



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 2

LOS ANGELES, CAL., NOVEMBER 10, 1917

No. 6

SECOND LIBERTY LOAN CAMPAIGN

We are proud of the showing Pacific Electric employees made in the Second Liberty Loan campaign. From the opening night at the Club, October 19th to the closing day, eight days later, the committee was on the job night and day presenting the proposition to their fellow employees and taking subscriptions. Each afternoon when the applications came in they were tabulated and the results compiled by Mr. Frank Mulks in the President's office and telephoned all over the system so that the "thermometers" could be marked up.

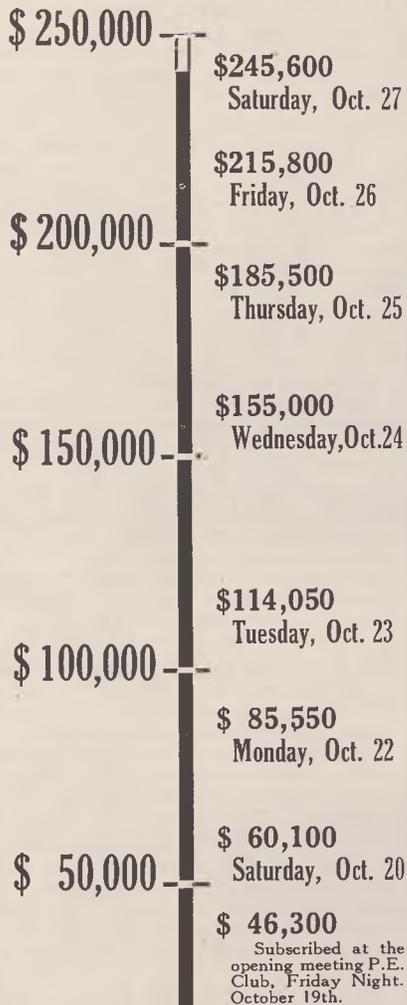
President Shoup appointed Mr. S. A. Bishop, General Claim agent, chairman of the committee and he immediately called upon the members of the Executive Committee of the Club as the nucleus of his working force. Others were added from various departments and all department heads showed great interest in the work.

The Extra edition of the Magazine gotten out on the 25th was a factor in bringing to the attention of all employees the facts in connection with the bond issue and the advantages of the bonds as an investment, while the generous offer of the Company to carry the bonds and allow employees to pay for them on the installment plan helped many to start saving who have found it difficult, if not impossible, to do so heretofore.

It was announced that our canvass would be closed Friday night, October 26th, so that all applications might be in and tabulated by Saturday noon and the subscriptions turned over to the various banks handling them. At the close Saturday noon, Mr. Mulks placed orders for a total of \$240,050, and subsequently belated subscriptions came in for over \$5,000, making the total subscription for the Second Liberty Loan by Pacific Electric employes of \$245,600.

One of the finest things about this subscription was the large number of individuals participating. 2694 separate subscriptions were received out of a total of 4243 employees.

Pacific Electric Employees' Subscriptions



Mr. Shoup was absent from the city at the close of the campaign, but word reached him of the outcome and he telegraphed his congratulations to the whole Pacific Electric family on the remarkable results as follows:

TO ALL OFFICERS
AND EMPLOYEES:

I want to express my congratulations to all of you on amount and number of your Liberty Loan Bond subscriptions. It is a remarkable showing and one of which we may all be proud.

PAUL SHOUP.

The figures at the bottom of the page show the number and amount of subscriptions by departments, the "General Office" including Executive, General Manager's Office, Traffic, Legal, Accounting, Treasury, Engineering, Medical, Claim, Land, Tax and Resorts, and P. E. Building subscriptions.

It is not possible to personally mention the names of all employees who assisted. Each one has the consciousness of having served his country by the work he has done and that is sufficient reward for a patriot. We shall in all probability be called upon to put our shoulders to the wheel again, perhaps many times, during the war and Uncle Sam can depend on the Pacific Electric men to do their duty.

On the last days of the Liberty Loan campaign, travelers using the 6th and Main station were reminded of their duty by the announcements of the gatemen:

"All passengers for this train remember it is your duty as Americans to purchase Liberty Bonds today. Make application at your Bank before going home, or get blanks from Information Bureau in Main Lobby before boarding trains."

To assist those communities to make a proper showing, the amount of the Liberty Bond subscriptions of Pacific Electric employes living at San Bernardino, Riverside, Pomona and Santa Ana was placed through local banks.

SUBSCRIPTIONS BY DEPARTMENTS

	First Loan		Second Loan	
	Subscriptions	Amount	Subscriptions	Amount
General Office	272	\$30,750.00	301	\$43,800.00
Purchasing and Store	40	3,250.00	59	4,650.00
Transportation	995	66,850.00	1,409	127,600.00
Mechanical	459	31,250.00	332	26,400.00
Electrical	83	5,750.00	232	18,750.00
Maintenance of Way	239	21,850.00	361	24,400.00
	2,088	\$159,700.00	2,694	\$245,600.00

ELECTRICAL DEPARTMENT

KEEPING THE TROLLEY HOT

A. H. Ballard, Chief Operator

Keeping the trolley hot on a system of the magnitude of the Pacific Electric Railway has its many difficulties, and vigilant care is necessary to provide for continuity of service, the operator's watchword.

From the mountains, where the electrical energy is generated in the form of alternating current, to the substations where the electrical energy is transformed and converted into direct current, many things can occur and do, to interrupt service.

The electrical energy for the Pacific Electric Railway Co. is received at 12 main delivery points, from the Southern California Edison Co., in the form of alternating current at 15,000 volts, 50 cycle, and distributed over Company high tension lines to 44 substations, economically located over the system. It is with this vast network of substations and their arteries, the transmission lines, that the chief load dispatcher must keep in constant touch.

The load dispatcher, when trouble occurs on the high lines, is in the nature of a physician diagnosing a patient's ills, for it is up to him to locate and clear, or localize the trouble as soon as possible.

