



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 2

LOS ANGELES, CAL., JULY 10, 1917

No. 2

## OUR NEW VACATION HOME



The new Pacific Electric Vacation Home in the San Bernardino Mountains is now occupied by a number of the employes of the system and more and more of them as the days go by will head for the tall pines, the babbling streams, mountain lake and other attractions of the mountains.

Since the Magazine went to press last month, there has been some tall hustling by the builders, and on Sunday, July 1st, the first of the vacationists rolled into camp on the stages of the San Bernardino Mountain Auto Line, with which company traffic arrangements had been made to handle our people from San Bernardino to the Vacation Home and return.

On the Saturday and Sunday preceding the opening, twenty-three of the members of the Executive Committee of the Club made an excursion to the Camp and labored mightily in establishing the cottage homes, and this delegation was followed on Tuesday and Wednesday by another from the train service section of the Committee who likewise exercised

their brawn to good purpose. Notwithstanding these delegations put in many strenuous licks, they had the time of their young lives and returned loud in their praise of the new Vacation Home.

The delicatessen store is open and supplying all the needs of the Camp under the efficient management of Mr. and Mrs. Rixey, the Superintendent and Assistant Superintendent of the Home. Mrs. Rixey is one of the most efficient caterers of the state, having for the past three years been in charge of the Los Angeles State Normal Cafeteria, where over two hundred teachers were provided for daily. She will prove a most charming hostess in the Home, and Mr. Rixey will also prove to be the kind of a superintendent we all would desire administering the affairs of our chief vacation place.

The water system of the camp and the septic sewer system are all in place, the cottages all erected and nowhere in the mountains will be found conditions more conducive to healthfulness. Every provision possible has

been made for the comfort of the vacationists, and it is expected that a large number of employes will avail themselves of the opportunity offered for a delightful sojourn in the mountains. Reservations for the Home are coming in steadily and those who expect to go to the Home for a vacation should make reservation as early as possible with Mr. Thomas or Mr. Stuart at the Club on Thursdays of each week. Do not wait until the last minute. Reserve accommodations several weeks in advance if possible. Notwithstanding the cost of transporting groceries from San Bernardino to the Home, it has been found that provisions can be sold to the residents of the Home at the same prices prevailing in Los Angeles with the exception of a few articles where the cost is a cent or two higher. This information will enable those contemplating a vacation at our camp to estimate the cost of the vacation very closely. Call the Club by phone at any time and any information desired will be cheerfully given.

# ELECTRICAL DEPARTMENT

## QUESTIONS AND ANSWERS

All employes are invited to submit questions pertaining to any electrical matters.

**Question:** Explain the action of the aluminum lightning arrester for A. C. circuits.

**Answer:** The function of any lightning arrester is to act as an electrical safety valve and thereby protect the electrical apparatus from the abnormal rises of voltage created in the lines by lightning disturbances or other causes.

The aluminum type of lightning arrester, as installed in the substations on the Pacific Electric Railway system depends upon the valve action of the aluminum cell for its protective qualities. The cells used in an aluminum arrester consist of two cone-shaped aluminum elements, each element consisting of a series of aluminum cone-shaped plates, each plate being covered with a film of aluminum hydroxide. The cone-shaped elements are insulated from each other, except for an electrolyte which fills the space between them.

The aluminum cell has the property of opposing the flow of current, like a high resistance, at the normal operating voltage and of allowing a free flow at abnormal voltages due to lightning or similar disturbances. An analogy to this action is found in the safety valve of the steam boiler, by which steam is confined until the pressure rises above a certain point, when it is released. The safety valve action of the aluminum cells quickly relieves the excess potentials, as the discharge is then limited by the internal resistance of the cells, which is very low. When the high voltage has been reduced to normal the cell again offers a high resistance to the normal voltage.

The aluminum cells have the characteristics of a condenser which adds to the protective value of the arresters in the discharge of high frequency currents.

### GOING UP!

Comparative material price list showing the necessity for economy in the use of all materials:

Material	1914	1917	Inc. %
D. C. Suspensions.	.46	.82	78
S. C. Suspensions.	.41	.62	51
Straight Line "	.37	.60	62
4-Screw Galv. Clips	.16	.22	38
Galv. Strand 3/4 in. 1.24 ft.	2.33	ft.	88
Galv. Str'd 5/16 in. 1.02"	1.65"		62
Galv. Strand 1/4 in. .71"	1.02"		44
Copper trolley, lb.	.16	.42	162
Galv. iron trolley, lb.	.08	.12	50
Crude Oil, bbl....	.65	1.10	69
Gasoline, gal. ....	.12	.20	66
Pole Paint, gal....	.65	1.00	54
Red Cedar Poles—			
35 ft. ....	5.75	8.30	43
40 ft. ....	7.20	10.00	39
50 ft. ....	10.29	14.30	39
60 ft. ....	13.25	19.05	44
Feeder Insul., porc	.15	.22	47
15000-V. Insul., pin	.31	.60	94
15000-V. Susp, susp	1.04	1.55	49
Strain insulators..	.07	.11	57

## ELECTRICAL DEPARTMENT MEETING

Members of the Electrical Department who did not avail themselves of the regular monthly meeting held Tuesday evening, June 19th, at the P. E. Club, missed an affair especially interesting, both from an instructive and entertaining point of view.

Sixty members of the department were present in spite of the heat to hear the talks given by Dr. W. L. Weber, Assistant Chief Surgeon of the Company, and Mr. Julian Adams, Assistant Electrical Superintendent.

