



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. I

LOS ANGELES, CAL., OCTOBER 10, 1916

No. 5

OUR GREAT "FAMILY" RE-UNION PICNIC

The annual picnic of the big P. E. family has gone down in our historical archives in type more bold than that used to record the event of previous years for a number of reasons. Not because of the attendance being apparently somewhat larger, or because the service to and from the event was somewhat better, but because of that indefinable, unfathomable something that for some time has pervaded our entire organization and imbued each individual in it. A feeling that has caused each of us to feel warmer toward the other fellow, and possessed us with a desire to make him have a better time than we would want to have ourself—and worked with a vengeance.

From every quarter comes the verdict "we never had a better picnic." Therefore it must be true. The evidence of the truthfulness of the statement was apparent all through the day's events at Redondo Beach. The team-work of the committees was perfect. The schedule of events was timed to a nicety and pulled according to program and with a snappiness never before seen. The decisions of the judges were almost without exception unquestioned and happily received. The big band played its prettiest, the orators were at their wittiest, the refreshments were most wholesome, thanks to that past master of purveyors, Jim Clark, and, well, everybody just had a deucedly good time, don't you know. Even the wail occasionally of an infant in the nursery was perfectly in tune, and the gambols of the youngsters in the kindergarten was in perfect rhythm with the swing of events. Grouches were conspicuous by their absence; smiles wreathed the faces of the ladies and grins suffused the frontal portion of the cabezas of the males. Gosh, it was some day.

The weather man was certainly good to "we all" for he made the day to order and it began very early and continued very late. Early in the proceedings two squads of men went to a sequestered nook about three blocks south of the main show and for some time chased each other around a diamond shaped course and batted a small sphere round-about the lot. Between rounds much noise was made orally toward and at each other. Some one has reported it was a base ball game. We don't believe it. They ran around too much. Think it was only a bunch of "ringers" warming up for the race events.

The formal proceedings began at 11:30 with the band concert which was in itself a treat to all, followed by the annual address of President Shoup. At the conclusion of the address, the President in a brief, pleasing manner presented medals of gold to Mr. H. R. Beegle, manager of the band, and Mr. C. Mort Stuart, director, as testimonials of esteem in which these gentlemen are held by the employes enmasse. Mr. Shoup's address follows:

"I am very glad to meet again with the employes of the Pacific Electric Railway and their families. I am glad that we are able to celebrate again this annual pic-

nic. I would be very much disappointed indeed if conditions were such as to keep us from gathering together, to have some spirit of this family feeling, to get together and talk together, to give one day up to a pleasant time.

I am not going to make a long speech today—you came down here to have a good time and not to listen to speeches, but there are a few topics I wish to touch upon.

There is a good deal to be said for the Pacific Electric employes so far as accidents are concerned; the Pacific Electric the past year has the best record it has ever had. You have handled some 70,000,000 passengers and not one has been killed in a train accident. I hope that

this same good record—because it is a good record made by effort and not through chance—I hope that this same good record will follow us through this coming year, and I have no doubt that the same attention to duty, the same feeling of obligation, the same esprit de corps, that has been made so effective in the last year will have the same results in this 1916-17 year.

I want you to feel that you are more than merely employes in the particular vocation that may be assigned to you in the service of the Pacific Electric; I want you to feel that you are representatives of the Pacific Electric within the horizon of your work, and as that horizon is enlarged and developed by study of the conditions of the company's affairs, you become representatives in a broader sense.

We have a great many difficulties to meet; we have a great many things to contend with; we are in a very thickly populated territory where there are many minds of many men, where there are a great many classes of opinion as to how the railway companies should be governed and how they should be operated. It is up to all of us to feel that in the sense of molding public opinion we are representatives of the Pacific Electric and we have a right to feel that wherever we are, it is part of our obligation, part of our responsibility, to explain to and to educate those who are ignorant; endeavor to right those who are misled; to pacify those who lose their tempers; and to correct those who have axes to grind and are not mindful as to how they grind them; indeed, to make a body of our system—an educational body—for the purpose of letting the public know, in a pleasant and persistent way, what obligations we have; what burdens we have resting upon us, in order that we may be given justice.

In connection with the greatest trouble that we have to face—that of unfair competition by jitneys and motor busses—we have a great deal of work to undertake. It is necessary that all the people of Southern California appreciate what it means to this community to have the number of men employed it has, and the thirty or forty thousand people who are dependent upon the electric railway industry here. It is necessary that the public be educated to the burdens of this company; to understand that we cannot be expected to give regular serv-





Owen J. Moser Jas. Truelson Andrew Herskind S. H. Anderson Harry L. Widrig M. L. Moore E. L. Martin
THE BIG EVENT PRIZE WINNERS

ice, to carry government officials free of charge on our cars, to make half rates for school children, and then have the public at our expense furnish free rights of way for our competitors who are under no obligation whatever. I believe the public is beginning to realize, and I think they are farther along on the line of realization than they were a year ago; but it is still incumbent upon the public to become appreciative of the seriousness of this problem. I hope that you all will endeavor to impress this upon your friends in a political way, whether they be members of our city councils, or members of the state legislature. I hope that you feel that it is a part of your duty, and that you have a right to demand, and that we have a right to expect protection of our interests.

I am not going to talk further about the problems that concern us. We will hope and work for better times, for better financial conditions, for better conditions, better and more pleasant for all of us.

I had the other day a communication from an employes' committee in relation to the establishment of a club house. I have not yet made reply, but I think now is a very good time and it is with very much pleasure that I can make the reply that you will be given one or two floors of the Pacific Electric building on Hill street, adjoining the terminal; that the company will place it in condition to be used as a club-house, and that we hope you will all join the Pacific Electric Employes' Club, and feel that it is your club. That you will make it a gathering place, a place for dances,

a place for your various organizations to meet, a place where discussions can be had on various subjects, and, above all, a sort of down-town home, where every employe and members of his family may feel that he has a right to come, and be made at home. (Applause).

