



The Pacific Electric MAGAZINE



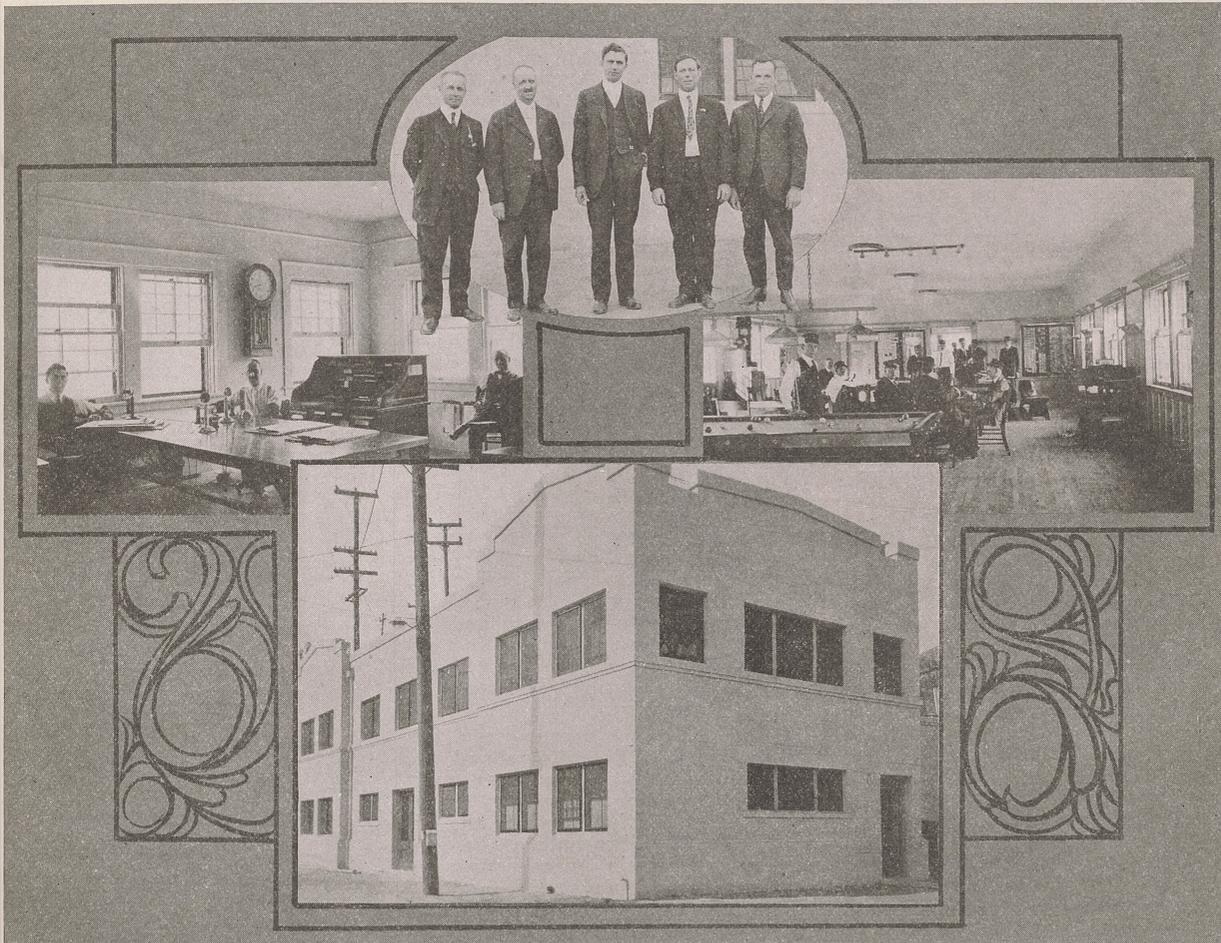
ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 2

LOS ANGELES, CAL., OCTOBER 10, 1917

No. 5

NEW MACY TRAINMEN'S QUARTERS



Left to Right: Secretary Bennett, Foremen Booth, Rogers, Baker and Logue
Office Recreation Room

VACATION CAMP CLOSED FOR THE SEASON

MEB The Vacation Camp closed for the season of 1917 on Saturday, October 6th; the last residents for the season on Friday being Messrs. Wm. Clark, of the Northern Division and C. J. Grier, of the Western Division, with their families. While a total check of the residents of the camp has not as yet been made, the number for the season has been estimated in the vicinity of 650, which for the first season has equalled expectations. During July there were two weeks when the camp ran to capacity and during the entire month of August the same condition prevailed. September

was quiet, as was expected, although quite a number of the employes availed themselves of the camp during that month. From all indications, judging by inquiry of employes who have not as yet visited the camp, and statements of those who have accommodations next year will be at a premium. An effort is being made to secure the proper kind of a caretaker for the coming winter, and to provide a place where any employe desiring to spend a day or so up in the snow may do so, with the assurance that he will have a warm, dry place to sleep and

a place provided where he may get his own meals during his stay. This has not as yet been fully arranged, and anyone desiring to go up during the winter should call the Club and find out about conditions before starting. Do not go up without first making arrangements through the Club.