When trouble occurs on the lines it is evident that at least some one operator, somewhere on the system will detect that something is wrong and in many instances it is possible to locate the trouble itself and clear same without much delay. In other cases, however, while it is known that there is trouble, locating it is another thing and to this end the system is so arranged that the section in which the trouble is approximately located can be segregated from the rest of the system, and then tests made between the stations on that particular section to definitely locate the trouble. If this happens to be on a branch line, it is only a few minutes until the rest of the system is running normally again. But if it happens to be a main artery connecting some of the central generating plants it may be a serious affair and result in a complete tie-up.

We have telephone lines connecting substations and paralleling the transmission lines everywhere on the system and within a few seconds after trouble occurs everyone who has information bearing on the subject is telephoning it to the chief load dispatcher, so that in a very short time he is formulating plans and giving orders over the phone to segregate the trouble spot.

As to the sources of the trouble let us follow the current from one of the many generating plants in the mountains. All mountains are subject to storms, sometimes the canals and pipe lines connecting the river with the power house wash out, or there is a small landslide filling up the canal, or the storm washes a lot of debris into the flumes and ditches. Inside of the power house there are

a number of things that may occur to interrupt service, as no machine is infallible and they will all break down at times; and unlike a "Ford" it takes time and expense to repair electrical machinery. The storm often follows the transmission line to its uttermost limits, undermining the poles here and there and toppling them over; sometimes whole sections of line come down from this cause, or a tree may topple over and take a section of line with it. High winds often blow the poles or towers carrying the transmission lines over. Mountain fires sometimes burn down poles, thereby interrupting service.

As to local trouble; house fires in the city burn off the poles or sometimes the firemen notify us that our line is so close to a burning building that it is not safe for them to work there, so we have to kill the line, regardless of the service. Another source of trouble is that the varying changes of temperature from hot to cold check and crack the porcelain insulators. Then on foggy nights the accumulated dust on the insulator gets moist and furnishes a path through the crack to the wet and grounded pole and we have a pole on fire, which soon drops the wire and causes an interruption.

You know that we of California are somewhat inclined to brag about our State being free from lightning storms, while as a matter of fact lightning causes the electrical companies considerable damage. It doesn't often strike in the form of a thunder bolt as we knew them in the East, but the electrical storm passing over seems to build up a counter charge on our wires which causes a disruptive discharge, which shatters a pole to matchwood without setting it on fire, or else cracks an insulator and allows our legitimate current to escape and set the pole on fire.

We sometimes have interruptions in the mountains caused by eagles getting between the wires and causing shorts. The same thing frequently occurs along the beach lines with sand hill cranes flying between the wires and their wings bridging across from wire to wire. After the fire works are over we usually find enough of the bird to tell what it was.

Man in his ignorance often causes trouble. Wood choppers frequently cut down trees and let them fall where they will and then tell us they didn't know the line was there. In the spring time the small boy and his kite is a source of trouble, especially if there is a wire attached to it. Big boys and men with a gun are a source of trouble also; they seem to think that the porcelain insulators were put on the poles for their especial benefit. I once saw a display of fireworks at Eastlake Park caused by some boy's firecrackers and an old tin pail. The pail started an arc between the wires of a 15,000 volt line.

In such an extensive system, with man, beast and the elements to con-

tend with, line troubles are to be expected, but fortunately, due to the arrangement of the system in sections the vast majority of the troubles are sectional and quickly localized, complete tie-up being of rare occurrence.

PE

ELECTRIC STORMS

Recently Southern California was visited by a thunder storm, accompanied by an electrical display which was probably the most spectacular ever witnessed here.

The weather man in his sage, dignified manner, reported that the storm was caused by a cyclonic area, which formed over Southeastern California and Arizona during the preceding twenty-four hours; a high pressure to the North and a brisk wind along the Coast. As to the relation of the resulting thunder and lightning storms to the above conditions, it would be necessary to go to some length to explain; suffice to say, however, that the electrical manifestations were present.

Thunder and lightning, it is to be remembered, are the result of a storm, not the causes, as is a popular idea. Lightning is a gigantic electrical spark or discharge between cloud and the earth or cloud and cloud. Thunder is simply the violent sound wave set up by the sudden expansion of the heated air along the path of the discharge.

As to the source of atmospheric electricity; clouds become heavily charged with electricity. It is not known for sure just how this happens, but it is now commonly believed that the strong uprising currents of air that occur in a storm, in the process of breaking up the water drops in the cloud also separate positive from negative electricity; leaving the former in excess, in the part of the cloud next to the earth, and carrying the latter far above.

By induction the positive charge of the cloud draws an excess of negative electricity to the surface of the ground underneath; the surface of the earth having normally a charge of negative electricity, hence with respect to the earth, any point in the atmosphere has normally a positive potential.

At length the two charges attempt to neutralize each other and break down the interposing barriers of the air, which is a poor conductor of electricity, causing a powerful stream of electricity, which is called lightning, to flow for an instant between the clouds and earth, or as is probably more frequent, between clouds charged with opposite kinds of electricity. The passage of the electricity through the air heats the air and makes it luminous, just as the passage of an electric current heats the filament of an electric lamp and makes it luminous.

The average lightning stroke is several miles in length, some have been measured over 10 miles in length. The average duration of a lightning stroke is only one one-hundred-thousandth of a second, although the average flash seems long due to the persistence of vision.

L. H. A.

OUR SERVICE ROLL OF HONOR

List of Pacific Electric Men Absent on Military Duty

From San Pedro to American Lake; from Camp Kearney to Somewhere in France; in Infantry; in Cavalry; in Marine Corps; Engineers, Sailors, Aviators; driving ambulances, building railroads or firing heavy artillery; Pacific Electric men are there. The list now contains 180 names. Possibly some have been omitted. Other names are being added from day to day. We honor these boys who are going to fight our battles in the greatest war the world has ever seen. Let us back them up here at home by carrying on the work we are doing in the best and most efficient way.

