



The Pacific Electric MAGAZINE



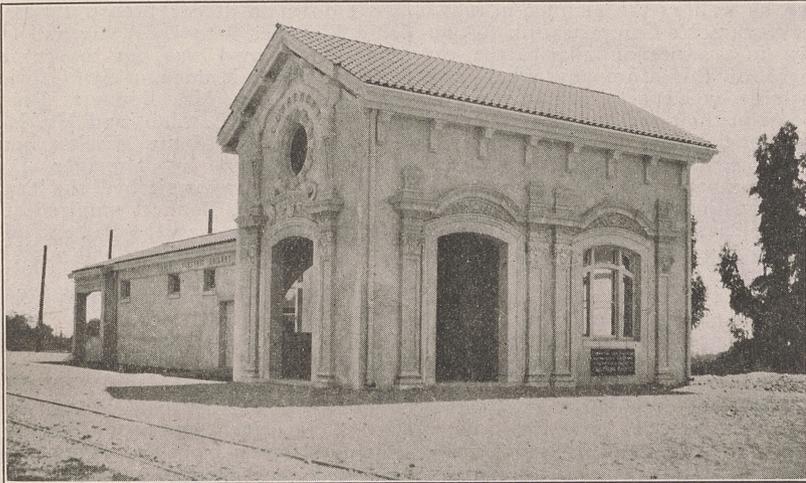
ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. I

LOS ANGELES, CAL., APRIL 10, 1917

No. 11

THE NEW CLAREMONT STATION



On the evening of March twenty-third a party of officials of the company, headed by President Shoup, General Manager McMillan and Traffic Manager Pontius, went to Claremont for the formal opening of the new station at that point. The celebration, which was conducted by the Claremont Chamber of Commerce, commenced with a banquet at the College Inn, at which the Girls' Glee Club of Pomona College sang and an orchestra of students played very beautifully. During the course of the banquet students outside gave college yells. After the banquet which was concluded by addresses from President Blaisdell of Pomona College and President Shoup of the Pacific Electric Railway, the Claremont band led the way to the new station which was open for inspection and was brilliantly lighted and beautifully decorated

with fruit blossoms. Speeches were made here by representatives of the town and college and by other Pacific Electric officials in which the benefit of the railroad to the town as well as of the town to the railroad was clearly indicated and the spirit of friendly co-operation existing between the two was very evident.

The station, of which a cut is here shown, is of fireproof construction and follows, in architectural design, the type of the newer buildings of the college. That it sets a new mark in station construction is admitted and President Shoup announced that President Sproul of the Southern Pacific had already asked him for photographs and plans of the buildings. The grounds are to be improved at once and it is certain that Claremont will receive much favorable notice on account of this notable station.

ACCIDENT INSURANCE

By direction of the President I took over the assignment of securing an attractive policy of Insurance against accident and sickness on a competitive basis. A number of Insurance Companies were invited to submit a liberal form of Insurance policy along with rates for such—the award of our exclusive business being given to the Company furnishing the fairest policy at the least Insurance premium. An exclusive franchise has been awarded the Pacific Mutual Life Insurance Company on this basis. In other words this Insurance Company will have the privilege of soliciting the business from employes of this Railway without interference on the part of other agents of other Insurance

Companies. This Insurance Company will be the only Company which is permitted to receive deductions from our pay roll of its premiums. All policies now in force will be continued and deductions made until the end of this year, unless, of course, employes carrying these policies desire to have them cancelled in order to take over the Insurance now being offered, which seems to be to the obvious advantage of everyone to do forthwith.

There are two forms of policies, the one for which I stand sponsor provides as follows: In the event of accidental death; or the loss of both hands; or the loss of both feet; or the sight of both eyes; or one hand and one foot; or the loss of one

hand; or the loss of one foot by accident, the principal sum is paid. Please note that this policy differs from any other policy ever offered for sale on the Pacific Coast, in that it pays the principal sum for the loss of a hand or a foot. For injury other than noted which results in disability from the date of the injury suffered, the full amount of the weekly indemnity will be paid for the first two weeks in occupational accidents. For the balance of the disability the Insurance Company pays half of the disability benefit until recovery. Please note that this provision covers only occupational injuries as stated. In other words, I hold that an employe who receives the benefits accruing under the Workmen's Compensation Act, which applies to all employes of this Railway Company who are injured in the course of their duties, does not require any greater Insurance than this policy provides. While such employe receives nothing from the Railway Company for the first two weeks, he does, as stated, receive the full amount of the accident benefit under this Insurance policy for that period. For the balance of his disability he receives 65% of his average earnings from this Railway Company and thereafter this amount taken along with 50% of the accident payment will equal his actual loss in wages, and in some cases exceed this loss. For sickness this policy pays the full benefit for six months of confining illness and will also pay the full benefit for one month convalescence or non-confining illness. There is no deduction for the first three days, as has been provided in many Insurance policies. This policy pays from the first day of disability through illness, and for any period of illness, and for non-confining illness within the one month period as set forth as well as for confining illness. The policy also removes many exceptions of certain illnesses noted in other forms of policies. No Insurance policy is to be written where the principal sum is less than \$1000.00, and the following schedule and rate of premiums covers this form of Insurance:

Accident Monthly Indemnity	Sickness Monthly Indemnity	Principal Sum	Cost per Month
Class A			
\$50.00	\$50.00	\$1000.00	\$1.20
60.00	60.00	1000.00	1.40
Class B			
50.00	50.00	1000.00	1.65
60.00	60.00	1000.00	1.90
Class C			
50.00	50.00	1000.00	1.80
60.00	60.00	1000.00	2.10
Class D			
50.00	50.00	1000.00	2.25
60.00	60.00	1000.00	2.65

The occupations have been listed in one of four classes, which is substantial advantage from many points of view, particularly since it simplifies the classification of these occupations. I shall not be able to print all of the occupations in the classes in this article, but for example will state that conductors and motormen may now purchase a \$1000.00 policy with a \$50.00 per month sick benefit and a \$50.00 per month accident benefit at a cost of \$1.65 per month, or a \$1000.00 policy with a \$60.00 per month payment for sickness or accident benefit at a cost of \$1.90 per month.