Dr. Weber spoke on the "Relation of the Medical Department to the Employee," briefly outlining the policy of the Medical Department and giving a synopsis of its work. Mr. Adams gave a general talk on Power, touching on a large number of points, including a brief description of the characteristics of the power companies in Southern California, and the power supply of the Pacific Electric Ry. Co.

Mr. Anderson, unexpectedly, gave the members a treat by relating a number of reminiscences of early days in Electric Railroad.

The entertainment features were provided by Mr. M. Stuart and Mr. Roy Davis, and were enjoyed by all.

It was decided at the meeting to postpone the next meeting until September 11th, on account of the warm weather and vacation season.

— PE —

## WHAT A FIFTY DOLLAR "LIBERTY BOND" WILL BUY

Your purchase of a Fifty Dollar "Liberty Bond" will mean that you are contributing any one item of the following units to our Nation's cause:

No. 1. Fifty Dollars will buy one thousand pounds of flour; 1250 pounds of bread; 200 pounds of bacon; 800 pounds of potatoes; 700 pounds of sugar; 350 pounds of coffee; 100 pounds of tea; 120 pounds of butter; 400 pounds of fresh beef; or 350 pounds of beans.

No. 2. Fifty Dollars will buy 1000 pounds of ammunition or three standard rifles.

No. 3. Fifty Dollars will buy eight pairs of blankets; twenty-five cots; sixteen shelter tents to accommodate thirty-two men; 200 pair of socks; forty-one flannel shirts; eighteen pair of marching shoes; eight woolen khaki suits; twenty-one cotton khaki suits; or six woolen overcoats.

No. 4. Thirty of the fifty dollars will buy a cooking range which will take care of an entire company of 150 men.

No. 5. Fifty Dollars will entirely equip one soldier for the front, and \$500 will keep him for a whole year.

— PE —

A contract has been let for a 1000 K. W. 600-volt Motor Generator Set to be installed in the new proposed Power House at Torrance.

## THE LIBERTY LOAN

"To All Officers and Employees:  
"Please accept my hearty congratulations upon the outcome of the Liberty Bond Campaign.

"You will be interested in knowing the number of contributors among Pacific Electric employes was 2 and the total of the contributions \$159,700.

"The spirit of patriotism exhibited has created wide-spread favorable comment.

(Signed) "Paul Show  
President

The result of our whirlwind campaign for the Liberty Loan is shown above. The story in all its details would make a volume. When it was decided that the company would assist any patriotic employes desiring to subscribe for bonds and the campaign was discussed it was only natural that the Pacific Electric Club organization should be called upon to organize and carry out the work. The Executive Committee, forty, representing every department of the Company, responded with enthusiasm and went into the campaign with the determination to show the loyalty to our Company which exists among us is not second to our loyalty to our Country. That more than half the employes of the Company responded to the call of our Country demonstrated that patriotism is not dead among us.

General Claim Agent Bishop, Manager Thomas of the Club, addressed employees assembled at various points, explaining the need for the Government to issue Liberty bonds and why they should be purchased by every employe who is able to do so.

A patriotic rally was held in the Club Rooms on Monday evening, June 11th. The Auditorium was packed to capacity. The Pacific Electric Band, led by Mr. Mort Stuart, presented a number of patriotic selections. Mr. Bishop, and Mr. Leslie Hemminger, the Liberty Loan Committee, addressed the meeting. The result of their very enlightening talks, shown by the number of applications received in the following days of the campaign.

The vigorous personal campaign of all the solicitors, clinching the commitments of the orators and bringing the subscriptions, secured the overwhelming response which kept the committee busy tabulating the results and handling clerical details.

— PE —

Pierre Douglas Satcher, four years of age, son of C. D. Satcher of the Signal Department, has been selling The Saturday Evening Post and The Ladies' Home Journal some time, and has from his earnings saved \$200.00, which he is investing in Liberty Bonds through the Liberty Bond Campaign Committee of the Pacific Electric. Douglas is one of the boys from whom we will get more as he gets older.

## AGENTS' ASSOCIATION AT MT. LOWE



Agents' Association at Echo Mountain.

June 3, 1917.

On Sunday, June 3rd, the Agents' Association, with their sweethearts and wives, made a "Little Journey" to Ye Alpine Tavern, Mt. Lowe, for the purpose of inspecting the recent improvements at this resort.

There were about one hundred in the party, which left the Main Street Terminal at 1:30 P. M., hesitated at Echo Mountain long enough to have some photographs taken, and arrived at Alpine in time to make a thorough inspection of the buildings and grounds before dinner.

Many of the party did not realize what an extensive resort the Company has on Mt. Lowe, and, in order that no essential features might be missed, a "Personally Conducted Sight-Seeing Trip" was arranged, the crowd being broken up into small parties of ten or a dozen, each one in charge of a guide, and taken on a complete tour of the resort.

On this tour four "Stations" were kept visited, including the new six-room Bungalow now completed and ready for business, a typical Hotel Cottage, a typical Housekeeping Cottage; and Ye Alpine Shoppe, where those occupying the Housekeeping Cottages can obtain a full line of groceries, fresh meats, fruits, vegetables, etc.

The terminus of the Sight-Seeing Trip was the Dining Room, where a bountiful dinner was served, followed by brief remarks from Messrs. Pontius and Burnett.

