



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 2

LOS ANGELES, CAL., JUNE 10, 1917

No. 1



DOING THEIR "BIT" FOR THEIR SUFFERING DEFENDERS

THIS is not a story of the strenuous work performed by this committee of young lady employes of the Pacific Electric, who in a few days raised \$391.00 for the Red Cross work of the nation; for it would take tomes to tell about it. It is just an affectionate tribute to our sisters in the work of our corporate family. In the company's employ are approximately 150 women; every one of them just as loyal, just as efficient, just as courteous, and fully as true as any of their fellows of the opposite sex. In the Red Cross campaign they were represented by the attractive, winsome galaxy shown in the picture. In days past, in other causes, our ladies of every department have shown the sterling metal of their character and to good purpose. In days to come, whether strife or peace is upon either our nation or our Company, they will all be found "doing their bit" for the common cause

OUR SALUTATION TO OUR FAIR CO-WORKERS

MAKING GLAD THE WASTE PLACES

Several years ago, considerable discussion was carried on in the newspapers regarding a statement made by an attorney named Brandeis to the effect that the railways of the United States wasted \$1,000,000.00 per day through lack of efficient operating methods, and while the accuracy of the figures was promptly challenged, yet it was generally admitted that very heavy losses were incurred through neglect and carelessness.

The total railway mileage in this country is not far from 300,000 miles and in reviewing the situation and roughly estimating per mile of track, it is interesting to note the possibilities of loss resulting from waste of material alone.

Considering small items of track material shipped to sections, and lost either in transit or by theft or otherwise, we may get a fair idea of the money involved:

1 tie per mo. per mile, @ \$1.00 each, annually \$3,600,000.

2 plates per mo. per mile, @ \$.15 each, annually \$1,080,000.

10 spikes per mo. per mile, @ \$.03 each, annually \$1,080,000.

2 bolts per mo. per mile, @ \$.05 each, annually \$360,000. Total \$6-120,000.

These figures are unquestionably very low and doubtless would be more nearly correct if multiplied by five.

Loss in ties, particularly, is enormous, every community adjacent to a railway having among its residents not a few individuals who look upon the railway company's ties as a sort of family wood pile; and many a mile of private fence has been constructed with new ties for posts.

Then we have losses of ties by fire and flood, thousands being burned every year by fires on the right of way and many more being carried away by freshets and overflowing streams during seasons of heavy rains.

There are heavy losses incurred annually by reason of natural decay, which might be deferred by treating the ties with some one of the acceptable methods of preservation, thus adding several years to the ordinary life at a small advance in cost for treatment.

We might follow the analysis in detail throughout all classes of materials used in railway operation and show quite conclusively the heavy tax on operating expenses due to indifference and carelessness on the part of employes in properly looking after material entrusted to them.

Company tools, also, are subject to great loss not alone due to breakage by reason of carelessness in their use, but principally to lack of interest in safe-guarding them. It is common practice on some roads to leave them out along the line, particularly where a job of work lasts several days. Shovels, picks, lining and tamping bars show wonderful elusiveness and there is a steady drain on the store department to keep the section men supplied. This is also true as to small tools, wrenches, axes, hand saws, hack

saw frames, etc.; thousands of dollars worth literally disappearing off the face of the earth.

Losses in transit run into large amounts, and many trainmen seem to make a nice distinction between commercial freight and company freight. A twenty-five cent broom or a reel of barbed wire, on commercial billing, will be carefully unloaded, but a bundle of shovels or keg of track spikes, worth several dollars, and billed as "company material," will be unloaded along a side track while train is running thirty miles per hour. One or two broken shovels usually results; and the section foreman may or may not take time to gather up the scattered spikes.

Then there are losses involving train supplies; lanterns, globes, flags, torpedoes, lubricants and waste, all subject to extraordinary shrinkage through lack of care and forethought.

It is therefore quite apparent that vast sums are annually lost to the railways through unrestricted waste of materials and supplies, and it is quite certain that great savings could be made if employes would awaken to a realization of the fact that the trouble is essentially due to not attaching enough importance to the small items; for while the unit loss is comparatively low, yet on account of the large quantities involved, the aggregate value is exceedingly high; and when the transactions of a whole year are taken into consideration the total figure is really stupendous.

That the Pacific Electric suffers proportionately there can be no doubt; and every employe should study the situation insofar as he is individually concerned and make special effort to cut down wastefulness. Use the company's property as carefully and considerately as you would your own, and the results will surely be reflected in reduced operating expenses.

Unfair competition is distressingly affecting the company's revenues; and if, in addition, unchecked wastefulness be allowed to prevail, a condition is created which may be likened to burning the candle at both ends.

It may be said that eternal vigilance is the price of thrift; therefore be vigilant in avoiding waste, which will help to increase our net earnings.

G. H. GRACE.

PE

SIGNALMEN ASSOCIATION

The May meeting of the Signalmen Association was well attended. Mr. A. T. Guinn opened the meeting with a word of good cheer. All listened with interest to Mr. S. R. Florence and Mr. F. T. Morcheck discuss the general business activities and the future possibilities of the signal department.

Attention was called to the steady decrease of signal failures. Mr. Florence commended the men for their good work.

Mr. Crocker's talk concerning maintenance of interlockers and Mr. Wood's maintenance of automatic flagmen motors was very instructive as well as interesting.

Subjects for discussing at the next meeting was solicited.

BASEBALL NEWS

The Freight House baseball team have had a few set-backs during past month, but they are not discouraged. The defeats received were expected because of the large number of their regular players going to front, McAleer, Johnson and McClure, three of the team's best players, being all departed. The Pacific Electric team lost to the P. L. & P., score 4 to 1, and defeated the Tufton team 4 to 2. During the next weeks games will be scarce. Southern California Baseball Association League, of which the Pacific Electric Club was a member, has banded on account of the large number of men responding to the colors.

The Pacific Electric Train team has been going pretty well during the last month, having won four out of their five games played. May 8th Tustin defeated them 7 to 1 and on May 15th Norwalk won 6 to 1. On May 22nd the P. E. boys defeated the Nelson & Price Tire Co. 12 to 1. May 29th McKinley-Weber Baseball Co. lost to the P. E. 5 to 2; and June 3rd Van Nuys was defeated 2 to 1. Thurston pitched the last games for the P. E. and did well.

Manager May has strengthened his line-up and with Thurston pitching tight ball, expects to win the majority of the games.

The following is the schedule for the next four weeks:

June 10th, Sneads at Exposition Park.

June 17th, Solomon's at H. Playground.

June 24th, Standard Oil Co. Standard Oil Lease (near La Habra).

July 1st, San Bernardino at Bernardino.

PE

It was during the rush hour that the car was getting well filled. A man got on and located himself against the partition at car entrance causing all who got on afterwards to make a grab for the third button in his vest, and yet he seemed to be in the situation, until the conductor said:

"Would you kindly move please?"

"This is all right. Suits me," the passenger replied.

"It interferes with passengers sitting on. I'll have to ask you to please."

"Well, I'm only going a couple of blocks. It's not worth while not sitting."

The conductor seemed satisfied with good nature—nothing disturbed his genial disposition, while he remarked, "I'll tell you, it helps handle my loads lots better to the entrance clear."

"All right, old scout, I'll go. Excuse me, but I didn't look at that way."

And the sun shone brightly more.

ELECTRICAL DEPARTMENT

QUESTIONS AND ANSWERS

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

Question: What is the origin of the term "horsepower?"

Answer: The term "horsepower" as a measure of the activity of machinery was introduced by Thomas Savery, the inventor of an early type of steam engine. In Savery's Manual entitled "The Miner's Friend" printed in 1702 the work that a certain engine could do was compared to the amount of work that a certain number of horses could do. James Watt, inventor of the modern steam engine adopted the term "horsepower" as a unit for expressing the power of his steam engines and defined its value in foot-pounds per minute. The magnitude of Watt's horsepower was, however, 6 or 8 times as great as Savery's, and was determined by a number of experiments carried on under the direction of Watt about the year 1775. Some heavy horses were caused to raise a weight from the bottom of a deep well by pulling horizontally on a rope passing over a pulley. It was found that a horse could raise a weight 100 pounds while walking at the rate of 2.5 miles per hour. This is equivalent to 22,000 foot-pounds per minute. Watt added 50 per cent to this value giving 33,000 foot-pounds per minute, or 550 foot-pounds per second.

