



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. I

LOS ANGELES, CAL., MAY 10, 1917

No. 12

SUPPORTING THE FLAG AT HOME AND AFIELD

PRESIDENT WILSON in his proclamation of April 15th, to the American people referred to the railroads of the country as "the arteries of the nation's life" and of the men who run them he said, "upon them rests the responsibility of seeing to it that these arteries suffer no obstruction of any kind, no inefficiency or slackened power." This is a direct message from the President to every employe of the Pacific Electric. We may not be engaged in carrying munitions and troops to the front, but we are handling an army for "industrial service" whose work is fully as important as that of the men in the trenches. These words are written, not to detract from the glory of the boys who have enlisted, but to call attention to the fact that those of us who cannot enlist have a work to do at home which is important and which will have its effect on the general result. Each one of us should strive his utmost to see that his part is well done whether it be at home or on the firing line.

Pacific Electric men, as is always the case, have shown themselves willing to do their part and so far thirty-seven men have been accepted for military service. Many more have endeavored to enlist and have not been accepted for various reasons. Their work is here. We are glad they tried to go. The boys who have gone, and a list is shown below, have the cheers and best wishes of all the Pacific Electric family. We shall be glad to welcome you back, fellows, when the war is over.

U. S. NAVY

Claude E. Culver.. Maintenance of Way Dept.
R. T. Nores..... Electrical Department
Clyde Holcomb Electrical Department
S. R. Stiffler..... Mechanical Department
C. A. Newman Northern Division
Herman E. Dearing Eastern Division
Roy W. Korf Western Division

CALIFORNIA NAVAL MILITIA

Chas. Burrall, Real Estate, Tax & Resort Dept.
E. E. Yale Mechanical Department
W. B. Armstrong Mechanical Department
J. M. Pierce Southern Division
C. R. Steckel Southern Division
J. W. Robinson Southern Division
C. E. Brown Southern Division
J. E. Claybaugh Western Division
A. B. Reeves Western Division

CALIFORNIA AVIATION CORPS

C. A. Kelley..... Southern Division
E. M. Salter Southern Division

COAST RESERVE ARTILLERY

Norman Gilbert Electrical Department
C. C. Rice Mechanical Department
H. A. Green Mechanical Department
C. B. Bell Mechanical Department
Wesley Z. Shaw.... Engineering Department
Lester A. Blette..... Store Department

FIRST CALIFORNIA CAVALRY

R. E. Dimick..... Traffic Department

SEVENTH REGIMENT CALIFORNIA NATIONAL GUARD

G. C. Heaney Northern Division
F. W. Nichols Northern Division
C. Sommerville Northern Division
G. A. Probasco Western Division
William Lyons Eastern Division
C. C. Howenstine Mechanical Department
H. T. McMorrان Mechanical Department
H. S. Lynn Mechanical Department
E. H. Heinecke Mechanical Department
A. E. Johnson Electrical Department
Harold C. Griffin Store Department

UNITED STATES ENGINEERS

Paul J. Hartman.... Engineering Department

PRESIDENT WILSON'S APPEAL

The vital necessity of a full production of crops and the equally vital necessity of cutting down in the household waste of food is pointed out in a stirring appeal to the public issued by President Wilson, who has asked that the widest publicity be given his suggestions. From the president's address we take the following extracts and urge their careful study:

"We rapidly are putting our navy upon an effective war footing and are about to create and equip a great army, but these are the simplest parts of the great task to which we have addressed ourselves.

"There is not a single selfish element, so far as I can see, in the cause we are fighting for. We are fighting for what we believe and wish to be the rights of mankind and for the future peace and security of the world. To do this great thing, worthily and successfully, we must devote ourselves to the service without regard to profit or material advantage and with an energy and intelligence that will rise to the level of the enterprise itself.

"We must realize to the full how great the task is and how many things, how many kinds and elements of capacity and service and self-sacrifice it involves.

Calls Food Problem Biggest

"These, then, are the things we must do, and do well, besides fighting—the things without which fighting would be fruitless.

"We must supply abundant food, not only for ourselves and for our armies and our seamen, but for a large part of the nations with whom we have now made common cause, in whose support and by whose sides we shall be fighting.

"The importance of an adequate food supply, especially for the present year, is superlative. Without abundant food, alike for the armies and for the peoples now at war, the whole great enterprise upon which we have embarked will break down and fail.

"The world's food reserves are low. Not only during the present emergency, but for some time after peace shall have come, both our own people and a large proportion of the people of Europe must rely upon the harvests in America. Upon the farmers of this country, therefore, in large measure, rests the fate of the war and the fate of the nations. May the nation not count upon them to omit no step that will increase the production of their land or that will bring about the most effectual cooperation in the sale and distribution of their products?

"The time is short. It is of the most imperative importance that everything possible be done and done immediately to make sure of large harvests. I call upon young men and old alike and upon the able-bodied boys of the land to accept and act upon this duty—to turn in hosts to the farms and make certain that no pains and no labor is lacking in this great matter.

Quit Extravagances

"Let me suggest also that everyone

who creates or cultivates a garden helps and helps greatly to solve the problem of the feeding of the nations; and that every housewife who practices strict economy puts herself in the ranks of those who serve the nation.

"This is the time for America to correct her unpardonable fault of wastefulness and extravagance. Let every man and every woman assume the duty of careful, provident use and expenditure as a public duty, as a dictate of patriotism which no one now can expect ever to be excused or forgiven for ignoring.

"The supreme test of the nation has come. We must all speak, act and serve together!

"WOODROW WILSON."

— PE —

IMPROVEMENTS

A passenger shelter station is to be built at Vista del Valle, on the San Bernardino Line.

