee appointed by President Shoup has made an investigation of the feasibility of such an undertaking and has reported in part as follows:

1. That such an association would have to be organized on the lodge plan with a Supreme and Subordinate lodges and a secret ritual. No other form of organization is permitted to do an insurance business without depositing a guarantee fund of \$200,000.00 with the State.

2. That the question as to whether the cost to members for such insurance would be substantially less than the premiums we are now paying to established Insurance Companies would depend upon the number of members taking insurance; that is, your response to this circular will determine, first, whether the idea shall be pursued further or discarded and, second, the rate tentatively to be established.

3. That an organization so based on mutual helpfulness should not discriminate against any class of its members and that, therefore, there should be no sliding scale of premiums based on age or hazard of occupation, but that all employees of sound bodily health between the ages of 16 and 60 years should be admitted on an equal footing.

4. That the ultimate success of such an undertaking must depend upon the continued interest and support of its members.

This Company, through its President and Officers, stands ready to sanction and lend its support to such an organization if you want it, but bear in mind that its success or failure depends upon you and before you make answer in the affirmative you should ask yourself, not only whether you want the insurance, but whether you are willing to give such an organization some of your time and energy, to attend lodge meetings and otherwise help to make it a success.

Please fill out the answer blank attached and mail it to the Chairman of the Committee.

J. McMILLAN, Chairman.

FRANK KARR.

S. A. BISHOP.

M. S. WADE.

Approved:

PAUL SHOUP, President.

It hardly seems necessary to make further explanation, than that contained in the above circular letter to employees of the Pacific Electric Railway Company, in order that the proposition might be understood by all employees interested in the matter of employee's insurance and mutual aid or benefit, such as sick benefits, etc.

However, as a number of the favorable replies received to this circular contain inquiries regarding rates for the different classes of proposed insurance and sick benefits and the Committee has been informed that many employees have not replied on account of the lack of definite information in that respect, attention is called to the paragraph of the Circular numbered 2 wherein it is plainly stated ". . . whether the cost to members for such insurance would be substantially less than the premiums we are now paying to established insurance companies would depend upon the number of members taking insurance; that is, your response to this circular will determine, first, whether the idea shall be pursued further or discarded; and second, the rate tentatively to be established."

It must be plain to every one giving the matter a little thought and consideration that the rates to be adopted for the different amounts of insurance, or sick benefits, or both, the rates for dues and assessments, to begin with, at least, would be entirely dependent upon the number of members who might join to begin with.

The making of a reply on the reply blank sent out with the circular does not necessarily commit, or obligate, the employe sending in the reply to joining the proposed association, nor would such reply make him a member. Such replies would serve only as an expression of the wishes of the majority of the employees of this Company and as a guide to the Committee on employees' insurance for its further action, as indicated by the Circular, that is either carrying the matter on to a successful conclusion in the event of the larger portion of employees wanting it or dropping the matter in case the majority of employees do not want it.

If the majority, or a sufficient number to justify its establishment, so expressed themselves in favor of the proposition, it was the Committee's intention, in fact its instructions, to then engage an insurance expert or committee of insurance experts to figure out the scale of rates, and write up the plan complete for printing and submitting to all employees, or such committees of employees representing the employees as the employees might select, for further consideration and action.

It may be well to explain further in this connection that this question of insurance for employees has been not only a difficult one, but has been the cause of almost constant misunderstanding and trouble among employees for many years past, due to misrepresentations, or alleged misrepresentations, intentional or otherwise, of the insurance solicitors of the various insurance companies, resulting in attempted cancellation of one policy and taking another represented to be better and more advantageous and in many instances in double deductions on pay rolls for premium payment orders signed by employees under the representations of the solicitors that the signing of the last one cancelled the others.

In numerous instances beginners in the service have been talked into taking policies and signing orders for deductions from payrolls before their names were actually upon the payrolls. In fact, before they have actually been accepted for the service.

It was to do away, finally, with the possibility of such troubles and embarrassment to employees as well as annoyance to the Company's officers that this Committee was appointed by the Officers' Conference Committee to give this particular subject careful study and consideration with the view to seeing what could be done to better such conditions. The welfare and well-being of all employees, and those dependent upon them, are the sole and only objects by which the Committee has been guided in its study and many conferences for consideration and discussion of the various plans which have been submitted.

The Committee and every officer and now many employees, sincerely hope each and every employee of the Pacific Electric Railway Company will take a little time to think the matter over and send in their replies promptly with such suggestions and remarks as they may see fit to make.