After dinner a stroll to Inspiration Point was enjoyed, followed by dancing in the new Music Room, and at 8

o'clock the return trip was commenced, with a stopover at Echo Mountain to view Saturn through the big telescope, hear Professor Larkin tell about the stars and see the million-candle-power searchlight in operation.

The weather was ideal and it is safe to say that every member of the party not only had an enjoyable outing but acquired information which will be of great benefit to the Company.

On account of the fact that Mt. Lowe is the only resort on the Pacific Electric system that is not accessible by automobile, the management is determined to make it one of the most complete and attractive mountain resorts in California, and is desirous of building up a reputation for Mt. Lowe and Ye Alpine Tavern and Cottages as a vacation resort and not merely as a one-day trip.

With this in view, twelve housekeeping cottages were placed in service last season at very moderate rates, and these cottages proved so popular that six additional cottages have been constructed this year, two of them being "Housekeeping Cottages de Luxe" and believed to be the latest word in this style of mountain accommodations.

Among other improvements this season is the new Bungalow with six bedrooms and three private baths, the rooms having hardwood floors, sleeping porches, French windows, large closets, hot and cold running water, indirect lighting and complete hotel service. There is also a new

and up-to-date tennis court and a childrens' playground.

Owing to the constant increase in the cost of supplies it has been necessary to raise the price of luncheon and dinner at the Tavern from 75 cents each to \$1.00 each, and also to make a slight increase in the daily and weekly rates on some of the higher priced accommodations, but there are still plenty of accommodations at the popular minimum rate of \$3.00 per day or \$15.00 per week.

Among those acting as guides and lecturers on the sight-seeing trip were Messrs. Pontius, Smith, Cooper, Burnett, Foster, Day, Holcomb, Farmiloe, Weeks, Billhardt and others, while Harry Marler made an efficient "Chief Dispatcher."

Mr. Burbank, Assistant Manager of the Tavern, and Mrs. Wilkinson, the Hostess, did everything in their power to make the visit of the Agents' Association a pleasant one, and the members of the party very greatly appreciated their efforts.

PE

### SERVICE CHANGES

On June 23rd changes were made in service on East Seventh and Redondo Avenue Line at Long Beach by which 20 minutes headway is maintained during the evening hours and 20 minute service is operated between Zaferia and Willowville throughout the day.

PE

Effective June 30 summer schedule was inaugurated on the Newport Line.



# THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

July 10, 1917

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

Coasting percentages have been showing a nice increase recently and this means, undoubtedly a corresponding decrease in power expense. The Division averages are only the reflection of the work of individual motormen and are made up from the coasting time of each trip. Each man has a share in the final result and by watching the reports from week to week can know whether he is "boosting" or "dragging his feet."

PE

The announcement of the increases in wages of trainmen, effective July 1st, copy of which is given in this column, brings good cheer to many of us who have been affrighted at that monster, High Cost of Living. Those of us who think, and certainly everyone should, will ponder long the words of the circular. The Magazine has been publishing from time to time facts and figures concerning the financial condition of our Company, so that we can understand something of the problems which confront our officers called upon to conduct the affairs of the Company. This large increase in expense means more worry and effort on their part to bring the earnings of our lines up so they will provide the money to meet this expense. Shall we do our part by giving them loyal support; working, boosting, talking all the time for our Company? We will!

PE

## NEWSPAPER COLLECTION FOR THE RELIEF FUND

Some of us have perhaps forgotten about the newspaper collection for the Relief Fund. At any rate the papers are not accumulating as rapidly as they did for a time, nor as fast as we need them. This is perhaps because we have not advertised the work of the Relief Fund, preferring to quietly help our less fortunate fellow workers. Suffice it to say that practically all the money which has been turned over to the Relief Fund from the sale of newspapers has been loaned to members of our "family," to help them in their time of need and we should have more at once. Will you not help by collecting papers on your car or in your home and turning them over to the proper persons at the collecting points for this worthy purpose?

PE

## CIRCULAR NO. 40

To all Concerned:  
Effective July 1, 1917, the following scale will govern wages of motormen and conductors:—

Street Car Service	
1st year	29c
2nd "	30c
3rd "	31c
4th "	32c
5th "	33c
6th " and thereafter	34c

  

Interurban Service	
1st year	30c
2nd "	31c
3rd "	32c
4th "	33c
5th "	34c
6th " and thereafter	35c

  

Freight and Work Trainmen and Yardmen	
Motormen	(Flat Rate) 36c
Conductors	" " 36c
Brakemen and Switchmen	" " 32c
Trolleyman	" " 27c
Yard Foremen	" " 35c

The above scales of wages represent a considerable increase in the company's expenses and add to obligations already in excess of the company's revenues. The loyal and intelligent interest in the company's welfare, which we know you have, are counted upon to increase in every way possible the revenues and to secure effective economy in our expenditures.

J. McMILLAN, General Manager.

APPROVED, Paul Shoup, President.



We show this month the face of Signal Supervisor S. R. Florence. Mr. Florence entered the service in August, 1907, as Signal Foreman, having had eight years' experience in signal work prior to time. In 1908, he was made Signal Supervisor, which position he holds. He has seen the number of automatic block signals, wigwags and electric and electro-pneumatic interlocking plants on the system grow from their small beginning in 1907 to their present magnitude, and has grown in knowledge at the same time. Mr. Florence is acknowledged outside the Pacific Electric organization, as well as within it, as one of the best signalmen on the West Coast.