The other form of policy is exactly the same as the one set forth with this exception; that full payment is made during the full term of disability growing out of occupational injury, whereas as stated above, the first form of policy makes this full payment only for the first two weeks and 50% of the payment for the remaining term. In my opinion no employe requires this much insurance in order to protect himself against loss within reasonable limits, and yet there will be certain employes who prefer this full coverage policy, and, therefore, it is offered for sale. The premiums, very naturally, charged for this policy exceed those asked for the other policy. The premiums are as set forth in the following chart, from which you will please note that a motorman or conductor will pay \$2.00 per month for a \$1000.00 principal sum policy with a \$50.00 per month accident and sick benefit, and \$2.30 per month for a \$1000.00 principal sum policy with a \$60.00 per month payment for accident or sick disability:

FULL COVERAGE POLICY

Accident Monthly Indemnity	Sickness Monthly Indemnity	Principal Sum	Cost per Month
Class A			
\$50.00	\$50.00	\$1000.00	\$1.45
60.00	60.00	1000.00	1.70
Class B			
50.00	50.00	1000.00	2.00
60.00	60.00	1000.00	2.30
Class C			
50.00	50.00	1000.00	2.20
60.00	60.00	1000.00	2.55
Class D			
50.00	50.00	1000.00	2.70
60.00	60.00	1000.00	3.20

In addition to these policies the Pacific Mutual agrees to write its standard form of policy at the regular premiums as set forth in its published manual and as listed with the State Insurance Commission, or will, on application from any employe, write any form of Insurance policy he may desire charging a proportionate premium for such policy.

Buying Insurance is not so very different from the purchase of any other commodity. One must pay in proportion to the amount of Insurance received. The cost of Insurance, however, has not increased along with the cost of other commodities, the hazard having grown no greater during these strenuous times.

I wish to recommend the policy first described in this article for the consideration of each and every employe and commend it to him as the most Insurance for the premium asked that can be had. The second form of policy is, of course, one which pays the full benefit for occupational injury as fully described, and since the losses to be taken care of by the Insurance Company are greater, the Company has in turn charged a larger premium for this policy. I have pledged myself to more fully and minutely explain this class of Insurance, as well as the manner in which the Workmen's Compensation Act applies, in a series of talks to the employes of this Company when they assemble by Departments at our Club Rooms in their regular meetings.

In conclusion I beg leave to state that I confidently expect the Insurance Company to make liberal and fair adjustments under these Insurance policies and I shall be obliged if any employe who feels that his adjustment is not being made on this basis will either in writing or by personal call, acquaint me with the details of his complaint. I have never yet intervened in the behalf of such an employe with an Insurance Company without reaching a satisfactory adjustment, and the employe in every case has expressed his gratification with the result of such adjustment. Bear this in mind that where an employe buys a policy with this Insurance Company he may depend upon our co-operation to the end that he does receive the last dollar due him under the provision of this contract. On the contrary, should he elect to purchase Insurance of a Company with whom we have not this business arrangement, I can not represent him with any such assurance in effecting a settlement, since my relations to such other Company is entirely different than with the Pacific Mutual Life Insurance Company growing out of the arrangement as recited here.

I shall be gratified in case the employes of this Company avail themselves of this opportunity to secure a liberal Insurance at a reasonable rate and shall feel that our efforts to this end have fully repaid the Company and myself for perfecting this arrangement with the Insurance Company.

S. A. BISHOP.

BASE BALL NEWS

The two Pacific Electric Base Ball teams broke even in their games played since the last number of Magazine, each team winning and losing two against their opponents. Both of our teams have made a very fine showing and have put up a good class of ball.

On March 11th the Freight House team again visited Santa Barbara and came back home victorious 4 to 1. At the Vernon Ball Park on March 18th the White Sox defeated the Pacific Electric team 9 to 8 in a very exciting and closely contested game. About two thousand fans witnessed the game. This gave the local em-

ployes a good opportunity to see the boys work out and those who saw the game all went home very pleased with the showing made by their team. On April Fool Day Pasadena fooled the Pacific Electric by winning 3 to 2, in a very pretty game. March 25th not only marked the opening of the season of the Southern State Association League of which the Pacific Electric Club is now a member, but also the first public appearance of the boys in the new uniforms, which are a credit to the P. E. In this game San Gabriel went down in defeat before the Pacific Electrics 9 to 1. A big and enthusiastic crowd was out to see the game. Mayor Mulock, of San Gabriel, Trustee Dakon, Mr. Bennett, President of the P. E. Club, and Mr. McGroarty, author of the Mission Play were introduced by Manager De Tobey. The Mayor pitched, the Trustee caught, Mr. Bennett umpired and Mr. McGroarty was the batter. Mr. McGroarty hit the first ball pitched for a double but was called out by the umpire on account of cutting first base. Stewart and McKeen were the Pacific Electric battery in all four games and did splendid work.

The Trainmen are continuing the good work and by their terrific hitting have driven several of their opposing slabmen from the mound. On March 11th Echo Park was played; Echo Park and badly defeated 14 to 2; March 18th on the 59th & Town Ave. ball field the P. L. & P. team won by the score of 6 to 5 in a very close and well played game; on March 25th the Trainmen completely smothered the Cline-Cline team at Exposition Park, score 19 to 1. Tustin was played on April 1st and they won by the score of 11 to 5. Arellano pitched the first three games for the Pacific Electric Club and pitched his usual good ball.

PACIFIC ELECTRIC ROD & GUN CLUB

All members who can attend are urged to be present at the Vernon Gun Club Sunday, the 29th, to participate in the 60-bird shoot to be held on that day, for the swell shooting jacket we are offering as a prize. A system of handicapping is to be used whereby all shooters will stand a chance of winning, regardless of the degree of their proficiency.

Wish to announce for the benefit of the fishing element of our Club, that the Southern California Rod & Reel Club has kindly consented to allow our members to use their official weighing stations free of charge. This is very good news, as it enables us to offer prizes to the fishermen as well as the shooting element, without the expense and work which would be connected with the establishment of our own weighing stations. Full particulars may be obtained from Field Captain Geopfert.

The summer season opens May 2nd so get your tackle ready and see if you can give a good account of yourself.