— PE —

Arrangements are being made to ballast the Highland Line between San Bernardino and Highland.

— PE —

The double-track trestle over the Rio Hondo river, on the Whittier Line, is to be reconstructed and a portion of the bridge filled in.

— PE —

At Riverside, about 1000 feet of track on 14th street is to be relocated in the street on account of the improvement of this street by the city.

— PE —

The construction of tracks to the packing house of the Lamanda Park Citrus Association at Lamanda Park, on the Sierra Madre Line, has been authorized.

— PE —

Tracks are being built at Rivas on the Glendora Line to serve the new plant of the Southern California Rock & Gravel Company, which is under construction at that point.

— PE —

A curve connection from 6th street into surface track between Los Angeles street and Maple avenue, is being installed for use of Glendale trains, and will prove a great convenience.

— PE —

Automatic flagmen are authorized for Clearwater Road Crossing, on the Santa Ana Line, Second street near Rio Vista, on the Van Nuys Line, and Pico boulevard west of Vineyard, on the Sawtelle Line.

— PE —

A new car inspection pit at 6th & Main street terminal on the surface tracks was completed on April 30, and two additional storage tracks will immediately be installed to afford more room for passenger cars at this point.

— PE —

APPOINTMENTS

General Storekeeper Thorburn announced the appointment of L. C. Bolen as Storekeeper at San Bernardino, effective April 1.

H. C. Froude was made superintendent of Urbita Springs Park on April 1, vice H. L. Lee assigned to duty as General Foreman in the Real Estate, Tax and Resort Department.

THE ANTHONY N. BRADY MEMORIAL MEDAL AWARDS

Announcement has recently been made of the award by the Trustees of the American Museum of Safety of the Anthony N. Brady Memorial Medal for the best and most effective campaign for safety in 1916 to the Connecticut Company, with honorable mention to the Interstate Passenger Service Company of Indianapolis and the Pacific Electric Railway.

An outline of the work carried out by each of the three companies is given in the Electric Railway Journal of March 31, with a full page of photographs showing the safeguarding of machinery in Pacific Electric shops. The description of our safety organization as given in the Journal is here quoted:

The Pacific Electric operates a total mileage, in single-track equivalent of nearly 1060. The number of passengers carried during the year 1916 was more than 75,000,000. The system comprises lines in a large number of cities in Southern California and extensive interurban mileage. During the last seven or eight years the interurban passenger and freight business of the company has increased in large proportion. The population served aggregates about 750,000 and the system covers about fifty cities and towns.

The company handles the safety problem very systematically through a committee in each of the four divisions. Each of the committees made up of the division superintendent (chairman), the assistant superintendent, a trainmaster, a dispatcher, an interurban conductor, an interurban motorman, a city-line conductor, a city-line motorman, a freight conductor, a freight motorman, a representative each from the claims, maintenance-of-way, electrical and mechanical departments, and a secretary. The committee meets monthly and the matters which are discussed affect division practices solely. Where no investment is required the necessary actions are concluded by the committees.

On matters pertaining to system standards and practices, or involving investment, the division committees present their conclusions in the form of recommendations to the central safety committee. This comprises the general manager (chairman), the general superintendents of the four divisions, the assistant chief engineer in charge of maintenance, the electrical and mechanical superintendents, the general claim agent, the general storekeeper and a secretary.

As a result of the work of the committees during the past four years hundreds of recommendations have been considered and many have been put into effect.

The accompanying photographs reproduced to illustrate the care which the dangerous parts of machines in the shops and power houses of the Pacific Electric are safeguarded. No care or reasonable expense has been spared to protect workmen and the same principle has been applied to the equipment on the cars.

ELECTRICAL DEPARTMENT

"SAFETY FIRST" IN P. E. SUB-STATIONS

By W. F. Smith, Assistant Electrical Superintendent

In the past two or three years much has been said and done about "Safety First" and safeguarding equipment in power plants, and substations by different operating companies, and several States have passed legislation and adopted rules governing installation and operation of power lines and equipment.

It will be of interest to review what has been done along these lines by the Pacific Electric Ry. Co. in the many substations on the system during the progress of extensions and merging of the several electric railway companies in and around Los Angeles.

On that part of the system which may be called the parent of the Pacific Electric as it is today, there were only about twelve substations, with about as many connecting lines for transmitting power. At this early date it was recognized that simplicity in construction and wiring with standardization of operation were elements of safety to employes and equipment as well, and a system was devised which would eliminate every operation in switching possible and have as simplified a wiring as could be done inside of station.

All high voltage wiring in stations was installed in duplicate and arranged in two galleries which were separated by concrete barrier walls. Either of the galleries could be used for operation while the other was cleared up for working purposes and inspection.

One of the first safety steps made in switching on 15,000 volt lines was the removal of the dangerous fused M. T. type air break switches which were under the roof in stations and replacing them with remote control oil switches. In pulling these air break switches it was a common thing to draw a long arc, which was blinding to the eyes and at times would break insulators which would fall on top of operator's head and in several cases caused damage by fire.

Then it was decided that in getting high voltage lines out of service to work on they should be short-circuited and grounded inside of stations first before lineman was allowed to work on line. This was done by installing in each wire a single blade double throw selector switch to be operated by regular switching pole. These switches thrown one way connect line to station bus through oil switch; when thrown the opposite way, disconnect line from station and short circuit and ground all three wires to rail.

Considerable trouble was experienced at first in placing these switches in lines on account of mistakes in switching before their use became familiar to operators, but they are the best protection a lineman has in working on high voltage lines and they

have paid for themselves several times in this alone. The same protection is used inside of stations on high voltage busses and wiring.