PE

## A WORD TO CONDUCTOR

One of the phases of our work should arouse more interest is enunciation. A clear and strong voice should be developed in most persons. This is no set way of announcing stops but if proper attention is given to this important part of our Tramway work it will add much dignity and force to our appearance as a factor in the Denver Tramway System.

Words should be formed as they come from the lips as it is possible to do so. Breath is the stuff of which the voice is made, and attention to the fore must be given proper breath. Every word should be pronounced distinctly. A clear, resonant voice inspires respect and denotes self-reliance. Announce streets in a key, that is, the natural pitch of the voice in speaking. A common fault is a too rapid rate of calling names. Some inflection should be used to give variety.

The conductor who stands and enunciates well, is courteous, and on-to-his-job, adds grace, dignity and confidence and an attitude of "self-reliance" to the position, and all of these facts are noticed and influential in public opinion and the investor's pocket strings.—Charles Dickinson in Denver Tramway Bulletin.

	Northern Division		Southern Division		Western Division		Eastern Division	
	1917	1916	1917	1916	1917	1916	1917	1916
Interference with vehicles .....	70	49	32	24	55	26	4	3
Collisions and interferences with cars .....	6	2	7	3	1	2	0	0
Persons struck by cars .....	2	4	4	2	7	3	0	0
Derailments .....	4	6	5	9	4	6	0	0
On and off moving cars.....	11	19	11	15	18	24	2	2
Miscellaneous .....	23	24	23	29	28	25	3	5
	<u>116</u>	<u>104</u>	<u>82</u>	<u>82</u>	<u>113</u>	<u>86</u>	<u>9</u>	<u>10</u>
			1917	1916				
Interference with vehicles .....			161	102			57.8%	Increase
Collisions and interferences with cars.....			14	7			100.0%	Increase
Persons struck by cars .....			13	9			33.0%	Increase
Derailments .....			13	21			38.1%	Decrease
On and off moving cars.....			42	60			30.0%	Decrease
Miscellaneous .....			77	83			7.2%	Decrease
			<u>320</u>	<u>282</u>			13.5%	Increase

### BLOCK SIGNALS ON PACIFIC ELECTRIC RAILWAY

This company has now one hundred automatic block signals in operation. These signals are known as the "Three-position color electric light type." Indications given are green to proceed, yellow to proceed under caution and red to "stop." These signals are operated by alternating current taken from 15,000 volt main transformed to 2200 volts signal mains, which is then transformed to 110 volts for lighting, line relay and switch indicator controls. A second winding in the signal transformer is from 2200 to 1-3/10 to 3-7/10 volts which is used on the track for control of track relays. Track circuits are known as double-rail return type using an impedance bond at each end of the circuit. This impedance bond permits a free passage of the direct propulsion return and impedes the flow of alternating currents, causing same to pass through relay and to perform its functions.

The light control of these signals is as follows:

When a train passes an automatic block signal the relay current is shunted out through the wheels and axles of the train or car. This takes the operating current from the relay, causing it to fall. When relay is in the de-energized position a set of contacts known as back contacts is made. This forms a circuit from transformer to red light and back to transformer, this giving the stop indication. When a signal section is unoccupied and the section ahead is occupied, a yellow light or caution indication is given.

This is accomplished in the following manner:

When first signals relay is picked up and second signals relay is de-energized and down a parallel tap is made to the contact fingers controlling the red light, and passes through the fingers of the relay of the first signal when it is in the energized or "up" position, through the yellow light back to return. When second section ahead is unoccupied a green or proceed indication is given. This is accomplished by taking current from the signal ahead through its relay contact fingers in the energized

or "up" position, through the fingers of the relay signal when in its energized or "up" position, through the green light to return.

The lamps used in these signals are 25 Watt Mazda's, type G-18½. This lamp is specially designed, its filament being concentrated. It is necessary that the filaments be constructed so that the light will strike directly on the center of signal lens. This to give the high illumination necessary to overcome the sunlight. There are two lamps located behind each lens and their intensity is maintained by aid of a reflector. In case one lamp should burn out the signal will burn dim, thus enabling maintainer to renew lamp before a dark signal occurs.

On the Venice Short Line we have sixty-seven of these signals now in operation between Crenshaw Boulevard, Los Angeles and Windward Avenue, Venice. In connection with this system we protect the junctions at Vineyard, Culver City and Lagoon Line at Venice, also Air Line crossing at Culver City and two crossings on the Inglewood Line in Venice. These crossings and junctions are protected by what is known as the preliminary system, that is, a main line train approaching a crossing or junctions within two blocks in either direction will set junction or crossing signals at "stop." This protects trains desiring to use crossings or junctions.

In all block signal territory crossover switches and turnout switches are protected with what is known as a switch indicator. This switch indicator is nothing more or less than a miniature semaphore blade signal, which is located opposite switch stand. These indicators are set at "stop" when a train is within two blocks of the switch point, also within block in which the switch point is located. This enables train crews to ascertain the condition of track when wishing to enter main line or use a crossover. All switches, both facing-point and trailing, in block signal territory are rigid and connected with the signal system by means of switch circuit controllers or switch boxes, and are so adjusted that should the

point be open 3/16", signal protecting that switch will assume the stop position. When switches are thrown for the crossover or for turnout, signals are put to "stop," protecting the train against an open switch. The signals on the Pasadena Short Line are the same as those on the Venice Short Line. They are exact duplicates in wiring and apparatus, with the exception of a few special features introduced at Covina Junction and Echandia to assure protection to trains at these points. These features are practically the same as those at the junctions on the Venice Short Line.