L. M. KOHLER.

NOTES FROM THE CLUB

CLUB CALENDAR

April 10 to May 10, 1917

- Wednesday, April 11**
Executive Committee Meeting of the Club at 2 p. m.
- Thursday, April 12**
Trainmen's Instruction Class at 7:30 p. m.
Dancing Class at 8 p. m.
- Saturday, April 14**
Agents' Association meeting at 8 p. m.
- Monday, April 16**
Signal Department meeting at 8 p. m.
Band Rehearsal at 8 p. m.
- Tuesday, April 17**
Electrical Department meeting at 8 p. m.
Northern Division Safety Committee meeting at 2 p. m.
- Wednesday, April 18**
Maintenance of Way Department meeting at 8 p. m.
- Thursday, April 19**
Trainmen's Instruction Class at 7:30 p. m.
Dancing Class at 8 p. m.
- Friday, April 20**
Dancing in Auditorium, 8:30 until 11 p. m.
- Monday, April 23**
Band Rehearsal at 8 p. m.
- Thursday, April 26**
Trainmen's Instruction Class at 7:30 p. m.
Dancing Class at 8 p. m.
- Friday, April 27**
Vaudeville Night at the Club.
- Saturday, April 28**
Children's Picnic. Party to assemble at the Club at 1 p. m.
See details of the outing in another place in this issue of the Magazine.
- Monday, April 30**
Band Rehearsal at 8 p. m.
- Tuesday, May 1**
Weather conditions being favorable, the Club membership will spend the evening at Eastlake Park, where Band Concert will be given, boating and canoeing indulged in and a general evening fete enjoyed.
- Wednesday, May 2**
Rod and Gun Club meeting at 8 p. m.
- Thursday, May 3**
Western Division Safety Committee meeting at 2 p. m.
Dancing in Auditorium, 8:30 until 11 p. m.
- Saturday, May 5**
Athletic Night for the gentlemen only.
- Monday, May 7**
Signal Department meeting at 8 p. m.
- Tuesday, May 8**
Ladies' Night at the Club. The Executive Committee will entertain the lady members of the Club.

THE CHILDREN'S PICNIC

As announced in the Club Calendar, the afternoon of Saturday, April 28th, will be given over to entertaining the children of the membership, and through the courtesy of the management the entertainment will take the form of a picnic, and in order to participate the following rules must be complied with:

1. Only children of employees who are members of the Club will be permitted to go on the picnic and they must be under 14 years of age. They may be accompanied by their mothers. Guests must not be asked to go, and cannot be taken.

2. Children will assemble at the Club at 1 o'clock sharp on the afternoon of this day, and each child must be provided with a light lunch consisting of a sandwich or two, a piece of cake or a small amount of fruit. The lunch must be in a small parcel and each child will care for its own lunch. Refreshments other than lunch will be provided by the Club.

3. IMPORTANT. The Club management MUST know just who is going to be present, and in order to provide the necessary accommodations, parents who are members of the Club and actual employees of the company MUST call the Club by telephone on THURSDAY, APRIL 26 between 10 a. m. and 4 p. m., and give the name of the parent, the department in which employed and the name or names of the children who will attend the picnic. An attendant of the Club will be at the phone constantly on the day and between the hours named to register this information and make reservation. DO NOT CALL ON ANY OTHER DAY OR AT ANY OTHER TIME.

4. In case the weather is not favorable on the day set the picnic will be postponed and information of the change of date advertised.

— PE —

The Last Pool Tournament

The final game of the first pool tournament was held on the night of March 10th, and proved to be quite an exciting finish, closing just as the clock struck 12 with R. A. Covell as the winner, to whom was awarded a trophy cue with the compliments of the Brunswick-Balke-Collender Co. The audience at the finals was kept enthused all through the games and the victor was a matter of conjecture for some time. Baker, of the Western Division, was not so many miles behind at the finish, and Louie German was in third place as representative of the general offices.

— PE —

The beautiful California deer head hung in the pool room is the gift of Mr. L. C. Bishop, brother of our General Claim Agent, S. A. Bishop. It is an ornament of which we are proud and our sincere thanks are tendered to Mr. Bishop for his generosity.

CLUB VAUDEVILLE MAKES A HIT

From the applause given each act at our "family vaudeville" on Wednesday evening, March 28, it must be that this is the form of entertainment is the kind most desired by the membership and the management is going to endeavor to provide another of the kind during the coming month that will surpass the last one, which really does not seem possible. Every number of our last show was a dandy and would have really done credit to a professional stage, and when it is considered that reliance was placed on each individual and that beautiful scenic setting could not be provided that so much enhances every act in regular theaters, the results produced by our own family in entertaining was truly wonderful. The bill was as follows, and each contributor is given our most hearty praise and thanks for the offering:

1. Fancy Bag Punching, Herman A. Hurd.
2. Music and Songs, Roy T. Weston.
3. Dancing (Spring Song), Miss Amy McMartin.
4. Monologue and Musical Mimicry, O. W. Montgomery.
5. A Coon-town Ramble, Frank Howe and Hollis Bourland.
6. Dancing (Oriental Classic), Miss Violet McMartin.
7. Vocal Offering, Miss Rita Broom, Soprano.
8. Flower Dance, Misses Amy and Violet McMartin.

Mr. Mort Stuart, assistant manager of the Club, greatly pleased the audience with his introductory music for the show, and by vocal contributions during the evening. Announcement of the next entertainment evening will be found in the regular Club Calendar in this number, and notice will also be given by bulletins circulated through the various departments of the company.

— PE —

Capt. Florence Lectures

The Club members were treated to a very instructive and entertaining lecture on the evening of March 27th by Capt. E. Watering Florence, of the Canadian Expeditionary Force, who has just returned from the trenches in Europe after a service of two years. His subject was "What's Doing," and referred to the present conflagration across the seas, and dealt with causes leading up to the conflict, policies that have arisen since the beginning, and some of the methods today employed by the warring nations. Some incidents of the trenches were of intense interest to his auditors who for over an hour listened intently to his recital.

It is hoped that at a future day, when the Captain is released from necessary secrecy he may give us some of the more intimate details of his service and a more complete word picture of just what the war is over there. We are probably due for some of it ourselves, but it is very doubtful if any of us will see sights such as he has beheld at close range.

(Club Notes Continued on Page 8)



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

April 10, 1917

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.