We are all very proud of the Pacific Electric Band. I don't think there is anybody in the audience that is not proud of it. The band has a right to feel that it is deserving of this tribute to one of the men who has been a master spirit for a number of years; I introduce you to Mr. Beegle. It is more due, I am told, to his untiring efforts that the band was able to struggle through its early days and through periods when it seemed almost impossible to hold the organization, but it is now well established and it produces the best music in this country, and on behalf of the Pacific Electric employes I now have the pleasure to present to Mr. Beegle a token of their esteem; of their recognition; of their great regard for what he has done for the company, the band and the employes. (Medal presented).

This is a double pleasure today. There is another man who has brought our band to its present high state of perfection. The leader of the band has perhaps made more music than all other men in this assemblage, and who I think has made a great success. I have the pleasure to introduce Mr. C. Mort Stuart. You have had so much through Mr. Stuart in the way of very excellent music that I don't think there is anything I can say that would add to

your knowledge of him. Mr. Stuart I have the pleasure of presenting to you on behalf of the Pacific Electric employes this memento of their regard; a token of their esteem." (Applause.)

Immediately after Mr. Shoup's address, luncheon was begun by the assemblage, and judging from the slow time in the racing events, lunch hampers must have been well filled indeed and a complete "system transfer" made by all.

The entire afternoon was given over to athletic events, dancing and other amusements, closing with the premier of all the events; the event that put the Electrical Department into the arrogant millionaire class and broke everybody else—the Tug of War. These fellows didn't pull any Tug of War, they climbed away with it. From the way they climbed ladders they are not railway men; they are a bunch of firemen or Darwin's links. Don't any of you fellows call them "porch climbers," however, unless you want the band to play slow music ahead of a glass wagon. Gee; didn't they yank the hemp. Not only that these gentlemen have "busted" into publicity. Got their pictures in the Magazine. It's comin' to 'em though fellows.

Say, we could meander along for a day and a half telling you about little incidents of this picnic, and some big ones also; we could tell you of a great many very happy people who were there, and about some of the many things that made them happy, but why just simply burn up space. You know all about it. You were there, or someone's already told you

PACIFIC ELECTRIC CLUB

The caption of this article presents an assured fact, and is portentous of much meaning. Quite a while ago it was a dream in the minds of a few employes; today, it is a rapidly-growing, approved idea, reduced to writing as to intent and to architects' plans as to design of its material existence-to-be.

Since the last issue of the Magazine events have transpired of interest to all. President Shoup has given his approval to the plan submitted by the Picnic Committee in a most hearty, heartening fashion. An election of delegates was called through the various departments, resulting in the choosign of 40 delegates, who have become the first executive committee, and they in turn have chosen from among their number seven, who with four appointed by President Shoup constitute the Governing Board.

A designer is now at work planning the necessary building alterations, decorations and furnishings and before another issue of the Magazine shall have appeared the club house will undoubtedly be well on its way toward completion.

The first officers of the new club have been chosen as follows:

President F. L. Annable
 Manager E. C. Thomas
 Treasurer C. A. Mills

Governing Board

G. H. Grace L. J. Vanderbeck
 R. E. Orr C. W. Horton
 C. A. Mills W. H. Brown
 J. M. Shea

EXECUTIVE COMMITTEE

Transportation Dept.

Fred O. Haskell R. C. May
 Grant Darling E. V. Brown
 R. F. Brown H. W. Edmonds
 N. J. Lucia L. L. Pierce
 F. West W. H. Huff
 C. W. Selk L. M. Kohler
 A. L. Hartman S. E. Wilson
 R. M. Allen F. E. Peachey
 E. L. Jacobson D. J. Finley
 L. J. Vanderbeck L. H. Covell

Maintenance of Way Dept.

J. G. Clark
 R. E. Orr
 G. L. Barclay

Engineering Dept.

C. W. Horton

Mechanical Dept.

Ed Leahy M. T. Spencer
 B. W. Nance W. A. Schipper
 M. R. Tyler C. A. Mills
 W. M. Hutton

Outside Operations and Buildings

J. G. Van Houten
 N. B. Vickrey

Electrical Dept.

W. H. Brown
 L. H. Appel
 W. H. Chase

Stores

J. M. Shea

General Offices

G. H. Grace
 Nat B. Browne
 Ed. C. Thomas

Following is a digest of the plan and scope of the new club, taken from a circular just issued by the Executive Committee to every employe of the railway:

The object of the Pacific Electric Club is to promote a better acquaintance and a friendlier feeling between the various employes of this railway; to provide social and educational entertainment for its members and their families; to aid where possible those of our fellows who need encouragement; to maintain and operate a centrally located club-house in Los Angeles, fully appointed and equipped where members may find a homelike place for recreation and rest; and where their wives and daughters may also join them at certain times, and may at all times find apartments set aside for their use in rest and as a convenience especially for those from out of town who may desire its use on their occasional visits to the city.

In the establishment of the Club-house it is contemplated to make it as complete as possible in the matter of conveniences; a Club that any man or woman might be justly proud to be a member of so far as finish and appearance are concerned, but aside from the building itself, the advantages to be afforded will make it of value to every member. It will contain the following:
 First Floor—Recital Hall

In this room will be held social and musical events; literary features; lectures upon educational subjects, travel, art, science and on subjects relative to our daily work. The floor will be hardwood and seating so arranged that it may be cleared for dancing and will accommodate from 100 to 150 couples.

Second Floor—Main Club Quarters.

Ladies' Rest and Reading Room with dressing room.

Library, with reading and writing room adjoining.

Billiard and Pool Room.

Card Room.

Smoking Room.

Offices.