## \$500,000 Improvements Recently Authorized

A new manganese crossing is being put in at 16th St. and Grand Ave. at an expense of \$4,100.00.

A spur track is to be constructed at San Bernardino station for the use of Eastern Division cars meeting at that point. This will eliminate switching in Third Street in front of the depot.

For a long time the Pacific Electric has had to lease tank cars to handle oil and gasoline. Authority has now been granted to purchase fifty tank cars for this business. The cost is estimated at \$92,500.00.

The new interlocking plant at the Salt Lake crossing on Magnolia Ave., Riverside, is completed and as soon as it is inspected and formally approved by the Railroad Commission of the State of California will be put in operation.

Tracks at Arlington, on the Corona Line, have just been completed and work will soon be commenced on the station building at that point. These improvements are estimated to cost \$11,650.00. The agent who draws this station on beautiful Magnolia Avenue is to be envied.

Plans are being prepared for an interlocking plant at the Aliso Street crossings of the Santa Fe and Salt Lake. The tower will be located at the west end of the bridge over the Los Angeles River on ground belonging to the Santa Fe.

The bridge over the Santa Ana River on the Redlands Line is to be replaced with a new structure of a more modern type, costing \$30,000. This will permit the operation of the heavier types of equipment over the line, which is not possible at present.

Automatic flagmen, recommended by Safety Committees, have been ordered installed at Termino, on the Newport Line, and at Muscat, on the San Bernardino Line. There are now 175 wigwags at road crossings on the Pacific Electric lines, and as these cost nearly \$350 each, it may be computed that a fortune is invested in these safety devices, which, too often, are ignored by a rattle-brained auto driver.

Plans are under way for the new car houses and tracks to take the place of our 7th and Central plant, which must be vacated soon, although the new locations have not yet been officially announced. There is much work ahead in rearranging runs and adjusting ourselves to the new conditions.

The construction of a track at Plummer, on the San Fernando line, at an expense of \$1,200.00, has been authorized. This track will serve a beet dump to be erected by the American Beet Sugar Co., and the beets will go to Oxnard, being delivered to the Southern Pacific at Van Nuys.

### IMPROVEMENTS AUTHORIZED

An appropriation of \$27,000 has been made for paving and reconstructing track on Ocean Ave. between Santa Monica Boulevard and Colorado Street in Santa Monica. An appropriation of \$29,200.00 has been made for paving and reconstructing track on Pacific Ave. between Fourteenth Street and the U. S. Government Reservation, San Pedro. Many people do not realize the large expenditures that the Pacific Electric Railway is making every year for paving city streets. Is it fair to allow the jitneys to take advantage of the Company by using this pavement without cost to take its business away?

Because it is not generally understood that railroad construction is expensive, attention has been directed in various places in this publication to the cost of work which is being done or is authorized. Take some of these items and figure them out on the basis of five-cent fares. The paving at Santa Monica and San Pedro, for instance, or terminal changes and elevated structure between Los Angeles St. and San Pedro St., which involve a total expense, not including land, of \$347,000.00. How much are the jitneys spending for the improvement and permanent upbuilding of Los Angeles and Southern California? How long can the Pacific Electric Railway continue to spend money for such improvements if an unregulated and irresponsible competing carrier is allowed to take the cream from its earnings?

Rapid progress is being made in the erection of steel for the new elevated tracks and in terminal changes at 6th and Main Sts. The steel was fabricated by the American Bridge Co., at Pittsburgh, Pa., but is being erected by the Llewellyn Iron Works of Los Angeles. The construction of the concrete foundations was done by Maintenance of Way forces and the incline portion of the elevated east of San Julian St. is being placed under the direction of D. E. Plank, Supervisor of Bridges and Buildings. Two electric cranes are used in placing the steel and a battery of riveting machines fasten it in place. The steel structure is to carry a reinforced concrete deck on which the tracks are to be laid. Crushed stone ballast under the ties will deaden the sound of trains and eliminate the noise which has been the principal objection to elevated railroads in Eastern cities. All switches on the elevated will be handled from a tower to be located in the building just above the present train shed. Bridges across Los Angeles Street will provide entrance and exit through the main station by means of ramps. There will also be a subway passage for passengers from the waiting room to the south platform. Methods of operation will probably be announced in the next issue of the magazine.