P. E. BUILDING

Earl Embery

MECHANICAL DEPARTMENT

H. T. McMorran
W. E. Panton
J. E. Mixer
M. H. Miller
H. G. Brittain
W. D. Armstrong
E. H. Heinecke
E. E. Yale
S. R. Stiffler
C. S. Binkiewicz
C. C. Rice
E. W. Dombrower
E. L. Harris
J. W. Haughton
Guy W. McClure
J. W. Russell
L. B. Freedman
L. C. Oliver
E. F. Chambers
O. A. Sandau
E. A. Grothjan
C. Rehfeld
A. D. Goble
G. B. Smalley
M. Magnus
A. Monks
W. J. Muldoon
J. G. Seaberry
J. A. Sinnott
C. Choolock
L. Otterstedt
T. L. Cassidy
T. H. Green
C. B. Bell
B. W. Cramer

TRAFFIC DEPARTMENT

H. O. Marler
H. B. Proctor
M. F. Shakeley
Roland Dimick

ELECTRICAL DEPARTMENT

R. T. Nores
J. A. Nores
F. W. Warman
L. R. Burkhalter
Clyde Holcomb
A. C. Barney
H. F. Cordes
G. B. Stull
L. R. Stull
R. T. Weston
M. O. Dennis
N. D. Gilbert
L. A. Welch

RESORTS DEPARTMENT

Chas. Burrall
Nels Greva

TREASURY DEPARTMENT

Carl Beahm

LEGAL DEPARTMENT

C. W. Cornell

TRANSPORTATION DEPARTMENT

Northern Division

G. H. Carlson
Ralph Clanton
O. M. Hazard
L. L. Prewitt
H. B. Wilson
W. E. Schwartz
E. Kohler
L. J. Vigneau
J. A. McLellan
J. F. Jester
J. K. Tinsley
F. P. Ream
J. A. Daley
G. C. Heaney
Edgar A. Reeves
H. E. Dearing
A. Lawrence
E. F. Mann
A. Stafford
F. W. Nichols
G. C. Wilson
B. Medley
Raleigh Clanton
R. B. Hile
H. C. Johnson
R. H. Harris
G. A. Kidwell
J. E. Davis
H. C. German
B. C. Brock
O. E. Davis
W. Lyons
M. B. Woods
E. E. Leffen

Western Division

G. A. Probasco
G. R. Robbins
J. E. Clabaugh
A. B. Reeves
O. L. McKee
C. A. Pollock
J. R. Kittrell
C. P. Kyle
W. R. W. Hart
C. E. Hand
G. E. Foster
O. R. Birkhead
E. J. Rogers
D. Mead
H. W. Edmonds
R. W. Korf
L. T. Smith
J. J. Rothgeb
B. B. Starr
W. O. Duncan
G. D. Stacy
H. E. Shafer
J. H. Toft
F. M. Mills
F. T. Hudson
V. A. Kirby
R. O. Anderson
W. F. Hile
R. A. Jordan

Southern Division

Cyril E. Brown
E. Packer
D. A. Deal
J. W. Clay
C. A. Kelly
W. R. Grider
H. G. Scott
A. J. Kemmer
J. A. Murray
J. S. Nunn
R. H. Prouty
J. W. Robinson
E. M. Salter
G. Schmidt
E. M. Cole
J. C. Borsch
C. J. Shaul
T. Fisher
E. S. Gann
A. E. Pitman
F. C. Williams
H. A. Lawrence
G. A. Morse
T. S. Powell
J. M. Pierce
C. R. Steckel
F. E. Meine
A. K. Sisson

PURCHASING DEPARTMENT

Lester A. Blette
Harold C. Guffin
J. M. Shea

ENGINEERING DEPARTMENT

John Lansdale
Paul J. Hartman
James Lee Tracy
James T. Mitchell
Wesley Z. Shaw
Walter J. Bown
Leroy H. Connelly
George Simkins

MAINTENANCE OF WAY DEPARTMENT

Roy Davis
Everett Johnson
Bruce Malcolmsom
Arthur Hildebrandt
Claude Culver
Joseph L. Rodman
Benj. A. Richards
Frank M. Smith
John L. Smith
Adrain Popoff
Karl Biehler
Ray G. Bufford
Jay M. Gowanlock
Burnice Pedvin
Armond Mona
Fred Poole
Ernest Dent
Grant Perry
Wm. Newsome
Louis Ulrich
Jack Bessant



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

November 10, 1917

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

President Shoup recently received from Mr. Sproule, Chairman Western Department, Special Committee on National Defense, the following telegram:

"Plea has been made from Washington to reduce quantity of fuel used in the United States for heating of premises, saying that if buildings were heated only five degrees less than at present on an average it would make a vast saving in the nation."

This reminds us of the necessity for care in the heating of cars and offices as well as the home. Every ounce of energy of the entire American nation and its allies is necessary to win the war and this should be kept in mind all the time.

PE

All housewives in the country have been asked to sign the following pledge addressed to the Food Administrator:

"I am glad to join you in the service of food conservation for our nation and I hereby accept membership in the United States Food Administration, pledging myself to carry out the directions and advice of the food Administrator in my home, insofar as my circumstances permit."

Our government is again calling on us to do our part in the great war. We who are staying at home can do little at best and there should be no hesitancy on our part to comply with this request. An analysis of the advice and directions of the Food Administrator shows that in nearly every detail compliance will result in saving money for the person who follows them. Like the purchase of Liberty Bonds the final result is benefitting ourselves directly as well as aiding our Country and our Allies to win the war. What more is there to be said? Let us all fall in and help by doing our part promptly and cheerfully.

PE

The President's proclamation calls upon all of us to celebrate Thanksgiving Day on November 29th.

Our Country is at war. What have we to be thankful for?

We can be thankful that we have a country which after nearly three years spent in an effort to remain at peace finally went into the war with eyes open, deliberately and with the intention of fighting through until the right shall prevail. We can be thankful that our nation has not forgotten the ideals and principles on which it is founded and that when the time came for it to go into this conflict it was a united and determined people who answered the call.