Below is a list showing the operation of the Signals on the Pasadena Short Line for the year 1916.

Venice Short Line, 67 three-position color electric light block signals, placed on service January 14th, 1914.

Average number of trains over signals per day .....	130
Average number of signal functions per day .....	5655
Average number of relay functions per day .....	11300
Interruptions in the year 1916 on this line.	
Dark Signals .....	13
Shorted Impedance bonds .....	2
Defective insulated rail joints.....	1
Broken track wires .....	2
Broken line wires .....	1
Blown fuse on main feed wire....	1
Blown fuse on relay .....	1
Transformer failures .....	1
Open track grid .....	1
Failures account open switch points .....	1
Broken rail .....	1

Total .....	25
Padadena Short Line, thirty one-color electric light block signals were placed in service April 23rd, 1914.	
Average number of trains over signals per day .....	800
Average number of signal functions per day .....	16,800
Average number of relay functions per day .....	33,600
Failures for year 1916 on this line as follows:	
Dark Signals .....	10
Defective insulated rail joints.....	3
Blown fuses on main feed wire....	2
Switch points out of adjustment..	5

Total .....	20
Taking in consideration both the Venice Short Line and the Pasadena Short Line, during the year 1916 we had 8,206,175 signal functions with a total of 45 signal interruptions. Each and every one of these interruptions were signals at "stop," showing how perfectly safe the system is.	

The company is now installing seven block signals on the Glendale Line between Edendale turnout and Tropic. These signals will be the same as those on the Pasadena and Venice Short Lines. This company has also installed a set of four signals for the protection of the single track over the Santa Ana River Bridge on the Santa Ana Line near that city. These signals permit the trains to safely pass over the single track and eliminate the necessity for operating the old type of Manual Light Circuit.

S. R. FLORENCE.

# NOTES FROM THE CLUB

## CLUB CALENDAR

July 10 to August 10, 1917

- Tuesday, July 10—**  
Physical Culture Class, 8:30 p. m.
- Wednesday, July 11—**  
Executive Committee meeting of the Club, 2 p. m.  
Wrestling Instruction Class, 8:30 p. m.
- Thursday, July 12—**  
Dancing in Auditorium, 8:30 p. m.  
Trainmen's Instruction Class, 8:00 p. m.
- Saturday, July 14—**  
Agents' Association Meeting, 8:00 p. m.
- Monday, July 16—**  
Signalmen's Association Meeting, 8:00 p. m.
- Tuesday, July 17—**  
Northern Division Safety Committee Meeting, 2:00 p. m.  
Physical Culture Class, 8:30 p. m.
- Wednesday, July 18—**  
Wrestling Instruction Class, 8:30 p. m.  
Maintenance of Way Dept. Meeting, 7:30 p. m.
- Thursday, July 19—**  
Trainmen's Instruction Class, 8:00 p. m.
- Friday, July 20—**  
Store Dept. Night at Club, 8:00 p. m.
- Tuesday, July 24—**  
Physical Culture Class, 8:30 p. m.
- Wednesday, July 25—**  
Wrestling Instruction Class, 8:30 p. m.
- Thursday, July 26—**  
Dancing Class, 8:30 p. m.  
Trainmen's Instruction Class, 8:00 p. m.
- Tuesday, July 31—**  
Physical Culture Class, 8:30 p. m.
- Wednesday, August 1—**  
Rod and Gun Club Meeting, 8:00 p. m.  
Wrestling Instruction Class, 8:30 p. m.
- Thursday, August 2—**  
Dancing in Auditorium, 8:30 p. m.  
Trainmen's Instruction Class, 8:00 p. m.
- Friday, August 3—**  
Southern Division Safety Committee Meeting, 2:00 p. m.
- Monday, August 6—**  
Signalmen's Association Meeting, 8:00 p. m.
- Tuesday, August 7—**  
Physical Culture Class, 8:30 p. m.  
Western Division Safety Committee Meeting, 2:00 p. m.
- Wednesday, August 8—**  
Wrestling Instruction Class, 8:30 p. m.
- Thursday, August 9—**  
Dancing Class, 8:30 p. m.  
Trainmen's Instruction Class, 8:00 p. m.

## CHESS

All chess players are asked to communicate with George Fisk, phone Station 34, with view of arranging games in the club rooms at convenient times.

## ATHLETIC NIGHT

Although one of the warmest nights we have had this summer, the last Athletic Night was the best attended since the opening of the Club. The fellows took off their coats and so thoroughly enjoyed the whole show that they simply forgot all about the heat. It was a good show all right, each of the events being closely contested. The following was the program for the evening, each event consisting of three two-minute rounds:

Joe Burns vs. L. Apaydee.  
Dick Scott vs. Clyde Thompson.  
Lee Crooks vs. H. McClellan.  
Mort Stuart, Referee.

Johnny Humerich and Joe Burns gave two seven-minute rounds of exhibition wrestling, following which Charlie Kodil and Ike Blanton wrestled for middle-weight championship of the Pacific Electric, Johnny Humerich refereeing. The match ended in a draw and will be fought over again next time.

The showers and lockers are now in place and the members are thoroughly enjoying them during these hot days.