Assembly Hall for the meetings of Committees, etc.

Music Room.

Lavatories, etc.

Band Headquarters Room.

Base Ball Headquarters Room.

Fishing and Hunting Club Headquarters.

Bowling Club Headquarters.

As soon as it may become possible so to do, other features are to be added such as athletics, showers, etc.

Membership is optional with each employe. He or she may join or not, as they please. Any employe who considers his or her own welfare and pleasure or the happiness and well-being of their fellows will surely give this project unqualified endorsement. The pleasure or good to be derived from this feature of our "family" work will depend upon how much

each contributes of his thought, time, talent and energy to it. We should put in practice the slogan of Dumas' guardsmen "all for each, and each for all."

Applications may be turned in to any member of executive committee from applicant's department, or directed to Pacific Electric Club, Pacific Electric Building.

In the matter of dues, much consideration has been and will continue to be given, as it is the desire of all interested to make them as low as it is possible; only an amount sufficient to properly operate the Club being desired; and to have them so absolutely reasonable that no employe will thereby be deprived of membership, and as a proper distribution according to ability and benefits four classifications have been made, as follows, the club privileges in all classes being the same:

1. SUSTAINING MEMBERS:—

In this class, employes who may desire and feel able so to do, pay any amount in dues, voluntarily specified in their applications for membership, the minimum amount monthly being 50 cents.

2. RESIDENT MEMBERS:—

Employes residing in Los Angeles within the 5c fare limits, and including Watts. Nearness to Club considered, the natural assumption is that more pleasures and benefits will be derived than by those of class No. 3. The dues per month, 25 cents.

3. NON-RESIDENT MEMBERS:—

Employes residing outside of the limits fixed in Class 2, dues bi-monthly, 25 cents.

(Women employe members pay the same as non-resident members.)

4. GUEST MEMBERS:—

Holders of temporary club privileges by courtesy of the Governing Board or the Executive Committee, until such time as its holder becomes a member of either of the first three classes.

The furnishing of the Club quarters, including its equipment, is due to the never-failing interest of the management, and when completed will represent a money outlay for the comfort, pleasure and benefit of employes, of several thousand dollars. The proposition for this feature was made to the president by the Annual Picnic Committee, it being understood in the proposal that if the Company would provide the place, the employes would take up the burden of operation. Mr. Shoup has agreed to do far more than was requested and in addition has evinced a great personal interest. It is now up to us as employes to show our reciprocal interest by making this, our greatest co-operative feature, the most successful in the United States. The employes of many other railways have organizations of a similar nature, but this is by far the leading plan and contemplates an individual expense far less than any other.

No dues will begin until Club quarters are ready for use of members, and should be paid by authorized deduction from payroll, thereby saving a vast amount of time and expense for the Club.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

October 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.

TAXES AND THE JITNEY

Mr. Shoup's statement in the August Magazine showed that the Pacific Electric tax bill for the fiscal year ending June 30th, 1916, amounted to \$515,556.35, a sum too large for most of us to comprehend as real money. It is the practice of electric railways to figure out their earnings and expenses on the car mile basis, that is, the receipts and cost of operation of one car run one mile. The total car mileage on the Pacific Electric during the last fiscal year was 31,864,470, which includes freight and work cars as well as passenger cars. Dividing the amount of our taxes by this figure shows an average cost per car mile of 1.618 cents. This means that for the privilege of running a car from the Hill Street Station to Hollywood and return, a distance of 8.7 miles in each direction, we pay a tax of 28 cents. To operate a two-car Pasadena Short Line train from Los Angeles to Pasadena and return we pay a tax of 75 cents. To run a three-car train from San Bernardino and Riverside to Los Angeles the tax is \$2.87, or \$5.74 for the round trip. For a three-car train Los Angeles to Long Beach and return \$1.98 cents. Take your pencil and figure it out for yourself. This tax we pay for running our cars on our own track, a large part of it on our own right of way, and when it is in the streets, over paving which the Pacific Electric has laid and paid for.

When someone tells you the jitneys are paying taxes enough because they are paying a license fee, attention might be called to the fact that the Pacific Electric would be willing to pay more than 1.618 cents per car mile if the city and state would furnish roadbed free and maintain it without expense to the railroad. Perhaps the jitney advocate may be able to estimate the number of miles the jitneys run over the good roads and paved streets and so figure what the city and state are losing by letting them run without adequate tax. For every dollar of revenue the electric railroads of California lose the state loses 5¼ cents.

All the electric railways of California are asking is that they be given a square deal as regards this competition. If the jitneys can assume the same burdens of taxation and regulation that we have and prove that they are able to give reliable service under such restrictions, we shall be ready to admit that a new era in transportation has arrived. Until that time we shall continue to believe that the people of the state are doing us great injustice and themselves grave injury by permitting unregulated and irresponsible competition to destroy an investment of hundreds of millions of dollars capital in an industry which has done so much to develop the state.

PE

ACCIDENTS! WHY?

Have you heard it said "As long as there are railroads there will be accidents?" Usually this is advanced as an excuse for some accident for which we can find no reasonable explanation. Is it true? If so, why?

Webster says an accident is "an event that takes place without one's foresight or expectation," "often, an undesigned and unforeseen occurrence of an afflictive or unfortunate character." We believe in the law of cause and effect which is, briefly, that everything that is has a primary cause or reason for being. There is, therefore, a cause for every accident, hidden though it may sometimes be from our investigation.

A large number of railroad accidents are due to failure of materials, others to failures of men. Sometimes the former may be avoided by vigilance in inspection, care and painstaking in manufacture or selection.

Lack of foresight, lack of caution, momentary inattention to the work being done, carelessness in observance of rules or instructions, worry over domestic affairs or about finances which distracts the mind from work, illness of the man involved or in his family; these and many others have been given as causes of accidents in the reports issued by the Interstate Commerce Commission.

