



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. I

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No. 6

OUR CLUB CONTINUES TO GROW LUSTILY

A month ago the Magazine announced the completed plans of the Pacific Electric Club and shortly afterward the active work of organizing began, probably three weeks having elapsed since the first active work was begun. Today the membership has passed the thousand mark by a very healthy margin, and each mail brings to the Manager's desk a number of new applications. Approximately nine hundred membership cards have been issued and mailed to the membership and as rapidly as possible the remaining cards will be issued.

The influx of membership is indeed gratifying to those having the work in hand and is encouraging to them in as much as it shows the steady and rapid growth of the spirit of co-operation, and is a manifestation of fellow employe interest upon which it is hoped to build the Club. It also goes to show that a large number are willing to pledge their support of the enterprise in advance of its building; to say substantially "I am with you" in advance of the actual construction and furnishing of the building. They have taken Mr. Shoup's agreement at its face value and have shown speedily their actual interest and willing-

ness to back it up strong. From the way applications are coming in, undoubtedly 2000 members will be on the roll before the club opens its doors, and in applying in advance every member is assisting the Executive Committee and the Governing Board in a

cupancy early in December. The construction features have been placed in the hands of one of the most skilled men of Los Angeles, a man who not only is noted for his ability as a construction expert, but who has a reputation to be envied as a decorator. We

may therefore expect to have quarters that combine good taste with utility and comfort. Some of the furnishings have already been secured, and efforts will be made to have all ready for installation as soon as the rooms are ready to avoid any delays, and the big "housewarming" which will extend over a number of days is being looked forward to with much pleasure by the membership.

Until the Club is ready for occupancy, Manager Thomas will be located at Room 358 Pacific Electric Building, where he can be reached by phone (Main 8800—Station 59) by anyone wishing to get in touch with him relative to club matters. Do not hesitate to call

AS PRESIDENT SHOUP SEES IT

"The Pacific Electric employees' new club will be at home just as soon as the necessary work can be done upon the club building and that will be started immediately. The club prospectus has stated the purpose and the advantages of the club so fully no extensive comment is needed in that direction. I believe that all employees will find the club worth while. When they are not engaged in their work and are down town it will provide a place where they will be entirely at home. Any one who has walked up and down the streets of a city with no particular place to go, will, I think, appreciate most fully the advantages of a club room with its facilities for both rest and recreation. The club is a Pacific Electric family club and by that is meant that it is a club for the employees and under their direction. It should be plainly understood, however, that no employe is expected to join who doesn't care to do so. This conclusion may be reached either because it is believed that the dues (12½c per month for non-resident members; 25c monthly for residents within 5c car fare limit of Los Angeles and including Watts) can be used to better advantage elsewhere; or because it is thought that they will not be present to make use of the club facilities, or simply that the project doesn't happen to appeal.

Personally I believe the club will be a very great success. I doubt if many of the members who join will subsequently drop out, though of course they will be at perfect liberty to do so. The club home is very centrally located. The plans made by its management are attractive. The circumstances have so favored us that we as employees will be able to have club facilities under dues far lighter than would be possible with any other club in this city. The project is earmarked for success; and the employees who are joining will make it a very marked success."

—PAUL SHOUP.

large measure by enabling them to get a large mass of the routine work cleared up and off hand before the actual club operation begins.

Construction work has been begun and it is hoped that the Club-house will be ready for oc-

him for any information desired, and applications should be addressed to him at the room number shown above.

A personal call from each member will be appreciated, as he desires the acquaintance of all.

THE FIRST "JITNEY" FRANCHISE

The first franchise for the "jitney" form of transportation in the United States has just gone into effect in Long Beach, which is said to have been the birth-place of this feature. The effect of the franchise ordinance will be watched with much interest not only by the electric and steam common carriers, but by municipalities throughout the country, all of whom are experiencing practically the same conditions that Long Beach has been and is passing through.

With the advent of the "jitney" in street-traffic carriage came disorganized competition, cut-throat rivalry and a demoralized scrambling for the nickels; ruinous to the jitney owner of limited capital; felt by the established trolley lines which had invested in absolute good faith heavy capital in equipment, building of roadbeds, physical maintenance and extensions for the upbuilding of new territory. Harum-scarum methods among the jitney owners resulted both in internecine strife within their own circles and bitter sentiment against what they were pleased to adjudge their common enemy, the trolley system; further, the consequent conditions were a source of omnipresent and ubiquitous grief to city authorities.

The jitneurs organized to protect the legitimate bus drivers against the literal fly-by-nights, time-purchasers or borrowers of cheap machines who in complaisant immunity from all the rules of the road and innocent of all gentlemen's agreements as to traffic, were wont to skim the cream from the traffic of abnormal days, leaving the regulars the blue-milk of normal service. Evils outgrowing from all this were found impossible of cure or regulation by ordinance.

Then came the franchise, which in the opinion of the reputable jitneurs and city authorities, not gainsaid by the trolley managements, should go far toward a final solution of the problems which had been sorely vexed.

A ten-years jitnecar franchise, sold at \$6600, netting the city of Long Beach \$55 a month for 120 months, besides 3 per cent of the gross earnings, covers two of the city's main arteries of traffic not served by street car lines. Practically five miles of thoroughfares, extending from the heart of the southernmost portion of the downtown business district, intersection of Pine and Ocean avenues, to two terminals each 2½ miles distant, via streets and avenues that course densely-populated residential districts, also passing grammar schools and reaching the Polytechnic high school. One of these lines extends out Fourth street to Termino avenue, 2½ miles, and the other is routed out Atlantic avenue to Burnett, 2½ miles. Every bus on either route must make the complete run to both its termini each trip, on time-card schedule, just as rigid as that obtaining in control of street car traffic.

The jitnecar franchise sold to the highest bidder, is substantially the same in form and stipulation as the franchise recognized as standard for electric lines, necessarily incorporating such modifications as adapt it to the automobile form of common carrier service. Some of the salient provisions are here summarized:

Jitnecars must be attractive in appearance, subject to the approval of city authorities.

Ten-minute service, at least, must be provided between the hours of 6 a. m. and 8 p. m., daily, and twenty-minute service from 8 p. m. until midnight.