Another safety feature in installing generators and switchboards, was the changing of all D. C. generator connections so as to equalize on the negative side, which eliminated a great many 600 volt bare switches and connections on switchboards and machines, allowing only as few positive points as possible in station.

All iron frames of machines, transformers, switchboards, and oil switches were grounded to rail for protection to employes and insulating mats were provided in front of switchboards and around other low voltage switches operated by hand.

These were a few of the safety features in stations of the Pacific Electric at the time extensions were made by merging the following lines: Los Angeles Pacific Ry., Los Angeles and Redondo Ry., San Bernardino Valley Traction Co., Riverside and Arlington Ry., Redlands Central Ry., and San Antonio Heights Ry.

On all these lines were many substations, which were examples of as many different types of construction, operating connections, and represented nearly every manufacturer's product.

In order to carry out the system of safety operations, and simplicity in wiring, which had been planned, it was necessary to standardize all these annexed stations, and they have been reconstructed as to operating connections and wiring as fast as we could get to them, and as the work could be carried along with line extensions and additions.

There are now in daily operation on the Pacific Electric System 44 substations and four portable stations, the equipment consisting of 82 motor generator sets with 184 transformers, necessary switchboards and switching apparatus. All this equipment has been gone over and guarded and protected to comply with existing rules and regulations governing same. Open wiring subject to personal contact has been guarded. Insulating mats have been provided in every place where any switching has to be done or where there is a possible chance of coming in contact with live parts of currents. Hand rails, steps, stairways and ladders have also been taken care of where found necessary.

The Electrical Department has published and issued to each employe who has work to do on lines or equipment "Books of Rules" governing operation of same, and instructions on safety methods of handling. Each employe is expected to study these rules and give account as to his knowledge of same.

"Safety First" is our slogan and it would seem to a layman that we had come to a point of looking in the unlikely places, according to some of the laws and regulations passed, in try-

ing to corner all the possible chances of accidents.

Even though after all this has been done and said it cannot be expected that we will be immune from accidents, and once in a while one creeps in on us to our sorrow, but it can be safely said that the Pacific Electric has as small a percentage of accidents to employes on lines and equipment in substations as anywhere on any system which can compare with it in size and operation.

Let us resolve to study each case and profit thereby, and think before we act. This will be the best safeguard that we can find.

— PE —

Electrical Department Meetings

The first Electrical Department "Get-together" meeting was held Tuesday evening, April 17, at the P. E. Club, over 100 members of the department being present.

Mr. Anderson opened the meeting with an address, in which he described the object of the meeting and the benefit to be derived from co-operation. Mr. Thomas in strictly technical language and with his usual forcibleness brought out further the meaning and need of co-operation. Mr. Bishop, Claim Agent, talked on matters relating to the Workmen's Compensation Act and Accident Insurance, clearing up in the minds of those present, many hazy ideas heretofore held relating to the above mentioned matters.

Entertainment features were arranged by Mr. Stuart and included selections by the Electrical Department Orchestra, consisting of Messrs. R. D. Grimes, W. C. Phillips, H. T. Weston, L. Foote and G. Borrell, and a song by Mr. Stuart.

The next meeting will be held Tuesday evening, May 15, and all employes of the department and their wives are requested to attend, whether members of the club or not.

— PE —

The name of Somerset Substation on the Santa Ana Line has been changed to Bellflower; the name of Hanna Substation on the Owensmouth line has been changed to Van Nuys.

— PE —

SIGNALMEN'S ASSOCIATION

The signalmen of the Pacific Electric Railway Company held their first meeting in the Recital Hall of the Club on Monday evening, April 7th, at 8:00 o'clock, and organized under the name of the Signalmen's Association. The election of officers was held and Mr. S. R. Florence was elected Chairman and Mr. G. L. Barclay Secretary.

During the meeting Mr. Florence spoke of the benefits that would be derived from the meetings, the promotion of closer relations and a warmer friendliness for each other, and the opportunity to gain in knowledge of signal work. Mr. F. J. Marchek talked along the line of "What is worth having is worth working for." Other speakers of the evening were Messrs. C. D. Satcher, Harry Brenna-man and L. E. Hardesty.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

May 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.

With this number the Magazine completes its first year. In looking back through our file we find this item in our first number:

"Life says: 'The trouble with making a successful periodical is that you have to learn how by doing it, just as you have to learn how to live by living * * *'. This magazine, issued by the employes of the Pacific Electric Railway, will be just what we make it. We are going to tackle it just as we have the many other propositions which we have had to handle in the past and make it a success. This first issue is simply a beginning and does not indicate what the magazine will be in the future. We are going to 'learn how by doing it' and expect to improve it from month to month. This can be done only if each of us does his part. If you have an idea that will benefit your fellow employe, the service, or the Company, send it in. If you can't put it in the choicest English, do not hesitate to send it in just the same. Ideas are what count in the railroad business, not language. If you have any criticism of the magazine, either favorable or unfavorable, let us know it; don't circulate it privately."

This is just as true today as it was when the first number was issued. Has the effort been worth while? Have you received any benefit from the Magazine? What have you done to make it better? What will you do to improve it in the future?