We can be thankful that, unprepared as we are, France and England and our other Allies are holding the enemy back until we can prepare for the conflict and not have to send our men in to be slaughtered by their inexperience as were the French, Belgians and English at the beginning of the war.

We can be thankful that we, individually, are living here on the Pacific Coast, 5000 miles away from the devastating Huns and that our homes and our cities are not being spoiled by a ruthless invader.

We can be thankful for the millions of strong and enthusiastic men who are preparing to fight for our country and for the principles of democracy that we may continue to enjoy the privileges we have enjoyed in this free land of ours.

The list is too long—the space too short to contain all the reasons why we should be an especially thankful people this year. We can only suggest a quiet contemplation by each individual of the many blessings which have come to him, for Thanksgiving Day.

PE

CIRCULAR NO. 42

Los Angeles, Cal., Oct. 25, 1917.

To all Concerned:

Effective November 1, 1917, the Eastern Division will be consolidated with the Northern Division under the jurisdiction of Mr. A. C. Bradley, Superintendent. Mr. M. P. Groftholdt is assigned other duties under jurisdiction of General Manager.

Trainmen on the Eastern Division will retain their seniority, as per paragraph 8 of Seniority Circular, on the Northern Division.

APPROVED,

Paul Shoup,
President.

J. McMILLAN,
General Manager.



Lieutenant Fred W. Nichols was born in Marionville, Mo., in 1888. Was employed by the Colorado Springs Railway 1910 to 1911; Los Angeles Railway 1911 to 1914; entering the service of the Pacific Electric Railway in 1914 as motorman. During this time, while in the service of the Company, he was very active in the National Guard, having belonged to that organization several years. During the trouble at Nogales, he was called into active service, protecting American interests at that point. After the Mexican trouble was over Mr. Nichols returned to work for the Company, having attained the rank of Sergeant.

When the call came from the government in the present war, Sergeant Nichols was called out with his regiment and when the Officers' Reserve Training Camp was established at the Presidio he was sent there to qualify for a commission. At the conclusion of the course he was made 2nd Lieutenant, and is now stationed at Camp Kearney.

THRIFT!

Without me no man has ever achieved success, nor has any nation ever become great.

I have been the bedrock of every successful career, and the corner-stone of every fortune.

All the world knows me and most of the world heeds my warning.

The poor may have me as well as the rich.

My power is limitless, my application boundless.

He who possesses me has contentment in the present and surety for the future.

I am of greater value than pearls, rubies and diamonds.

Once you have me, no man can take me away.

I lift my possessor to higher planes of living, increase his earning power, and bring to realization the hopes of his life.

I make a man well dressed, well housed and well fed.

ACCIDENTS OCTOBER

	Northern Division		Southern Division		Western Division		Eastern Division	
	1917	1916	1917	1916	1917	1916	1917	1916
Interference with vehicles.....	61	71	35	29	57	43	4	3
Collisions and interferences with cars.....	2	3	6	4	4	4	1	3
Persons struck by cars.....	3	3	2	1	8	5	0	0
Deraillments.....	8	12	8	12	6	10	0	3
On and off moving cars.....	25	26	15	9	22	28	5	4
Miscellaneous.....	18	29	17	19	14	30	3	3
	117	144	83	74	111	120	13	16
			1917	1916				
Interferences with vehicles.....			157	146		7.5% Increase		
Collisions and interferences with cars.....			13	14		7.1% Decrease		
Persons struck by cars.....			13	9		44.4% Increase		
Deraillments.....			22	37		51.3% Decrease		
On and off moving cars.....			67	67				
Miscellaneous.....			52	81		35.8% Increase		
			324	354		8.5% Decrease		

THE WAR REVENUE ACT AS IT AFFECTS PASSENGER AND FREIGHT TRANSPORTATION

Passenger Transportation

The application of the new war tax to the sale of passenger and freight transportation has been the cause of considerable discussion by the many legal departments and traffic centers throughout the United States, in order that correct interpretative rulings could be obtained for the practicable application and installation of the law which became effective on the first day of November, 1917.

Probably the most important provision of essential interest to the more populated centers, is the announcement that suburban commuters traveling distances of less than 30 miles will escape taxation, and that where the one way and round trip transportation charge is 35 cents or less no war tax will be assessed.

The law imposes a war tax of 8% on all passenger fares exceeding 35 cents, which means that the conductor collecting the fare, or the agent selling the ticket, is required under the law to collect the tax from the passenger. The railroads under the act become the collecting agency for the government. The tax applies on passenger transportation, regardless of whether such fare for transportation is purchased in the form of a one way or round trip ticket, or cash fare paid to the conductor.

As examples of how the war tax affects passenger transportation, the round trip fare between Los Angeles and Santa Monica, Venice, Long Beach or San Pedro is 50 cents. The war tax would therefore be 4 cents, the passenger being required to pay an amount of 54 cents. The 25-Ride family commutation ticket between Los Angeles and San Bernardino or Riverside is \$21.75. The war tax to be assessed equals \$1.74. Passenger is therefore required to pay \$23.49 at the time ticket is purchased.

On account of the enormous amount of pennies coming into circulation as a result of this act, conductors have been advised to carry an adequate supply of these coins at all times in order that exact change may be made whenever required.

The La Habra, Newport, San Ber-

nardino and the Santa Ana lines are over 30 miles in length, and are therefore affected by the provision of the act requiring the 8% tax on commutation tickets.

The war tax does not apply on free transportation, and on this account no collection of tax is made from passenger presenting pass of any description.

Tax of 8% of purchase price of cash coupon tickets is collected from purchaser at the time ticket is sold or issued.

Trolley Trip tickets, Catalina tickets, San Bernardino Mountain Auto Line tickets, as well as excess baggage charges, are also subject to this 8% war tax, the same as other transportation charges.

War tax of 10% on tickets covering the purchase of seats in observation cars, berths or staterooms sold by the Pullman Company or Steamship Companies is collected in the manner as prescribed for other passenger transportation.