If at any time, for any cause, any of the franchise-stated thoroughfares are impassable the autos of the franchise system may detour over the nearest passable parallel thoroughfares.

Universal transfers must obtain among all busses of the system given the franchise. The maximum fare is placed at five cents, with the usual provisions as to half-fare for children and free transportation to city officials and letter carriers. The company will sell commutation books to school pupils eligible to half fares on the age account, thus avoiding trouble in splitting nickels.

The three per cent of the gross earnings exacted by the city will be payable at the end of each fiscal year of the ten-year franchise period.

The company given the franchise must furnish a \$10,000 indemnity bond for each of the fifteen jitnecars it proposes to install in service as a protection to the public. Such bonds will be written especially to cover such liabilities as are peculiar to this departure among vehicles of common carriage.

Various safeguards are thrown about drivers of the franchise busses, relating to age, experience and sobriety.

No permits will issue to jitneurs other than those retained by the franchise company to operate upon the franchise routes; and the company which has purchased this initial franchise will seek through ordinance to protect itself against what would be the obviously unfair competition of jitnecars, paying the city nothing for franchise and no percentage of gross earnings, running upon thoroughfares paralleling the franchise routes.

WHERE WAS THE CONDUCTOR?

The Evening Herald of Oct. 28 prints the following: "A conscience-stricken commuter who rides daily between Ontario and Upland on the Pacific Electric today sent \$1 in stamps to T. W. Tonneson, the Pacific Electric agent at Upland, to pay for the fares he said the conductor had missed in the past year.

"I went to church last Sunday and heard a sermon on conscience and I thought it best to pay the company for the fares the conductors missed while I was riding between Ontario and Upland," said a note that accompanied the stamps.

"The note was unsigned."

SERVICE THAT COUNTS

Service in the interest of the public is thought to be unappreciated, and frequently, though appreciated, is unmanifested. It is therefore refreshing to be able to pay a few flowers of appreciation to those deserving them as is undoubtedly the case in the instances related below:

"The ticket seller at Pasadena, who was on duty at 8:30 p. m., Nov. 1, entitled to the thanks of a fellow man and patron of the road for which he works.

"A relative of the writer was on Southern Pacific train, sick, and with but a short time to live, hurrying toward Los Angeles. Another relative was in Pasadena but the writer did not know just where. A telegram was received which was of great importance to the man in Pasadena, and the writer thought it possible he might find the party at a certain church in that city but knew not even where the church was located, and having barely thirty minutes to spare in the search, went to the station in the hope that some one there could direct me.

"The ticket seller was in conversation with two ladies, but saw me coming toward him, immediately turned and very courteously indicated that he was my service and inquired what was desired. He did not know where the church desired was located but looked the matter up and gave exact information that enabled me quickly to find the party I desired.

"This was a matter of the very highest importance to those concerned. It would appear that such an inquiry at such a time and place was at least unusual, but the cordial, pleasant, prompt and correct answering of the inquiry constituted a service of the very highest character, and, if persisted in, will draw the public to this man and the company with the comfortable bonds of friendship."

From another writer comes a tribute to employe efficiency of an entirely different character and reminding us that even in complying with rules there are ways and ways of compliance, and it is also gratifying to know that individual members of the great public are not unmindful or ungrateful of this service as the following evidences:

"I was in a Pasadena Short Line train on the evening of Nov. 1, the train leaving Los Angeles at 7:40 p. m. and was in charge of a conductor I do not know by name, but whose badge number is 630.

"The weather was very foggy and train operation I imagine very difficult but this conductor was extremely alert in the matter of watching over the safety of his train. The movement of the train was slow and hesitating, but the conductor was at no time in the attitude of one who was fearful that he might have to get out and protect the rear of his train. There were several times when it seemed as if it would be immediately necessary to go back; and each time he was ready to do it instantly. He did not wait to see if a moment's delay might obviate the necessity of flagging, but when there was a stop he got out quickly.

"His motorman was also watching this feature and there was no unnecessary time lost nor any slighting of the things essential to safety of train and passengers. During the years that I have been a patron of this and other lines of this road, I have never seen more sincere effort toward safe operation of trains than given by these men. They were co-operating in a way that was delightful to behold. They were indeed putting safety first, and following it up with common sense and sincerity.

"I would be neglecting my duty if my fellow men were to fail to call this meritorious service to your attention."

PERSONAL NOTES

A considerable number of Pacific Electric men have joined the Coast Artillery Reserve Regiment recently formed in Southern California. Several of our boys who have seen service in the regular army have become officers of the organization which will be trained to handle the big guns at Ft. McArthur, San Pedro.

— PE —

Mr. C. H. Burnett, Manager Outside Operations, announced the appointment on October 17th of Mr. Lou Somers, formerly Superintendent Urbita Springs Park, as Superintendent of the Redondo Beach Resorts in place of Mr. N. B. Vickery, who has returned to Alpine Tavern. For the present, Urbita Springs Park will be in charge of Mr. Howard L. Lee as Acting Superintendent, but on the opening of next season, Mr. Henry C. Froude, now Storekeeper at San Bernardino, who has been with the Company at that point for more than ten years, will be made Superintendent at Urbita Springs Park.

— PE —

J. H. Lockett, for twenty years a member of the Pacific Electric family in the Transportation and Mechanical Departments, and for the past six years General Foreman of the Mechanical Department, recently resigned to become Superintendent of the Ogden, Logan & Idaho Railroad at Ogden, Utah, a 1500-volt electric line running north from Ogden into Idaho, and also furnishing city service in Ogden. The high esteem in which he was held on the Pacific Electric was evidenced not only by many expressions of good will from officers and employes alike, but also by the presentation to Mr. Lockett of a beautiful Hamilton watch by employes at Sherman, and numerous luncheons and dinners given in his honor during the last few days before his departure. That he will be successful in his new work there can be no doubt. Certainly, he has the good wishes of the entire Pacific Electric organization.