"Alexander of Macedon has left a saying behind him which has survived his conquests: 'Nothing is nobler than work.' Work only can keep even kings respectable. We must ever come to the idea of real work. The rest that follows labor should be sweeter than the rest which follows rest. Let none imagine that the work of the lowly and unimportant is not worth the doing. There is no legal limit to the possible influences of a good deed or a wise word or a generous effort. . . . No calculus has yet pretended to ascertain the law of proportion between cause and effect. The word well spoken, the deed fitly done, even by the feeblest or humblest, cannot help but have their effect. More or less, the effect is inevitable and eternal. Nothing is really small. Whoever is open to the deep penetration of nature knows this. All works for all."

—GEN. ALBERT PIKE.

In the April American Magazine Dean Herman Schneider says:

"A man is most efficient when he is doing the work that gives him the greatest satisfaction. From the laborer to the business executive, every man should get three things out of work; a decent living, development and discipline, and satisfaction in the doing.

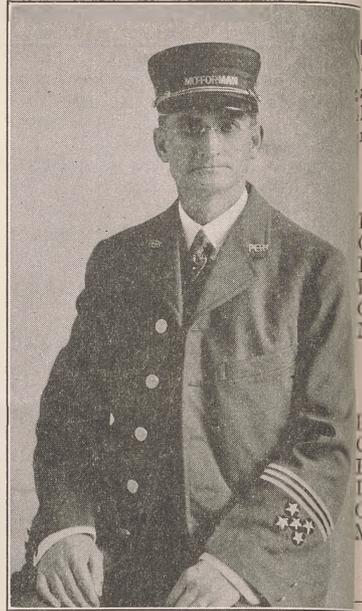
"If your job gives these to you, give back to it the best work of your hand and brain. If it fails to give you these, face the fact that you are a misfit, and seek your appointed place. You have no right to let life remain separated from its two handmaids—liberty and the pursuit of happiness."

—PE—

More than 100 years ago Benjamin Franklin writing of his observations in London, said that at 7 o'clock in the morning the shutters were up in the windows and doors of the stores and he walked through almost deserted streets although the sun had been up for three hours. Thus, it seemed to him, the people of London preferred to sleep in the daylight and stay up during the night. This seems to have been the first recorded comment on the inconsistency of our present plan of staying with the clock regardless of the season. Last year several European nations adopted what have been called "daylight saving" laws, and probably the present session of Congress will follow suit. Many people do not understand just what this plan is and consequently oppose it as an unnecessary innovation. It simply means that instead of getting up at six A. M. rather than seven and thus beginning the day an hour earlier we shall by law set all clocks forward in the spring and still get up at seven by the clock but actually—by the sun—an hour earlier. The advantages of this plan are plain. If under the present plan it is necessary to turn on the lights at 7 P. M., under the daylight saving plan this will not be necessary until 8 P. M. As most of us use artificial light an average of about 3 to 4 hours each evening, this will result in a reduction of our lighting bills 25 to 35%. It will give us an additional hour of daylight in the evening for recreation, and this means much to the lover of nature and will afford an opportunity to enjoy our beautiful sunsets and the coolness of our evenings. It will also start the day before the heat of the sun has reached its maximum. We are for daylight saving.

—PE—

The Efficiency Bureau, assisted by representatives of the Railway Improvement Company, manufacturers of the coasting recorder clocks, has been engaged during the past month in making surveys of several of the lines on the Western Division for the purpose of ascertaining run characteristics, and when all the data is compiled it will be possible to compare every run with all the others and definitely determine the average amount of coasting to be obtained on each run under average operating conditions. The collection and compilation of this data involves a great deal of work, but when the investigation and analysis are completed, each run will be assigned its proper coasting average and such allowance made as will put all runs on each line on a parity. The survey now being made includes type of equipment, actual running and coasting time, number of stops, total length of stops, and number of passengers. All data will be classified under half hour periods, that is, runs between 5:45 and 6:15 A. M. will be in one group, those between 6:15 and 6:45 in another, between 6:45 and 7:15 in another, and so on throughout the 18-hour period. Study will be made as to coasting possibilities of 2 and 4 motor equipment, and further comparisons will be made between 400, 500, 700 and 800 classes of equipment. While this data is being collected and analyzed special attention is being given to investigation of coasting clock and brake troubles, to the end that these difficulties may be cleared up and eliminated as far as possible. The added interest that is being shown by motormen and also conductors, while this investigation is being made, is reflected in the coasting percentages for the week ending March 31st, the Western Division reaching first place with an average of 30.8 per cent. Congratulations are in order.



George D. Campbell

Just twenty-eight years ago Saturday Motorman Geo. D. Campbell of the Southern Division started his service by going to work for the old Temple street cable road. It was April 14th, 1889, and if he had looked into the future down today there isn't much doubt that he would have gone to work just as he did on that historic date. At that time there were comparatively few street cars in Los Angeles and no inter-urban lines. The passenger line carrying to Pasadena was done by the Santa Fe and to Santa Monica which was the only popular beach resort, by the Southern Pacific. There were less than fifty thousand people in Los Angeles; no paved streets, not much sidewalk outside the business district. Still those of us who were here at that time thought it a good town. Motorman Campbell has seen the old horse car and main lines superseded by electric roads. He has done his part in the wonderful development of Los Angeles. We congratulate him that he is still on the job after twenty-eight years of continuous service.

—PE—

OFFICIAL CHANGES

Effective March 20th R. S. Maison was appointed Car Service Agent. Vice H. E. Atwater resigned to accept employment with the Pacific Demurrage Bureau. Mr. Maison has been for three years Assistant Trainmaster on the Northern Division.

—PE—

On April 1st P. E. Hatch, Trainmaster on the Eastern Division, resigned that position to handle a train as dispatcher.

—PE—

A. P. Smith was appointed Assistant Trainmaster of the Northern Division April 1st, succeeding R. E. Maison, transferred. Mr. Smith has been Night Car House Foreman at Pasadena since 1911.

MARCH ACCIDENTS

The increases in accidents this year over last are in three items: Interferences with Vehicles, Persons Struck by Cars and On and Off Moving Cars. Other causes show marked decreases so the total is about the same as last year. This does not exactly satisfy us, particularly when the very large number of fatal accidents is considered. Can we not improve the record for April?