The Pacific Electric accident reports as shown in our columns each month give a good idea of the variety of accidents occurring on our cars. How many of these could be avoided by the use of care, caution and foresight on the part of trainmen? How many more by the exercise of the same qualities by passengers? It is only by constant thought along these lines that it finally becomes second nature to us to be careful and avoid the chance or the hazard of accident. Safety First, the slogan of the Safety Movement, has been of inestimable value in calling to our minds and keeping constantly before us the thought of avoiding accidents. We are improving our record on the Pacific Electric and we are doing it by trying.

HOW YOU MAY HELP THE TRAFFIC

In this number of the MAGAZINE there will come to you a post card form, whereon you may make notation of traffic that might possibly be secured, if solicited. These cards are prepared and sent you because the Company feels that you are interested in the volume of business it acquires and are willing to do your part toward securing it.

It is frequently the case that a trainman, a shopman, an employe of the Engineering Department, or some other Department other than the Traffic Department, hears of passenger or freight movements contemplated; information regarding which would possibly never reach the Traffic Department, and it is with the idea in view that each employe may be of great value to the Company in informing the Traffic Department of these contemplated movements, in order that Traveling Passenger Agents, Freight Agents, or Local Agents, whose business it is to solicit custom, may immediately get on the job and secure the business for our Company.

A stock of these cards is now on hand in the Traffic Department and it will be appreciated if employes will ask for a supply of them from time to time as they may need them. It is suggested that each employe carry several in his pocket continuously, so that quick notice of prospective business may be given.

Help boost traffic receipts.

PE

CRITICISM

A friend of the Pacific Electric indignantly reported the other day that in answer to an inquiry as to when a connecting car would be due, the Conductor replied, "Oh, take a jitney." "How can you expect to keep your business if your representatives have this attitude?" was the query. Let us hope there are not many P. E. men who feel as this one did when he made this thoughtless reply.

Another angle is presented in a letter reading as follows:

"I agree with you as to the jitney nuisance, but you are daily making jitney converts, because pass-holders and men in uniforms hold down seats while paying passengers stand. The other day I saw the conductor note three passes while two old ladies had the pleasure of standing up. A few days ago a man in uniform held down a seat while in front of him were three paying passengers with bundles in their arms . . ."

PE

Dispatcher Miller of the Southern Division tells of the time he and an Irish section man were pumping a handcar up the line one Sunday morning. The handcar was dragging hard and Miller remarked to Pat, "I don't want to be personal, Pat, but it seems to me there is someone on this handcar that isn't pumping very hard." "I don't know who yez are talking about," replied Pat, "but if I thought yez meant me I'd quit."

ACCIDENTS SEPTEMBER

Again we show a nice decrease in the number of accidents reported as compared with last year, in fact, this is the best record we have made with but one exception, in over a year. It shows what united effort and care will do. The Southern Division this month carries off the banner, with a decrease of 26 accidents under last year, or 28.8%.

	Northern Division		Southern Division		Western Division		Eastern Division	
	1916	1915	1916	1915	1916	1915	1916	1915
Interferences with vehicles	77	59	24	31	40	32	4	5
Collisions & interferences with cars	5	3	7	7	3	1	0	0
Persons struck by cars	4	2	6	4	1	1	0	0
Deraillments	11	15	5	5	4	1	1	1
On and off moving cars	17	31	5	25	24	25	2	0
Miscellaneous	22	17	17	18	24	45	4	2
	136	127	64	90	96	105	11	8
			1916	1915				
Interferences with vehicles			145	127		12.3%		Increase
Collisions and interferences with cars			15	11		26.6%		Increase
Persons struck by cars			11	7		36.3%		Increase
Deraillments			21	22		4.5%		Decrease
On and off moving cars			48	81		40.7%		Decrease
Miscellaneous			67	82		18.3%		Decrease
			307	330		7.0%		Decrease

Recently we have seen the whole machinery of the federal government employed in the effort to settle the differences between the train and engine-men and their employers, the steam railroads of the United States. The nation breathed a sigh of relief that a strike was averted, although there is much difference of opinion as to the methods used to accomplish the end. The act passed by Congress, known as the Adamson Eight-Hour Law, will undoubtedly have to be tested in the courts before we shall know whether it is constitutional.

The question naturally arises "How does this law affect us?" Section 1 of the act reads:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That beginning January 1, 1917, eight hours shall, in contracts for labor and service, be deemed a day's work and the measure or standard of a day's work for the purpose of reckoning the compensation for services of all employees who are now or may be hereafter employed by any common carrier by railroad, except railroads independently owned and operated not exceeding 100 miles in length, electric street railroads, and electric interurban railroads, which is subject to the provisions of the act of February 4, 1887, entitled 'An act to regulate commerce,' as amended, and who are now or may hereafter be actually engaged in any capacity in the operation of trains used for the transportation of persons or property on railroads, except railroads independently owned and operated not exceeding 100 miles in length, electric street railroads, and electric interurban railroads, from any state or territory of the United States or the District of Columbia to any other state or territory of the United States or the District of Columbia, or from place in a territory to another place in the same territory, or from any place in the United States to any adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States: Provided, That the above exceptions shall not apply to railroads though less than 100 miles in length whose principal business is leasing or furnishing terminal or transfer facilities to other railroads, or are themselves engaged in transfers of freight between railroads or between railroads and industrial plants."

It will be noted that electric street railroads and electric interurban railroads, as well as small steam roads less than 100 miles in length, are specifically excepted from the provisions of the act. The reason that Congress excluded the electric interurban roads was that all of them depend upon small fares, which do not ordinarily average over fifteen cents each, for a living, and any heavy increase in wages would result in a tremendous cut in service and probably bankruptcy of the roads. Indeed, a great many of them are already bankrupt. The electric railroads do not have the high freight rates or the large freight earnings of the steam roads, nor the long passenger hauls to increase their gross earnings. The average earning per passenger on the Pacific Electric for the last fiscal year, ending June 30, 1916, was less than nine cents.