On May 27th, after a strenuous night's work by the track forces, the new terminal tracks at Hill Street Station were put in service. Van Nuys Line, Hollywood-Venice Line, Hollywood, Franklin Ave., Colegrove-Sherman, and Universal City cars use the north tracks, where new umbrella shed and ticket office are provided. This leaves the south tracks and station for the exclusive use of beach trains (Venice Short Line, Redondo via Del Rey and Sawtelle Lines) and greatly reduces congestion of cars on the street and of people in the station during times of heavy beach travel.

Never before in the history of Southern California have the resorts of the San Bernardino Mountains had the advertising they have received this year on account of the good fishing in the lakes and streams. There is every indication that the travel to the mountains will be heavy throughout the summer and it will not be amiss to urge your friends to take the trip via Pacific Electric and the San Bernardino Mountain Auto Stage Line



# THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

June 10, 1916

The Magazine is published on the 10th of each month. It aims to print matters of interest and information to employes. 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.

**I**T may be proved with much certainty, that God intends no man to live in this world without working; but it seems no less evident that He intends every man to be happy in his work. It was written: "In the sweat of thy brow," but it was never written: "In the breaking of thy heart."—Ruskin.

Beginning with the July issue of the Magazine, a department will be assigned to "Questions and Answers," and it is desired that employes submit briefly any question on which information is desired relating to their especial work. These questions will be assigned to various heads of departments for authentic and authoritative answers. Make questions brief and concise.

PE

The "Preparedness" Parade of Southern California is to be held in Los Angeles on Flag Day, June 14th, and a great volume of traffic will probably be handled by our lines on that day. Indications are that we ourselves will be called upon to show a large measure of "preparedness" to properly handle the traffic.

PE

The Safety Committee meetings recently have been growing in interest. The fact that so many of the suggestions made in Safety Committee meetings are adopted by the management encourages us to make others. Division Safety Meetings are open to all employes and large attendance makes the meetings more interesting. Watch the bulletin board for the date of the next meeting and attend.

PE

The official headquarters for the Knights Templar Conclave will be in Sunset Room of the Pacific Electric (Main St.) Station, where delegates will be registered, and from which point delegates will be handled to hotels, sight-seeing trips, etc. Employes will aid greatly in the comfort of our visitors between June 17th and 24th in directing all inquiries relative to Knights Templar activities to our Information Bureau in Main Street Station, and to headquarters of the Knights as mentioned above.

PE

The human body becomes anemic because of impoverished blood, and the same line of reasoning, thought and application might well be made to any corporation, including this company. So long as healthy blood corpuscles circulate through the body, health and happiness and well-being will result. When the supply is shut off, or the circulation impaired, the body must suffer. In our own company fabric, every employe represents either a capillary or an artery in proportion to his ability and his position to accumulate strength for the main body, and while some are not in a position to furnish as great a volume as others, the duty of the capillary is as important in its particular function as one of the greater arteries would be. Money in its various denominations from cents to dollars may be regarded as blood corpuscles in corporate well-being, and if the employe cannot stimulate a flow of dollars, he can at least produce cents for the company's maintenance; and, in the final cumulation, if all employes will keep this in mind, regarding themselves as producers and taking upon themselves, as they all should, each his individual responsibility, it will not be long until a healthy state in finances will be resumed in the same proportion that our human bodies, by proper endeavor, right living and right thinking, are brought to a state of perfection.

## COURTING TRAGEDY

The public press occasionally notes with alarm the spread of the speed mania among automobilists, and a recent occurrence, wherein the public highways were used as a race course, is brought strongly before the public mind by the Colton Courier, in the issue of which on May 12th the question is asked: "Where Is the Speed Cop?" Were the truth known, the Foothill Boulevard between Los Angeles and San Bernardino is not the only "try-out race course" provided by Los Angeles and San Bernardino counties, but it is apparent that only a large number of tragedies that will undoubtedly result from the practice, due to collisions, machine defects, and other contributing causes, on public highways will arrest the mania. The Courier's comments follow:

"Auto dealers are still bragging about the speed made by two automobile parties on May 2d coming out of Bear Valley. From Victorville to Los Angeles it is claimed that a speed averaging over 48 miles per hour was made. Names of all the men implicated were given. All seem to be proud of it. Will anyone tell us why such reckless speedsters should be immune from the law? They ought to be arrested and heavily fined. They are dangerous to other auto drivers. There is a law limiting all driving on the highways to 30 miles per hour. No matter if the men who broke the speed laws are of 'importance' here or in Los Angeles, they should be arrested and taught to behave. Right here is a chance for the San Bernardino county speed cop. It is his duty to swear out warrants for the arrest of every man who says he broke the law."