	Northern Division		Southern Division		Western Division		Eastern Division	
	1917	1916	1917	1916	1917	1916	1917	1916
Interferences with vehicles	67	56	35	34	57	36	7	3
Collisions and interferences with cars	1	5	2	3	4	5	1	1
Persons struck by cars	7	4	6	3	5	5	0	0
Derailments	9	10	3	13	2	11	1	3
On and off moving cars	33	24	19	19	23	16	4	4
Miscellaneous	22	40	22	21	22	39	2	3
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	139	139	87	93	113	112	15	14
			1917	1916				
Interference with vehicles			166	129	28.7%	Increase		
Collisions and interferences with cars			8	14	42.8%	Decrease		
Persons struck by cars			18	12	50.0%	Increase		
Derailments			15	37	59.4%	Decrease		
On and off moving cars			79	63	25.4%	Increase		
Miscellaneous			68	103	33.9%	Decrease		
			354	358	1.1%	Decrease		

IMPROVEMENTS

A new team track has been authorized for San Pedro, where this facility is much needed.

— PE —

A 600-ft. spur track to Curtis Olive plant at Long Beach has been completed and is in service.

— PE —

An interlocking plant at Los Nietos on the Whittier-La Habra Line at the Santa Fe crossing is authorized.

— PE —

Sixty pound steel in Long Beach line between Compton and Dominguez Junction is to be replaced with 55 pound steel.

— PE —

A spur track to new Craig Shipbuilding plant at Long Beach was completed and put in service March 2. This is one of three tracks to be built for this plant.

— PE —

Six hundred and twenty feet of main line on North Market street, Riverside, is being paved on account of franchise obligation.

— PE —

New drill track has been built south of Llewellyn Iron Works at Torrance and an extension made therefrom to location of American Reinforcing Company.

— PE —

An automatic flagman for Mill street Crossing, Riverside-Redlands line, which was recommended by Division and Central Safety Committees has been authorized.

— PE —

Automatic flagmen will be installed at Lankershim Blvd. on the Van Nuys line, Weston street on the San Pedro via Gardena Line and at Gaston on the San Bernardino Line.

— PE —

The interlocking plant at Lamanda Park Junction was put in service at noon, March 21st, after inspection by the engineers of the State Railroad Commission. Towermen Maxson and Strelitz will operate it.

The authority for the paving and track reconstruction incident thereto on Daly street calls for the expenditure of nearly \$42,000.00. Paving continues to be one of our heaviest expenses.

— PE —

New station at Claremont was completed and opened with formal exercises on March 23d, an account of which appears on another page. Team track extension and driveway construction are under way.

— PE —

BOWLING NOTES

In the 335 Bowling League, A. C. Brahm and L. H. Covell of the P. E. Bowling Team are leading the first Division, having won 27 games and lost only 8. Their closest competitors are Appel and Welton of the Grand Central Alleys, who have won 23 and lost 12 games.

There are 20 teams in the League, and games are bowled on all alleys in the city, also in Hollywood, Ocean Park and San Pedro. A total of 90 games is to be bowled, 5 games a week on different alleys each week. Prizes are to be awarded as follows: 1st, \$60.00; 2nd, \$40.00; 3rd \$20.00.

The League is divided into two Divisions, 10 teams in each Division. At the end of the series, the winner in the first Division will bowl the winner in the second Division for the championship.

— PE —

AGENCY CHANGES

The following changes in agents have been made recently:

B. H. Budworth appointed agent at Alhambra, (temporarily), March 28th.

J. M. Kinsey appointed agent at Huntington Beach, April 2nd.

A. C. Burrows appointed agent at Torrance, April 5th.

Fred H. Coleman appointed assistant agent, Los Angeles Freight Station, April 1st.

C. H. Mueller appointed agent at Fontana, April 6th.

WHEN THE POWER IS OFF

All the Electrical Energy used on the lines of this Company is purchased at 15,000 volts Alternating Current, and is transmitted to the Substations and used in operating Alternating Current Motors, which in turn drive Direct Current Generators, generating Direct Current. This Direct Current is then fed through the switchboards to the feeders and trolley wire.

Power trouble is classed as A. C. (Alternating Current) and D. C. (Direct Current); D. C. trouble consisting of broken trolley wire, which in falling hits the rail, causing what is known as a short circuit or ground, and affects only the service between the stations feeding the section on which the break occurs; while A. C. trouble, until located and the necessary switches controlling the circuit are opened, affects the entire system.

One of the most frequent causes of trouble on the A. C. or Alternating Current system, can be charged to burning cross-arms and pole tops, and is due to broken or dirty insulators, which especially in wet or foggy weather allow the current to leak to the wet cross-arms and pole, and thus to ground, causing what is known as a ground on the system, which grows heavier as the wood chars, and finally glows and breaks into flame, and when the burnt cross-arm will no longer support the weight of the line, it breaks, allowing the wire to drop and in many cases to break, hitting the ground and tying up the system until located.

It is then that things begin to get real busy in the Sub-stations and in the office of the Central Station Operator. In a great many cases he can tell approximately where the trouble is by the phone line which went B. O. when the 15,000 volt wire burnt it off in falling to the ground. Or, perhaps some thoughtful employe knowing the location of the trouble calls in and speeds up the process of testing out lines. At any rate, it is up to the Central Station Operator to get the trouble located and cut out, without opening the switches on too large a portion of the system; this to prevent extra delay to as many stations as possible, when the trouble is finally located.

Prevention, not cure, is the best medicine for power trouble, prompt reports of B. O. insulators, burning cross-arms and poles, dislocated wire, etc., to the Dispatcher, Central Station Operator, or to any Sub-station, will prevent a large percentage of delay to service.

Our 15,000 volt or High Tension troubles are also due to any and all of the following causes, and then some: Large birds, kites and kite strings, lightning, windstorms, branches of trees and other loose material blowing into the lines; broken off and blown over poles, floods and last but by no means the least, our dear friend the wood chopper who never knew he was a sprinter until the tree which he was cutting fell on a 15,000 volt line and started something. WILLIAM H. CHASE.

ELECTRICAL DEPARTMENT

QUESTIONS AND ANSWERS

Employes Are Invited to Submit Questions Pertaining to Any Electrical Matters

QUESTION: What is Corona?

ANSWER: Corona is the luminous discharge into the atmosphere from conductors at high voltage, when the electrostatic flux density in the air exceeds a certain value, a pale violet light appears near the adjacent metal surfaces, this silent discharge is called electrostatic corona. In the region where the corona appears, the air is electrically broken down, and ionized so that it becomes a conductor of electricity. When the voltage is raised still higher a brush discharge takes place, until the whole thickness of the dielectric is broken down and a disruptive discharge takes place. Smoke, fog, rain, sleet and snow all tend to lower the critical voltage value of corona effect. Corona facilitates the formation of nitric acid near the conductor and the acid aids in the corrosion of the conductors or their insulation. The problems of corona effect are still in the research stage.