— PE —

Several changes occurred in the Traffic Department the first of the month, caused by the choosing of E. C. Thomas by the Executive Committee of the Pacific Electric Club to head the affairs of that institution, subject to the ratification of President Shoup. The endorsement having been given, Mr. Thomas was relieved of duty in the Traffic Department as General Agent Passenger Department by Traffic Manager Pontius on the first of November, and has assumed charge of Club affairs. The duties of Mr. Thomas have been assumed by H. O. Marler, Traveling Passenger Agent, and F. E. Billhart has been promoted from Traffic Inspector to Traveling Passenger Agent. R. E. Kelly, Traveling Freight and Passenger Agent of the Eastern District has been promoted to be General

Agent of the same district. Mr. Thomas' service in the Traffic Department is of eleven years duration, five years with the Los Angeles & Redondo Ry. prior to the consolidation, and six years under the present management, during which time he formed a very large acquaintance both with employes and patrons of the road, resulting in his possessing many warm friends who will wish him every success in his new field of endeavor. Mr. Marler joined the railway game with the Los Angeles-Pacific in his "kid" days as the "handy-boy" for Messrs. Clark & Sherman of that railway. Like most of the boys of other days connected with that line, he struck a gait that made good, formed friends that always gave copious advice and an occasional helping hand, and by successive stages he has reached a chair with a thin cushion. His many friends hope the cushion will continue to thicken. Fred Billhart got on the rails at Ocean Park several years ago as assistant agent at that station and it became apparent that shuffling tickets and trading them for coin of the realm was a long suit with him. He shuffled himself into the Ticket Stock Department one day when Marler vacated that place and continued to make good with the paste-boards and pasters until Marler's shoes again gave out as Traffic Inspector and Billhart grabbed them and has kept his "half-soles" so well intact that Traffic Manager Pontius slipped him the T. P. A. sign. Let's hope he runs the trucks off of the equipment with special passenger business. "Dick" Kelly is of the ancients ancient and comes from the good old L. A. P. stock. He has had so many different jobs since he first broke in on "the jerk-water line" that a 12-mo catalogue would be necessary to tell his railway pedigree. He especially lit up his career as agent at Hill Street, then came over to Main, made a running switch into the Traffic Department, got too big for a small field and was headed into the Orange Belt as T. P. A. of the Eastern District. His boss found out that he could carry more tonnage and hooked on an F. A. to his title. It wasn't long thereafter that old opportunity came around his way, he "put over" some good ones, got the calcium headed in his direction and is now G. A. The title is vulgarly known as General Agent, but its real meaning is "Going Always."

— PE —

Of Course Not!

A somewhat befuddled individual who had evidently been lurching a trifle too freely, climbed on board the car with difficulty.

"What's the matter?" he asked, mildly, as he observed the conductor's impatience. "Ain't this car the one I want?"

"How do I know whether it is or not?" growled the conductor.

"Oh, you must have known it, or you wouldn't have stopped to let me catch it," said the befuddled one.

NEIGHBORLY VISITS

The Pacific Electric Band with officers and members of the Executive Committee of the Pacific Electric Club went to Pasadena Friday evening, October 20th, by special train. Pasadena members of the Committee had arranged for the use of the hall in the beautiful Elks' Home on West Colorado Street, and there Pasadena employes and their wives were gathered to hear the Band, which under the leadership of Director C. Mort Stuart, gave a fine program of classic and popular music. During the intermission, the object and organization of the Club were outlined in short talks by Mr. Annable and Mr. Thomas.

The following Friday night the Band and Club representatives went to Sherman where the local committeemen had arranged for the use of the Congregational Church for the concert, and it was filled to capacity. The audience was enthusiastic. The music was of the same high class this organization always produces. The Sherman ladies provided refreshments for the Band boys and the members of the Executive Committee. This was a surprise and was greatly appreciated.

During the intermission, while the Band was being banqueted, a short program was presented. After prayer by Mr. J. H. Atkinson of Sherman, Mr. L. L. Pierce of the Western Division, with a few happy introductory remarks called on Messrs. Annable, Thomas and White for brief addresses.

The members of the Executive Committee had such a good time on these two excursions and so much enjoyed meeting the families of members at Pasadena and Sherman that they are hoping to receive invitations from other points for similar entertainments on dates convenient for the Band. If you want them, take it up with Manager Ed. C. Thomas of the Club.

— PE —

INJURED WHILE HUNTING

A telegram was received on Friday, Nov. 3 from Lone Pine announcing that Conductor A. F. Harvey, of the Southern Division, had been accidentally shot while hunting near that place. Harvey was brought to Los Angeles on the S. P. train Saturday morning following and is now reported as recovering rapidly from his painful wounds and will not lose one of his hands as was at first feared.

The accident was rather a peculiar one, Harvey having been hunting all morning and getting the limit of ducks, had placed his gun against a log and was in the act of picking up the game and starting for camp when both barrels of the gun exploded, the charges striking in the left hand and fore-arm, some of the shot also entering one of his legs. The flesh of the hand and arm were badly torn, but unless unlooked for infection arises, it is thought he will come out all right.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

November 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.

SUGGESTIONS DESIRED

In an editorial item in the September Magazine, request was made that suggestions regarding timetables or schedules be submitted to the Superintendents. Response to this request have been gratifying and many valuable suggestions have been received, showing that a large number of employes of the Pacific Electric are interested in its proper operation.

Frequently we hear complaints made by trainmen in regard to runs, particularly as to split runs, which in some instances make it necessary for trainmen to work excessively long hours. From the comments that are sometimes made regarding these runs, it appears to be the opinion of some that these runs are worked out in this manner with a deliberate intention of making a hardship on the trainmen who may have to work the run.

Those who are familiar with timetable work realize that this is not the case and that every expedient is used to work out as many straight runs as possible. The most difficult feature in connection with timetable work is the construction of the runs, and helpful suggestions from the men who actually have to work the runs are always welcome to the timetable man.

Recently a comparison was made of the percentage of straight daylight, straight night, and split runs on our lines with those of several other Companies on the Pacific Coast and it was found that Pacific Electric runs compared favorably with other Companies operating under similar conditions, that is, having large peak loads mornings and evenings with less service during the day. This peak load problem is one which affects all transportation companies handling passenger traffic at large centers of population throughout the country, and is not confined to the Pacific Electric alone.