PE

The Santa Ana-Huntington Beach Line was reopened for traffic May 27th, having been out of service on account of washouts since the big flood in January. It will take a lot of five-cent fares to make up for the tremendous damage done by the flood water on the various lines. A new through service between Santa Ana and Seal Beach has been established for Saturdays and Sundays, six extra trains in each direction, and Saturday and Sunday excursion fares put in of 50c from Santa Ana and 60c from Orange to Seal Beach, Newport Beach and Balboa.

PE

The La Rambla Line extension at San Pedro was opened for service on May 22d. The view over the country, harbor and ocean from the end of the line is well worth the trip out. It is suggested that the crew on this line would enjoy a little patronage.

**ACCIDENT REPORTS FOR MAY**

The following statement shows the number of accident reports received during the month of May, 1916, as compared with May, 1915, indicating a nice decrease in total. These figures include all reports of accidents regardless of their nature or severity—the passenger who stubbed his toe is included as well as those receiving greater injuries.

	Northern Division		Southern Division		Western Division		Eastern Division	
	1916	1915	1916	1915	1916	1915	1916	1915
Interferences with vehicles..	53	65	26	26	29	26	3	7
Collisions and interferences with cars .....	4	12	2	7	2	1	0	0
Persons struck by cars.....	2	3	1	0	1	5	0	0
Derailments .....	8	17	12	15	12	7	0	0
On and off moving cars.....	26	22	10	14	30	28	5	2
Miscellaneous .....	33	24	15	32	36	30	3	3
	126	143	66	94	110	97	11	12
				1916		1915		
Northern Division .....				126		143		
Southern Division .....				66		94		
Western Division .....				110		97		
Eastern Division .....				11		12		

	1916	1915		
Interferences with vehicles.....	111	124	10.4%	Decrease
Collisions and interferences with cars..	8	20	60.0%	Decrease
Persons struck by cars.....	4	8	50.0%	Decrease
Derailments .....	32	39	17.9%	Decrease
On and off moving cars.....	71	66	7.0%	Increase
Miscellaneous .....	87	89	2.2%	Decrease
	313	346	9.5%	Decrease

Life says: "The trouble with making a successful periodical is that you have to learn how by doing it, just as you have to learn how to live by living \* \* \*". This magazine, issued by the employes of the Pacific Electric Railway, will be just what we make it. We are going to tackle it just as we have the many other propositions which we have had to handle in the past and make it a success. This first issue is simply a beginning and does not indicate what the magazine will be in the future. We are going to "learn how by doing it" and expect to improve it from month to month. This can be done only if each of us does his part. If you have an idea that will benefit your fellow employe, the service, or the Company, send it in. If you can't put it in the choicest English, do not hesitate to send it in just the same. Ideas are what count in the railroad business, not language. If you have any criticism of the magazine, either favorable or unfavorable, let us know it; don't circulate it privately.

Recently circulars were sent out requesting opinion of employes looking to the organization of an insurance fund for our benefit, and its establishment will depend entirely upon the attitude of the employes toward the question. In conversation with many, it has developed that the question has been looked at solely from the dollars-and-cents side; as to what the insurance would likely cost; what restrictions as to age, etc., and it has apparently been viewed by the majority of our employes purely from the commercial side. Suppose that this phase be momentarily forgotten, and contemplation made of the good that might be done, the benefits that might accrue, and the stimulation of better feeling for our fellows in the work engendered; using the lodge plan and insurance features as a basis. There are sometimes greater questions involved than are shown in cold figures. Gaze at the question for a time from the angle of mutual, brotherly helpfulness and then reply to the committee's circular.

Your lodge, your church, your Sunday school, or those of some of your friends, will undoubtedly have a vacation outing at some point near Los Angeles during the coming summer, and undoubtedly the matter will come to your attention. These occasions mean traffic; traffic means dollars to our company. Information from you and a little activity on your part will bring us the business. Will you help? If you have not the time to devote yourself, a phone call to the Traffic Department giving the information will be appreciated.

**THE "BIG TYPE" OF MAN**

In all walks of life we frequently have our attention called to certain individuals who have achieved marked distinction in their particular lines of industry, and an analysis of the causes contributing to their success discloses at least one important characteristic of them all, that sets them apart from their associates. They are constantly "on the job" regardless of whether the job be large or small.