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ELECTRICAL DEPARTMENT MEETING

The regular monthly meeting of the Electrical Department was held at the P. E. Club, Tuesday evening, May 15th, over 75 members of the department and some their families, being present.

Mr. Anderson, as chairman opened the meeting with a general talk on conditions affecting the department. Capt. E. Watering Florence of the Canadian Expeditionary Force lectured to the members on matters relating to the World Conflict and impressively brought to the minds of those present, the seriousness of the situation.

The following were selected by the employees present to serve for a period of three months on the "Program Committee:" A. Kean, Line Maintenance; A. S. Craig, Operators; Harrison Black, Substation Construction and Maintenance; H. Bell, Line Construction; C. Gonzalez, Telephone; L. H. Appel, Office.

The next meeting will be held June 19th and all employees of the department are requested to attend, whether members of the Club or not. The program for the meeting will be announced later by special bulletin.

The Electrical Department is now represented by 190 members in the Pacific Electric Club; which is 76 per cent of the eligible membership of the department.

TROUBLES OF THE TROUBLE-MAN

A great many frequent users of the telephone never give a thought to the electrical and mechanical parts of the little instrument and the pair of copper wires between it and the switchboard. Some careless users of the 'phone slam the receiver back on the hook as if they were handling pig-iron, not knowing they are damaging the delicate contact springs at the inside end of the hook.

The sources of telephone trouble are many; a small boy with his big kite is one of the chief offenders; the kite gets into the 'phone wire and the wind causes it to revolve around and twist the wires together so tight that, in a number of cases we have to cut the wires down and get the kite out to clear the line. Large birds, such as cranes, buzzards and owls will roost on one wire of the 15,000 volt line and sharpen their bills on the other side of the line, incidentally causing some fire works and burning down the 15,000 volt line, which nearly always falls on the 'phone lines. This high voltage is carried along the 'phone lines, in and out of stations, burning out 'phones and fuses until it finds a good ground, which causes it to blow out the line fuse and open the line.

Nearly all of the Pacific Electric Ry. 'phone lines are on poles carrying 15,000 volt A. C. high lines and 575 or 1200 volt D. C. feeder lines, and should the trolley pole leave the wire, as many times it does, and strike the 'phone wire the result is that the phone wire is either thrown up over the 15,000 volt line or it falls on the feeders, either case resulting in burned out 'phones and numerous other cases of trouble on the same line.

Again we have a great deal of instrument trouble in car houses and depots, etc., caused by employees hanging up watches with long chains around metal parts of the 'phones, causing the instrument to stutter and cut out; bunches of keys, metal coat hangers and monkey wrenches are often found lying on metal parts of 'phones causing 'phones to become noisy.

Bees and wasps are very troublesome to the 'phone man. They build their nests and deposit honey around the fuses, making the lines heavy to ring in over. Well now, you wonder how we get rid of the bees and wasps—we just sneak up to a 'phone box and light a fusee; open the door, place the fusee in the box and close the door. If a few dozen bees fly out and greet you and caress you, don't mention it to anyone, as they can see you have been stung.

Mice and rats keep the telephone trouble shooter busy repairing wires and cables that are concealed between walls and floors. They will gnaw the lead sheath from a cable or the in-

sulation from the wires to get at the parafine and beeswax which the cables are boiled in to protect them from dampness.

Then we have the amateur gardener around depots and substations that plant climbing vines where they will grow up around the 'phone wires and cut into the insulation, causing a partial short circuit making the line heavy. This is one of the many causes of not being able to hear or be heard over the line. Operators and agents please plant vegetables.

A. B. McLEOD.

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FLAG RAISING AT SHERMAN

May 10th was a gala day at Sherman that was participated in by practically all the residents of that charming little city; the occasion being a flag raising at the shops. The beautiful national emblem was purchased by the Pacific Electric boys of the several departments, was 8x12 feet in size and made of standard wool bunting.

Starting off with a big street parade through the main streets of Sherman, with flags, banners and streamers flying, the procession was led by the fife and drum corps from the National Soldiers' Home at Sawtelle. Next came the National colors, flanked on either side by two marines, two soldiers and one blue-jacket, while next in order came representatives of the different branches of the Pacific Electric service, business and professional men of Sherman and vicinity, followed by the children of the schools, each child carrying small flags.

After assembling in front of the shops on which had been erected a fine new flag pole, the junior orchestra of the schools played "America" in a very fine manner, the song being followed by prayer by Rev. Thayer. "The Star Spangled Banner" was then played by the orchestra, the entire assemblage singing as old glory was hoisted to the top of the pole and broken out to the breeze.

The speakers of the day were Mr. F. Annable, General Superintendent and E. C. Thomas, manager of the Club, both of whom spoke of the flag's significance and upon themes of patriotism. Both addresses were well received by the assemblage and the speakers were accorded rousing cheers.

Mary F. Smith Davis, author and composer of "We Love You Old Glory," recited her poem-song to the delight of the audience. It is regretted that space in the Magazine does not permit its publication in entirety.

The exercises of the afternoon closed with music by the orchestra and benediction by Rev. Thayer.

The flag raising was under the direction of the following committee: E. Fresneda, B. W. Todd, W. B. Spalding, M. T. Spencer, L. L. Pierce, and T. Hammel.

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Spur track is to be built at Rialto to serve the Rialto Packing Co.'s plant, to cost \$1,260.00.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

June 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.

FOR THE LIMELIGHT-GRABBING HE-MALE

Please note this little fact, I beg: It is the hen that lays the egg; the rooster does the yelling; he flaps his silly wings and crows, and points with pride a while, and throws some fits around your dwelling. And every time I hear him whoop, and prance around the chicken coop, a-feeling hunkydory, I think of husbands I have known, who think that they, and they alone, deserve the praise and glory. They would ignore the patient wives who organized their misfit lives when they were badly sagging; who bore the burden of the day, and helped to cut the swath of hay of which the hubs are bragging. There's many a fellow known to fame who would have failed to win the game but for some little woman, who, staying humbly in the dark, still made her old man toe the mark, with patience superhuman. And, having climbed from out the ruts, how haughtily that old man struts, how proudly tells his story! The wife beholds that crowing gent, and softly smiles, for she's content with a reflected glory.

—Walt Mason in the New York Globe.

Storekeeper Thorburn's article presents much food for thought, and many opportunities for action. Carried out by each of us, his suggestions will pay dividends on time devoted and make many dollars savings for our company.

PE

The "B. R. T." series of Courtesy Code which begin with this number of the Magazine will be found interesting by all of us. They might well be styled Courtesy Efficiency, and the practice of their precepts will work wonders in our own personal affairs as well as in company interest.

PE

With our new mountain vacation camp for employes of the Pacific Electric we are going to have another good opportunity for co-operative effort and produce happiness for each other. That these efforts are worth while has been abundantly manifested in the Club work, where the membership has steadily increased and interest grown in proportion.

PE

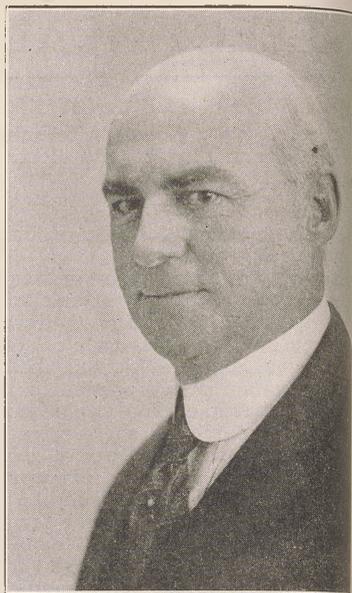
You will probably miss a familiar sound in the Magazine this month. The tones of the editor-in-chief will be absent from some of the articles, for that chief factotum of the periodical has gone on a tour of the East in the interest of not only our readers and the company, but the public we serve. Editor Annable left on May 18th for a period of approximately six weeks. Meanwhile the "devil's in charge, and the devil's to pay." Hope for his early return, all of you.