If trainmen will make suggestions to their Superintendent which will help him to improve the runs, such suggestions will be received with thanks and used wherever found practicable.

PE

A MISTAKEN IDEA

Notwithstanding the fact that information in printed form relative to the new Pacific Electric Club stated very plainly that membership in the new institution was optional with each and every employe, the idea seems to be held by several to the contrary. The Club is an absolutely voluntary proposition for each and every employe. They may become members if they so desire. It is not and has never been contemplated as compulsory, and is so understood by all who have given the time necessary to read the four-page folder sent out to all of the employes, and in response to that circular and the added invitation of the executive committee members, although the time has been very short since its introduction, over 1000 employes have filed their application cards for membership, and most of that number have received their Club Cards in return.

The plan for the Club was a matter given consideration from practically every angle for months before it was brought before the management by a committee of the employes themselves. It was accepted as tendered by the Picnic Committee and the management has responded even much more enthusiastically than hoped for by that committee. It is an institution governed by the employes who become members and will have the most friendly interest manifested in its behalf by the officers of the road. If there are those among us who desire membership in the institution, and who feel that they cannot at this time afford the small amount of expense entailed by membership, the Committeeman from that employe's own department will gladly and with the most friendly intent provide for that expediency. The Club will be built upon the foundation of "consideration" and its component parts cemented in "friendliness" or it will have missed its greatest and most cherished intent.

PE

Fairfax Harrison, President of the Southern Railway, says of the station-agent: "In addition to having the qualities which make for success in the management of a general merchandise store, he must usually be a telegraph operator, a rough-and-ready lawyer, a first-aid surgeon, a substitute for a certified public accountant, a pretty good bank president, a political economist, a peacemaker, a captain of men in action, and an organizer of victory. He must interpret and do his best to enforce a multitude of detailed and often obscure regulations prescribed by law and by public regulating authority as well as those which originate at the railroad headquarters. He must have a patience and good humor which will qualify him for a robe and a harp and a seat in heaven alongside of Job himself, and, with all this, he must be a self-respecting citizen, a church member, and rear a family on a modest wage."

GEORGE LOUIS BUGBEE

(Land Agent, Pacific Electric Ry.)

Born—San Francisco, Cal., June 16, 1869
Died—Los Angeles, Cal., November 6, 1916

Age—47 yrs.

Mr. Bugbee was married to Miss Mae Speed in 1899 and is survived by the wife and three children, George James and Helen; a brother, Capt. Fred W. Bugbee, U. S. A., now stationed in the Canal Zone, and a sister, Mrs. John Stark, of Bonner Springs, Kansas.

He was a vestryman of St. Stephen's Episcopal Church, Hollywood, a member of the Board of Missions and member of the Corporation of the Diocese of Los Angeles.

Entered the service of the So. Pacific Co. in 1890, remaining until 1906.

In the service of the Los Angeles-Pacific and Pacific Electric, May 1, 1906, until date of his demise.

Funeral was held Wednesday, November 8th, 1916, at 3 p. m., at St. Stephen's Church, Hollywood; the order of Masons conducting services at the interment in the Hollywood Cemetery, the last sad rites being witnessed by a large assembly of his friends and associates.

EXCURSION FARE TO MT. LOWE

The Traffic Department has announced a continuance of the \$1.50 excursion fare from Los Angeles to Alpine and return in effect during the month of November. The fare from Pasadena is \$1.25. Tickets have a return limit of seven days from date of sale and may be extended as provided in the tariff. Agents, trainmen and all other employes will assist greatly by giving all publicity possible to these fares, not only through local papers, but personally to their patrons and friends. There are many residents of Southern California who have never taken this journey and would be glad to take advantage of this low excursion fare.

Passengers will find at Alpine Tavern every provision made for their comfort, and many interesting things may be seen by them in a single day's journey. Remind your friends that this is a resort open the year round, that hotel or cottage accommodations may be obtained for either a long or short period; that the expense is very reasonable and no better place for rest and recreation can be found in the west. Boost this excursion fare.

PE

CROCKER STREET HOSPITAL

Frank Richardson, T. H. Burbank, J. Strang, Dean Chowning, A. F. Harvey, R. W. Davis, A. J. Speak, Miss W. Becker are at the Crocker Street Hospital. The visiting hours are two to four and seven to eight p. m. and they will be glad to see their friends. Let's do something to brighten the days for the fellows laid up for repairs.

ACCIDENTS OCTOBER

The increase in interferences with vehicles, derailments and miscellaneous accidents in October make our showing poor as compared with October of last year. The decrease in accidents to passengers boarding and alighting from cars is good, but we can do better, as is shown by some previous months' records. The earnest co-operation of all employees of every department is asked in this safety work.

	Northern Division		Southern Division		Western Division		Eastern Division	
	1916	1915	1916	1915	1916	1915	1916	1915
Interferences with vehicles.....	71	47	29	38	43	28	3	5
Collisions and interferences with cars	3	8	4	4	4	3	3	2
Persons struck by cars	3	5	1	4	5	2	0	0
Derailments	12	14	12	9	10	3	3	4
On and off moving cars.....	26	32	9	25	28	22	4	0
Miscellaneous	29	17	19	16	30	33	3	1
	144	123	74	96	120	91	16	12
			1916	1915				
Interference with vehicles.....			146	118	14.6%	Increase		
Collisions and interferences with cars.....			14	17	17.6%	Decrease		
Persons struck by cars			9	11	18.2%	Decrease		
Derailments			37	30	18.9%	Increase		
On and off moving cars.....			67	79	15.2%	Decrease		
Miscellaneous			81	67	17.4%	Increase		
			354	322	9.0%	Increase		

LOS ANGELES RAILWAY CO-OPERATIVE ACTIVITY

Several years ago the employees of the Los Angeles Railway organized a recreation association under the able guidance of Mr. L. O. Lieber, the Electrical Engineer of that company, and the paternal backing of Mr. E. L. Lewis, General Superintendent. It thrived mightily and has become one of the greatest organizations of its kind in the United States. It made no pretensions to work other than the amusement and social advancement of the employees, but for some time past there has been manifested a desire for bigger, better things than mere amusement. Two or three weeks ago a delegation of the employees assembled in the office of the superintendent and presented their attitude toward life and their desires for better things in the following terse paragraph:

We, the employees of the Los Angeles Railway Company, feel fortunate in being numbered among a body of fellow workers that are far above the average of other men in the same line of work in other cities, but realize the importance of forming an association where the different units can be welded together and accomplish something worth while.