Freight Transportation

War tax of 3% on freight charges offers no exemption either as to the amount of distance or charge assessed, except on shipments for the United States Government, or the States, and on export or import business and strictly company business such as the transportation of materials for the use of the carrier itself or its subsidiaries, over its own line. A special clause excludes certain amusement business, such as theatrical and circus trains using their own equipment which come under a special provision of the act.

The present rulings generally accepted, include under the head of transportation charge, in addition to regular freight charges, refrigeration switching, drayage, stop-off, towage, lighterage, compressing, milling in transit, dressing, cleaning, refining in transit, wharfage and handling charges, special motor service, diversion and reconsigning charges.

The act does not include provision for collecting tax on demurrage, storage, sanding, bedding or weighing charges, it being considered that such charges are not directly included in or incidental to the freight transportation charge.

The government holds the carriers

responsible for the collection of this tax, but provides that the person purchasing the service shall pay the tax.

Resultant from the installation of this war revenue act, a vast amount of special accounting work will be thrown upon our Accounting Department and will no doubt necessitate additional clerical force.

PE

THE LOST ARTICLE DEPARTMENT

The fact that it is human to err, seems to be the real cause why a Lost Article Department is necessary.

The Lost Article Department of the Pacific Electric is a regular curiosity shop containing articles such as coats, hats, suit cases, grips, lunch boxes, go-carts, purses, hand-bags, spectacles, jewelry, canes, gloves, umbrellas and trinkets of all description.

People in all walks of life visit this department. Calls are made almost every day for articles which probably were never lost on our cars (or were picked up by another passenger), and as a rule the public realize that fact and are reasonable. Some call, however, apparently in great distress over the loss of some article. If it is recovered, all is lovely, but if not, in some instances the Company and all its employees are accused of dishonesty. However, these occasions are by far the exception rather than the rule. The percentage of calls made in which an article is recovered is high.

Some exceptional inquiries are made now and then. Recently inquiry was made for a box containing a snake. I didn't try to turn snake charmer as fortunately the reptile was not turned in.

It would seem as though some passengers become seasick at times as in a number of instances false teeth have been received. For some reason the trainmen who turn these in seldom call for them.

When Jupiter Pluvius is busy, the lost article department is also busy. Umbrellas are turned in by the scores. I then have a merry time with callers as many are unable to describe their umbrella, but are not particular just so they get some umbrella. If people were a little more careful to have some private mark on articles easily lost, much confusion and trouble would be avoided.

B. L. CRONKHITE,
Lost Article Clerk.

PE

PERSONAL

Superintendent A. C. Bradley of the Northern Division and Mrs. Undine Raymond were married at Berkeley October 20th. They will live in Pasadena.

PE

Mr. J. H. Lockett, well known on the Pacific Electric from his long connection with the Transportation and Mechanical Departments, was recently appointed Master Mechanic of the Oakland, Alameda & Berkeley Electric lines of the Southern Pacific.

NOTES FROM THE CLUB

CLUB CALENDAR

- Nov. 10th to Dec. 10th, 1917
- Saturday, Nov. 10th—**
Agents' Association Meeting, 8 P. M.
- Monday, Nov. 12th—**
Band Rehearsal in Auditorium, 8 P. M.
- Wednesday, Nov. 14th—**
Executive Committee Meeting, 2 P. M.
- Thursday, Nov. 15th—**
Northern Division Safety Committee Meeting, 2 P. M.
Dancing Class, 8 P. M.
Trainmen's Instruction Class, 8 P. M.
- Saturday, Nov. 17th—**
Progressive Chess Tournament, 8 P. M.—Open to all members.
- Monday, Nov. 19th—**
Band Rehearsal in Auditorium, 8 P. M.
- Tuesday, No. 20th—**
Progressive 500 Card Party for Ladies and Gentlemen, 8 P. M.
- Thursday, Nov. 22d—**
Dancing in Auditorium, 8:30 P. M.
Trainmen's Instruction Class, 8 P. M.
- Friday, Nov. 23d—**
Store Dept. Entertainment, open to all, 8:30 P. M.
- Saturday, Nov. 24th—**
Progressive Checker Tournament, 8 P. M., open to all.
- Monday, Nov. 26th—**
Band Rehearsal in Auditorium, 8 P. M.
- Thursday, Nov. 29th—**
Thanksgiving Day—Holiday.
- Saturday, Dec. 1st—**
Camp Fire Night for all who visited the P. E. Camp.
- Monday, Dec. 3d—**
Band Rehearsal in Auditorium, 8 P. M.
- Tuesday, Dec. 4th—**
Signal Men's Association Meeting, 8 P. M.
- Wednesday, Dec. 5th—**
Rod and Gun Club Meeting, 8 P. M.
Southern Division Safety Committee Meeting, 2 P. M.
- Thursday, Dec. 6th—**
Moonlight Dance in Auditorium, 8:30 P. M.
Trainmen's Instruction Class, 8 P. M.
- Friday, Dec. 7th—**
Athletic night, Boxing, Wrestling and Pulling Contest.
- Saturday, Dec. 8th—**
Agents' Association Meeting, 8 P. M.
- Monday, Dec. 10th—**
Band Rehearsal in Auditorium, 8 P. M.

CHESS TOURNAMENT

Saturday evening, November 17th will be registration evening and the beginning of the Chess Tournament. All players are invited to register and talk over the rules for the Tournament. If you have chess sets, bring them with you. Those who cannot be present in person on registration night will please make registration by mail on or before the 17th.

THE HARD TIMES DANCE

One of the most pleasant events at the Club during the present year was that of the Hard Times Dance held in the Club Auditorium Thursday evening, October 25th, the attendance being almost the capacity of the dancing floor. Some of the costumes were a marvel in the extreme, and all elicited a great deal of laughable comment. It would have been hard to have recognized any of our fellows in the dress in which they were arrayed, and some of the ladies presented a most woe-begone picture of hard times indeed. During the evening old fashioned apple cider was served the guests and the spirit of the olden days heartily entered into. A return engagement will probably be played sometime in the near future.