PE

The rally of employes for duty at the polls on June 5th in our fight for fair play and a square deal in the jitney matter was most gratifying. It showed beyond question the "spirit of the hive" when our family welfare is at stake. Cards for volunteering service were sent out on Tuesday morning, May 22d, and on Wednesday at noon, thirty hours afterward over 600 workers had volunteered and 92 employes had also tendered their services and private machines for the work. Returns from the city election, at the time the Magazine goes to press, indicate a victory in favor of regulating the jitneys in excess of 8000 votes, and is convincing evidence that when problems are put before the people in a rational, reasonable form and the justice of the cause thoroughly shown, a favorable verdict will be rendered. Our victory of last Tuesday was a well-earned one, and the efforts of the railway workers more than appreciated by the management. Let us hope that under the just regulation provided by the ordinance, our earnings will increase at least enough that the railways may pay their operating expense.

PE

From one of the boys in the naval service the following was received at the Club this week, the card being posted at Balboa, Canal Zone: "Dear Friends:—I am dropping a line a long ways from home, and wish to say I sure miss the good work and bunch at the Pacific Electric. We have been on quite a cruise since the Naval Militia left Los Angeles. We are taking in the sights at Panama now, but expect to soon pull out for Florida. I will try and write some time telling you all about how they are making real fighters out of us. We are on the U. S. S. St. Louis now. Sending a great deal of love to the bunch, I am as ever.—Earl Gale. * * * From the army comes the information that H. W. Edmonds, a Western Division boy, has been commissioned a first lieutenant of infantry and is now stationed at the training camp at the Presidio in San Francisco. We shall be glad to hear from all the P. E. boys in the service of Uncle Sam, and the Magazine will reach them regularly when address is known.



Fifteen years ago H. E. Rodenhouse entered the service of the Los Angeles-Pacific Railroad as Conductor. The road at that time is what now constitutes the Western Division of the Pacific Electric, although many changes have occurred in that division since September 2, 1902 when he began work. On March 19, 1907 he was appointed Station Master at the old 4th Street Station where he remained until April 1907 when that station was closed and the new one on Hill Street was opened. Mr. Rodenhouse became Assistant Superintendent of the Western Division on Aug. 1, 1911, and was transferred in the same capacity to the Northern Division on Sept. 1, 1913. In sending us a picture by request, he remarks: "You can't expect a good picture from an ugly, old man's face. Regardless of our expectation the face looks very well, and the genial nature behind it counts for more than the external appearance. Many of us would probably not trade faces with him, but we would or should give something for a disposition similar to his."

THE GIRLS OF THE PICTURE

On page one of the Magazine appears a group of young ladies who the Red Cross campaign raised over \$400 for the work of that organization. They were representatives primarily of the Department of Conductors' Accounts, whose superintendent is Miss C. B. Templeton, and just honorably of all the women employes of the Company. They have the thanks of every employe for their splendid work. The results are wonderful for the short time in which they were engaged in it.

From left to right the ladies are Misses Ruth Quigley, Gladys Hazel Vosper, Helena Strom, and Nelson and Grace Forncrook.

MAY ACCIDENTS

	Northern Division		Southern Division		Western Division		Eastern Division	
	1917	1916	1917	1916	1917	1916	1917	1916
Interferences with vehicles...	64	53	27	26	59	29	6	3
Collisions and interferences with cars	7	4	4	2	2	2	3	0
Persons struck with cars	2	2	4	1	2	1	1	0
Derailments	5	8	6	12	4	12	0	0
On and off moving cars.....	17	26	13	10	20	30	2	5
Miscellaneous	19	33	18	15	19	36	2	3
	114	126	72	66	106	110	14	11
			1917	1916				
Northern Division			114	126				
Southern Division.....			72	66				
Western Division			106	110				
Eastern Division			14	11				
			306	313				
			1917	1916				
Interferences with vehicles			156	111	40.5%	Increase		
Collisions and interferences with cars			16	8	100.0%	Increase		
Persons struck by cars			9	4	125.0%	Increase		
Derailments			15	32	53.1%	Decrease		
On and off moving cars			52	71	26.8%	Decrease		
Miscellaneous			58	87	33.3%	Decrease		
			306	313	2.2%	Decrease		

STOREKEEPERS' PROBLEMS

Let Everyone of Us Do Our Part in the Economical Use of Material

One of the greatest questions before our country, our company and each of us is the elimination of waste. If any employe has not been handicapped, either by shortage of material or by the substitution of material during the past several months, that employe is working under a special blessing of the God of Luck.

Material can be divided into three classes:

First. That which can only be secured by patiently waiting until there is a supply available.

Second. That which can still be secured, but for which the cost has advanced, either in dollars and cents or ingenuity, up to as much as 1000%.

Third. Material on which there has been no change during the past three years.

I cannot recall just at this time any item of material that belongs in the third class, but rather than encourage any item to get in class one or two, I have provided class three.

You will readily see that the distinction between class one and class two is, in class one there is no material on hand, while in class two there is some material on hand, and please realize that that word "some" in a large number of cases means but one or two articles.

Every piece of material carelessly handled, wasted or neglected, means just that many more items of material in the waiting class.

Today work is being delayed and labor wasted because the Store is unable to supply nut locks to certain track sections. Is there one among all of us who knows what a track nut lock is and who can say that he has not within the past year seen one or more of them in the process of being lost or wasted, and yet it only re-

quires four of them to complete one rail joint?

For the past several weeks the Store has been unable to secure a supply of Carbon lamps, and the concealed loss of using Mazda lamps before the light scheme is redesigned, will, undoubtedly, amount to considerable. Yet how many lamps have we wasted by not turning the little switch?

Just at this time there is in stock several months' supply of fuses and torpedoes, but at times during the past few months, the last one has been issued before we actually had the new shipment in stock, and none of us who has occasion to handle these articles can honestly say we have not wasted through careless handling or allowed deterioration of more or less of them.

Every one of these necessary items wasted is just one less out of a limited supply that must perform its essential safety mission.

I could list in this article today seventeen items of material that are on the General Store Short List, not because they are not ordered soon enough, nor have not been traced hard enough, but just because the quantity manufactured is so limited.

All signs and prophecies point to the fact that the material situation is going to be worse, and it is up to each and every one of us to do our best to see that "those arteries suffer no obstruction of any kind, no inefficiency or slacking power."

Each one can help in this emergency.

Do not waste anything.

Help the other fellow not to waste.

A very small percentage of coal sacks are returned to the Store Department in condition to be used again; a lot of them have the burlap cut open rather than being opened in the proper way, others are badly torn because the coal is shoveled out of the sacks as wanted. Coal should be emptied into coal boxes and the sacks

returned immediately. Market indications show a big sack shortage.

The Store Department buys each month approximately 50 5-gallon cans with oil, etc., but we have a can shortage in the oil house each week. Why not save and carefully handle at least every other can? If you do the Store Department will guarantee prompt delivery on all oil orders.

Wire and cable reels, oil drums, water bottles and other containers all cost real money. Reels once were \$5.00; now they are \$7.50, and it is not uncommon to see a large reel priced at \$15.00. Drums that cost \$4.35 f. o. b. Los Angeles now are worth \$14.00, with a "fifty-fifty" chance of getting delivery. Careful handling and prompt return of empties will save lots of money.

Trainmen's lanterns, the red variety are worth \$1.25 each, the white are worth 75 cents, but even at these figures, why should it cost the Pacific Electric \$180.00 per month for new trainmen's lanterns and parts?

All grades of paper have advanced, and every piece of stationery is more than worth the time required to keep it from getting dirty and torn.

Copy pencils are a scarce article and we are fortunate if we keep enough for our actual requirements. Only use them where they are actually required.

Do not draw from Store Stock any more than you actually require. If you over-stock your emergency supply, you may rest assured someone else is short.

When you are short any item and it is hampering and interfering with your work, trace for it and keep your tracer alive until the situation is relieved.

Do not place a requisition for more of the same material every time you think of the shortage. At the present price of material we do not want to buy any more than we actually require for the immediate job and a reasonable future protection.

If you are short any item try to suggest a substitute.

If you are offered a substitute, figure out how it can be used, not why it cannot.