After a very interesting, frank discussion of matters of mutual interest to the company and the men, an informal organization was effected and the following preamble to their bill of intentions drafted and presented to the employees for endorsement:

"We, the undersigned, officers and employees of Los Angeles Railway Corporation, believing that by co-operation our mutual interests may be promoted, hereby express ourselves as being in favor of forming ourselves into an association, the objects of which shall be to attain the ends of true co-operative effort between the management of the Los Angeles Railway Corporation and its employees, and to do such other things as may be deemed advisable to establish such relations as shall result in our mutual benefit, and the realization of our common ambition to make our company a model public service corporation."

It is really needless to say that the proposal of the committee to its fellows in the work has been enthusiastically received and the permanent organization well on its way.

All of which just goes to show that the P. E. employees were moving along desirable and worth-while paths some time since when the Club idea was presented to the management and so graciously received. There is a work to do for the benefit of all, and so far over a thousand Pacific Electric employees have expressed the desire to do it. And, WE WILL.

Parlor car El Peregrino has been converted into a combination baggage and passenger car and put on the Shorb run. The Pasadena Star-News tells the story as follows: "El Peregrino, formerly one of the finest private cars in Pacific coast territory, has been converted into a very attractive and comfortably equipped parlor car, to be operated by the Southern Pacific over the Pacific Electric lines between Pasadena and Shorb, where it will meet all incoming and outgoing trains. It was started in this service Monday. The car has just come out of the shops, where it was rebuilt

and refinished. It has all the appearance and conveniences of the better class of observation and parlor cars. It has big chairs instead of seats, that can be swung to face the center of the car, or toward the window. It is heated by electric stoves. There are curtains at the windows."

Avoiding a Painful Sight

A man in a crowded tram had his eyes closed when the conductor reached him. "Wake up!" said the conductor. "I wasn't asleep," explained the passenger, "but I hate to see women standing."

UNEARTH ANTIQUITY

P. E. Construction Force Dig Up Oldest Inhabitant

Sixty-five thousand years ago, while the San Gabriel Valley was still covered by a glacier, a mammoth died. Time passed and the bones of the animal were scattered far and wide. One wandering bit was carried by the waters until it reached a spot near the County Hospital and there it rested.

Friday morning, though no permit had been obtained to exhume the remains of the dead, an unimaginative steam shovel, at work on the site of the Pacific Electric's proposed car barns at Echandia Junction, dug up the wandering section of the mammoth's right hind leg with many puffs and snorts. One of the features which added to the surprise of the discovery was the fact that no gravestone was found to detail Mr. Mammoth's merits, if he had any.

Though it is not known whether Mr. Mammoth had a funeral or not, the bones were brought uptown in style, traveling on one of Paul Shoup's reddest cars, in charge of W. W. Abernathy, No. 5522 Santa Monica boulevard, night watchman of M. of W. Department.

The fragment was examined yesterday by Dr. Hector Alliot, curator of the Southwest Museum, who pronounced it the weather-worn hip bone of the right femur of a mammoth that lived in these parts when ice was the chief commodity. Perhaps, as one irreverent individual suggested, Mr. Mammoth came to an untimely end by slipping on the icy pavement, some eons ago, when he was going home one night with "a package" from First and Main.

The bones will be placed on exhibition in the Southwest Museum today. It is at least, according to estimate, 65,000 years old.

"This fragment," said Dr. Alliot yesterday, "was part of some mammoth that undoubtedly lived in the San Gabriel Valley while it was still covered by a glacier. The waters probably carried the bone to where it was uncovered. It bears evidence of having passed through no little erosion, as its surfaces are marred by contact with sand and rocks."

During the glacial period, according to scientists, Mt. Lowe, Mt. Wilson and conservative Old Baldy were probably crowned by ice caps more than twice the thickness of the mountains themselves. A section of this ice, in breaking off, may have struck Mr. Mammoth as he was browsing around in the chilly morning air and knocked his right femur into Los Angeles township. Anyway, the bone has arrived and it has been suggested that flowers be omitted. Anyone who finds the pieces of the city ordinance which was broken by the importunate steam shovel may return same to the City Attorney that they may be re-assembled.—From the Los Angeles Times.

CHANGES AND IMPROVEMENTS

Authority has been given for the construction of a freight station at Pomona.

— PE —

A type-E station is to be erected at Hawthorne at the junction of the El Segundo Line.

— PE —

A new team track is to be built at Van Nuys to handle the increasing carload business there.

— PE —

Pyrene fire extinguishers have been ordered for 24 express motors and 41 freight locomotives.

— PE —

The paving of 1320 feet of the Annandale Line at an estimated cost of \$4558.00 has been approved.

— PE —

Construction of a station exclusively for passengers has been authorized at Marian, Owensmouth Line.

— PE —

The ticket office in Glendale Station is to be enlarged for greater convenience in handling Southern Pacific ticket business.

— PE —

Relocation and improvement of pole line Los Lomas to Azusa on the Glendora Line at an estimated cost of \$3,350.00 has been approved.

— PE —

A spur track and freight platform will be built at Picover Station, Owensmouth Line, as soon as material can be delivered for that purpose.

— PE —

Improvements are under way for enlarging and remodelling the passenger station at Ocean Park to meet increased business offered at that point. This work will be completed about the 12th instant.

— PE —

The Randolph Marketing Co. packing house on the Orange Heights spur, West Upland, is being rushed to completion to be ready for the early orange shipments.

— PE —

Paving for Mission Road crossing on the 4-track line to Pasadena, costing \$3890.00, has been authorized. This includes relaying the tracks on the crossing in accordance with city specifications.

— PE —

In order to combat the effect of annual storm water damage at Vincent, Covina Line, an additional panel is being placed in the bridge at that point, with a concrete retaining wall to control the current of the stream.