Regardless of the nature of their industrial activity, every small detail is given that careful thought and attention which insures the perfect whole; there have been no omissions nor neglect to carry out thoroughly each operation necessary for the completed work.

This means concentration of mind and effort. Of mind, to properly plan and supervise; and of effort, to promptly and successfully carry out the plans.

Concentration means much in gaining a high coasting efficiency; and in gaining this efficiency we achieve results that are not at all theoretical; but quite to the contrary, physically manifest in a direct saving in power, in maintenance of equipment, in brake shoe wear, in reducing accidents and in other ways, perhaps not so evident. Efficient coasting depends on being "constantly on the job."

It is apparent, therefore, that concentration is an exceedingly essential detail applying to any achievement and which is directly responsible for large and permanent results.

The big type of men all possess great concentrative powers which have given them prominence, and we want our motormen to be of this class.

To this end, "Coasting Recorder Bulletins," beginning with the one for week ending June 7th, will show in capitals the names of all motormen whose coasting percentage equals or exceeds the Line percentage.

Concentrate on your coasting and secure the necessary percentage for this special recognition of your efficiency. Look up your rating in the last "Coasting Record Bulletin" and strive for a place among the "Big Type Men." G. H. GRACE.

Summer timetables are being prepared for Redondo via Del Rey, Redondo via Gardena and Newport Lines. Dates of effectiveness will be announced.

## THE ARDMORE EXPLOSION

The Santa Fe has practically completed the settlement of claims resulting from the explosion on September 27th, 1915, of a car containing 10,900 gallons of high gravity gasoline at Ardmore, Okla., which resulted in a large list of killed and injured and great loss of property.

This car was set out at Ardmore consigned to a local refining company Saturday, September 25th, on a spur track in the vicinity of the station.

About noon, on September 27th, while the car was still on the spur track, railway employes noticed that internal expansion or pressure of the contents had raised the safety valves and gas and liquid were escaping freely. The foreman of the switching crew, observing this condition, declined to move the car to the refinery, as he knew he would have to pass an asphaltum plant where a fire was burning. The railway employes called up the refinery and informed it of the condition of the car, and one of its men came down to the spur track and at 2:15 p.m. proceeded to unscrew the dome cap. He removed it, materially assisted by the interior pressure in the tank, and was drenched by the column of liquid which was forced many feet upward by the pressure. The man descended from the tank car to the ground, and approximately a minute after his removal of the dome cap the explosion occurred, followed by fire.

As a result of this explosion thirty-nine persons lost their lives and one hundred and fifty others were injured. As the spur track on which the car was placed was situated practically in the center of the city and in the heart of the business section, all buildings within a radius of five hundred feet were more or less damaged or destroyed resulting in a property loss of nearly \$1,000,000.

The accident was caused by the escape of a large quantity of inflammable vapors from the oil car, which was due partly to the failure of the shipper to leave enough vacant space in the car to provide for the expansion of the liquid due to the increase in temperature. At a distance of 215 feet from this particular car an eight-day switch lamp was located. At a distance of 330 feet a fire was burning in the asphaltum plant. Due to the pressure in the tank, inflammable vapors had been escaping in large quantities from the safety valves for

some time prior to the accident. The official temperature was 95 degrees F., and a light wind was blowing from the southeast, which came in gusts rather than in a steady breeze. The air was very humid and the removal of the dome cap permitted an outflow of vapor and fluid to such an extent as to make possible the ignition of the inflammable vapors from either one of the fire sources mentioned.

Removing the dome cap of the tank car by the employe of the consignee while the car was subject to interior pressure was the direct cause of the disaster. Such removal is prohibited by the federal regulations, and the law requires all shippers and carriers of dangerous articles to make the rules effective by the proper instruction of their employes. The records of the Bureau of Explosives show five serious accidents since 1911, the immediate cause of which was the removal of this dome cap without previous release of all pressure in the tank. The continued popping of the safety valves of the car at Ardmore showed the existence of interior pressure and caused the representative of the Santa Fe to call on the consignee, presumably expert in handling with safety such threatening condition, to send an employe to take charge of the car. The exercise of a little common sense and adherence to the rules in handling this car at that time would have saved many innocent lives.