— P E —

A railroad requires salesmanship in disposing of its product, transportation, as much as any line of merchandising business. One of the first lessons of salesmanship is that of the relation between the salesman and the firm he represents. If the salesman in speaking of the firm refers to it as "they" saying, "they do not carry that line" or "they do not follow such a policy" it indicates that he does not consider himself a member or part of the organization but rather as a detached or third person in the deal he is endeavoring to make between the customer and the firm. If he uses the personal pronoun "I" in his discussion of the stock, saying, for instance, "I have a new line here" or "I am out of that today," he belittles his employer by an obvious effort to efface him in the customer's mind. But the salesman who says "we" when talking of the firm's business identifies himself as a part of the organization in the mind of the customer, not assuming undue importance for himself, but gaining by his attitude in thus expressing himself the influence and prestige of the entire organization. We are selling transportation. Every conductor, agent, ticket clerk or employe in any department who comes in contact with the public should so identify himself with the organization that there will be no doubt in the mind of any patron as to his connection with the Company—not as owner nor as a disinterested bystander, but as a member of the company selling the best line of transportation, both passenger and freight, to be had in Southern California. With such salesmen and the line of goods we have we should sweep the field of competitors and then be able to spend all our time in improving our product.

— P E —

Not one of us but has been affected by the present high cost of living. The appeal of President Wilson for greater production and for greater economy which is printed in part in another column has a personal message to each of us. There are two reasons, at least, why we should heed this message. The food supply of the world is short and the nations of Europe depend upon America to keep them from starvation. If we individually can plant a garden and by the use of our garden products avoid the use of food products which may be shipped to Europe we have in a small way done our part to help this world condition and thus have benefited mankind. Undoubtedly to most of us the more patent reason for the establishment of such a garden is to avoid the necessity of buying such articles as we may produce or their equivalent at the prevailing high prices, in this way making easier our own financial condition. Whether the first or the second of these reasons appeals to us more forcibly we should not delay getting the garden started, thus "doing our bit" toward averting the world-wide calamity of famine which has seemingly so suddenly made its presence felt. We can also assist by using the food products which are more perishable in their nature, such as fruit and green vegetables, thus conserving the food stuffs which can be shipped or stored for the future. Thought along this line will convince you that if America as a whole with its hundred million people would follow this plan it would go far to ward off the world-wide hunger that seems impending. Each one of us is a responsible member of that hundred million. Let each do his part and if possible a little more.



Assistant Superintendent Clark of the Western Division, recently attracted more attention than he is accustomed to having by "going from single to double track," one of his friends has put it. Undoubtedly, many would rather have seen the portrait of the bride at the head of this column instead of that of the groom, but our photograph failed us at the critical moment. Clark has been connected with the Pacific Electric since June, 1903, as conductor, dispatcher, trainmaster, assistant superintendent on the Northern and Western Divisions. Clark was married to Mrs. Dora Karpén at Riverside on April 7, and their many friends wish them much happiness.

OFFERS VACANT LOTS TILLING

A proposition of the Pacific Electric and the Pacific Electric Land Company, which had been submitted to the Civil Service Commission through C. H. Burnett, manager of the real estate department, taxes, resorts, was forwarded to the Board of Supervisors yesterday. The proposition, which follows, shows how widespread is the "back to the land" movement which is being fostered by the Supervisors, in view of the lean years to be expected if the war continues. "Noting the good work your organization is doing in taking measures to combat the threatened corn shortage, I write to say that the Pacific Electric Railway and the Pacific Electric Land Company have several hundred vacant lots in various parts of Los Angeles, as well as in other cities in Southern California, and will be very glad to allow any one desiring to do so to cultivate these lots without charge, upon receiving a permit from this office.

"We will also be glad to arrange for the cultivation of any of our vacant lots, of way not required for railroad purposes, upon application to this office for a crop license, for which a small fee will be required. Application should be made to Mrs. M. P. Gherodt, rental agent, 788 Pacific Electric Building, Main 8800, Home 60291.

APRIL ACCIDENTS

A decrease of 10.6% in the total of accidents in April under the same month last year and of 12.1% under March give us reason for rejoicing. This decrease is shown in every item in our statement except the single one of Interferences with Vehicles which includes the automobile accidents over which in so many cases we have but little control.

	Northern Division		Southern Division		Western Division		Eastern Division	
	1917	1916	1917	1916	1917	1916	1917	1916
Interference with Vehicles	71	57	29	18	51	35	6	9
Collisions and interferences with cars	7	5	2	6	0	5	1	0
Persons struck by cars	3	9	2	0	2	0	0	0
Derailments	6	9	12	10	6	15	1	1
On and off moving cars	22	23	12	18	19	22	1	3
Miscellaneous	21	46	18	20	16	32	3	5
	130	149	75	72	94	109	12	18
			1917	1916				
Interferences with vehicles			157	119			31.9%	Increase
Collisions and interferences with cars			10	16			37.5%	Decrease
Persons struck by cars			7	9			22.2%	Decrease
Derailments			25	35			28.6%	Decrease
On and off moving cars			54	66			18.2%	Decrease
Miscellaneous			58	103			43.7%	Decrease
			311	348			10.6%	Decrease

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."

Recently a Pacific Electric conductor was heard to remark after he had collected the fares of some foreigners on an interurban car, "They're a bunch of boneheads," thus expressing his annoyance at being unable to understand what they wanted. This did not indicate to those who heard the remark that he was a superior person—quite the contrary. It also showed that he had missed the point so clearly brought out in the item quoted above; that the customer is the one who furnishes the money to pay our wages and he is the one we should please if we wish his continued patronage and the prosperity of our Company and its employees. It is a good thing to stop and think it over once in a while when we feel superior.

An effort has been made to get the name of every Pacific Electric man who has enlisted or who is serving his country in the present crisis so that a copy of the Magazine may be mailed him. If you know of any who may have been missed drop us a line giving the name and mail address. We all know from personal experience how pleasant it is to hear from the "home folks" when we are away and reading the Magazine is one way to keep in touch.