QUESTION: What is meant by Hysteresis?

ANSWER: When the magnetism of an electromagnet is rapidly reversed, that is, when the direction of the lines of force is suddenly changed several times in rapid succession by changing the direction of the magnetizing current, the iron or steel becomes heated, and a certain amount of energy will be expended. This effect is due to a kind of internal magnetic friction, by reason of which the rapid changes of magnetism cause the iron to grow hot. This effect is called hysteresis.

A. H. B.

1200 VOLT RAILWAYS

The Pacific Electric Railway is at the present time operating with 1200 volt trolley approximately 80 miles of equivalent single track, which extends from Covina Junction to San Bernardino and includes the line from San Antonio Heights to Ontario, also the Pomona Line from Lordsburg to Ganesha Junction and the San Dimas Line from Lone Hill to Quarry Canyon. This change of operation from 600 to 1200 volt trolley raises the question among employes as to the noticeable operating changes and the resultant gain. No outward changes are noticed and the gain as it will be explained is strictly an economic one.

The class of service on this line consists of very fast and heavy passenger trains and freight trains running at infrequent intervals, which class of service gives to substations a low load factor and requires that they must be able to handle heavy loads during short periods. This condition had to be met and at the same time furnish a system that would permit of

flexible operation with the 600 volt systems necessary within the Cities of Los Angeles, Pomona and San Bernardino.

A given amount of power can be transmitted at high voltage over longer distances with a given amount of copper than at low voltage. Suppose a railway line with an average load of 100 K. W. per mile and a fixed amount of overhead copper: This requires for 600 volt operation that the substations should be of 500 K. W. capacity and spaced 5 miles apart. A 1200 volt line would have substations of 1000 K. W. capacity with a ten mile spacing and a 1800 volt line would have substations of 1500 K. W. capacity with a 15 mile spacing. In each case the substation capacity is the same and the amount of copper the same when compared on the per mile basis. The advantage arises from the lower cost of buildings and land per K. W. of output and the use of larger generators which reduce the operating and maintenance cost per K. W. of output. At the same time the cost per K. W. of generators and the weight and cost of the rolling stock increases at an accelerating ratio with the voltage and as a result a point is reached where this increased cost is greater than the saving due to the higher voltage. The economical balance point is found to be near 1200 volts with generating units of 1000 K. W. capacity.

The Pacific Electric Railway 1200 volt substations are located at Ramona Park, Vineland, North Pomona, Etiwanda and San Bernardino, which gives them an average spacing of 12.5 miles. Each is equipped with a 15,000 volt synchronous motor direct connected to a 1200 volt direct current generator of 1000 K. W. capacity and capable of carrying a 150% overload for two hours.

Cars operating over 600-1200 volt sections have their motor equipment wound for 500 volt commutation and insulated for 1200 volts, the motors being used directly on the 600 volts and two in series for 1200 volts. In the 1200 class of cars the change-over switch, by means of which the proper connections are made for 1200 volt operation, is operated by air and controlled from the cab; suitable relays and protective devices are provided to prevent possible trouble due to an attempt to make 600 volt connections while on 1200 volt trolley.

E. E. MARTIN.

In Rio de Janeiro, Brazil, all Electric Cars are called "Bonds."

When the American corporation which now owns the street car system in that beautiful city secured the franchise, they offered bonds for sale. These were purchased by the Brazilians under the impression that they were buying a street car for every bond purchased. So the street cars became known as "Bonds," a name which has clung to them ever since.

WOMAN AND ELECTRICITY

When a woman is sulky and will speak—exciter

If she gets too excited—control

If she talks too long—interrupt

If her way of thinking is not your converter

If she is willing to come half meter

If she will come all the way—raise

If she wants to go further—conclude

If she would go still further through spatcher

If you think she is trifling—despise

If she is fickle—lever

If she proves your fears were correct—compensator

If she goes up in the air—condense

And if she wants chocolates—subject

—The Metropolitan Protection Society

ELECTRICAL DEPARTMENT MEETINGS

Commencing April 17th, and thereafter on every third Tuesday of the month at 8:00 p. m. meetings will be held for all employes of the Electrical Department at the Pacific Electric Club.

At these meetings speakers will be secured to talk on subjects of interest to employes and other means of entertainment and instruction provided. These meetings will afford an opportunity for all employes of the Department to become better acquainted with each other and to promote more friendly relations between the members of the Department.

All employes of the Electrical Department are urged to attend these meetings regardless of whether they are members of the club or not.

REPLACING LAMPS

In installing or replacing lamp series circuits, such as in substations and cluster lights, care should be taken not to have lamps in series of different voltages, nor should filament lamps be mixed with Mazda otherwise the lamps will burn out most immediately. For example, where it is necessary to replace a 115 volt lamp in a five-light bank, replace the entire bank with 115 volt lamps and use the 110 volt lamps for replacing lamps of similar voltage.

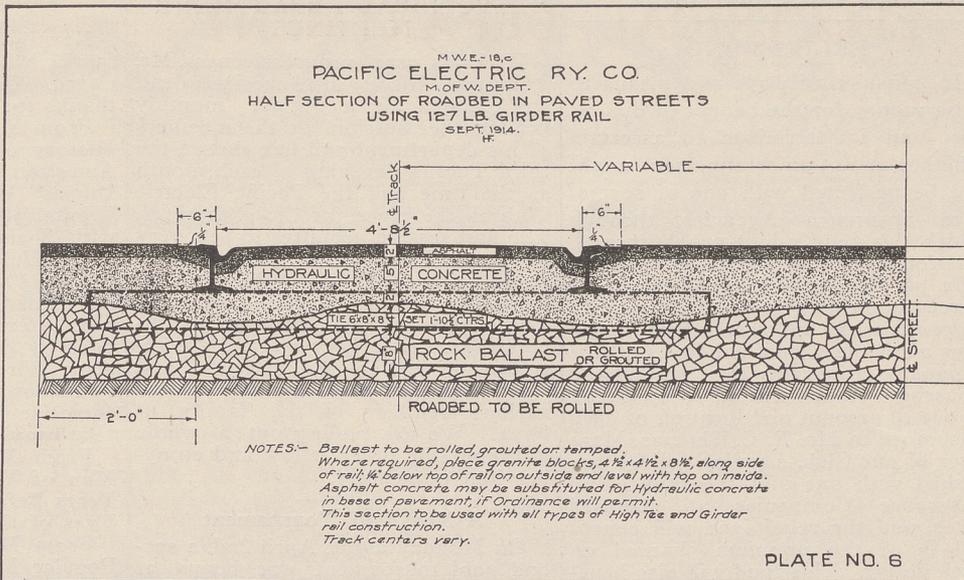
MONTHLY SAFETY NOTICES

Next to electric current the most serious accidents are caused by lightning and also the greatest number of lost time may be charged to lightning cause.