CHECKER TOURNAMENT

The Checker Tournament held on October 24th at 8 p. m. proved to be an exciting event, with twelve contestants lined up, the winner being Walter Rockey, Conductor Northern Division, with scores as follows:

	Won	Lost
Mechanical Dept.		
1 George S. Green.....	6	5
2 Wallace H. Gilbert.....	4	4
3 C. A. Elmquist.....	3	8
4 Alvah F. Cole.....	6	4
5 R. J. Allen.....	8	3
6 Harry Clark.....	8	3
Electrical Dept.		
7 Charles Kodil.....	2	5
8 A. D. Thompson.....	4	6
Motorman Northern Division		
9 A. S. Wilkey.....	1	10
Conductor Northern Division		
10 Walter Rockey.....	8	1
Conductor Northern Division		
11 Charles D. Holmes.....	9	2
Ticket Office, 6th and Main		
12 R. C. Smith.....	1	8

500 CARD PARTY

On Hallowe'en, October 31st, 500 was played by the Club, with scores ranging from 530 to 1210, the winner being Mr. M. T. Spencer, Foreman Air Department, Sherman Shops, the following being the participants and scores made:

Mr. M. T. Spencer, Mechanical Dept.....	1210
Mr. Wm. Hedge, Electrical Dept.....	1140
Mrs. M. T. Spencer, Mechanical Dept.....	1140
Mr. R. H. Henshaw, Local Freight Office.....	1120
Mr. Mort Stuart, P. E. Club.....	1070
Mr. Chas. E. Kodil, Electrical Dept.....	1000
Mr. S. B. Dent, Conductor Western Division.....	970
Mrs. S. B. Dent, Conductor Western Division.....	920
Mrs. Wm. Hedge, Electrical Dept.....	890
Mr. A. A. Shewmaker, Conductor Northern Division.....	810
Mr. E. L. Martin, Electrical Dept.....	540
Mrs. E. L. Martin, Electrical Dept.....	530

LIBRARY CONTRIBUTIONS

During the past month nineteen volumes have been contributed by members of the Club to our Club Library, as follows:

- From Mrs. Booth five volumes:
Quincy Adams Sawyer, by Charles Felton Pidgeon.
Mosses from an Old Manse, by Nathaniel Hawthorne.
The Window at the White Cat, by Mary Roberts Rinehart.
Open House, by Julie Wilbur Tompkins.
Parrot Co., by Harold McGrath.
From Mr. L. M. Kohler, General Superintendent's office, fourteen volumes as follows:
Rollo in Switzerland, by Jacob Abbott.
A Christmas Carol, by Charles Decker.
Macaulay's Essay on Lord Clive, by J. W. Pearce.
Rollo in Paris, by Jacob Abbott.
The Cornet of Horse, by G. A. Henty.
The Lion of the North, by G. A. Henty.
Tom Brown's School Days, by Thomas Hughes.
The Constable's Tower, by Charlotte M. Yonge.
Jessie Burton.
The Sir Roger De Coverley Papers, by Mary E. Litchfield.
Twice Told Tales, by Nathaniel Hawthorne.
Great Short Stories, by William Patten.
Volume 1 Detective Stories.
Volume 2 Ghost Stories.

BEAUTIFUL PICTURES

Through the courtesy of the Canadian Pacific Railway the Club is in receipt of two beautiful pictures; one of Mount Stephen, British Columbia and one of Banff Springs Hotel and Bow River Valley. These pictures were a part of the Canadian Pacific exhibit at San Diego and are to be seen in the office of the Club.

While we are helping others through the Red Cross, Liberty Loan etc., keep bearing in mind the newspapers and think occasionally of the fact that every dollar derived from the sale of old newspaper collections is devoted to assisting someone of our fellows who cannot help himself. Our little fund has done some wonderfully splendid work, but it is almost exhausted, and unless renewed effort is made by all employees some other method must be devised soon to build up our relief fund. Keep this matter in mind; it is as easy as money that would be otherwise wasted, and it is a little "bit" each of us can do with very little effort, and the work of all added together will soon give us a good working fund.

Mr. E. E. Mote, whose name has been familiar for years as manager of the Pacific Car Demurrage Bureau at San Francisco, died there on October 19th.

OUR CAMP DURING THE COMING WINTER

During the coming winter, which is now upon us, the camp will be in charge of Mr. Earl L. Bruck, who until recently has been an employe of the Little Bear Lake Company, and who will have charge of our camp as camp watchman until opening time next year.

After snow begins to fall, which is expected almost any day, there will only be occasional times when the camp can be reached from the outside world, and then only by walking from the Crest route over Daly Road and through the canyon to the camp. The snow fall at Little Bear Lake averages from three to four feet each winter, with a temperature ranging from zero to 10 or 15 above; and as a number of our employes have expressed a desire to visit the camp during the winter for a week-end or for a day, they should be advised that care should be taken about making the trip and information should be sought before attempting it. On two or three occasions within the knowledge of the writer parties going to Little Bear have been marooned for from three to seven days. Before going to camp during the winter it will be necessary for those who desire to make the trip to receive a letter of permission from the Club Manager before accommodations will be granted by the watchman at the camp. This permission will be given provided there is reasonable assurance that it will be safe for the applicant to make the trip at the time planned, and the watchman will accommodate only those who present written orders from the Club—this to safeguard him from imposition by those not entitled to these accommodations.

NOTES FROM THE CAMP

Since the last issue of the Magazine a working force of six men has been busily engaged at the Camp in the San Bernardino Mountains, adding to the work of the past year, and in anticipation of pleasures for the coming year, constructing our new outdoor swimming pool, building our new social hall and performing other labors that will mean added enjoyment for all camp visitors during the 1918 season.