SERVICE CHANGES

On April 25th, time table No. 35, Glendora Line, became effective, shortening the schedules slightly on account of operation into the new terminal.

— PE —

Effective May 7th, time of through Westgate cars leaving Santa Monica 7:25 a. m. and 8:25 a. m. was changed to 7:33 a. m. and 8:33 a. m. respectively, and schedules shortened by the elimination of some stops.

— PE —

Commencing April 14th, the Pacific Steamship Company started to use the new Municipal Dock near Bascule bridge, and passenger and freight service is now handled by the Pacific Electric to and from this point. The new dock is a great improvement over the old one, and facilities for handling passenger business are very much better.

TRAINMEN'S PICTURE INSTRUCTION

On the afternoon and evening of Tuesday, April 17th, the new trainmen of the system were entertained at the Club by Chief Train Service Instructor Dixon who lectured on matters pertaining to the work of the platform men and illustrated his remarks with three reels of pictures made some time ago for the purpose. About seventy were present at the lecture and were not only very much instructed thereby but enjoyed them very much.

— PE —

A DURABLE MACHINE

"The car I use today I've been using steadily for six years. It has taken me to my office in town and back, and it hasn't cost me one cent for repairs yet."

"Great Scott, what a record! What car is it?"

"The street car."

—Boston Transcript.

OBITUARY

Mr. Joseph Strang, our former Shop Superintendent, passed away March 25, 1917, in San Francisco, where he went trying to regain his health. Mr. Strang was born August 24th, 1847, in Peekskill, New York, and had led a very active life. He fought in the Civil War and in 1864 was discharged at Fort Richmond, later going into the mechanical business for himself. In 1889 he went with the Seaboard Air Line, in the capacity of Chief Industrial Agent, and held this position until 1900. From 1900 to 1902 he was connected with the Burlington R. R. Company in Chicago, and then came West to Los Angeles, where he made his home. He entered the service of the Pacific Electric Railway Company April 1st, 1903, and was in active service until about a year ago, when ill health overtook him.

The death of Mr. Strang is greatly felt by his many close associates within the Mechanical Department, as well as among those in the various departments of the Company with whom he dealt in matters of common interest.

PACIFIC ELECTRIC ROD & GUN CLUB

We have lately been made the recipients of a number of valuable articles from the various sporting goods houses, to be given as prizes to our members. These articles consist of a fly rod, Knowles' Automatic Striker Spoons, 300 yards of 9-strand Cuttyhunk Line, 100 pounds of clams for the largest corbina caught during the season, a Danz trout bag, and other articles not yet received, some of which will interest the trapshooters as well as the fisherman.

These prizes are to be awarded the winners in individual contests, or as season prizes, and for that reason every member is urged to attend the monthly meetings and the weekly meets at the Vernon Gun Club, so that they may get in the contests and win some of the prizes.

At our last meeting, May 2nd, we had a very interesting discussion regarding places where plenty of game and fish abound, some of these places being almost at our door, but not well known to the most of us. One of the objects of our Club is to promote interest in scientific angling and hunting, and it is up to all of our members to let the others know where good hunting or fishing may be had. It will be found an easy matter to organize hunting and fishing parties among our members, thus bringing us all closer together and giving us a chance to see what the other fellow is really made of.

If there is anything you wish to know about the Club and its doings, call up the Secretary and he will be glad to furnish all information possible.

L. M. KOHLER, Secretary.

NOTES FROM THE CLUB

CLUB CALENDAR

May 10th to June 10th, 1917

- Thursday, May 10th—**
Dancing Class at 8:00 P. M.
Trainmen's Instruction Class 8:00 P. M.
- Friday, May 11th—**
L. A. Normal Glee Club at 8:00 P. M.
- Saturday, May 12th—**
Agents' Association Meeting at 8:00 P. M.
- Monday, May 14th—**
Band Rehearsal at 8:00 P. M.
- Tuesday, May 15th—**
Northern Division Safety Committee at 2:00 P. M.
Electrical Department Meeting at 8:00 P. M.
- Wednesday, May 16th—**
Maintenance Department Meeting at 8:00 P. M.
- Thursday, May 17th—**
Trainmen's Instruction Class at 8:00 P. M.
Dancing in Auditorium at 8:30 P. M.
- Monday, May 21st—**
Band Rehearsal at 8:00 P. M.
Signal Department Meeting at 8:00 P. M.
- Thursday, May 24th—**
Trainmen's Instruction Class at 8:00 P. M.
- Friday, May 25th—**
Vaudeville Night at 8:00 P. M.
- Saturday, May 26th—**
Athletic Night at 8:00 P. M.
Band Rehearsal at 8:00 P. M.
- Monday, May 28th—**
Band Rehearsal at 8:00 P. M.
- Thursday, May 31st—**
Trainmen's Instruction Class at 8:00 P. M.
Dancing in Auditorium at 8:30 P. M.
- Monday, June 4th—**
Band Rehearsal at 8:00 P. M.
Signal Department Meeting at 8:00 P. M.
- Tuesday, June 5th—**
Southern Division Safety Committee at 2:00 P. M.
Western Division Safety Committee at 2:00 P. M.
- Wednesday, June 6th—**
Rod and Gun Club Meeting at 8:00 P. M.
- Thursday, June 7th—**
Dancing Class at 8:00 P. M.
Trainmen's Instruction Class at 8:00 P. M.
- Saturday, June 9th—**
Agents' Association Meeting at 8:00 P. M.

— PE —

NO JEWELRY TAKEN

Following the announcement by a local grocer that onions would be accepted as legal tender, a Pacific Electric conductor on the Pasadena line experienced the shock of his life today.