To avoid conflict between the Physical Culture and Wrestling Classes, it has been decided to hold the Physical Culture Class on Tuesday evening instead of each Wednesday evening. These classes are open to the members of the Club only, and those who wish to join should register at the office.

## GIFTS TO THE CLUB

Mr. W. C. Burgher has presented the club a Victor record: Hungarian Dance in "G" Minor, violin solo by Fritz Kreisler. This is a fine way to give others a chance to enjoy the records you may have tired of.

The following books were donated by Mrs. Alta McKinley:

Reggy O'Neal, by Alfred Henry Lewis.

The Early Bird, by George Randolph Chester.

The Carpet from Bagdad, by Andre Castaigne.

The Woman in the Alcove, by Arthur I. Keller.

Legend of Montrose, Arlington Edition.

Misjudged, by Heimburg.

Life of James G. Blaine, by James P. Boyd.

The Conqueror, by Atherton.

Won by Waiting, by Edna Lyall.

History of the Nineteenth Century Year by Year, by Edwin Emerson, Jr.

Donated by Mrs. Florence E. Booth:

The Window at the White Cat, by Mary Roberts Rinehart.

Mosses from an Old Manse, by Nathaniel Hawthorne.

Quincy Adams Sawyer, by Charles Felton Pidgin.

Parrot & Co., by Harold MacGrath.

Open House, by Juliet Wilbor Tompkins.

## OUR BAND AT SANTA BARBARA

Our Band, thirty-seven strong, left the Southern Pacific Station at 10:30 p. m. on the evening of July 3rd for a special car for Santa Barbara where they played an engagement on the glorious Fourth.

Almost all the boys were up early and down on the beach by 6:30 a. m. partaking of the cool breezes and the salt brine of the big Pacific after their close quarters in the Pullman all night.

The band assembled on the veranda of the Hotel Potter at 9 o'clock and played a fine program to a very enthusiastic audience.

Following the concert at the Potter the Band led the Spirit of Independence Parade and received much applause from the crowd all along the route of march, and many compliments from the Santa Barbara people and prominent citizens on both playing and marching. After the parade the band was taken to Oak Park where it was one of the attractions of the day, playing to over 9000 people and being called upon to play a number of encores.

The boys all had a grand trip and are strong for Santa Barbara and the committee who had charge of the arrangements for their comfort. The meals were furnished by the Jones Cafeteria, the finest in Santa Barbara, and the boys took everything on the menu from soup to nuts and all agree that the "eats" provided were the best ever encountered on any trip of the band.

The return was made from Santa Barbara at 6:45 p. m., arriving in Los Angeles at 10 o'clock, with everyone tired and happy.

## BASEBALL NEWS

The Freight House Ball Club celebrated the Nation's Birthday at Bishop, California. Two games of baseball were played on July 4th and on game on the 5th. President Joe Bennett and Manager Cooney have given their baseball tossers a little vacation during the past five or six weeks but they were well fortified for the big series at Bishop. The Bishop fans hired "Bill" Tozier to pitch for them, and they also secured a good one from 'Frisco. Schatylein twirled two of the games for the P. E. Team. At the time this goes to press the Associated Press has not received the official scores.

The P. E. Trainmen's team played four games during the month, winning two and losing two. On June 10th Sneed's Pool Room team won from the P. E. 7 to 2; June 17th Trainmen won from Solomon's in 6 innings, 6 to 5; June 24th Standard Oil Company's team defeated the P. E. 6 to 1; July 1st the boys journeyed to San Bernardino, where they won and defeated San Bernardino 8 to 1. Manager May left on the 12th of June for a thirty days' vacation to home in Wichita, Kansas. He writes that he is eating lots of fried chicken and having a fine time.

### SIGNALMEN'S ASSOCIATION

Those who attended the meeting of the Signalmen's Association June 18, 1917, enjoyed a very instructive talk on the construction and maintenance of automatic block signals.

Mr. Florence explained in detail the various fundamental parts of signal construction.

Mr. Satcher, as chairman, gave a short talk, impressing upon the members the importance of obtaining the knowledge of signal construction derived at the meetings.

The members were glad to hear that Mr. Satcher has been assigned the additional responsibility of automatic block signal maintenance.

At the next meeting in July a full attendance is solicited.

— PE —

### STORE DEPARTMENT ENTERTAINMENT

On Friday evening June 22nd, the Store Department with the assistance of their friends entertained members of the club with athletic events and music which was enjoyed by the lady folks as well as the men. Mr. Eugene Kelly contributed to the music with a few ragtime selections on the piano and Mr. Fred Prentiss entertained with a few numbers on the violin.

The boxing bouts were the best we have had the privilege of seeing this side of Vernon and the wrestling bouts were just as good.

Special mention must be given the tumbling and pyramid building produced by the Slauson Playground Team. The members of this team, under the direction of Mr. Samuel Dougherty, displayed some remarkable talent.

We desire to challenge other departments to rival our night at the Club.

— PE —

### FOURTH OF JULY TRAVEL

So many wild stories are told in the newspapers about the travel to the beaches on big days that possibly some exact figures may be of interest to Pacific Electric employes who were concerned in the handling of traffic on July 4th.

As is always the case, the travel on the Venice Short Line was heavier than on any other line, the total number of passengers carried through from Los Angeles to the beach being 29,401. Other Western Division Beach Lines carried approximately 11,000 to the beaches.

Southern Division Beach Lines, including Long Beach, San Pedro, Newport, Santa Ana-Huntington Beach, and Redondo Lines carried 24,000.