An Ohio contractor, noted for the vigor of his profanity, arrived at an interurban station one Saturday night, just in time to see the last car for Cincinnati disappearing down the track. Consumed with wrath, he went into the little station and unburdened his mind of sixty percent dynamite, to the great astonishment of the agent. When he finally paused for breath the latter plucked up courage enough to remark, "You shouldn't feel so bad about it, stranger, you only missed it by a couple of minutes."

Wanted to Know

An Irishman having just landed in New York got a position on the railroad as flagman at one of the principal crossings. One day came the "20th Century Limited" about 20 minutes late. The Irishman held out his red flag and stopped the express. The engineer jumped off very much angered, and asked the Irishman why he had stopped the train when he knew they were 20 minutes late. The Irishman replied: "That's just what I wanted to know. Where have you fellows been for the last 20 minutes?"

AGENTS' ASSOCIATION EXCURSION

— PE —

Instead of holding its regular Saturday night meeting September 9th, the Agents' Association accepted Mr. McMillan's invitation to make an inspection of the harbor, wharves and industries at San Pedro on Sunday, September 10th. A special two-car train left Los Angeles at 1:05 p. m. with eighty-five members of the Association and their wives, going direct to Pier A at Wilmington, where an inspection was made of the American-Hawaiian warehouse and Independent S. S. Co. warehouse, then back to the Water Street wharf where, after a glance into the municipal shed, occupied in part by the Santa Ana Wholesale Grocery Co., the party embarked on the launch Imperial for a three-hours' trip. This ride enabled the party to see the operation of the S. P.-P. E. bascule bridge over the West Basin channel as well as of the Scherzer roller-lift bridge over the Long Beach channel and included observations of the Standard Oil development on Smith's Island, the many lumber wharves and yards on the Inner harbor, the S. P. slip, Pacific Wharf & Storage Co. slip and warehouse, East Channel at Municipal Dock No. 1, with its 2000 ft. shed and 6-story warehouse, West Channel, Outer Harbor Dock & Wharf Co., the outer harbor and Government breakwater and the U. S. light-house. From the outer harbor observations were made of Fort McArthur, where heavy rifles and mortars are now being placed, and Point Fermin. While passing the light house at the end of the breakwater the steamer Yale, outbound for San Francisco, passed at full speed and furnished a thrill as the Imperial lifted over the giant waves left in her wake. From the light house a run was made across to Long Beach harbor where a glance was taken at the shipbuilding plant, with one of three submarines just being completed in the drydock. On the return to San Pedro the Fish Harbor was visited and a run up the Inner Harbor channel ahead of the Cabrillo from Catalina Island completed the voyage. The train was waiting at the Fifth Street landing and the return trip to Los Angeles was made via Torrance to enable all to see the smelter at Harbor City and the great plants of the Union Tool Co. and Llewellyn Iron Works at Torrance, also the site of the new P. E. shops.

Just before the train pulled into the station a vote of thanks to Mr. McMillan was taken, expressing the appreciation of the entire party for a most enjoyable and instructive trip.

— PE —

The Pacific Electric Agents' Association will hold its regular monthly meeting in room 249, P. E. Building, at eight p. m., October 14th. An interesting program is being prepared and a full attendance is expected. All Agents and Assistant Agents are members of this Association.

THE BABYTOWN EXPRESS

There are trains that roar and rumble at the call of human stress, But the fastest and the gladdest is the Babytown Express. It runs from Dawn to Twilight and you couldn't count the miles, For the track is made of fancy and the ties are laid in smiles. The good old backwoods pasture gate is train and engine, too. With Bud, on top, as engineer, to make the choo-choo-choo!

Big Sis, the sweet conductor, takes the tickets on the way, Collecting hugs and kisses from the ones who have to pay. And sometimes, in a merry mood, she stops the train and then goes round among the passengers and takes the fares again. It's funny how the tourists, too, are willing that she should, Because it takes a lot of fares to make the service good.

The Babytown Express makes stops to gratify each wish; It waits at Cookie Station and at Noodles-in-the-Dish. The noon stop's Milk-and-Crackers and again at half past four It halts at Bread-and-Jelly, nearest point to Kitchendoor. The day's last stop is Twilight, where the evening shadows fall— Then they tumble, in the sleeper—train crew, passengers and all. —From the Indianapolis News.

IMPROVEMENTS

Authority has been granted to convert 42 cars in city service to PAYE type. — PE —

The spur track to the new city pole yard at Highland avenue and Santa Monica boulevard is completed and in use. — PE —

Forty-seven cars are to be equipped with combined train indicator and classification signals such as we now have on 1200-class cars. — PE —

On account of the recent rearrangement of section forces, the section houses at Rialto have been removed to San Bernardino. — PE —

The Maintenance of Way Department is now constructing tracks to the site of the first unit of the new Pacific Electric shops at Torrance. — PE —

A 350 ft. extension of the Chemawa Park spur on the Corona Line at Riverside is now being built to take care of Sherman Indian School business. — PE —

Five hundred and twenty-five feet of spur track in the old gravel pit at Ellenda on the Redondo via Del Rey Line, has been abandoned and removed. — PE —

Transfer tracks at Bloomington owned and used jointly by Southern Pacific, Riverside, Rialto & Pacific and Pacific Electric are being electrified. — PE —

A long spur track is to be constructed from the West Basin Line near Harbor boulevard, San Pedro, to Smith's Island to serve the new Standard Oil plant and other industries now locating there.