The question of substitution was once a question of immediate cost. It is still one of cost, but please consider the present cost of material and labor, and also the cost if the job is not completed.

Keep in mind the obsolete and over stock material now on hand and try to substitute this material for the material you might like, but which would be necessary to purchase to secure.

C. THORBURN,

PE

AT THE HOSPITAL

The following of our fellow workers are now at the Hospital and would be glad to have a visit from you.

Frank Richardson,
Richard Stubbs,
E. E. Buck,
Henry Metzger,
B. D. Collins,
R. Paivelk,
Roy Davis.

NOTES FROM THE CLUB

CLUB CALENDAR June 10 to July 10, 1917

- Monday, June 11—**
Band Rehearsal, 8 p. m.
Signal Men's Association, 8 p. m.
- Wednesday, June 13—**
Electrical Dept. Orchestra, 8 p. m.
Physical Culture and Wrestling Classes, 8 p. m.
Executive Com. Meeting of the Clubs, 2 p. m.
- Thursday, June 14—**
Dancing in Auditorium, 8:30 p. m.
Trainmen's Instruction Class, 8 p. m.
- Friday, June 15—**
Northern Div. Safety Meeting, 2 p. m.
- Monday, June 18—**
Band Rehearsal, 8 p. m.
- Tuesday, June 19—**
Electrical Dept. Meeting, 8 p. m.
- Wednesday, June 20—**
Maintenance of Way Dept. Meeting, 8 p. m.
Electrical Dept. Orchestra, 8 p. m.
Physical Culture and Wrestling Classes, 8 p. m.
- Thursday, June 21—**
Dancing Class, 8 p. m.
Trainmen's Instruction Class, 8 p. m.
- Friday, June 22—**
Entertainment by Store Dept., 8 p. m.
- Monday, June 25—**
Band Rehearsal, 8 p. m.
Signal Men's Association, 8 p. m.
- Wednesday, June 27—**
Electrical Dept. Orchestra, 8 p. m.
Physical Culture and Wrestling Classes, 8 p. m.
- Thursday, June 28—**
Dancing in Auditorium, 8 p. m.
Trainmen's Instruction Class, 8 p. m.
- Saturday, June 30—**
Athletic Night, 8 p. m.
- Sunday, July 1—**
Opening of Mountain Vacation Home.
- Monday, July 2—**
Band Rehearsal, 8 p. m.
- Tuesday, July 3—**
Southern Div. Safety Committee, 2 p. m.
- Thursday, July 5—**
Dancing Class, 8 p. m.
Trainmen's Instruction Class, 8 p. m.
Rod and Gun Club Meeting, 8 p. m.
- Friday, July 6—**
Vaudeville Show in Auditorium, 8:30 p. m.
Western Div. Safety Committee, 1:30 p. m.
- Monday, July 9—**
Band Rehearsal, 8 p. m.

Several of our Library books have been kept out much over time. In order that all may have the benefit of this feature members are requested to be prompt in the return of books withdrawn. It is not desired that a penalty be attached to the library system for failure to return books, but we should be considerate in the matter.

SECTION FOREMEN'S MEETING

About forty-five of the employees of the Track Department attended the regular monthly meeting held at Club Rooms Wednesday evening, May 16th. Open discussion covering economical methods of performing various phases of track work was entered into, after which Mr. R. E. Orr gave a very interesting and instructive talk on bonding; explaining in detail the various workings of electrical energy in the movement of our cars; also the return of the propulsion current through the rails to the sub station.

Mr. Henry Brenneman of the Signal Department will give a talk at next monthly meeting on Operation and Maintenance of Section Motor cars.

Vaudeville night, which is a popular monthly, continues to bring out talent of interest to all who attend. The last event of the kind, which occurred on Friday evening, May 25th, was a rival for those preceding it and comprised the following:

- L. D. Rockeville (Steel Guitar)
Mr. Weston (Accompanist)
a. If You Saw What I Saw.
b. Oh Johnny, Oh Johnny.
- L. M. Kohler (Basso)
a. To Have, To Hold, To Love.
b. Absent.
- Jack Birmingham (Monologue)
- Robert B. Grimes and
Miss Bernice Cooper (Saxophone Duet)
a. My Creole Sue.
b. Meditation.
- Miss Agnes Kraemer (Soprano)
a. Prayer from La Tosca, in Italian.
b. Eulgie, Massanet, in French.
- Miss Madgel Lucas (Dancer)
Drigo Serenade.
- Roy Davis (Whistler)
a. Valse Blue.
b. Charm of Spring.
- Mrs. W. D. Mills (Pianist)
a. Sunday Morn.
b. Pearls.
- Frank Cosgrove (Baritone)
a. There's a Mother Always Waiting You at Home, Sweet Home.
b. And a Little Child Shall Lead Them.

In connection with this feature of the Club work, it should be borne in mind by the membership that more volunteers are needed for this work. There are doubtless many of our members who could contribute musical or literary numbers to this monthly entertainment and thereby help in the provision of enjoyment for others of their fellows. It is not the forum of professionalism, but the family gathering place of the club family and each member of that family is expected to do his part, no matter how

small that contribution of talent may be.

— PE —

Athletic Night at the Club was some "hum-dinger" and about 1500 fans made the rafters ring with their enthusiasm. Although not fully completed the big fest was held in the gymnasium quarters on the third floor, and by the time the Magazine reaches our readers the gym will be completed so far as it has been possible to do with the funds available. At this time the showers have been installed, the basket and hand ball court is ready for use and in the main gym room apparatus is installed for use as follows: Medicine balls, door baseball, horizontal bar, adjustable punching bag platform, sparring ring and two sets of gloves, exercisers, climbing ropes, arm development and some other small apparatus. Dressing room is being equipped with lockers, there being already twenty of them in place which will accommodate forty persons. Since its opening the place has been very popular with many of the boys and will be more so in the very near future. The Club is very fortunate in having among its membership Mr. Albert Sunshine, who has had many years experience in physical culture work and who has volunteered his services in conducting a class which will be held every Wednesday evening at 8 o'clock.

All members who desire to join this class will report at the club and register for the work on Wednesday evenings. The use of the gymnasium and membership in the class for the present will be limited to members of the club only.

John Humerich, our wrestling expert, will also instruct aspiring wrestling students on the same evening each week.

The events of last athletic night were all of the exhibition boxing type and the evening's sport was participated in by the following members, all the bouts being seconded by Messrs. C. T. Hamil and G. S. Gilmore:

- Joe Burns vs. C. P. Thompson.
Striker vs. McCall.
Stuart vs. Barkley (a screamer).
Mosher vs. Coleman.

For the next Athletic Night our old friend Johnny Humerich has contracted to provide a series of very classy wrestling events, and several of the follows are in training for a few ring meets. Note the date in the calendar and get there.

— PE —

One of the best entertainments we have had in our Club Home since its opening where the offering was contributed by "outside" talent, was given by the Girls' Glee Club of the Los Angeles State Normal School on the evening of May 11th. Every number presented was most happily received by the large audience and special mention of the ensemble singing of the Club should be made. All who were present extend to Miss Myrtle Blewett, the director, the most hearty thanks for the entertainment afforded them.

AND GOES TO SANTA BARBARA

Manager Beegle advises that he has concluded arrangements with the secretary of the Chamber of Commerce of Santa Barbara, for our Band to furnish the music for the Fourth July celebration to be held at that place.

The boys are figuring on leaving Los Angeles at 10:15 p. m., July 3rd, and returning, leaving Santa Barbara at 10:30 p. m. on the 4th, traveling via Southern Pacific in both directions.

The members of the Band are somewhat elated over securing this engagement, which will put another feather in their already-over-exercised caps. "Go to it," fellows, and open up the name you have already reserved for our family Band.

PE

Our new Victor machine is proving even more popular with our members than the former machine. New records are being added from time to time and right here let us make a suggestion to you. You probably have a machine in your home which have some records that you have worn tired of but that are still in good condition, but you really do not care to keep in your collection. It now occur to you that there probably a number of your fellows who have never heard them and whom you could give a great deal of enjoyment. Bring them to the store and make them a part of your donation to the family amusement.