The return travel from the beaches to the city in the evening was very much heavier than the outbound travel, as many people had gone down the day before.

It is a matter of congratulation to officers and employes of the Transportation Department alike that this large passenger movement was accomplished so smoothly and expeditiously.

### HOW THE CAMP WAS BUILT

In accordance with the schedule prepared several months ago, the Pacific Electric Vacation Camp is an actuality and we are sure the "Big Family" will be interested in knowing some of the details of its accomplishment, particularly the features pertaining to the actual construction.

After the plans were decided upon, and the material for the tent houses was ordered, about twenty members of the Executive Committee assembled at the shops at Seventh and Central Sunday morning, June 16th, and under the direction of Manager Thomas started to work constructing the sides and ends of the twenty-five houses.

The material had been cut and framed a day or two before and with plenty of willing workers, the assembling was practically finished by 4 p. m., ready for loading on the car.

A carpenter gang under Mr. Clark moved to the Camp grounds and commenced the erection of the Commissary building. The water supply was developed by constructing a rock and earth dam and a two-inch pipe line laid to the camp grounds.

Mr. Thomas called for additional volunteers to assemble at the camp Saturday, June 22nd and twenty-two men with blankets "hit the trail" for San Bernardino, leaving Los Angeles on the 7:25 a. m. train, reaching the camp about noon.

Everyone got to work promptly and by dark eight complete cottages had been erected, and all the remaining locations selected.

All hands were called at 5 a. m. Sunday, June 23rd, and throughout the day the sound of the hammer and saw never ceased and by 4 p. m., when the auto stage was scheduled to take us to the train at San Bernardino, thirteen additional cottages had been erected, and in addition, fourteen of the twenty-one had also been provided with kitchen tents.

Tuesday, the 25th, another band of volunteer workers went out and completed the balance of the twenty-five cottages planned, and in addition cleaned up the camp grounds and drained some low spots where water had seeped through from the spring.

We have for our use as fine and complete a mountain camp as any in the country, with an unrivalled location, the finest spring water and sanitary conveniences, modern in every respect.

The thanks of all employes are due to President Shoup, Manager Thomas of the Club, and to the volunteer workers whose time and energy have resulted in establishing this pleasure ground.

— PE —

### AGENTS' ASSOCIATION

At the July meeting, Saturday evening, the 14th, Assistant Treasurer, Mr. Wade, will talk on Indemnity Bonds and General Superintendent, Mr. Annable, will tell of some of the electric railroads he saw in the East on a recent trip. Some important matters will be brought up and all agents are expected to be present.

### OBITUARY

George McClellan Decker passed away June 15th, 1917, after an illness of only a few days with typhoid pneumonia. Mr. Decker has been in active service with the Mechanical Department since March 1907, being employed as machinist, recently being mostly engaged in reclamation work by the use of the Electric Welding process; he also made regular inspection of the Mt. Lowe Incline machinery and cable. He is survived by his wife and one daughter.

John Marion Cotton (colored) passed away June 9th, 1917, having been in the service of the Mechanical Department since July 29th, 1913, in the capacity of janitor. He died suddenly while on duty. He is survived by wife and infant child.

Alex Kornacki, delivery clerk at 8th and Hemlock freight station, Los Angeles, who has been in the employ of the company about five years, died June 10th leaving his wife.

The heartfelt sympathies of their fellow employes are extended to the families bereaved.

### ADDITIONAL SERVICE TO ALPINE TAVERN, MT. LOWE

Additional service has been arranged for between Los Angeles, Pasadena and Alpine Tavern as follows: This service will be operated only on Saturday evenings and evenings before holidays to Alpine Tavern and on Monday mornings and mornings following holidays from Alpine Tavern:

Leave Los Angeles via Pasadena Short Line train... 7:11 p. m.  
Arrive Pasadena ..... 7:49 p. m.  
Leave Pasadena Car House 7:55 p. m.  
Arrive Alpine Tavern..... 9:05 p. m.  
Leave Alpine Tavern..... 6:30 a. m.  
Arrive Pasadena ..... 7:45 a. m.  
Leave Pasadena Car House via Pasadena Short Line train ..... 7:52 a. m.  
Arrive Los Angeles ..... 8:29 a. m.

This additional service is for the purpose of permitting business men and others to spend the week end at Alpine Tavern who are unable to leave on our regular trains Saturday evenings and evenings before holidays or who desire to return from Alpine Tavern Monday mornings or mornings following holidays to reach their place of business at an earlier hour than they have been able to do in the past on our regular trains.

— PE —

### CROCKER STREET HOSPITAL

Make it a point to drop down to the hospital some day soon and see the boys who are laid up there. They will appreciate your thoughtfulness and it will perhaps help them over the hard places. The following is a list of our patients there:

Frank Richardson  
M. Naba  
Roy Davis  
Blas Gonzales  
F. G. Saxby  
Clyde Hamar  
J. W. Harris  
W. H. McGruder  
H. J. Darnley

# THE STANDARD CODE OF COURTESY

Since January of the present year the Brooklyn Rapid Transit Co. has been publishing a small folder, the title of which is "The B. R. T. Standard Courtesy Code." The little publication is copyrighted by that company, but their contents are of such great worth application was made for permission to reproduce them in the Magazine. One of these little lessons in courtesy efficiency will be published each month. The text is the same as that used by the B. R. T. except that the initials P. E. have been substituted to bring the lesson home more forcibly.