— PE —

The 1200-volt zone was extended from Hayes to Covina Junction October 15th. With the installation of the last new motor-generator set at Ramona Sub-Station. This completes the 1200-volt installation on the San Bernardino Line and insures good power conditions on that line for some time to come.

— PE —

Block signals are to be installed on the Glendale line between Edendale and Tropic at a cost of ten thousand dollars. This will please no one more than the motormen as operation around the sharp and obscure

curves in this section has always been nervous work for the man at the controller.

— PE —

Work is under way constructing the grandstand and other facilities for accommodation of the many visitors expected to attend the Santa Monica Road Race which will be held on the 16th and 18th of November.

— PE —

Over half a mile of single track on the San Pedro-Gardena Line between Battery Street and the Wilmington road, San Pedro, is being raised five or six feet to official grade established by the city for all lands in this vicinity.

— PE —

The last two of the new 1601-class freight locomotives arrived in Los Angeles October 29th and are being made ready for service. The company now has fifteen of these 62-ton freight locomotives.

— PE —

Automatic flagmen have been authorized for Moneta Road crossing at Culler on the Redondo via Hawthorne Line and at Stanton on the Santa Ana Line.

— PE —

A new vegetable packing house 35 ft. x 85 ft. in size with an additional 40 ft. covered platform is just being completed at Lynwood, on the Santa Ana Line.

— PE —

An appropriation of \$2,000.00 has been made for the enlargement of water way under main line and construction of a retaining wall for storm water protection at Vincent on San Bernardino Line.

— PE —

The tug Collis, purchased some years ago for towing service at Redondo Beach and which has been tied up at San Pedro for the past three years, was sold last month and taken to San Francisco by her new owners.

— PE —

A siding 975 feet in length is to be built at Falling Leaf Ave., Arcadia, on the Monrovia Line. Freight trains will set out cars on this track while doubling Baldwin hill, thus avoiding a cross-over movement to the old sub-station spur.

— PE —

The maintenance department is putting in a double track bridge on the San Pedro Line for a subgrade crossing for the Standard Oil Co. plant, Smith's Island. As the excavation is in fine sand there has been some difficulty in holding it.

— PE —

The work of lowering the out-bound track at Garden Grove has been completed and traffic is now being handled on that track while the work on the inbound track is under way.

— PE —

The piers for the new bridge over the Santa Ana River on the Redlands Line are nearing completion and the steel is on the ground ready for erection. The early October rains caused some apprehension but work on the structure is now far enough advanced to insure its safety even though the river rises several feet.

The city has approved plans for increasing the span in the overhead bridge on the Air Line across National Boulevard, Palms, and work will be undertaken at once on this improvement.

— PE —

On October 25th, the trainmen moved out of the Club Rooms at 7th and Central and on the following day the Maintenance of Way Department commenced tearing down this historic landmark to make way for the construction of the great Los Angeles Market which, with tracks, warehouses, etc., will occupy all the ground from Seventh to Eighth Streets east of Central Avenue as far as the freight yards. The freight repair tracks and part of the passenger car house tracks have been removed and the work of excavation for basements and foundations will be rushed. At the same time, excavation and grading is being crowded at Echandia Junction for the new carhouse and yard, and it is expected the new plant will be ready for use by the middle of December. The new trainmen's quarters will be modeled after the old, and will be comfortable and convenient. At present the Carhouse Foremen are located in the old Signal Department shop east of the Mechanical Department office on Seventh street. The boys are accepting philosophically their temporary inconvenience knowing that the work on their new quarters is being crowded as rapidly as possible.

— PE —

The use of the loops in the new terminal at 6th and Main Streets has been promised about November 20th, to be followed later, on completion of the interlocking and signal installation, by the occupancy of the stub tracks east of Los Angeles Street. This means that we shall be able to work into the new arrangement gradually instead of opening up the whole terminal at once. New timetables are being prepared for the lines which will use the loops, cutting down terminal time in Los Angeles to the minimum to prevent delays on the loops. Attention is called to a change in the routing plan as outlined in the September Magazine. The eastbound loop track will be used only by Pasadena Short Line and Oak Knoll Line trains. These will come south on Main Street and go north on San Pedro Street. Passengers for Pasadena may board cars at any point from First and Main Streets south without extra fare. The westbound loop track will be used by Alhambra, Sierra Madre, Sierra Vista, Redondo Beach, Torrance, Whittier and La Habra Lines. Passengers inbound on the Sierra Madre, Alhambra and Sierra Vista cars may alight in the terminal or may ride through to any point on Main Street as far as First Street without extra fare. The Glendale, Burbank, Annandale and Mt. Lowe Lines will enter and leave from Main Street as heretofore. It is important that all employes familiarize themselves with the new routing so that they may be in position to give information to the public concerning it.

P. E. EMPLOYEES WITH THE COAST ARTILLERY RESERVES

I am sure every one enjoyed reading the letter, "From the P. E. Boys on the Mexican Border," written by First Sergeant Fred W. Nichols, Co. F, 7th Regiment, as printed in the last number of the Magazine.

Now I would like to say something of the P. E. employes who have affiliated with the newly organized Coast Artillery Reserves of Los Angeles.

The Coast Artillery being a non-mobile branch of the service, drilled and trained in the art of defense, appealed very strongly to a class of men, who, while they felt they wanted to be better prepared to serve their country in the time of need, did not, on account of family, business and other responsibilities, feel that they wanted to enlist in a mobile organization with the possibility of being taken away from their work for a few months at a time at frequent intervals.

Just how popular this organization has proven to be, is shown by the fact that within just sixteen (16) days after recruiting was started the last of the twelve companies was mustered in, far less time than was required to organize some of the regiments in 1898 and 1899, for the Spanish-American war.

Under the Army Re-Organization Bill of June 3rd, 1916, these men will draw pay from the Federal Government when not in active service at the rate of one-quarter the pay of a regular army man of the same rank, ranging from \$3.75 to \$18.75 per month, pay Jan. 1st and July 1st of each year, provided he attends an average of one drill per week, of one and one-half hours duration. He must also serve fifteen days per year at the Batteries at which time he will be paid the regular army pay of his rank, which runs from \$15.00 to \$75.00 per month for enlisted men. (I believe the State pays \$1.00 per day in addition.)