PE

There is any one person belonging to our club to whom our most hearty thanks are due, it is our fellow worker, Mr. Frank England, who since the club was opened has made things brighter and so attractive around the quarters by keeping the club supplied with cut flowers and caring for our plants. We are indeed grateful for his many attentions and splendid work.

PE

The semi-monthly dances continue in popularity with the members and their families, the attendance thereat varying from one hundred and fifty to two hundred persons. Mr. Barkley continues his classes on every Thursday evening, except evenings for which regular dancing occurs, and the interest continues unabated. The attendance at dancing classes is averaged around eighty.

PE

STORES DEPT. WILL ENTERTAIN

On Friday evening, June 22, at 8 o'clock, the Stores Dept. will provide the evening's entertainment for the members in the Auditorium. All members cordially invited. This is a new wrinkle and a novel one and all departments will no doubt turn out en masse to see the first big show produced by the Stores Department.

PATRIARCH OF THE SERVICE

"Golden Wedding" Anniversary Celebrated by Mechanical Dept. Watchman Who Has Been in Company Service 31 Years

Mr. and Mrs. Phelps Reed, celebrated their 50th wedding anniversary, otherwise known as the "Golden Wedding," May 23rd, 1917.

Mr. Phelps Reed was born in Knox county, Tennessee, September 20,



1840, making him now nearly 77 years of age. Mrs. Reed was born October 15, 1849 in Camden county, Missouri, being nearly 68 years of age.

Mr. Reed remained on the home farm in Knox county, Tennessee until he was nineteen years of age, at which time, in 1859, he crossed the country assisting in driving 460 head of cattle and 100 head of mules and horses to Red Bluffs, California.

They were six months in making this trip, and while Mr. Reed looks back at this as one of the great experiences of his life, it was at the time, as he states, a very hard and tedious trip (and he says now, that he would hardly like to try it over.)

Mr. Reed remained a period of eight years at Red Bluffs, California during which time he participated in numerous volunteer trips driving away from the town, Indians who would come down from the mountains periodically, burning houses and killing women and children wherever they could. Mr. Reed states that it was their intention to drive them back to their original haunts, but very few of them got back on account of being killed; we of this day and age in Southern California can hardly imagine such con-

ditions, but you can rest assured that they are indelibly impressed on Mr. Reed's mind as it was not a very enjoyable experience. In 1867 Mr. Reed left Red Bluffs, California and returned to Camden county, Missouri, where on May 23rd, of that year, he married Martha U. Clinton.

Shortly after their marriage, Mr. and Mrs. Reed moved to Waco, Texas, he still being engaged in the cattle business. They remained in Texas until the year 1886, during which time, four children were born, two girls and two boys, only one girl now living. There are also eight grandchildren living.

In the year 1886, Mr. and Mrs. Reed came to the city of Los Angeles, which at that time we all know was a very small place. He immediately went to Redondo, California where he was employed by Thompson and Ainsworth, performing general work on a small and crude railway, operated at that time, but which later developed into the Los Angeles and Redondo Railway Company, with whom he continued his services, being at that time engaged as watchman, and has served in the same capacity ever since.

Mr. Reed has the distinction of holding a Service Pass, reading "Issued because of meritorious service during past 31 years" which undoubtedly makes him the oldest employee of the Pacific Electric Railway Company, if not the oldest in age also.

Mr. and Mrs. Reed received from the employees of the Mechanical Department, two beautiful leather upholstered chairs, as an expression of their good wishes.

PE

PACIFIC ELECTRIC ROD & GUN CLUB

By the time you receive this Magazine, no doubt a great many of you will have heard fabulous stories of the wild boar hunting on Santa Cruz Island, at which sport a number of the members of the Club have been engaged for the last three or four days. In case you are somewhat fagged out and need a little excitement, I would advise that you get in touch with Spafford, Dierdorff, Geopfert or some other member of the party, and have them relate some of the blood-curdling experiences they underwent. I found it impossible to go myself, otherwise I might have done my share of the big talking stunt.

All members are urged to get up to the monthly meetings at the club rooms, for the purpose of getting acquainted with the rest of the fellows, if for no other reason. The weekly gatherings at the Vernon Gun Club could also stand a considerably larger attendance, and I feel sure that all who come will enjoy themselves.

L. M. Kohler, Secretary.

PE

SERVICE CHANGE

Effective May 14th, we commenced turning 21 of the Hollywood trippers at 9th & Hill Streets instead of at Hill Street Station, for the convenience of our patrons using that line.

THINKING

By Walter D. Wintle

If you think you are beaten, you are,
If you think you dare not, you
don't,

If you'd like to win, but you think
you can't

It's almost a cinch you won't.
If you think you'll lose, you're lost,

For out of the world we find
Success begins with a fellow's will,
It's all in the state of mind.

If you think you're outclassed, you
are;

You've got to think high to rise,
You've got to be sure of yourself be-
fore

You can ever win a prize.
Life's battles don't always go

To the stronger or faster man;
But soon or late the man who wins,
Is the one who thinks he can.

—The P. L. & P. Bulletin.

Interesting Statistics Concerning Our Tickets and Transfers

Many of us watching the thousands of passengers going to and fro each day give very little thought to the very complex problem, as well as the cost, of supplying the hundreds of different kinds and large quantities of tickets necessary for the transportation of our patrons.

Approximately 25,000,000 tickets of all kinds are needed annually at a cost in the past of about \$12,000. Owing to the great increase in the cost of paper and ink, however, this cost has very greatly increased in the past year. This amount paid out for tickets, although considerable, is only a very small part of the cost of supplying tickets to passengers, in the maintaining of ticket offices and salaries of the large number of employes behind the ticket dater.

These 25,000,000 tickets weigh several hundred tons and piled together would fill about half of the Main Street Station waiting room.

Of the total, over 400,000 are commutation tickets, each complete book being counted as one ticket, and cost about \$4,500. About 2,500,000 conductor's triplex tickets are used per year at a cost of about \$2,750. Even the little slips of hat checks, which are so important to conductors in checking their passengers, reach a total per year of 7,000,000 and cost about \$900. There are also about 7,000,000 transfers used per year, which means about 20,000 each day and an annual cost of about \$1,500. If pasted together at the ends these transfers would make a strip about 800 miles long.

Consider for a moment the "Knights of the Ticket Punch" and the number of motions necessary in punching and canceling these 25,000,000 tickets. A mathematical genius might figure it out accurately in his lifetime if he did not stop to eat or sleep. Each transfer must be punched about ten times, including cancellation; the average complete commutation ticket about 100 times. Enough! Have a heart. We will guess at the rest. Anyway it will probably run up into the billions of motions in a year's time.

Each ticket has to be accurately accounted for both in the Ticket Stock Department and in the Accounting Department; in fact, the ordering, supplying to agents and conductors, and the checking and accounting of our tickets constitutes a business of considerable magnitude in itself.

—PE—

Don't Forget That Your Real Boss Is the Customer

The superintendent of a big department store in Boston conducts a school of salesmanship in his establishment, and one of the first questions he puts to his class of beginners is: "Who is the boss?"

After salesmen pupils have guessed every official about the establishment, the superintendent explains. "No, no, no; he is not the boss. The real boss in this store is the customer. It's the customer that you and I are here to please. It's the customer who pays your wages and mine. Now, if you are sitting behind your counter, doing nothing, and you see me coming, don't jump up; but if you see the customer—the boss—coming, jump! That always makes a deep impression."

The lesson is a good one to memorize. It applies to the railroad business as well as any other.—S. P. Bulletin.

—PE—

Reminded Him of Bryan

A contractor from Illinois was talking with William Jennings Bryan during one of the "Great Commoner's" visits in Chicago. "Mr. Bryan," said he, "you remind me of a friend of mine down in Boston who arrived at the railway station just in time to see the desired train moving off down the track. My friend took after it and chased it clear out of the train shed." Then he turned around sadly and made his way back to the sympathizing crowd.

"Didn't catch it, did you?" remarked one of them.

"No," replied my friend; "but I made her git up and get!"

—PE—

"I want to be procrastinated at the next corner," explained an aged negro passenger as he approached the conductor.

"You want to be what?" asked the conductor.

"Don't lose your temper," rejoined the negro. "I had to look in de dictionary myself befo' I found out procrastinate means to 'put off.'—Ex.