"Fares, please," said the conductor. "Sure," said a rancher and tendered the conductor a big onion.

"Against the rules, the conductor remarked, "to accept jewelry or other valuables." Whereupon the rancher pocketed the onion and produced the necessary coin.—L. A. Herald.

THE MONTHLY VAUDEVILLE NIGHT

Friday, April 27th, at 8 o'clock the regular monthly vaudeville performance of the Club occurred and the attendance at this entertainment feature was the largest we have had at any of the Club's functions and the program more than well received. We do not flatter ourselves that we have a rival to the Orpheum shows, but that they are enjoyable and worth-while will be vouched for by all who were present at the last one, and undoubtedly the next one will see the S. R. O. sign hung out in the lobby. Following was the program presented:

- Orchestral Concert Sherman Grammar School Orchestra
Reading John Brown of Western Division
Violin Solo Mrs. C. Edgar Smith
Classic Dancing Miss Irmadine Bowen
Soprano Solo Miss Josephine Fletcher
Pianologue Mr. C. R. Martin, Agent at Covina
Assisted by Mr. Johnson, Ass't Agent
Buck Dancing Mr. Harold Hustis
Reading Mrs. J. F. Jenkins
Cello Solo Miss Honore Bach
Soprano Solo Miss Nano Carter
Medley Dance (Patriotic) Miss Bach

— PE —

"THE KING OF THE RAILS"

Through the courtesy of the General Electric Company the Club was able to present the membership with one of the illustrated lectures prepared by that company on transportation matters, the one presented on the evening of April 23rd being entitled "The King of the Rails." The story of the picture began with primitive man and his efforts along lines of transportation; first, when he carried his burdens; then dragged them; then rolled them along the ground and later put rollers under them. Step by step in man's progress through the ages improvements were made in the form of conveyance, the three reel film finally presenting the last word in electric transportation as shown in the Chicago, Milwaukee & St. Paul electrification, amplified by a splendid series of views in the great locomotive works of the General Electric Company.

— PE —

THE LIBRARY

Following gifts of books have been made to the library since our last issue:

- By Mr. Byron Dixon—The Electric Railway Instructor, by Byron Dixon.
By Mr. C. H. Burnett—The Yosemite Valley, by Galen Clark; The Uses of the National Forests, by Gifford Pinchot; Proceedings of the American Electric Railway Association, 1909 to 1914, inclusive, 6 vol.; Year Book U. S. Agricultural Department, 1914; United States Coast Pilot.
By Mr. Oscar P. Davis—National Geographic Magazine for the current year.

L. A. STATE NORMAL CLUB

Your attention is called to the program that will be given at the time on the evening of Friday, May 11th by the Girls' Glee Club of the Los Angeles State Normal School, assisted by Miss Gladys Wadsworth, instructor of Expression of the Y. W. C. under the direction of Miss M. M. Blewett, with Miss Dorothy G. as rich, accompanist.

Undoubtedly the entertainment this evening will be the most precious offered since the Club opened, and the attendance so far surpass that of any event held under the auspices of the Normal.

The reputation of the Los Angeles Normal is known throughout the State as the most thorough professional school and its students from the most cultured homes their attainments in music and sciences are too well known to enconiums from the Magazine. membership is going to enjoy of the greatest of musical treats on evening of Friday, May 11, and seats are desired, early attendance imperative.

— PE —

ATHLETIC NIGHT POSTPONED

It was found desirable to postpone the Athletic event of the month which was scheduled for the evening of May 5th. First for the reason that to suit the management was not possible to arrange in time, and for further reason that it is desirable to have the Gym in condition before holding an event, and have it in sufficient time to give the participants some work-outs. It looks at this time that the quarters would be in very soon, and then classes will be organized and the Gym started in proper form. We are not going to have all the equipment to begin with that we might desire, but there be enough for some good exercises. additions will be made from time to time.

— PE —

AGENTS' ASSOCIATION

The Agents' Association will meet Saturday evening, May 12th, at the Club. Mr. Bishop, who was unavoidably absent at the last meeting, will be the principal speaker and will discuss the California Employers' Liability Law and the new Accident Insurance Contract for Pacific Electric employees. Other interesting features have been planned. The proposed banquet has been postponed indefinitely as so many of the members were unable to attend. All Agents and Assistant Agents are members of the Association. A large attendance is expected Saturday night.

— PE —

THE CHILDREN'S PICNIC

Last Saturday, May 5th, the children of the club members had a picnic outing; the mothers and fathers leaving on a special train for the poppy fields between Van Nuys and Owensmouth and from that point to San Fernando Mission where the picnic was had. One hundred and twenty-five children and seventy-five mammas composed the party. Everyone reports having had a very successful picnic.

THE NEW TORRANCE SHOPS

We have been hearing from time to time various rumors regarding the new shops to be erected at Torrance, but very little real information has been available as to sizes or the arrangement of the different buildings, as the final plans have only recently come into our hands. Judging from the general layout of the several buildings, with the cranes, transfer pits, steel car-straighteners and other equipment included, we will have one of the best shop layouts in the country.

The shop scheme was developed under the able direction of Mr. John D. Isaacs of New York, who evidently has made a careful study of the best electric car shop facilities throughout the country and has combined the best features of all shops—for ours, one of the largest electric railway systems in the world. It is anticipated that the more healthful and cheerful environments will increase the satisfaction and contentment of the employes.

The many new mechanical features, such as the three 25-ton electric traveling cranes which will ultimately cover the entire erecting shop, the two electric cranes running over two-thirds of the floor area of the machine and motor shop and the armature room, elevators and steel car-straighteners and Gantry cranes, together with good lighting and sanitary arrangements will add greatly to the efficiency of the men and increase the shop output.