The passing track on Mendocino street, between Lake avenue and Hollister street, in Altadena, has been abandoned and was removed September 20th. — PE —

The temporary grape packing shed of the Randolph Marketing Co. at Muscat was totally destroyed by fire on Sept. 11th and will not be rebuilt this season. — PE —

Concrete culverts at San Antonio Hospital Station, Ontario, costing nearly two thousand dollars will take care of storm waters there which last winter caused a washout. — PE —

A new lead into Graham Yard has been authorized which will facilitate switching with the store department yard motor, making it unnecessary for the motor to use the main line. — PE —

Fourth street, Santa Ana, is being repaved and double track line between Ross and Minton streets, a distance of 2640 ft. is to be reconstructed and paved at an expense of \$20,990.00. — PE —

The Westinghouse Company reported two more 1601 class locomotives ready for inspection at Pittsburgh, October 5th, and they should be on their way west very soon. — PE —

On September 29th a spur track to serve Randolph Marketing Co.'s packing house near the Orange Heights track, San Bernardino Line, was placed in service. This will be used for citrus fruit shipments. — PE —

The 26th street cut-off at Santa Monica connecting the Sawtelle Line with the Air Line at Sunset and used entirely for freight business, is to be raised two feet above present grade for a distance of about 3000 ft. to avoid storm water damage. — PE —

In connection with the paving of Third street, Santa Monica, by the City, Pacific Electric is required to rebuild track and pave franchise right-of-way between Santa Monica boulevard and Montana avenue at an estimated cost of \$14,300.00. — PE —

An addition to the freight house at Compton 38 by 120 ft. in size is just being completed for the handling of vegetable shipments. This is new business due to the large amount of acreage recently planted in the vicinity. — PE —

The outbound main track through Garden Grove was taken out of service October 5th for the purpose of lowering the grade for approximately 2000 feet through that town to protect it from flood water damage such as it suffered last winter when the Santa Ana River left its bed and ran through the town. As soon as the outbound track is lowered traffic will be restored to it and the inbound track depressed. This work is costing about \$9,000.00.

In the list of overhead crossing under way and proposed which was given in the September Magazine, no mention was made of the one at West bridge where Western avenue is being carried over the Hawthorne Line on a concrete viaduct nearing completion. — PE —

A baggage room is to be constructed under the new elevated structure with a small office fronting Los Angeles street. Tracks and driveway will serve the baggage room which will be large enough to take care of all baggage business for some time to come. — PE —

As soon as a franchise can be obtained from the city of Colton a permission is granted by the State Railroad Commission a spur track to be built from the Riverside-San Bernardino Line at 9th and H streets, Colton, to property owned by the Company for a team track for handling carload business. — PE —

An automatic flagman has been authorized for Painter Road on the La Habra Line where the protection was asked by the Whittier Chamber of Commerce. Another wigwag signal will be put in at McFadden avenue on the Santa Ana-Huntington Beach Line. This was requested by the Santa Ana Board of Trustees. — PE —

Mechanical Superintendent Small and his forces have started work on four auto cars for experimental purposes. Two of them will be of the "Fadgl type" for operation on streets and two will be fitted to run on the rails. This experiment will be watched with great interest as its success or failure may determine the future policy of the Company. — PE —

Because of the large number who could not attend the picnic on account of the nature of their duties it has been arranged to continue the privileges extended on the day of the picnic, so far as possible, to such employees for six weeks. The following bulletin has been issued in all departments on instructions from Mr. Shoup:

"In order that employes who were prevented by their duties from attending the Annual Picnic on September 16th may enjoy an outing at the beach, those who wish to go will be relieved from duty on request for a day during the next six weeks, and transportation furnished for themselves and dependent members of their families to Redondo Beach.

Passes to the Bath House and Dance Hall will also be furnished upon request. For your information the Bath House is open daily, but the dancing pavilion will be open only on Wednesday, Saturday and Sunday evenings, also Sunday afternoons." — PE —

Some whose mental speed is only ten miles an hour try to drive fifty. Therefore, it requires some time for them to figure it out after the crash comes.

From the P. E. Boys With the 7th Regiment on the Mexican Border

First, we are all in the best of health and spirits. We arrived in Nogales July 5th and camped about two miles north of town. Jitney fare 10c which hurt us worst of all, first, to have to ride in a jitney, and second, to have to pay such a fare. This camp was too crowded so we moved two miles further out and pitched camp on a hill.

Some of the boys were disappointed because we did not go into Mexico at once, but after three months of drill in the Arizona sunshine and lots of pick and shovel work, we are just getting into shape to hold our own on a hike. Some of the boys you would hardly know. Grover Wilson of the Northern Division, weighed 203 stripped when he joined on June 21st, now he goes 180 with his clothes on, but never felt better in his life, he says.

On the 10th of September we left Nogales for Fort Huachuca, seventy miles north and east of Nogales, arriving there on the 14th. On the 15th we went about seven miles farther and camped in Tanner's Canyon, one of the prettiest places for a camp I have ever seen; six thousand feet above sea level with mountains two thousand feet higher on the north and south. Plenty of shade and fine water.

After nine days of drill, sham battles and maneuvers, we moved to the target range where we will spend eight or nine days at target practice, then hike back to Nogales and home, we hope, but as our neighbors across the border say, "Quien sabe?" We have lived in the field, sleeping in shelter tents on the ground and eating field rations, which is rather hard on a fellow, but shows the stuff he is made of by the amount of grumbling he does.

Right here, I want to say that the Pacific Electric boys of the 7th are a fine lot of fellows. About one-half of them are non-commissioned officers and not one of them has been under arrest or in trouble for any infractions of camp rules, which are too numerous to mention. One reason for this good record is that we do not have to worry about our families, who are so well taken care of financially, thanks to the Pacific Electric. The following is a list of the Pacific Electric men with the 7th now:

Transportation Dept.