—PE—

Railroad Attorney: You want damages—what? Why, there isn't a scratch on you!

Van Hardup: But think of the mental shock and depression at not finding a scratch on me after such a wreck.—Port Jervis Gazette.

—PE—

A small but well-known automobile struck a street car amidsthips and the street car conductor got off to investigate and collect evidence.

"What's the matter with you?" the conductor asked the driver. "Don't you know you can't run under my car with your top up?"—B. C. Electric Buzzer.

HAZARDS IN HANDLING GASOLINE

Gasoline is a product obtained by distilling crude petroleum and the different grades used for various purposes differ somewhat in chemical and physical properties. Some grades of gasoline, particularly the better grades used to drive automobiles, are more hazardous to handle than others.

At ordinary temperatures, air holds about 5 to 28 per cent of gasoline vapor. As gasoline vapor is about three times as heavy as air, in a room containing a mixture of the vapor with air the vapor is found in large proportion near the floor. A dangerous feature of gasoline vapor is that it may travel a considerable distance from the gasoline and there be ignited, the flash traveling back to the container of the liquid and causing a roaring fire in a few seconds.

Many fires originate from the cleaning of silks with gasoline, the violent rubbing of the silk generating static electricity which produces a spark that ignites the vapor.

A dangerous practice is the cleaning of metal parts with gasoline from an open can. Employes find it difficult to clean grease and oil from metal parts with a cloth or brush saturated with gasoline, and the gasoline is readily ignited by a spark. Such a spark may be caused by striking pieces of metal together.

Sand and sawdust are effective in extinguishing burning gasoline.

IMPROVEMENTS

Storage tracks are to be constructed at Butte Street transfer to a cost of \$5,447.00.

—PE—

The 14th Street track in River Street between Main and Alwood Streets is to be re-located and improved.

—PE—

The trestle at Arnaz, on the Valley Short Line has been reconstructed and lengthened at a cost of \$2,150.

—PE—

Spur track is to be constructed at Highland Ave. and Santa Monica Boulevard (Colegrove line) at a cost of \$1,855.00.

—PE—

Change is being made on the Long Beach Line at Compton, from center to side pole construction of the overhead work, to cost \$2,640.00.

—PE—

Changes are to be made at El Verde involving the installation of single track steel spans, the abandonment of 900 feet of second track and 705 feet of trestle, which will necessitate an expenditure of \$10,000.00.

—PE—

Jim Was Ahead of Him

"It's so strange," sighed the conductor, "how, when two boys start out with equal chances, one of them is bound to forge ahead. There was Jim. He and I were the best of friends in youth. But look at me now. Equal as our chances were, Jim is ahead."

"What is he doing?" asked the policeman sitting near the door.

"He's the motorman of this street car," came the answer. "Did I see your ticket, please?"—Exchange

OUR SUMMER VACATION HOME IN THE MOUNTAINS

President Shoup Has Given His Approval, Authorized the Expense, and the Camp Will Be Ready For Employees on Sunday, July 1, 1917

Two years ago the idea of a Summer Vacation Camp was taken up by the management of the company, but after much preliminary work and investigation the work was deferred, though a camp site was secured and the title maintained; but several months ago, shortly after the organization of the Club for employees was perfected, and the new feature safely

to Mr. E. C. Thomas, manager of the Club, and as the Magazine reaches the employees practically all of the building material will be on the ground and the work of construction well under way.

Purpose of the Vacation Home

The purpose of this Summer Vacation Home for all employees and their families is to provide at the lowest

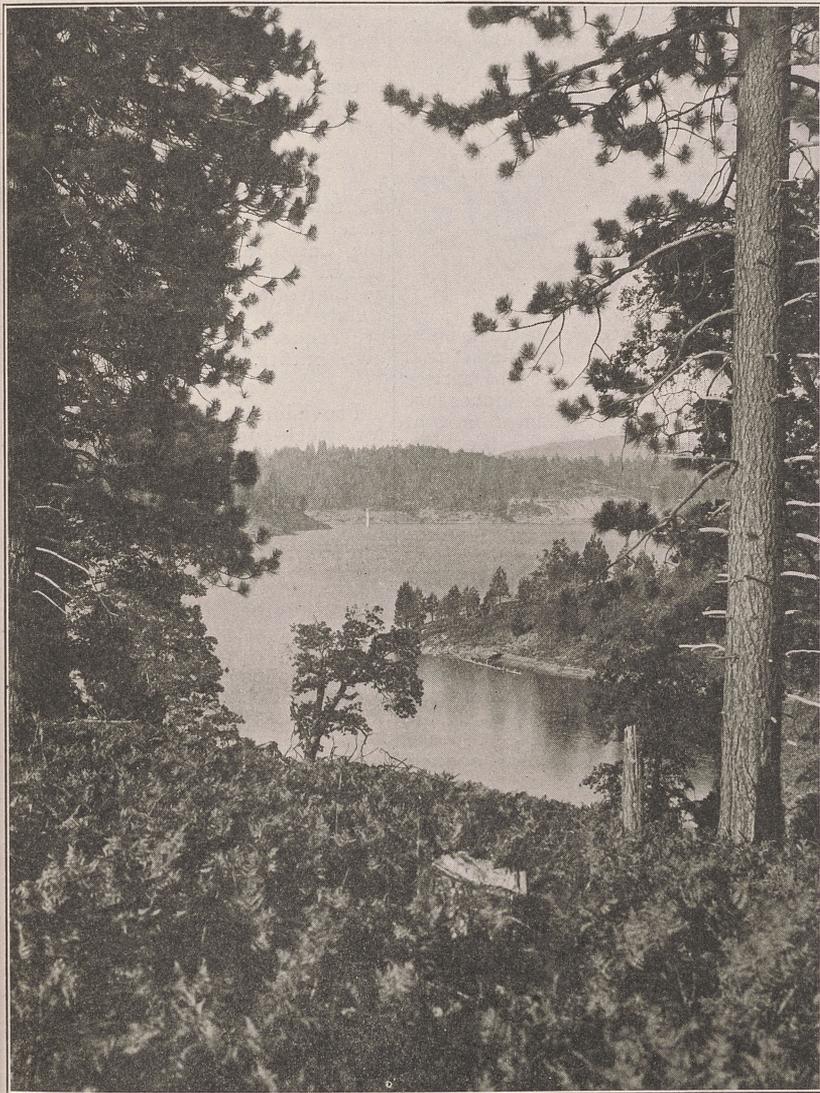
provided, and which to many is not now possible at resorts that are run for profit; to further enlarge upon our Club idea of stimulating a better acquaintance and better co-operative understanding between the various members of our corporate family and further develop our usefulness to each other and to the Company of which we are a part.

Location of Camp and Its Surroundings

A tract of land approximately twelve acres in extent has been secured in the San Bernardino mountains, about 22 miles from San Bernardino and 1½ miles west of Little Bear Lake, the site being bordered on the north by Little Bear Creek, a stream of year-round flow running into the lake. The main road from Pine Crest to the lake parallels the stream and is the proper road to use to reach the camp, although the "Crest Route" may be used from Pine Crest, the Traveler turning north at Daly Road, entering the valley about ½ mile from the camp to the west. The best road however is from Pine Crest via Strawberry Flat. (Map herewith shows the location of the camp.) Covering the camp site are hundreds of great, majestic pine and fir trees and the surrounding hillsides are carpeted with beautiful ferns. In a canyon to the south of the camp is a natural spring of ice-cold water, the natural flow year-around being approximately 6 miner's inches, and from this source will come all the water for the use of the camp's inhabitants. An abundant supply of pure, cold water originating on our own premises will be piped to convenient points throughout the camp. A mile and a half over a good road brings one to the crest of the mountain to the south of the camp, from the vantage point of which one thrills over the view presented. To the north may be seen the desert of the Mojave stretching away for many miles in its barrenness, while to the south, apparently at one's feet, lie the hundreds of square miles of valleys in which are located the cities of San Bernardino, Riverside, Redlands, Corona, Rialto, beautiful by day, but far more so by night when their lights flash out like millions of diamonds. Trails lead off from the camp to many points of interest, not the least of which is the lake, where fishing and boating may be indulged in by those who care for that diversion. The joys of life within the camp will be whatever we make it according to the amount of effort and spirit each of us invest therein.