The general appearance and detail of the buildings, so far as the present plans show, would indicate that in the new shop designs the old type of gloomy shop buildings with insufficient lighting and ventilating schemes has given way to buildings of the general appearance of which will create a pleasing effect, contributing to the comfort of the employes.

The arrangement of the shop buildings will be a great change from our present shop layout, with its single 10-ton transfer table and two shop units, and will include two 100-ton transfer tables in separate pits, dividing the shops into three units, the cycle of the cars going through the shops for general overhauling being as follows: The cars will first enter the motor shop, to be untrucked under the 25-ton electric crane, the trucks stripped of motors and same repaired in that shop and the trucks carried by 10-ton electric crane into the truck shop.

The car body by this time will be mounted on dolly trucks and can be rolled over to the erecting shop, directly across the pit. After the erecting shop finishes the body work the trucks can be rolled under the cars and bodies mounted by means of the 25-ton crane. The cars can then proceed under their own power to the paint shop for the final work.

Probably a better idea of the capacities of the new shops compared with the present shops could be more readily comprehended by comparing the following table of floor areas of the seven principal shop buildings.

Floor Area of	Present		New Shops	
	Ft.	Sq. Ft.	Ft.	Sq. Ft.
Paint Shop	257x100	—25,700	308x180	—55,440
Erecting Shop	178x100	—17,800	272x180	—48,960
Wood Mill	103x100	—10,300	125x180	—22,500
Machine Shop	145x 67	— 9,715	160x120	—19,200
Cabinet & Pattern Shop	165x 62	—10,230	180x 85	—15,300
Winding Room	100x 80	— 8,000	180x 80	—14,400
Blacksmith Shop	100x 75	— 7,500	125x100	—12,500
Car Capacities of:				
Paint Shop	About 20	500-class cars	39	1200-class
		43 ft. long		58 ft.1 in.
Erecting Shop	About 17	500-class cars	36	1200-class
		43 ft. long		58 ft.1 in.
Truck Shop	About 18	1200-class cars	32	1200-class
		Trucks		Trucks

The new shop equipment to be installed will all be of the most modern type of machine made; efficiency and output of the tool being given the first consideration and following the modern and correct idea of separate, independent motor drive. All machines will be spaced in the several shops with ample passage-way between them so that no crowding will be necessary, and all objectionable and costly operating features which had to be contended with in the present shops will be eliminated. In every case health and safety being the most important consideration.

INITIATIVE JITNEY PETITION

To every Pacific Electric employe in the City of Los Angeles has been sent a copy of a letter addressed to The People of the City of Los Angeles, and a blank initiative petition for the proper control of the jitney business.

The ordinance, which is given in full in the petition, provides a method of application for and issuance of licenses to engage in the jitney business; that the business will be controlled by the rules and regulations of the Board of Public Utilities; that the owners must provide a proper bond in the sum of \$10,000 to indemnify injured persons or the jitney owners for result of accidents; that each bus must be operated from 6:00 a. m. to 12:00 o'clock midnight; that no bus shall be operated in the congested district of the city. The signing of this petition places this ordinance on the ballot at the general election, June 5th, 1917.

Every employe who receives a copy of this petition is requested to get names of registered voters within the City of Los Angeles on it and turn the petition in at the office before Friday, May 20th. The letter to the people of the City of Los Angeles follows:

Los Angeles, California,
April 24, 1917.

To the People of the City of Los Angeles:

The undersigned Committee, representing the 4,306 employes of the Pacific Electric Railway and their dependents—a total of fully 15,000 people—appeal to the voters of Los Angeles for a square deal in the jitney question.

Our future and the future of our families is at stake. There are not more than 400 jitney drivers operating in the City and County of Los Angeles, and in order that they may get

the cream of the business, by trailing the best paying electric lines, we must take the skim milk. We must operate our cars rain or shine, maintain schedules on Sundays and Holidays, take care of rush-hour business and perform all the duties which go to make up adequate, all-the-time service, whether it pays or not.

We should be placed on a fair competitive basis with the jitney bus. The jitney bus should be forced to bear the same burdens that railway service bears; forced to accept responsibility for accidents; forced to pay the same proportion of street paving; maintain service whether it pays or not; give and take transfers; operate in poorly paying territory as well as on the paying streets; give up nickel sniping from our cars and go into the service of the public on a business basis.

The City wants elevateds and subways, but the company is already failing to earn its bond interest charges because the City and County furnishes free road beds for jitneys and lets them go as they please. There is no hope under these conditions for elevated and subway construction. Who would furnish the Company the necessary money to pay the interest on the funds which would have to be borrowed?

The elevated already has been started back of the Pacific Electric building, at a cost of over \$500,000 for real estate and structure—this to relieve congestion on Main Street, but the jitneys now congest Main Street more than the electric cars ever did. What encouragement is there for the Pacific Electric to go ahead?

We are asking for a square deal. Will you help us get it?

Yours respectfully,

L. E. Boyer Henry W. Edmonds
Arthur Wilkey C. E. Utt
Wm. J. Hugo W. H. McGruder
Committee.

PE

CROCKER STREET HOSPITAL

When you are out in the open enjoying these beautiful days and basking in the sunshine, do you ever think of the less fortunate ones who are laid up in the hospitals, and that you could take a bit of sunshine and cheer to them by an occasional visit? We are glad to say that our list at Crocker Street Hospital has been greatly reduced this month. The following are there at the present time:

Frank Richardson, F. H. Emans, J. W. Griffin, Richard Stubbs, M. Naba.