It appears that the popping of the safety valves was caused by heat, and spraying the car with water would have been a simple and available way to reduce the temperature of the contents and stop the escape of vapor through the valve. Wet gunny sacks should then have been tied around the valves to make difficult the ignition of any vapors that might escape during the short switching movement to the refinery plant in the outskirts of the city. The refinery employe had a rare opportunity to save many lives and much property. In critical situations of this kind natural laws may exact severe penalties for carelessness, and in this instance the life of the man responsible and the lives of many innocent people were exacted.

The Santa Fe has settled 49 death claims, 491 personal injury claims and 1,397 property damage claims, or a total of 1,937 claims, which represented an expenditure of \$824,213.37.

## MR. HILL'S ADVANCEMENT

Recently Mr. W. V. Hill, Tax and Contract Agent of the Pacific Electric Railway, was chosen as General Manager of the California Electric Railway Association, and in speaking of Mr. Hill's advancement to the important position the Electric Railway Journal of May 6th, 1916.

"The California Electric Railway Association has been organized to facilitate concerted action on franchise and paving questions, to foster a better understanding between the public and the electric railways, to promote co-operation among the railways themselves, to collect and distribute data of value to the railways and to secure proper regulation of auto competition. G. K. Weeks, president of the San Francisco-Oakland Terminal Railways, Oakland, is president of the association; William Clayton, vice-president and managing director of the San Diego Electric Railway, is vice-president; and W. V. Hill, tax and contract of the Pacific Electric Railway, Los Angeles, is manager, with offices in San Francisco. The directors of the association are Mr. Weeks, the president, Mr. Clayton, the vice-president; Paul Shoup, president of the Pacific Electric Railway; W. E. Dunn, vice-president of the Los Angeles Railway Corporation, and Jesse W. Lillenthal, president of the United Railroads, San Francisco. Mr. Hill will have a secretary to attend to office matters so his time can be given to paramount issues. Every electric railroad in California is represented, including the electrified steam lines."

While Mr. Hill's departure from Los Angeles and from our "big family circle" is the cause of much regret to his friends, they at the same time regard with much pride and gratification the advancement to higher field of activity of one of their former associates. His work for the Pacific Electric during the years he was in Southern California bore much fruit for our Company, and work initiated by him is gaining ground rapidly and must result soon in further benefits to Company interests. His eminent fairness in all his dealings with the public and especially those in high places of civic and municipal organization won for him many friends and loyal supporters outside of the Company, who are gratified.

PE

The large increase in the amount of crushed rock being handled from the various crushing plants has resulted in a car shortage. All concerned in the handling of gondolas should appreciate the importance of promptly moving the loads and releasing and returning the empties.

**ADDITIONAL INTERCHANGE ARRANGEMENT WITH THE SOUTHERN PACIFIC CO.**

Previous to June 1, 1916, an interchange arrangement has existed between the Southern Pacific Co. and the Pacific Electric Railway whereby the Pacific Electric has been handling passengers of the Southern Pacific Company to points on their Long Beach, San Pedro, Whittier, San Bernardino-Riverside and Pomona via Covina Branches.

June 1 on California intrastate traffic and June 10 on interstate traffic an additional arrangement becomes effective whereby the Pacific Electric will handle passengers of the Southern Pacific Company to points on all of the branch lines of that Company in Southern California.

Also as soon as necessary tariff publication can be made, through fares will be established and tickets sold by Agents at exclusive points not reached by the Southern Pacific Company. It is expected that this arrangement will be made effective about June 15 or 20.

At the meeting of the Pacific Electric Railway Agents' Association, which is set for Saturday evening, June 10th, a representative of the Traffic Department will fully explain this entire interchange arrangement with the Southern Pacific Co. The arrangement is quite complicated and a full explanation should be of great help to the agents in gaining a proper understanding of same and it will be greatly to their interest and advantage to be present at this meeting.

**TWENTY-FIVE CENT FARE DAYS**

Twenty-five cent fare days have been selected for the month of June.

Dates for June assigned will be the 8th and 22nd to Santa Monica, Ocean Park, Venice, Redondo Beach, Manhattan Beach and Hermosa Beach, with ticket agents at Main Street Station, Hill Street Station, Hamburger's Store, Hollywood Agency (6800 Hollywood Boulevard), and by Special Agents on days of excursions from 8:00 a. m. to 4:00 p. m., at 16th and Burlington Streets, 16th and Arlington Streets, and 16th and Vermont.