Equipment of the Camp

The principal building of the camp will be the delicatessen store, where food supplies may be purchased, either cooked or uncooked. A lunch counter will also be maintained where meals may be had by those who do not care to do cooking. Supplies will be furnished employees at cost, plus freight and handling. Tent cottages will house the residents, each house to be 9x12 feet in size and furnished with bed and springs, mattress, wash stand, bowl, pitcher, mir-

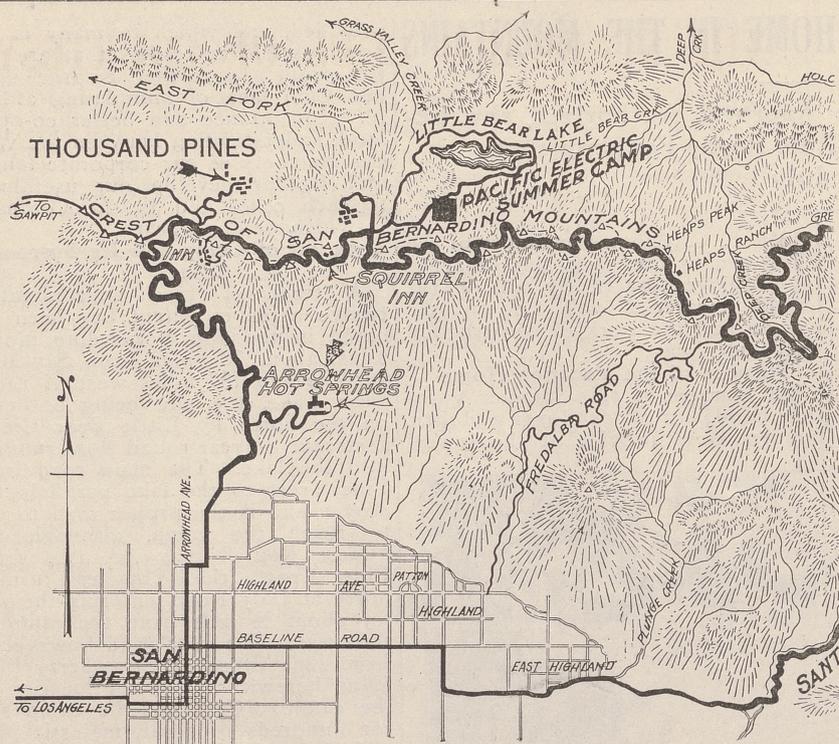


Little Bear Lake

launched, the Summer Camp matter was again brought up for consideration with the result that a new location was secured, and immediate action arranged for.

The new vacation home for employees of the Pacific Electric Railway and their families will be built and ready by July 1st, the task of construction and operation being assigned

possible cost to them a place amid nature's most beautiful surroundings where they may spend a week or two in rest, recreation and social enjoyment under the best possible conditions for healthfulness; to endeavor to make it possible for the employe and his family to enjoy a mountain vacation each year in a place where every reasonable comfort has been



Route from San Bernardino to Camp

ror, slop-jar, and chairs. Each tent cottage will be provided with a kitchen equipped for housekeeping as shown in list below:

Kitchen Equipment

- Oil Stove (3-burner)
- Oil Can
- Stew Pans (2)
- Pitcher
- Dipper
- Bread Pan
- Basting Spoon
- Dish Pan (18 in.)
- Knives and Forks (6)
- Spoons (6)
- Salt Shaker
- Paring Knife
- Broom
- Oven
- Skillets (2)
- Coffee Pot
- Water Bucket
- Tea Kettle
- Pie Pans (2)
- Berlin Kettles (2)
- Garbage Pail
- Plates (6 enameled)
- Cups (1-pt. enameled, 6)
- Kitchen Spoons (2)
- Can Opener

The Cost To Employes

In arriving at an estimate of the cost to employes the present market price of foods was used as a basis of figuring, and an average taken of ten families of four persons each, of varying ages and various occupations and from this data a general average made. The cost given is estimated, but will be found approximately correct. It is certain that the cost to live at the camp, where supplies will be furnished at cost with no desire for profit other than to pay the exact expense of camp operation, will enable employes to live cheaply. In computing the cost, luxuries were not

included, the figures being for a sufficient quantity of good, substantial food of a kind and variety to satisfy the average taste. These figures are also given with the assumption that all cooking will be done by the family in its own kitchen:

Food supplies, family of 4 for 1 week—\$10 to \$12.

Food supplies, family of 2 for 1 week—\$6 to \$10.

At Camp Restaurant meals may be obtained at approximately the following rates: Breakfast, 25c; Dinner, 35c; Supper, 25c. It is not desired that families will patronize the restaurant as a regular thing, that feature being especially established for the comfort and convenience of those unable to do cooking. Hot cooked foods may be purchased at the store delicatessen by families and taken to their own tables for consumption. These cooked foods will be furnished at cost of production, and will lessen the work materially to the housekeeper.

Cost of Tent Cottage and Kitchen for family—\$1.50 per week.

(This means the use of 1 tent and equipment for four persons. Where a family numbers six or more an additional tent will be furnished at cost of \$1.50.)

Cost of Tent Cottage and Kitchen for family of two—\$2.00 per week.

Unmarried employes (each)—\$1.00 per week.

No Cottage will be assigned for the exclusive use of any one person. In order to accommodate as many persons as possible, single persons will occupy cottages in groups of four persons with single beds. No person under 18 years of age will be admitted to the camp unattended by mem-

bers of the person's family. When possible single employes should organize as a group for the vacation and make group observations.

Transportation Cost—The company will furnish free transportation to employes and wholly dependent members of their family from any point on the system to San Bernardino and return. A fare of \$2.00 for the round trip will be charged for San Bernardino Mountain Auto for the round trip from San Bernardino to the camp and return. The fare is for each person over the age of 5 years; under 5 years of age, 50 cents. Each passenger on the Auto Line will be entitled to carry over 50 pounds of baggage free of charge of 1c per pound being mailed over 50 pounds per passenger in each direction. All bundles, packages or other forms of baggage must be securely wrapped, roped and marked with the name of the

Free Camp Sites

Where employes have their camp outfits, space for camping will be furnished free for any period of time the employe desires to stay at the Camp, and supplies may be obtained at the store on the same basis as that offered employes who do not have camp cottages. All such employes are requested to bring and use their own outfits.

Week-End Visitors

Provision at this time is not made for week-end visitors, but if a visitor wishes to go to the Camp on day before starting a vacation may be learned whether or not accommodations are available. The assignment of quarters in Camp cottages will have first consideration for single employes second and third for visitors governed by the conditions then prevailing. Auto drivers of employes who may drive to the camp and spend the day can always rely on receiving food supplies.

What To Bring To Camp

When going to the Camp, employes should be exercised to bring no more than their personal effects plus luggage. Doing so will save needless expense to the camp. Bedding should consist of two or three heavy wool blankets and two pillows for each bed, and if sheets and pillows are desired they should be brought. Towels and toilet articles and warm comfortable clothing should complete the list of items needed. The days are warm and sunny, but cool in the shade and a heavy overcoat on most nights is a necessity. The altitude is between 5000 and 6000 feet. Don't "doll up" on camping. Be comfortable.

How To Arrange For Camp Accommodations

On Thursday, June 21st and each Thursday thereafter until the close of the Camp for the season, Mr. Thomas will be at the Hill Street to make reservations from 10 a. m. to 10 p. m. They may be made in person or by phone by employe or member of family in that understanding may be clear. Camp will be charted for its

modations and as a reservation is made the applicant will be given a card describing the reservation and assignment which must be presented at the Camp. No assignment to quarters will be made unless card is presented. At the time reservation is made the applicant must pay the cottage rent for the time he is to use it. Two weeks is the maximum stay permitted any one unless possessing his own camp outfit. Stage fare will also be collected at the time reservation is made and ticket issued for each person of party. Excess baggage charge will be paid to the Auto Stage Line direct. Do not try to make reservations before June 21st, and only on each Thursday between 10 a. m. and 10 p. m. When possible reservations should be made in person at the Club. Camp vacation periods will begin and end with each Sunday. Party bound for Camp will leave at 9:00 a. m. each Sunday morning from Main Street Station; party returning from Camp will leave the Camp grounds about 2:00 o'clock Sunday afternoon, arriving in Los Angeles at 7:20 p. m.