A classification of accidents by the Bureau of Safety shows that during the first six months of employment the greatest number of accidents occurred. The new employes should be carefully instructed by competent persons until he becomes familiar with his work and new surroundings.

The output of a dry cell is between 16 and 20 watt hours, according to tests in the engineering laboratories of the University of Wisconsin. The retail price of 25 cents per cell is at the rate of from \$10.00 to \$15.00 per kilowatt-hour.

TRACK COSTS



Few people, least of all the traveling public, realize what heavy financial burdens are being carried by the Railroads as a result of various ordinances requiring special type of track construction in City streets.

It is thought that this subject will be of interest to the Pacific Electric employees and a condensed estimate of cost of this work is given below.

The diagram indicates the track construction now laid in the City of Los Angeles. The estimated cost per mile of single track is roughly—

Track (material)	\$17,000
Track (labor)	7,000
Ballasting	5,000
Grading	500
Painting	15,000
Engineering, Administration, and Contingencies	4,500
	<hr/>
	\$49,000

Under present conditions, where the cost of materials is constantly going over \$50,000. As an example of this it is noted that steel rails are worth \$10.00 per ton more at the mill than during the year 1915.

In addition to the construction charge the Railroad Company is required to maintain the pavement and meet between the rails and two feet outside of the outer rail, which strip an average about 22 feet in width. On streets of fairly heavy vehicular traffic it is necessary to renew the asphalt surface about every eight or ten years and the life of the entire construction is estimated at from twelve to fourteen years.

During the past few years some of the larger jobs have been—

	Single Track Feet
Pacific Avenue—San Pedro....	9,360
Monta Monica Blvd. Los Angeles	25,410
16th St., Los Angeles....	10,600
North Fair Oaks Ave., Pasadena	13,880
North Fair Oaks Ave., Pasadena	13,500
11th St., Los Angeles.....	2,360
Keystone Ave., Los Angeles	7,600
Washburn Blvd., Los Angeles.....	7,600
Wilmington Ave., Pasadena	5,548
Hollywood Blvd., Los Angeles	4,940
Reserve Ave., Los Angeles.....	1,266
1st Ave., Long Beach.....	4,300
American Ave., Long Beach.....	6,190
Highland Ave., Los Angeles.....	2,470
1st St., Wilmington	4,800
Wilmington Ave., Los Angeles.....	2,600
1st St., San Pedro	1,950
Pacific Ave. 14th St., San Pedro	5,600
	<hr/>
	129,974

It will be noted that the above is the equivalent of 24.6 single track miles.

The portion of the street paved and maintained by the Railroads, at large expense, is now being used free by the jitneys. Legislation should be passed to equalize this burden, as at present the Railroads are providing a free paved right of way for the jitney.

— PE —

POINTS OF INTEREST

Since our last number, several suggestions have come in of interesting trips and places which may be reached by lines of the Pacific Electric. A few of these are here listed:

Southwest Museum. Take South Pasadena car and get off at Sycamore stop. Climb the hill to the Museum, from the tower of which a beautiful view of the Arroyo Seco and the mountains is seen. The Museum contains many beautiful and interesting mementos of the past of the great Southwest.

If you like a walk, some bright morning get on an Annandale car and go to the end of the line where the Annandale Golf Club Links and Clubhouse are located and walk through the hills and across the Arroyo Seco to the end of the California Street line in Pasadena, about three-quarters of a mile.

Fish Canyon. Take Glendora-Azusa car and get off at Puente Largo No. 1 and take trail to the left of the tracks for the mouth of the canyon, a distance of about two miles. This is one of the prettiest of nearby canyons, with an abundance of beautiful ferns which should be at their best now, and whose falls have been compared in beauty with the Yosemite Falls. There is a good trail all the way to the falls.

Laurel Canyon. Take a Hollywood West 16th Street car and ride to the end of the line, Laurel Canyon, from which point walk north up the canyon to the summit where a wonderful view awaits you.

AGENTS' ASSOCIATION

At the April meeting of the Association, next Saturday night, the 14th, an interesting session is assured. The program committee has secured General Claim Agent Mr. S. A. Bishop for a talk on the State Employers' Liability Act as it relates to our affairs and also to explain the new insurance proposition which has just been made to Pacific Electric employees. Mr. R. S. Maison, Car Service Agent, will also talk concerning car service matters. These talks promise to be instructive as well as interesting.

The last meeting was well attended and all listened with interest to Mr. F. S. McGinnis, General Passenger Agent of the Southern Pacific Lines. After the meeting many members watched the final play in the pool tournament, in fact it is rumored some failed to catch the last car for home on this account.

— PE —

SERVICE CHANGES

Effective March 23d the time of last car from Pasadena to Los Angeles was changed from 12:10 a. m. to 12:50 a. m. for the accommodation of musicians and others attending entertainments in Pasadena in the evening.

— PE —

Timetable No. 35 Redondo via Gardena Line, timetable No. 6 Hawthorne Line and timetable No. 42 San Pedro via Gardena were effective March 27th.

— PE —

Revised schedules Santa Ana Line and Santa Ana-Orange Line were effective April 5th.

— PE —

Schedules on Brockton Ave. Line in Riverside were changed, April 10th, to alternate in time from Magnolia Junction with Corona Line.

— PE —

"Charity begins at home," sez Mike Malarky, the efficient section boss of the P. D. & Q., "and most of us spend so much time workin' on that terminal that we don't have time t'extend the line t'any other place."