On June 15th and 29th tickets will be sold to Long Beach, San Pedro, Alamitos Bay, Seal Beach and Anaheim Landing at Agencies, Main St. Station, Hamburger's Store, and by Special Ticket Agent, 8:00 a. m. to 4:00 p. m., at 7th and Central.

Tickets may be purchased only from agents at points designated. They are not sold by conductors.

These fares were first put into effect several years ago for the benefit of the women and children of Los Angeles, and especially for those who could not afford frequent visits to the beaches at the regular fare. These excursion fares were extensively used by those for whom originally established, and for this reason have each year been republished during the beach resort summer season. Train service will be furnished on these days adequate to traffic demands but no extra service will be run for the sole purpose of caring for organizations who arrange picnics and other gatherings to take advantage of these fares.

**"LINING 'EM OUT"**

President Joe Bennett of the P. E. ball team is proud of the record this team is making. The following is from the Times of June 5th:

"The Pacific Electrics came from behind with a mighty rush at Pasadena yesterday afternoon and trimmed the prides of the Crown City, 5 to 4. Needless to say, the baseball game was exciting. The ninth inning was just a wild delirium. The Pacific Electrics entered the ninth hopelessly behind. Then the fireworks began. Hits of every variety followed. McClain hit a home run with the bases full. The upshot of it all was that the railroad men came out on top. The score:

	R.	H.	E.
Pacific Electrics . . . . .	5	10	3
Pasadena . . . . .	4	9	1
Batteries—Cowan, Schulte and McClain; Arkenburg and Hass.			

**CHEER THEM UP, FELLOWS!**

When a man is tied up in the hospital, he always appreciates a visit from his friends, and we should not forget the location of the Crocker Street Hospital. It will take only a few minutes to go down and see our friends there, and it will do them more good than medicine. The visiting hours are from 2:00 to 4:00 p. m. and from 7:00 to 8:00 p. m.

The following are now at the hospital:

- J. DeRosear, Clerk, residence Venice.
- T. Frey, Line Foreman, residence Pasadena.
- Floyd Rake, Substation Operator, from Glendale.
- Frank Richardson, Substation Operator, from Watts, severely burned by short circuit several months ago.

**FREIGHT SOLICITATION BY EMPLOYEES**

A general campaign was launched by this Company some time ago with the view of creating greater activity on the part of all employes in soliciting and securing business for the Pacific Electric, thereby increasing its earnings, in which each and every one of us are greatly interested.

A great deal of valuable information has been turned into this Department by employes of all Departments, enabling us to secure traffic that would not have been secured if the information had not been received, but there is still room for improvement.

All freight agents have been supplied with routing orders, Form P-40, and give some time each day to the solicitation of freight traffic. These forms will be supplied to any employe of the Company having use for the same, either upon requisition or personal application to the Traffic Department.

If Agents, when reporting traffic secured, will also report traffic lost and the reason therefor, this would in many instances assist in securing future similar shipments and assist in effecting a remedy to avoid a similar loss.

It occasionally happens that some of our patrons entertain a grievance due to misapprehension in regard to the settlement of claims or on some other account, and quietly, or openly, route their business adversely. It is our desire to give prompt consideration to all claims, and when complaints are made to you, if you will pass the information along promptly to the Traffic Department, they will be given immediate attention.

There are numerous matters which may appear to be merely of local interest, but if you will report the acreage, condition of growing crops with prospective routing, new industries planned, new development contemplated, abandonment of industries, complaints regarding service or other matters that may result in loss of business; in fact, if you will make the Traffic Department a clearing house for such information, it can almost always be used to good advantage and will be appreciated.

If you have any suggestions as to how business can be secured, do not hesitate to make them, as the old adage that "two heads are better than one" frequently holds true in the securing of traffic. T. J. DAY.

### A NEW THROUGH SUNDAY SERVICE

Effective June 18th, a new through Sunday service will be inaugurated from San Bernardino, Riverside and points intermediate to Los Angeles, through to Venice, Ocean Park, Santa Monica, Redondo Beach and Long Beach. This service should be very popular to the residents of the orange belt, and especially convenient and attractive to the heads of families desiring to visit the other members who will be located at beach resorts for their summer vacations, it enabling them to leave San Bernardino or Riverside early Sunday morning, return to their homes in the early evening of the same day.