In the event of hostilities with a recognized power, where there would be danger of attack from the sea, this organization would take station at Fort McArthur, now about completed, at San Pedro, and serve as supports and reserves to the regular garrison and assist in the general defense of the Harbor and the City behind it.

The Coast Artillery is in a manner a technical branch of the service, and having spent nine years in that branch of the regular army I know that we can never hope to become as efficient in the manning of the guns, and other drill as the regulars, who devote all their time to the work. But I do know that within a year we can gain knowledge of the work that will make us a thousand per cent more valuable as a factor in the defense of this city than a hastily recruited organization of untrained men. We believe if we are to be of service in a crisis now is the time to prepare.

Capt. James McCown and First Lieut. Deal, both P. E. employes,

command the Long Beach Company, while a number of other employes are in the ranks, the San Pedro Company is commanded by Capt. John A. Kelly, a P. E. man, and First Lieut. McClure, an S. P. man, with others in the ranks.

Of the Western Division men in the Los Angeles Companies we have Conductors O. L. McKee and G. M. Rear in the 15th, Conductor C. Beaver and Motorman O. H. Swoboda, in the 18th, Conductor A. G. Bullock and myself in the 19th.

Yours for defense,

HENRY W. EDMONDS, (Mot.)
1st Sergt., 19th Co., C. A. C.

— PE —

AGENTS' ASSOCIATION MEETING

The last meeting of the Agents' Association proved to be a very interesting session indeed and the attendance was all that was to be desired. The principal speaker of the evening was Mr. N. J. Roberts, Traveling Auditor, who addressed the Association on "Why a Traveling Auditor." His talk was not only interesting but very instructive, dealing as well with accounting per se, as with many other duties of the agent in which the Auditing Department was vitally interested. Mr. Roberts explained many ways in which agents could be of great assistance to agents of this and other lines, pointing out helpfully a large number of details, each small in itself but vital to the proper, complete handling of the Company's business, which when properly handled would not only safeguard the Company in its legitimate revenue, but would benefit the agent in return by lightening his correction work and make more pleasant his relations with his fellow-agents of this line and with those of foreign lines. Further talks from Mr. Roberts will undoubtedly be requested.

At the close of Mr. Roberts' address, brief remarks were made by E. C. Thomas and General Superintendent Annable outlining the new Pacific Electric Club and its objects, following which nearly all of the members of the Association made application for membership.

The Association will hold its next regular meeting in Room 249, Pacific Electric Building, on Saturday evening, November 11th, and a talk on advertising will be made by E. C. Thomas, late of the Traffic Department and at present Manager of the Pacific Electric Club. Mr. T. J. Day, Assistant to Traffic Manager, will talk on the new through billing arrangement effective November 1st, by which all agents bill transcontinental shipments through instead of billing to junction points at which shipments were rebilled. If you have any questions to ask, prepare them in writing for the Question Box. Other matters of interest will also be discussed.

CHANGES IN SERVICE

On October 25th, very extensive changes were made in city service on the Western Division. The Hollywood-Laurel Canyon Line was coupled up with West 16th Street Line, making a through city line from Vineyard to Laurel Canyon, service ranging from six minutes headway during morning and evening rush hours, to ten minutes during remainder of the day. The Echo Park Avenue Line was separated from the West 16th Street Line and runs between Cerro Gordo Street and 9th and Hill Streets. These changes involved slight changes in schedules on the Sawtelle Line and on the Hollywood-Venice Line which necessitated the issuance of new timetables. Also through Beverly Hills cars morning and evening were discontinued, passengers being handled on Sawtelle Line cars to Beverly Hills and transferring at that point.

— PE —

New timetables are being prepared on Glendale-Burbank Line, Alhambra-San Gabriel Line, Pasadena Short Line, Pasadena-Oak Knoll Line, Sierra Vista Line, Redondo via Gardena Line and Redondo via Hawthorne Line in preparation for the operation of the new terminal loops. In most instances these will not materially affect either the leaving time or the runs on the lines mentioned.

— PE —

On October 17th, timetable No. 40 became effective on the Newport Line, cutting down the amount of service rendered on account of the close of the summer beach season. The new timetable follows almost exactly the winter schedules of a year ago.

— PE —

On October 30th, forty-minute service was put in between Riverside, San Bernardino, and Redlands, instead of hourly service; this with the expectation that more frequent service will increase the travel. Many expressions of appreciation have been heard from our patrons in that section.

— PE —

New timetable on Whittier-La Habra Line will be effective Sunday, November 12th. This change is being made in preparation for the new terminal loop operation which will probably be commenced about the 20th.

— PE —

On November 2nd, timetable No. 3, on the Corona Line added an evening trip leaving Corona 7:18 p. m., and leaving Riverside on return at 9:30 p. m.

— PE —

New timetable on Venice Short Line will be effective November 9th, discontinuing the 2:00 a. m. trip inbound from Venice which was put on last summer.

PACIFIC ELECTRIC ROD & GUN CLUB

Since the last issue of the Magazine, the Pacific Electric Rod & Gun Club has been organized, its objects being to encourage protection of game and game fish in Southern California; to promote interest in scientific angling and hunting; to encourage the use of light tackle and small bore guns, and to endeavor to elevate the sport of angling and hunting.

We have already enrolled 55 charter members, and more are coming every day. The charter will be held open until December 31st, 1916, and those who join the club before that time will be charter members, no dues being payable until January 1st.

An initiation fee of \$1.00 will be charged, and the dues will be only \$1.00 per year, which will make it easy for anyone interested in sports of this kind to get far more good out of the club than it will cost them. This means also financial good, as dividends will be declared at certain specified times, accruing from savings effected by purchasing all sorts of ammunition and all other kinds of sporting goods at wholesale prices by the Club.

The following officers have been elected: J. D. Dierdorff, President; O. P. Davis, 1st Vice-President; L. R. Spafford, 2nd Vice-President; L. M. Kohler, Secretary-Treasurer. Executive Committee: G. H. Grace, J. M. Geopfert, D. N. Terry. L. R. Spafford, Field Captain, Gun Section. A. E. Roome, Field Captain, Rod Section.