## SUBJECT NO. 2—TRANSFERS

Transfers probably cause more trouble between conductors and passengers than any other element in their relations—more, perhaps, than all other matters combined. The record of our Complaint Bureau shows that many of the complaints received from passengers grow out of transfer disputes. So the section of our P. E. Standard Courtesy Code which deals with transfers has been worked out with great care and if it requires that the conductor learn more detail than some of the other sections of the Code present, every conductor should remember that each one of these Transfer Courtesy Phrases will help him through some difficult situation which might lead to a complaint if it was not handled properly.

Transfer arguments on our cars usually start from one of three causes: Either

- or The conductor has made a mistake in refusing to issue or accept a transfer,
- or The passenger does not understand the transfer regulations,
- or The passenger is trying to get a free ride.

In the first of these conditions the conductor, being in the wrong, will, of course, be corrected when his error is reported. But even if he is mistaken he will at least avoid a complaint of incivility if he has used the Standard Courtesy Code.

In the two other situations the passenger is in the wrong, and generally the passenger is mistaken rather than trying intentionally to defraud the company by getting a free ride. In all such cases the conductor must assume that the passenger is mistaken, for the conductor can protect the company (even in the extreme case where the passenger who refuses to pay his fare is required to leave the car), just as well on this theory as he could by assuming that the passenger was trying to beat his way.

The moment you allow the passenger to believe that you think he is trying to cheat the company out of his fare, you start trouble. If you are wrong you are doing the passenger an injustice in giving cause for a complaint that will be sustained. If you should be right you do not place yourself in any stronger position by this assumption.

Here is the section of the Standard Courtesy Code on transfers:

### A. WHEN A PASSENGER ASKS

SITUATION	WHAT TO SAY
1. For a transfer to a line where direction is restricted.	1. <b>I AM SORRY, we do not transfer in that direction.</b>
2. For a transfer some time after paying fare.	2. <b>Next time PLEASE ask for transfer when paying fare.</b>

### B. WHEN A PASSENGER OFFERS

1. A transfer on which the time has expired. And in case the passenger asks for extra time allowance on such transfer.	1. <b>I AM SORRY, I cannot accept that transfer, as the time has expired. I AM SORRY, but it is against the rules to allow any more time.</b>
2. A transfer improperly punched.	2. <b>I AM SORRY, I cannot accept this transfer, it is improperly punched. PLEASE pay your fare, take your number and report the matter at 768 P. E. Building. If a mistake has been made it will be corrected.</b>

And if passenger persists in offering the transfer.

Show him what the error in issuing is, saying "I will accept this transfer in this instance, but PLEASE inspect your transfer in the future before leaving car on which issued to see that it is properly punched." NOTE: Mark such transfer "accepted under protest."

3. A transfer having the time or date torn off.	3. <b>I AM SORRY, I cannot accept this transfer as it is mutilated. I AM SORRY, I cannot accept this transfer. You did not board at the transfer point. (NOTE: Transfers will be accepted at intermediate points.) I AM SORRY, but the rules do not allow me to do otherwise.</b>
C. When a passenger boards a car at a point other than the transfer point, or an intermediate point.	
D. When a passenger, after any of the above explanations has been given, tries to start an argument.	
E. When a passenger whose transfer cannot for any reason be accepted, insists on riding.	<b>I AM SORRY, but you will have to pay your fare or leave the car.</b>

The transfer system is based on the theory of a continuous ride for a nickel in the same general direction. Many transfer disputes arise because passengers do not understand this and

want to take a ride running back the direction from which they came. The Code has a phrase to be used in such cases. But it will help conductors in cases where it is evident the passengers do not understand, explain courteously that the line which the transfer is requested to not run in the same general direction as the line on which the passenger is riding.

Now a word as to gestures, which are the cause of a great many arguments. Many people like to emphasize what they say by some motion of the hand or arm. This can only mean that they feel that their language is not clear or strong enough to express their meaning, and therefore must be reinforced by gestures.

In the direct communication of person with another a gesture only mean that the words spoken are insufficient to express one's meaning and have to be reinforced. And if the words spoken are themselves perfectly clear and gestures still used, it can only give the impression that the speaker means something more than he says and is compared possibly by physical strength if necessary, to back up his meaning.

That is a challenge. Every one of us has seen a row start out of a friendly conversation because one person began to shake his finger uncomfortably near another's face.

Our conductors do not need to use gestures to reinforce the Courtesy Phrases in the P. E. Standard Code. The Courtesy Phrases tell their own story. By using them a conductor not only can say the right thing at the right time, but he can avoid intentionally giving cause for a complaint.

Let the passenger do all the talking. It is a confession of his inability to express himself adequately in words. If he is wrong his gesture will make that fact all the more evident.

There is no detail in our operation where it will help our conductor more to say the right thing and stop, than in the complicated matter of transfers.

### PICNIC SUGGESTIONS

Traffic Department has published a new folder entitled "Picnic Suggestions." This folder gives information the accommodations and attractions at different resort points on Pacific Electric and is for the purpose of assisting churches, societies and others in selecting a suitable location to hold a picnic.

Any of the Pacific Electric fare hearing of a proposed picnic in the community or elsewhere can advise those interested to secure one of these folders or secure it themselves from any Pacific Electric Agent from the Traffic Department. Doing so will not only be looking for the company's interests but also be helping out those intending to hold the picnic, as unquestionably this folder contains a great deal of valuable information.