RELIEF FUND

In considering ways and means to raise money for the benefit of our relief fund I determined to ascertain whether or not an arrangement might not be perfected with one of several Fire Insurance Agencies through which this fund might profit by such division of the premium on commission on Fire Insurance as might be agreed upon with such Fire Insurance Agency, with the result that I can now announce that if employes of this Company in insuring their houses and household effects will do so by giving notice of amount and location of such Insurance to Mr. E. C. Thomas, Manager of our Club, a policy will be furnished with one of three sound Fire Insurance Companies at standard rates, and the relief fund will benefit 12½% of the premium charged on such policy. This fund will also benefit 10% of the premium on any automobile insurance which is written in the same manner.

I trust that all employes when renewing Fire Insurance policies will avail themselves of this offer, since it costs them absolutely nothing to do so and will build up our relief fund substantially in case we secure your full co-operation.

S. A. BISHOP.

— PE —

Athletic Night Popular

About two hundred of the laddies were present at our second athletic event and had a very "scrumptuous" time of it Saturday night, March 31st. Two bouts with the gloves were staged and refereed by Ed. Taylor, formerly of the Traffic Department where he was generally known as "the little gink," and who is also known to practically every employe of the company. The mills were quite fast and furious even though of short duration, Joe Burns going three rounds against Clyde Thompson; and Dick Scott contending for an equal number with Dan Anderson. Some "fur" will undoubtedly fly at the next meet as two big heavyweights are in training for a go, and about three other good numbers will be listed.

Johnny Humerich of the mechanical department met Van Loo of the L. A. Athletic Club on the mat for two best out of three falls, the decision going to Humerich who put Van Loo on his back twice in succession, each round lasting about 20 minutes. The men were very evenly matched and put up about the finest, cleanest exhibition ever seen by the Club members.

Between the boxing and wrestling bouts a demonstration of Hawaiian dancing made some of the fellows sit up and take notice and immediately after the close of the session Mr. Barclay of the dancing class was besieged with applications for instruction in the Hawaiian method of dancing. Now haven't you a large size picture of Barclay teaching the "Hawaiian Tom-boy" step to that big class of his!

ELECTRICAL DEPARTMENT MEETINGS

With his usual progressiveness, Mr. Anderson, Electrical Superintendent, has planned for a regular monthly get-together session for the members of his department and has chosen the third Tuesday evening of each month as the time and the Pacific Electric Club as the place for the gatherings. The first session promises to be a very happy family affair as plans are already being made by the boys of the department for a very classy program. These little family gatherings are increasing as time goes on, and are resulting in better acquaintance and much warmer friendships between the various members of the family at large. We are finding out a whole lot about the other fellow and enjoying him immensely.

— PE —

A New Pool Tournament

On Monday night, April 2nd, a second pool tournament was begun at the Club with eighteen contenders lined up to play for championship on a basis of won and lost games (percentage). The following are the entries:

- Fred Haskell, Northern Division.
- R. A. Covell, Southern Division.
- L. H. Covell, Southern Division.
- W. A. Wheeler, Western Division.
- F. L. Ford, Western Division.
- L. C. Germain, Traffic Department.
- J. D. Osborn, Western Division.
- H. C. Conrey, Southern Division.
- O. C. Klaus, Western Division.
- C. E. Farrell, 6th and Main Check Room.

L. M. Kohler, Chief Clerk, General Supt.

Joseph E. Burns, Electrical Dept.
C. F. Albright, Terminal Freight Dept.

G. L. Fleming, Electrical Dept.
W. H. Butler, Northern Division.
W. J. Burk.

J. P. Farmer, Southern Division.
Howard Ewing, Southern Division.

In the series, each player must play seventeen others, and the final victory will be determined on the highest percentage of games won, and the series will be completed when each of the entrants has met all of the other contenders. A large amount of enthusiasm has already developed.

— PE —

Dancing Class Flourishing

Director Barclay, of the dancing class has added many new laurels to his already large crown of them during the past month, and reports that his class now numbers about 85 regular attendants and that all of them are having the time of their lives. The Electrical Department boys (God bless 'em; there never was a better bunch of boosters) sprang a surprise on the class this month by organizing an orchestra of their own and tendering their services to the dancing class. And they are making fine music as well as a bunch of friends. The club management does not know just how to thank these boys for their splendid co-operation in the Club work, but a time and a way will come some day when proper return may be made.

BOOKS

New books continue to pour our club library and are much appreciated. This month we extend thanks for the following volumes:

From Mr. R. D. Gibbons: Stan History of All Nations (10 v. American Enc. Dict. (10 v. Dumas' Works (8 vols.), Coq Works (10 vols.), History of the with Spain by Turnbull White; of McKinley by Halstead; U. S. tory in 4 vols. by Andrews; Life Deeds of General Sherman by M. rup; International Short Stories, piled by French, Air Brakes by i man; Wireless Operator's Handb by Bishop; "Freckles" by Porter; comotive Dictionary" by For "Pathway of Life" by Talmage.

From Miss Lucile Spencer: Man of Yesterday by Kinkaid; Years Before the Mast by Dana; Eyes of the World by Wright.

From Mr. I. C. Wood: 7 vol Popular Mechanics Shop Notes; cyclopaedia of Applied Electricit

From C. M. Schmidt: Four vol of I. C. S. Handbooks on elect and mechanical engineering.

From Chas. P. Hill: Life of poleon Bonaparte (4 vols.)

— PE —

The Club Dances

The membership of the Club enjoyed two dances during the month and the attendance has an ever-increasing one. On acc of Lent many have not attended usually do so and we have m them, but they will doubtless u up for lost time during the co month. The decision to give dances in each thirty-day period proven very popular as has also change of night from Saturday to day. The gratitude of the dance the Orchestra is hereby expresse the splendid music furnished on occasions.

— PE —

AT THE HOSPITAL

The boys at the Crocker S Hospital feel grateful to those have been to see them while are laid up. The following are at the present time, and would a ciate an occasional visit:

- G. L. Bridges
- J. H. Emans
- Richard Stubbs
- Parfani Jaimes
- Jimenes Senobia
- Frank Richardson
- Homer Johnson

— PE —

"GREEN" SIGNAL SHOWING

Sam Florence, the big, jovial supervisor, is going to assemble family of operatives in the, very future at the club for an evening of quite some pretensions, an every one knows the ability of "chief" all tracks will be clear evening and a record run made he hasn't the right of way, hel up the signals.

— PE —

The wise man has no time to you how wise he is; the fool has ing else to do.