The plan of operation will be to designate each car of a three-car train for its proper beach terminal, passengers to take car assigned to the resort they wish to visit. Two cars leaving San Bernardino 7:40 a. m., one car leaving Riverside 7:25 a. m., combining at Rialto, through to Los Angeles, at which point train will be broken in three sections; one car going to Venice—Ocean Park—Santa Monica, one car to Long Beach and one car to Redondo Beach. The three units of the train will leave the beaches for the return trip at 6:30 p. m. Sundays, making up in a single train at Los Angeles, and continue as the 7:40 p. m. train out of Los Angeles for San Bernardino, Riverside and intermediate stations. This through service is made to supplement and make still more attractive the Friday and Saturday excursion fares (passengers being able to return from the seashore Sunday evening on the Seashore Limited) and the regular Sunday-only excursion fares.

Employes on the Eastern Division can assist in the publicity of this new feature very materially by calling attention at opportune times to their friends living in the orange belt, to this new service and low fares. Every little boost will help.

### THE HIGH COST OF COPPER

Of great concern to the electric railway industry is the present price of copper and its share in contributing to the high cost of electric rail-roading.

As a natural result of the European war, the demand for copper has caused the price to increase approximately 60 per cent as compared with the same period for last year, i. e.,

32 cents per pound present base price as compared with 20 cents per pound a year ago. Insulating materials have also increased in price, adding, as in the case of wire, further to the cost. Copper has made somewhat similar jumps in the past, but never before has it reached the present high level and remained for such an extended period of time.

Incidentally it may be mentioned that the price of aluminum has also soared to great heights, the increase amounting to approximately 100 per cent compared with the same period a year ago, and therefore aluminum wire, used principally for feeder and transmission lines, has reached a point where its cost makes its use absolutely prohibitive. A number of electric companies have found it profitable to scrap their aluminum lines, substituting copper, and in some cases copper distribution lines have been replaced with iron because of the high scrap value of copper.

The high scrap value of these metals, which now exceeds the new cost purchased under former normal conditions, has proved extremely tempting to metal thieves throughout the country. In Los Angeles, through the vigilance of special officers, several copper thieves have been caught and "sent over the road." It is suggested that all employes make it a point to report promptly any information they may get that might be helpful in catching copper thieves or preventing their operations. Employes may also render valuable service in collecting and turning in to storeroom all scrap possible.

L. H. APPEL.

### COMPANY TELEPHONE LINES

Inquiry has been frequently made when and for what purposes should dispatching telephone circuits of this Company be used, and in order to advise all inquirers authentically on this subject, the following has been contributed:

The dispatching telephone circuits are installed primarily for the use of dispatchers in handling trains, and this service is recognized as the most important use of the telephone lines.

There are many times during the day when the phone line is not busy and at such times it is permissible for Agents or employes of other departments to use the wires for other company business, bearing in mind, however, at all times, that their busi-

ness on the phone is secondary to the movement of trains. If during such a conversation a conductor should come in on the wire and ask for the dispatcher all other business should at once be suspended until the dispatcher has received the report and has issued clearance, train order or instructions, when it may be resumed.

In the use of dispatching circuits it should always be borne in mind that the dispatcher has several circuits to handle and if you do not get instant response to your call it is probably because he is busy on another wire. Also that the dispatcher is carrying a heavy responsibility and should not be annoyed by unnecessary calls which may divert his attention from his work and may be the means of causing him to overlook something of importance elsewhere.

### A COMMENDATION

One of our friends sent in a note regarding the action of Conductor 2200 (A. B. Gough) on May 30th, which is worthy of publication, and the tribute was deserved:

"I was a passenger on the Redondo train leaving the Hill Street Station at 11:35 a. m. Decoration Day. Three ladies boarded car just after turning on to Sixteenth St., and were looking for another who was to join them a little farther on.

A little east of Bond Street, while the car was at a stop, these ladies spied their friend coming about a half block away, and they started to get off car, saying they would get the next car, of course not expecting that the conductor would wait.

The conductor saw the situation and quietly said, 'We'll wait a minute,' which he did.

The delay was only twenty-five seconds, and the woman caught this car, which pleased and satisfied all four ladies and allowed them to get to Redondo on the car they planned on.

While we waited, practically every passenger on the car turned and watched the rear to see what was the matter. I watched their faces carefully with the idea of trying to see what sort of an impression the delay was making. It is a fact that without exception every face expressed commendation of that conductor's act. There were four people in particular and a car nearly full in general who were without doubt favorably impressed with the way the P. E. was treating the public.

If this man habitually treats his passengers as he did on this trip, he is an asset to the company, because he is making friends with the public."