C. E. Sommerville, R. A. Butler, F. W. Nichols, D. G. Adkins, G. C. Wilson, C. S. H. Jackman, C. R. Steckel, H. T. J. Hall, L. L. Henion, L. B. Joslin, W. Lyons, C. E. Matthews, W. H. McDonald, L. E. Wood, C. A. Howenstine.

Mechanical Dept.

George Wolfe, Harold Lynn, Paul C. Kreitz.

Electrical Dept.

George C. Haney.

Hoping that you at home are enjoying the same health and spirits as we at the border are, we are still P. E. Boys.

By Fred W. Nichols,
1st Sergeant, Co. F, 7th Reg.

CHANGES IN SERVICE

Effective October 1st the extra local service between Redondo Beach and Manhattan Beach was discontinued.

— PE —

Twelve hundred volts was put on the San Antonio Heights Line October 2d, and 170 class cars will be used there in future.

— PE —

Commencing September 23d extra service was put on Long Beach-San Pedro Line Saturday and Sunday evenings for the accommodation of our San Pedro patrons who wish to see Joe Boquel fly at Seal Beach.

— PE —

New time table No. 35, Van Nuys Line, was effective September 20th. This time table allows slightly more running time between Lankershim and Van Nuys, the old schedule being very hard to make when travel was above normal.

— PE —

Commencing Oct. 3d additional service was added on the Santa Ana-Orange Line during the evening hours. This on account of the jitneys deserting Orange when called upon to comply with the regulations of a new ordinance.

— PE —

Southern Pacific timetable changes October 1st necessitated some changes in Shorb and Southern Pacific Depot Line schedules as well as San Bernardino-Riverside baggage run. Time table No. 48 was effective on the Shorb Line, 4 a. m., Oct. 1st.

— PE —

Consent has been granted by the Board of Public Utilities for the abandonment of hourly service on 14th Street, San Pedro and effective Oct. 6th, thirty minute service was inaugurated on the La Rambla Line instead of hourly headway. It is hoped this may develop some business.

— PE —

Purchase of Through Tickets and Checking Baggage via Southern Pacific Company from Pacific Electric Points.

Arrangements have been made whereby Pacific Electric employes, including dependent members of their families, can purchase through tickets to points on or reached via Southern Pacific lines at employes' rates from all Southern Pacific Agents, as well as from all Pacific Electric Agents selling regular Southern Pacific tickets (does not include ticket agents selling tickets on commission), and may also have their baggage checked through from such points.

Request for rate orders at employes' rates should specify the point at which it is desired to purchase ticket and commence the trip.

— PE —

Mike: "I did an extraordinary thing today. I had the last word with a woman."

Ike: "That so? How did it occur?"

Mike: "Coming home on the car I said, 'Won't you have my seat, madam?'"

Hunt Big Game

A hunting party left Los Angeles at 7:30 p. m., September 6th, arriving at Kearsarge at 10:30 the next morning, where they were met by automobile and carried to Independence. Left Independence at 12:30 p. m., which was really the beginning of the trip. The route covered from Independence, was about 125 miles, being made by the entire party practically all on foot. They travelled about ten days and were in permanent camp seven days, or seventeen days in all, reaching home on the 24th.

The first deer was killed near Junction Meadows by John Wainscott, Motorman on the Southern Division, on East Creek. At the forks of the Woods Creek, where permanent camp was made for seven days, six more deer were killed, by O. B. Lewis, (formerly Pacific Electric motorman, now with Los Angeles Fire Department); John Wainscott, Jim Youngblood, Walter Thompson and M. L. Shrauger. Several nice strings of trout were enjoyed by all, also mountain quail and grouse were added to the supply of meat at different times.

About seventy-five pictures were taken during the trip, which turned out very good.

Several of the Pacific Electric officials and employes will vouch for the venison that was brought back.

In addition to those named above, the party consisted of, LeRoy Spafford, Dan Terry, and Bert Geissinger.

BASEBALL

Two detailed accounts of the great game at the P. E. picnic have been received but for lack of space cannot be printed. From these articles it seems that was "some game," in which the superior teamwork of the freight house men who have been playing together for a long time, aided by the sage counsel of Manager Tobey, "the McGraw of the West," on the coaching line won out against the Trainmen, seriously handicapped by being forced to appear in new and unsoiled uniforms. Manager May, of the Trainmen, felt very positive before the game that he had overcome the jinx of those new suits and had to take much gentle roasting from the freight house fans while the score column was being added up. However, one game isn't enough to decide a championship and there will be another picnic next year.

— PE —

The Pacific Electric Ball Team played the Van Nuys club, at Van Nuys, September 17th, winning the game by a score of 8 to 4. On Sept. 24th they won from Santa Ana 7 to 3. Battery Schulte and Leahy.

— PE —

Pacific Electric Trainman's Ball Club defeated San Gabriel, Sept. 10th, 5 to 2, Holt striking out fourteen men, but were defeated Sept. 24th by the Hynes team 9 to 6. The game scheduled to be played with Hawthorne Oct. 1st, was postponed on account of rain.

AN EPITAPH

He approached the railway crossing,
Saw the wig-wag signal sway,
But was certain that his flivver
Could beat train-speed any day.
So they gathered up the fragments
Of the man and his machine,
Wiped the blood from off the landscape
Where 'twas mixed with gasoline,
And they said, "Alas, poor fellow,
What a hurry he was in."
But he'd had no need to hurry,
For he was on a pleasure spin.
He was only going somewhere,
Not a bit of difference where;
And upon his getting to it,
Not a thing to do was there.
He would merely have turned home-ward,
And with his seething brain,
Nurtured then a fresh ambition
To outrun another train.