The Camp closed, so far as vacations were concerned, October 1st. Carpenters and builders under the direction of John McLeod have been taking their places since shortly after the first of October, and as a result of their endeavors the swimming pool was completed on Monday, November 5th, and by the time the magazine is issued (the 10th) the social hall with its big fireplace and stone balcony will also be done. Sufficient stone to rip-rap the banks of the creek in front of the Camp and to put in the bridge piers will be on the ground, and the doing of the work will be a part of the voluntary labor performed by camp visitors next season. At that time also a circular driveway between the bridge and the social hall will also be put in so as to eliminate all dust in the camp. Those who had

the pleasure of spending a vacation there during 1917 will be more than gratified at the new improvements that have been made and will wish very much to enjoy them during 1918; and anticipating that much greater demands will be made for accommodations next year preparations are already under way looking to housing accommodations for double the number we had in camp during the present year.

During the past month two excursion parties visited the camp, comprised of employes from various departments who labored mightily and lustily on the excavation work for our big swimming pool, and the amount of dirt moved by the 24 men who made the trip would have done justice to a regular excavation contractor. Their efforts were largely responsible for our having the bathing pool, as, without that, an amount of money sufficient could not have been made available to complete the pool, and all employes who in future may use this amusement feature owe their thanks to the strenuously working ones who helped with this construction.

Forest Ranger Schwitzer, of the Little Bear Lake District, has the thanks of all of us for his good efforts in securing more ground for our camp site, as it was due to him that we have added approximately four acres thereto, two lots having been acquired to the north and two to the south of the original location. This officer of the Government has done many things during the past year for the benefit of our camp visitors and in the interest of the camp, and has been most accommodating and courteous in every way, reflecting much credit upon his department, of which Mr. Charlton of this city is the chief.

CROCKER STREET HOSPITAL

The hospital list this month is longer than usual. Make it a point to drop in and see some of our patients and cheer them up:

M. Gonzales, M. Naba, B. W. Yocum, D. D. Bishop, Chas. Sanders, W. J. Bruhm, Dean Chowning, Emil Bolz, J. Torrez, Miss Lorena Moore, M. Protze, N. T. Sewell, A. A. Penwell, G. Lankin.

J. L. McAnally, who has been at Monrovia in the tubercular hospital for some time, has gone East to Knoxville, Tennessee, where he will visit his family. McAnally's condition is quite serious and he was accompanied on the journey by Motorman J. R. Heisel of the Southern Division.

On Friday night, October 19th, after the Liberty Loan rally at the Club, while attempting to board a car at Fifth and Hill streets, Miss Lorena Moore of the Land, Tax and Resort Department was struck by an auto truck and painfully injured. She was removed to the Crocker street hospital where it is reported she is progressing nicely.

BASEBALL

The Trainmen's Team still continues its good work, having won four out of the last six games played. On October 7th they played Frumento Bros. at Exposition Park and won 4 to 2. On the 14th, Patton won 4 to 3. On the 18th at the big Sugar Beet Barbecue the P. E. boys won from Huntington Beach 9 to 8. Lankershim was beaten 3 to 2 on the 21st. The game played at Patton on the 28th was to decide second place in the Southern State League race, these two teams being tied for that position. The Trainmen's nine won out 6 to 4. An exhibition game was played at San Pedro on November 4th and the P. E. fellows lost to the strong nine at that place 8 to 4, Pete Schneider and other big leaguers being in the San Pedro line-up. La Rock and File worked in all six games for the Pacific Electric.

Manager May deserves a great deal of credit for winning second place in the Southern State League, as the draft took a number of his best players and he was compelled to present a new line-up almost every Sunday during the latter part of the season.

Before a large crowd the Freight House Team opened its season in Pasadena on October 14th, where they played a ten-inning tie game, score 2 to 2. The following Sunday, October 21st, the P. E. boys again journeyed to the Crown City, where they were badly walloped, the P. T. fellows displaying some rather ragged fielding and inability to hit the opposing slabman. On the 28th they were again defeated by the San Pedro team 8 to 5, that team having been considerably strengthened by the addition of Pitcher Schneider, lately of the Cincinnati National League Club, and several other big leaguers.

Although the team has not opened the season very propitiously, President Joe Bennett is not the least bit discouraged and is adding some more good material to his squad. We are sure to hear of more favorable results from now on.

AGENTS' ASSOCIATION

The meeting of the Agents' Association of October 13th was an interesting session. General Manager McMillan made the address of the evening and recited many of his experiences as an agent. The Question Box elicited much discussion. Vice-president Coulter occupied the chair in the absence of President Smith on account of illness.

On October 27th a special meeting of all agents to discuss the war taxes filled the hall. Traffic Manager Pontius presided and straightened out many doubtful points on the war taxes in the minds of agents. Mr. Roberts of the auditor's office and Asst. Traffic Manager Smith talked on various phases of the new taxes.

The November meeting comes Saturday night the 10th and a full attendance is expected.

SAFETY FIRST FOR THE AUTOMOBILE. NO. 2

The article under the above caption which appeared in the August Magazine from the pen of Mr. Grace, Secretary, Central Safety Committee, has been copied extensively in the newspapers of Southern California. We are following it up by reporting to the Railroad Commission of the State of California, to the Board of Public Utilities of the City of Los Angeles, to the Auto Club of Southern California and other interested bodies all the hazards of accident of which we have knowledge, due to carelessness or recklessness of the drivers of automobiles or trucks. The list does not include actual accidents, for it is presumed that the man who has an accident will be impressed enough thereby to be more careful in future. It is the fellow who takes a chance and gets away with it, even by a narrow margin, who is going to take a chance again.

The record of these automobile hazards is made up from reports sent in by motormen, conductors and other employes who have witnessed careless or reckless driving of the automobilist. That all employes may understand the nature of these reports the cases reported as occurring during the six days Sept. 20 to 25 inclusive are listed below. We know there were many others which were not reported. Will you not do your part by sending in reports of such hazards as you witness so that they may be included also and perhaps in time the public may realize the extent of their carelessness and heed the warnings?

September 20th. At 6:28 p. m. after westbound Watts car 532 had crossed Central Avenue on 9th Street, driver of Boos Bros. auto cut in on track ahead of car, running ahead of car some distance and paying no heed to gong and whistle sounded by motorman. Driver finally stopped short in front of car and motorman had to apply emergency brakes to avoid collision. No lights on auto.