P. E. BAND GOES TO FRESNO

On Saturday night, April 28th, the Band left Los Angeles at 11:30 p. m. in their private Pullman sleeper to play at Fresno for the Fresno Raisin Day Festival. Of the concert given in the park there on the 29th the Fresno Republican gives the following account:

"The Pacific Electric Band of Los Angeles entertained approximately 8000 Fresnans and Raisin Day visitors in Court House park yesterday afternoon. H. R. Beegle, manager, Mort Stuart, director, and the thirty-seven members of the band, arrived in Fresno from Los Angeles in the morning. The concert started in Court House park at 3 o'clock. The program was an excellent choice of popular, classical and patriotic numbers. One of the most appreciated was the cornet solo, "There Is a Land Beyond the Mountain," by Ralph Beegle, mascot of the band and son of Manager H. R. Beegle.

"The Star Spangled Banner' was numbered among the patriotic selections and those of the audience who were seated stood and remained standing with the others until the conclusion of the National anthem.

"A. G. Wahlberg, chairman of the Raisin Day festival music committee, attended the concert and expressed satisfaction at the splendid technique of the Los Angeles organization.

"Members of the band were invited to make the Commercial Club their headquarters during their visit in Fresno. The band will appear in the Raisin Day parade this afternoon."

The Band was given the honor of escorting Governor Stephens into the Grand Ball at the Auditorium on Monday evening, having been chosen out of fifteen bands for this service.

As for the good time, the boys had more fun on this trip than on any they have ever taken. After the parade Monday they went out to Zapps Park to take a swim in the out-of-doors plunge. While they were in the water there was a big splash and several waves went over the side of the tank. As soon as the water calmed down again, the form of Director Mort Stuart came up from the bottom and splashed around, greatly relieving the minds of the others, who thought there had been an earthquake.

The Band returned on Tuesday after having been delayed several hours by a freight wreck ahead.

— PE —

EQUIPMENT BOOK

Under direction of Chief Train Service Instructor Byron Dixon, a book has been prepared on the Construction and Operation of Passenger and Freight Equipment. This book is being distributed to motormen and other employes concerned in the maintenance and operation of our cars.

It very thoroughly covers the construction of the various types of equipment used by the Pacific Electric, and also gives full instructions for remedying defects which at times appear in any mechanical device. This book will be valuable both to students and experienced men.

PROGRAM
of the

GIRLS' GLEE CLUB

LOS ANGELES STATE NORMAL SCHOOL

assisted by
Miss Gladys Wadsworth
Instructor of Expression, Y. W. C. A.

PACIFIC ELECTRIC CLUB ROOMS

Friday, May 11, 1917

Miss Myrtle Blewett, Director
Miss Dorothy Goodrich, Accompanist

PROGRAM

- I. (a) The Man
- (b) The Lark and the Nightingale.....
- (c) White Butterfly
- 11. (a) The Bird of the Wilderness.....
- (b) My Soul Shall Sing Roy Lamont
- (c) The Nightingale Has a Lyre of Gold..... Madaline Wadsworth
- III. Hungarian Concert Polka Imre
- Alicia Geck
- IV. The Man from Home..... Booth Tarkington and H. L. W.
- Gladys Wordsworth
- V. (a) A May Morning
- (b) The Wild Brown Bee
- (c) Sally In Our Alley
- (d) The Low-Backed Car
- VI. (a) Mia Carlotta
- (b) Three to One
- (c) What Sa Use
- Gladys Wadsworth
- VII. (a) Indian Cradle Song
- (b) I'll Sing Thee a Song

BASEBALL

The Pacific Electric Trainmen's ball team journeyed to Arlington on April 8th and defeated the strong team from Riverside by the score of 5 to 2 in eleven innings. Arellanes worked for the P. E. and pitched his usual good game.

In a very well played game and one of the greatest pitchers' battles ever staged in Pomona, between two Big League "try-outs," the P. E. defeated the Pomona team on April 15th in eleven innings 2 to 1. "Lefty" McMorren worked for Pomona and "Lefty" Schatylein did the mound work for the P. E. Schatylein struck out fifteen Pomona batters while McMorren whiffed fourteen of the Trainmen. The wining twirler allowed only two hits, while McMorren allowed four.

On April 22nd at Exposition Park, before a large crowd, the Trainmen won from the Frumento Bros. team 3 to 2. Priddy worked for the P. E. and won his game after having worked within ten minutes of the sixteen-hour law limit and hadn't had any rest before the game started.

On April 29th the Trainmen went to Patton, and by the help of the umpire chosen at that place, so they claim, were defeated 6 to 3, the Patton fellows scoring three tallies in the eighth round.

The following is the Trainmen's

schedule for the following months:
May 13th—Norwalk at Norwalk
May 20th—Desmond Beautiful at Exposition Park.
May 27th—Weber Baking Co. at Colegrove.
June 3rd—Colegrove at Colegrove.

— PE —

April 8th will long be remembered by the big bunch of P. E. rooters who visited Vernon Ball Park and their boys romp home with a win over the strong White Sox Club by a score of 7 to 1. The P. E. Club excelled in the finer points of the game and batted three pitchers Harry Stewart, on the mound for the P. E., allowed only five score bingles.

On April 15th the P. E. Club tried to play a game of baseball at Sherman. The few fans that were there saw a very cold game and the wind blew quite hard. The final score was 9 to 7 in favor of the Sherman aggregation.

President Joe Bennett accompanied his young artists to Santa Barbara on April 22nd, and sprung a surprise on the boys of the Northern California Club by placing in the box the famous pitcher John Johnson (a brother of Chief Johnson of the Vernon Club). The Redskin pitched a good game, and the P. E. Club won.

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