Pacific Electric Bowling Team

Through the kindness and generosity of President Shoup, who has arranged for the Company to pay our entrance and membership fees and the cost of our bowling shirts, in fact, all expense, a bowling team has been organized by employes of the Company, to play in the tournament being conducted in Los Angeles this winter. In this tournament nearly every corporation and large business house in the city is represented by a team composed of more or less bright stars of the bowling world.

Our team is a member of the Mercantile League, which is composed of twenty teams of five men each, who will compete for \$660.00 cash and other prizes. Each team will bowl a total of fifty-four games, three games a night, one night a week, so you will realize that this is to be some long-winded contest.

The membership of our team will not be announced at this time, as the present team was gotten together on such short notice that we have probably not given some good bowlers a chance to qualify. If any other employes can show some class in this direction, they are invited to present themselves for a tryout, it being the idea to represent our Company in as able a manner as possible, regardless of the personnel of the team.

We earnestly request the presence of those who can come and root for us, as moral support is a great factor in urging a man on to do his best. Weekly schedules are shown on the sporting page of the daily newspapers, and a glance at that page once a week will tell you when and where and against whom we are to bowl each week. Our games are scheduled for Tuesday evenings with few exceptions.

We had a battle with the Grand Central team on the Broadway alleys on Tuesday night, October 3rd, and although they beat us two games to our one, we did fully as well as we expected to, as that team is one of our strongest opponents and is in constant practice, representing as it does the Grand Central Bowling Alleys.

We are scheduled to play the Majestic team tonight, the 10th, at the Broadway Alleys, 820 South Broadway, and are prepared to trim them in good shape. Come out if you want to see a real game.—L. M. Kohler.

AGAIN THE JITNEYS

(From the Long Beach Telegram)

Fresno has a good street car system. It is under the same management as that which we have in Long Beach. Fresno is a growing and prosperous city—none more prosperous in the whole state of California. It saw at the beginning that there was not enough traffic in Fresno to warrant a competing system in the transportation field. Large investments had been made in the street car system at the instigation of the city of Fresno. It felt it had obligated itself when it gave franchises to the street railway company and asked it to invest its capital therein. They very promptly passed an ordinance that jitneys could not use the streets where adequate street car service already existed.

When they had need for additional transportation in places where the electric lines did not run they did not encourage jitneys. Instead, the residents in that section asked for an extension of the car line to serve their territory, and when it was shown that the time was not ripe for such extension they asked the transportation company to put in a bus service from the termination of the existing line to the section not served by the line. The response was prompt and satisfactory. The prettiest motor bus in California is now operating in East Fresno. It is responsible because it is operated by the Traction Company. It is dependable because it is under their organization. It is satisfactory as is shown by its patronage.

There is one other section of Fresno where the street car line cannot now be built, and it is reported that the Traction Company may put on a motor bus to serve that section. Then if the business develops the motor bus will be replaced with electric railway extension. In the meantime the very best service is being given. Is the Fresno way better than the Long Beach way? Fresno is developing its street car system. It will await the development of the motor bus before considering it as a substitute for the electric railways. It has lost nothing by this policy. Would not such a policy fit the Long Beach situation?

San Diego has a good railroad system. It gave efficient service. It covered the city thoroughly and the benefit of this to the public can be estimated by the amount of money it took in.

The jitneys came. It was evident that the efficiency of the street railway company could not be maintained if the jitneys divided the revenue with them. The city of San Diego took one square look at the situation and then made up its mind. It eliminated the jitneys.

The street car system continues efficient. It is stated that this year it earned practically no surplus whatever. Nevertheless, it did not find it necessary to cut its service or tear up its tracks. Does anyone think that the city of San Diego would willingly create a situation such as exists in Long Beach? It is up to our city commission to solve the problem.

The matter now squarely before the city of Long Beach is whether or not its great investment shall be abandoned by the Pacific Electric, or shall we keep the jitneys off the streets where the Pacific Electric giving adequate service? Of course provisions will have to be made if the jitneys are to be retained so that they can reach the center of town but the jitney ordinance can very easily specify that no jitney can operate where the major part of its run is on streets given street car service.

To delay this matter will not do Long Beach any good. The ocean front line has been abandoned. The West Seventh street line has been abandoned except for two blocks which the Pacific Electric agreed to pave, and which it has done. The reason why the Pacific Electric is abandoning the East Seventh street line is not on account of jitney competition, but because they feel that they would be called upon to pave the street shortly, and they do not desire to replace the road at about twice the original cost and then have jitneys run over it in competition with their cars. It is further known that the Pacific Electric has been seriously considering the abandonment of its Seaside Park line, and the data that it has gathered shows that the railroad company would be the gainer thereby.

There are about so many nickels in Long Beach to pay for street transportation and it has been demonstrated that these nickels are not numerous enough to take care of two kinds of transportation on the same street.

The theory under which Long Beach has been working is that the railway company should pay a little more than a nickel out of every dollar to the state, give a regular dependable service, construct its own road bed and take care of it, while on the other hand the jitneys, in proportion to income, should pay very little to the city for the use of its streets and should be comparatively free from taxation on the ground that the investment is light and the city furnishes the road bed free in the way of paved streets at the railway company's expense.

Under these unequal conditions we are not treating the street railway fairly at all. We have no right to drive the street railway company out of existence. Then if the price of gasoline goes up, or the jitneys are otherwise proven to be an unsound investment, where does Long Beach get off for street car service?

AT THE HOSPITAL

Our report from Crocker Street Hospital shows an unusually large number there this month. They will appreciate a call from you. The list follows: Harry Bailey, Frank Richardson, Theo. H. Burbank, J. Strain, C. M. Whitehead, David Wood, Dean Chowning, Fred C. Phlaff, Henry Bensley, D. R. Drake, C. F. Rockwell, A. A. Shewmaker, G. L. Bugbee.

In addition to these Geo. Churchill is at the California Hospital and Morris Schloss is at the County Hospital.