September 21st. At 4:30 p. m. at Bonnie Brae and West 16th Street driver of auto No. 89624 cut in front of inbound Redondo car 891 and outbound train, taking a desperate chance of being smashed. Motorman on inbound car 891 prevented accident only by prompt use of emergency brakes.

September 21st. At 8:48 a. m. at Central Avenue crossing of the Air Line driver of auto truck PS 1312 (owner L. A. Gas & Elec. Co.) running south on Central Avenue, cut in front of westbound Air Line car 870 nearly causing accident.

September 21st. At 2:25 p. m. at Jefferson Street crossing of the Air Line, driver of auto truck No. 40028 (owner Gordan Jenkins Furniture Co.) running east on Jefferson Street cut ahead of westbound Air Line car 549 almost causing accident.

September 21st. At 5:18 a. m. about 500 feet from Alamitos Bay (west) motorman on eastbound Newport car 815 stopped to avoid striking Ford machine No. 276607, which had been left standing on track. Driver was asleep on the sand about forty feet from machine. With help of passen-

gers on car the auto was pushed off the track, causing delay of about ten minutes. Machine owned by Weinstock-Nichols, No. 7.

September 21st. At 1:37 p. m. at Fredericks Station, Venice, on the Venice Short Line, driver of auto No. 56932 crossed tracks directly in front of outbound Venice Short Line train (cars 876-873). Wigwag was operating and motorman gave ample warning with whistle but driver paid no attention to warnings.

September 22nd. At 2:21 p. m. at Central Avenue crossing of the Air Line, driver of jitney bus No. 116048, running north on Central Avenue, cut ahead of outbound Air Line car 549, nearly causing accident. Wigwag was operating.

September 23rd. At 5:55 p. m. driver of auto No. 85439 southbound on Hill Street just below Fifth Street attempted to turn around in street when inbound Venice Short Line train (cars 568-559-554) was within forty feet of him. He could not make the turn on account of other machines on east side of street and stopped on track directly in front of train. Motorman applied emergency brakes and stopped train within six or eight feet of machine.

September 23rd. At 11:35 a. m. at Windward Avenue, Venice, driver of auto No. 288646 running west on Windward Avenue, cut ahead of inbound Air Line car 549 almost causing an accident.

September 23rd. At 7:30 p. m. at Colorado and Fair Oaks, Pasadena, man driving auto No. 154422 tried to run through crowd while passengers were about to board standing Laramanda Park car 164, eastbound. Salvation Army were between car and curb. Crew had to ask him to back up in order to clear step so passengers could board.

September 24th. At 9:33 a. m. at Main Street crossing of the Air Line driver of jitney bus No. 225675 running north on Main Street, cut ahead of inbound Air Line car 549, almost causing an accident.

September 24th. At 11:09 a. m. at Vermont Avenue crossing of the Air Line driver of auto No. 81800 running south on Vermont Avenue, cut ahead of inbound Air Line car 549, nearly causing an accident.

September 24th. At 5:55 p. m. at Western Avenue and Hollywood Blvd. driver of auto No. 252255 took unnecessary chance in crossing ahead of westbound Hollywood car, making it necessary for motorman to apply emergency brakes to avoid accident.

September 25th. At 2:11 p. m. at Sixteenth and Long Beach Avenue driver of auto No. 89553 running west on 16th Street, cut ahead of outbound Air Line car 568, although wigwag was operating, very nearly causing an accident.

September 25th. At 11:37 a. m. at Sixteenth and Pacific, driver of heavy auto truck No. 140900 drove in front of inbound Venice Short Line train (cars 851-889) driver not looking in either direction. Motorman had to make quick emergency application of brakes in order to avoid collision.

CLUB BRANCHES

Carhouse Foremen at Sherman moved into new quarters on the second floor, Thursday, November first. The newly renovated and refurbished recreation room was opened at the same time without ceremony but with much rejoicing on the part of the Sherman boys.

— PE —

A pool table and some new furniture was installed in the recreation room at Long Beach the latter part of October. The piano has been tuned and the click of the balls now in sounds to the time of the liveliest ragtime. Secretary Bennett is looking out for the circulation of the latest magazines to these new club branches, the number of which is gradually increasing.

— PE —

MESSAGE FROM HOOVER

To Employes of Transportation Companies:

In the interest of conserving the foodstuffs of the country by the elimination of waste, it is urgently requested that employes of the carrier engaged in the transportation of foodstuffs, exercise such care and diligence as will minimize the damage to this class of freight when in carrier custody for transportation and lessen the economic loss.

We appeal to all railroad employes particularly those engaged in station yard and train service, as a patriotic duty to the nation, to exercise such precaution in providing proper refrigeration, ventilation, protection from the weather, and care in loading, switching and train handling of carloads and less than carload shipments of food products, as will eliminate waste.

Observe the slogan "EFFICIENT MAXIMUM SERVICE," and in so doing you will render an enduring service to your country.

THE NATION IS COUNTING ON YOU.

HERBERT HOOVER,
U. S. Food Administrator.

— PE —

FOUR MINUTE MEN

The recent Liberty Bond campaign were helped along materially by the speeches made in all the theaters and elsewhere by "four-minute men" who made brief talks upon the subject of our country's needs and our part in the war. These "four-minute men" have volunteered from all lines of business to do this work. They have enlisted "for the war" and are now are talking on food conservation. Our own Mr. C. H. Burnett, Manager, Land, Tax and Resort Department, one of them and we heard one of his forceful speeches at our Liberty Bond rally October 19th. He has an opportunity to see the movies regularly as long as the war lasts without paying admission. What a snap!

— PE —

As the train came out of a tunnel in the West a fellow said to his sweetheart sitting beside him, "Honey, that tunnel cost a million dollars to build."

"Darling," she replied, putting some fresh powder on the side of her face next to him, "It's worth the money."