If the above is not enough information to enable you to decide to come in with us, ask any of those whose names are shown above, or almost any hunter or fisherman employed by the Company, for further elucidation of our plans. Those who act quickly will avoid the payment of dues until January 1st.

It has been decided to have shoots every Sunday morning for the present, from 10:00 a. m. to 12:00 noon, at the Vernon Gun Club on the Huntington Park Line of the Los Angeles Railway. We have been offered the free use of a trap at that Club, and have accepted the offer.

If you want to raise a little enthusiasm, come out and watch the boys shoot some Sunday morning.

L. M. KOHLER.

BASE BALL NOTES

The Base Ball Teams have been busy boys since the last issue of the Magazine and while the battles on the diamonds have not all been winnings, the greater portion of the "bacon" has been brought home. The "originals" under the chaperonage of genial Joe Bennett came home with three out of four games; while the Trainmen's Club Artists made a fifty-fifty showing with the outsiders.

Mr. Bennett in his monthly resume of the doings of his hope-shatters says:

October 8th—P. E. vs. Santa Barbara:
Pacific Electric 2
Santa Barbara 0

This game was a pitchers battle be-

tween Harry Stewart and Whitey Hensling. The P. E. boys excelled in the finer points of the game, and bunched three hits in the seventh inning which gave them two runs. A large crowd witnessed this contest, it being the last day of the Elks Convention in the Channel City.

October 15th—After winning 9 consecutive games, the Pacific Electric Baseball Team lost a 4 to 3 contest to Pasadena. Pitcher Arkenburg for the Crown City boys pitched a very good game, but his work was not a bit better than that of Texas Harry Stewart. Stewart not only pitched a wonderful game, but hit the ball for a home run. This makes the series two games each, the odd game will be played in the near future.

October 22nd—The Pacific Electrics vs. Arlington in the final game of a three game series, which went to the Pacific Electric Baseball Club, score 5 to 0. The Arlington team was well fortified for this game as they had "Honolulu" Johnny Williams of the St. Joe Western League team to pitch for them and also had three minor leaguers in their line-up, but the P. E. boys could not be denied, and they won the contest in a canter. Harry Stewart pitched another one of his peerless games.

October 29th—The P. E. boys visited Van Nuys for a little batting practice and brought home the bacon with a score of 15 to 4.

Next Sunday we will start a series of three games with Sherman.

Concerning the Trainmen, who have not been in the limelight of base ball affairs so very long, but have "got 'em guessin'," Manager May is not at all reticent in praise of their performance. All that is needed is a little time and a few more antagonists to start a continuous winning streak. Mr. May says:

During the month we have played six games: winning three and losing three.

Oct. 1 at Hynes, won—Score 10-7.

Oct. 8 at Bellflower, won—Score 8-5.

Oct. 15 at Lankershim, lost—Score 6-5.

Oct. 22 at Ontario, won—Score 3-1.

Oct. 29 at San Gabriel, lost—Score 5-1.

Oct. 19 at Huntington Beach we played an all-star team from Compton, losing 8-3. Asst. Trainmaster Crain starred on 1st base.

As we have three new players on the club now, and our catcher, L. H. Covell, has returned from a visit in Colorado, we expect to win all of the games this month. Will try and give you a report next month worth while.

BOWLING NOTES

In the last issue of the Magazine, I told you of the bowling team which had been organized, and in conclusion made the statement that we were prepared to trim our next opponents in good shape. Now, did we trim them in anything like the fashion I predicted? We did that little thing, to the tune of three straight games. Although they were some bowlers themselves, we will in all modesty state that they did not have a "look-in" with us.

The next week we were defeated two games out of three, but made up for that the following week by wallowing the Del Monte Cafe team at their own home, the Oaks Alleys, three straight games. Guess you have heard of the Indian named Shot-with-his-own-gun? Well, it was something like that—Beat-on-their-own-alleys.

But—you should have been down

at the Broadway Alleys the night of October 31st to see us put it over the L. A. Ignition Works team. These boys are some bowlers and were crazy the first game—seemed as if all they could make was strikes. We admit that we were pretty badly beaten that game, but now comes the best part of it. When the second game was completed with the exception of the last frame of our star anchor man Covell, it was found that in order to win the game he would have to make a double-header and two pins. Now it is no easy thing to make a double header, especially when you want to do it the worst way, but say, did that man Covell get rattled and throw wild and lose the game for us? Let me emphasize the fact that he did not, but tore off three straight strikes instead of two. Also at the end of the third game he was compelled to make spare to win the game, and stood up and did it like a gentleman, giving us two games out of the three.

Believe, me there was some yelling going on during these last two games the other team tried to get our goal by howling their heads off when our men stepped up to roll, but we had a number of plucky and lusty-lunged rooters ourselves, and beat them at their own game. Those boys sure went home some mad.

We are now tied with the L. A. Christopher team for first place in the league, and are determined to come out on top. Come and watch us do it, at the Broadway Alleys, 820 South Broadway, Tuesday, Nov. 7th at 8:30 p. m.

L. M. KOHLER.

PE

LAY OF THE JITNEY

In L. A. streets a person sees for autos just as thick as fleas; the sign on front read "5c Fare," and they go most anywhere. Of course we know what they are—an imitative trolley car. Unthinking people cross inside—they seem to have but little pride; they sit on doors, their necks are bent, and oft their skins by the pins rent. They jam their frames in places small; on street cars this would do at all.

But still they seem to like the ride till Mr. Jitney starts to slide, the hearts stand still and chatter stops with a jolt the auto flops; tremendous howling fills the street as hard heat with the pavement meet. The driver says 'twas not his fault—that trolley car refused to halt and let him cross. What could they say? for jitneys have the right of way.

With many bruises, cuts and scars they now ride on the trolley car agreeing finally with us that he who rides the jitney bus not only takes his life in hand, but also builds his house on sand; for if the jitneys will us stay in swarms such as prevail today and take our revenue away, how can we our expenses pay? And expenses can't be met and we keep running into debt, the bankruptcy courts ahead I see, and then, good-bye, Prosperity.

C. CURLE, Store Dept.