Each person over 16 years of age going to the Camp for a vacation will be expected to give one hour each day for whatever task may be assigned, to maintain Camp cleanliness, to build additional accommodations and to add recreation features. This hour of service rendered by each one helps to make the Camp possible and will make it more and more OUR Camp.

— PE —

AGENTS' ASSOCIATION

At the regular monthly meeting, May 12th, all those present enjoyed a very entertaining and instructive program. Mr. C. H. Burnett gave a very instructive talk upon the various resorts in which the Pacific Electric Railway is interested, most prominent of which is Redondo Beach. Mr. S. A. Bishop having been unavoidably detained, Capt. Florence from the front of the great battle fields of Europe, spoke of war conditions and patriotism in an inspiring manner. Following Capt. Florence, Mr. D. W. Pontius spoke for a few minutes and extended to all members and their families the hospitality of Alpine Tavern Sunday, June 3rd.

I would like to again emphasize the importance of each member making every endeavor to attend these meetings. We are now in the midst of the great world war and every condition which we have thought to be unchangeable is likely to be changed over night and in no place will we be better able to keep in touch with changing conditions than by attending and keeping our association right up to the minute. When the machinery of this conflict gets to moving each of us will be called upon to make sacrifices and to accept and perform duties unknown to us in times of peace. Our next meeting will be June 9th at the club building and I hope to see you all there.

CHAS. L. SMITH, Pres.

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.

If you ever get confused and cannot think of the right phrase, the word Please added to any request; the words Excuse Me whenever you have to disturb a passenger on a car, and the words I am sorry added to any statement in which you have to deny some request or desire of a passenger, will get you by pleasantly in the great majority of cases.

CASH FARES—SUBJECT NO. 1

A. COLLECTING

- | | |
|-------------------------------------|---|
| 1. On leaving terminal. | 1. Fares ready PLEASE. |
| 2. On the line. | 2. Fares PLEASE. |
| 3. In case of doubt. | 3. Excuse me, did I get your fare? |
| 4. When offered bad money: | 4. I AM SORRY, it appears to be:
Counterfeit, Mutilated, Foreign.
and not legal tender. |
| 5. When a passenger refuses to pay. | 5. I AM SORRY, you will have to pay or leave the car. |

B. WHEN MAKING CHANGE

- | | |
|---|--|
| 1. In changing any coin or bill. | 1. How many PLEASE? |
| 2. When complaint is made of improper change. | 2. If you think a mistake has been made, PLEASE take my number and report it at 224 Pacific Electric Building. |

C. FARES OF CHILDREN

- | | |
|---|--|
| 1. When age is in doubt. | 1. What is child's age PLEASE? |
| 2. When amount of fare for child is disputed. | 2. Children from 5 to 12 years old pay half fare; children over 12 years old pay full fare PLEASE. |

"The Voice With the Smile Wins"

A rising tone at the end of what you say generally sounds pleasant; a lower tone is harder to understand and sounds gruff. This doesn't mean speaking louder, however. It refers to the pitch of the voice.

Just remember, a car conductor has to speak to more people every day than any minister or actor talks to in a week. If ministers and actors find it worth while to use their

Philosophy of Joe Ban

Tell people you're crooked, they'll believe you; tell them you're straight, they'll make you prove it.

If you want to get a man out of the notion of committing suicide chase him with a bull.

Stolen sweets are most likely to sour on your stomach.

Some men return from a fishing trip and tell of the fish they saw, the fish they caught and the fish that got

voices carefully to "get across" with what they say, why isn't it doubly worth while for a car conductor to do so?

Just try it on yourself. Say "Fares Please" with a lowering of the voice on the word "Please."

Thus: "Fares

Please."

Does that sound particularly pleasant?

Now try it with the rising inflection:

Please."

"Fares

Suppose you were the passenger. If one conductor asked for your fare in the first way and the next conductor in the second way, wouldn't you feel more friendly to the second one? Try the same idea on any other Standard Courtesy phrase and see if the effect isn't the same.

Then remember that you are the conductor; and that your job in the long run is going to be pleasanter or disagreeable, according as your relation with the people who ride on your car is friendly or unfriendly.

You are the salesman for the P. E. Some of the rest of us manufacture our product—transportation, and you sell it. Salesmanship requires study. The first thing a salesman has to do is to get in right with his customer. The P. E. Standard Courtesy Code for train operation will enable you to do just that. It gives you the right introduction. It supplies you with the right thing to say. It places the passenger who is unreasonable where he has no "come back" and must win for you the sympathy of every fair-minded person on your car.

So this time learn Subject No. 1—Fares—so thoroughly that the right phrase comes to your mind instantly the situation occurs.

Next issue we will have Subject No. 2—Transfers, which will help you with the most difficult and complicated duties that you have to perform.

away, and then they won't believe the story of Jonah and the whale.

— PE —

It may not be the last word in traffic congestion relief, but the new San Pedro street entrance to the Pacific Electric depot and the schedule which divides the traffic of interurban cars going north between Main and San Pedro streets is certainly a tremendous improvement.—Times Magazine.

LIBERTY LOAN BONDS

To All Officers and Employees, Pacific Electric Railway Company:

To win this war money must be supplied as needed by the Government. The amount necessary is so large as to require the team-work of the united nation, everyone helping who can. A Liberty Loan bond is a badge of patriotism for its owner.

Can you spare any money for this patriotic service?

The way is made easy. You can subscribe through this Company for Liberty Loan bonds in any amount up to one-fourth of your annual pay; if \$1000 per annum, you can subscribe for \$250 in bonds, or less.

The Pacific Electric Railway Company will buy the bonds for you and pay for them. By deductions monthly on the payroll from your wages you can repay the amount thus advanced, and when the full cost is thus repaid the bonds will be delivered to you.

Bonds are in denominations of \$50, \$100, \$500 and \$1000; interest rate per annum is $3\frac{1}{2}\%$ interest payable semi-annually. The Government can at the end of fifteen years, or thereafter, redeem them by paying you the cost, which is the par value, but in any event redeems all outstanding at the end of thirty years. If later during this war other war bonds are issued at a higher rate of interest by the United States, your bonds may be exchanged at par for the others, thus giving you the higher rate. They are tax exempt except as to estate and inheritance taxes. Through the Company by payroll deductions you can make part payments for these bonds each month as follows, or in larger amounts multiple thereof, if you so desire:

\$ 50 bond.....	\$ 2.00 per month
100 "	4.00 " "
500 "	20.00 " "
1000 "	40.00 " "

While you are paying for these bonds and they are held by the Pacific Electric Railway Company for your account, the interest will be collected from the Government by the Pacific Electric and credited to your account until the bond is delivered to you. You will be charged $3\frac{1}{2}\%$ per annum, determined monthly on the amount you owe for your bonds, with the net result that you will receive interest at rate of $3\frac{1}{2}\%$ per annum on your money as deducted from the payrolls.

If you wish to buy a bond outright the Company will arrange purchase for you. The whole question is whether you can find \$2.00 per month or more for this purpose. Can you?

The Liberty bond makes you a direct partner with the Government in the war. Its purchase at this time will always be something worth while looking back to as the years go on. It is a very sound investment and is free from taxation. If you are creating a nest-egg for a particular purpose such as sending the children through school, the Liberty bond will serve you well.

If you leave the service of the Pacific Electric Railway Company and within three months thereafter find yourself unable to make full payment for the bond, you will be relieved from your obligation and the money you have deposited through deduction from payroll will be returned to you with $3\frac{1}{2}\%$ interest per annum thereon.

Subscription blanks and detailed advices as to how to apply for the bonds will follow tomorrow. It is necessary that our action be prompt as the entire Liberty Loan MUST be subscribed in Washington by June 15th.

PACIFIC ELECTRIC RAILWAY CO.

PAUL SHOUP,

President.

Subscription Blanks May Be Obtained from Heads of Departments