"CAMP-FIRE REUNION" NIGHT

One of the most enjoyable occasions of the year was the "camp-fire" reunion of many of those of our fellows and their families who had spent some time at the camp this summer, held at the Club on Saturday evening, October 6th.

An announced in last month's magazine, camp toggerery was in vogue and

(Continued on Page 6, Col. 3)

SOME ELECTRIC RAILWAY PROBLEMS OF THE DAY

An Article by Paul Shoup, President Pacific Electric Railway Company in Electric Traction for September

We are all doctors these days. The electric railway industry is sick. It has been ill for some years and is not improving materially. We diagnose the troubles without difficulty: higher wages; higher costs of materials; greatly increased taxation; higher paving standards and much more paving; increased public regulations with large cost for reconstruction to meet new safety and other laws, through increased uses of grade crossings; greater hazard of operation; increased congestion on city streets with retarded movement accordingly; falling off in revenue due to jitneys and privately operated automobiles; added burdens in connection with new franchises, if granted at all where old ones expire; more expensive types of construction, such as grooved rail, heavier crossings and the like, enforced under new legislation, and so on down the list. With such a list of ailments, the patient is necessarily much under the weather.

The remedies lie in two directions: one in increased rates, and the other, economies not yet put in practice.

The public pays increased rates for almost everything else it consumes but shows great reluctance to meet the situation fairly and squarely in connection with transportation charges. Nevertheless, fares must be raised. A nickel no longer pays the bill. Except under extraordinary conditions the 5c fare must be raised to 6c. The public must see that the jitney does not compete with street railways for the reason that there are not enough nickels on the average street to support two forms of transportation and an increase to 6c will not greatly change this situation. The campaign for the 6c fare should be general throughout the country, and should be vigorous and persistent. All conditions justify the increase and with such a just cause we should prepare our cases thoroughly and carefully and not at any time quit the fight.

The interurban railways are not any better off. If they are to live, they too must have freedom from jitney competition. They must have increased rates so that the revenue will bear the same relation to expenses that it did a few years ago.

Some interurban lines are so situated that they are able to develop a very considerable freight and express traffic. These can help themselves considerably. Others will not find relief in that direction.

As to economies. We have all been looking for the saving methods. Every head of department must be an efficiency expert in his own department. If he thought twice a few years ago before spending a dollar, he now needs to think five or six times. He should be certain that the money spent is going to bring in something in return worth while, directly or indirectly, to the company.

He must instill that spirit all the way down the line. The need is imperative, and no excuse will save the man who, in these days, wastes money. More than ever it is necessary that men in supervisory positions be out on the line, scanning the operations under their jurisdiction. Those placed in offices should be giving thought to more economic processes and analyses of operations with an idea to saving. In these days of increased costs of materials, supervisory forces, especially in construction and mechanical departments, should make a study of saving to be made by substitution. Prices of materials have not only greatly increased but they have changed tremendously in their relations one to another, and a substitution not worth while five years ago may now be found to be highly valuable.

The one-man car is here. It has proved its economic value. If companies do not have the capital or doubt the wisdom of discarding their present equipment for one-man cars of new type, they can make over into one-man cars, at no great expense, much of the equipment now on hand. The companies with which I am associated have done this to the extent of some 60 cars. That it is cheaper in the long run to buy new cars is, in many instances, true. Automatic substations are also successful. Many interurban lines will find a very considerable saving in their use. The use of gasoline motor cars instead of the old hand-worked section cars is economy without question. Where there is much line repair work to be done, faster motor trucks make possible centralization of forces and improve the situation economically compared with the slow movements and decentralized stations. These by way of illustration.

Better discipline among men follows courses of instruction and the adoption of well-tried rules properly enforced is saving in accident costs. Without any doubt whatever the organization of railway clubs, the promotion of recreation measures among employees, the closer kinship between the rank and file and their supervisors result in great good.

It is surprising when earnings are light and expenses are large how many old things we can get along with if we try. No equipment of any kind should be discarded on the ground that it is old, out of date or even worn out without most careful investigation by the man who is seeking to make it work rather than the man who is seeking something new. The prices that may have meant economy through discarding a few years ago do not exist now.

The outlook may not be very hopeful but it is far from hopeless. With all the economies that we may find possible our increased expenses will, nevertheless, make imperative an increase in rates. The public thoroughly educated to the facts will accept the situation. We need, therefore, above all things this fall and winter, to set forth, not only before the Interstate and State Railroad Commissions, our claims for increased rates,

but likewise put all our cards on table before the public and give opportunity fully to appreciate needs. A favorable answer may come at once, but it will come.

PE

AGENTS' ASSOCIATION

The meeting of the association on Sept. 15th attracted the largest attendance for some time. The principal address, by Mr. F. P. Greg of the Los Angeles Jobbers' Association and Vice-Chairman of the Transportation Committee of the Los Angeles County Council of Defense, both entertaining and instructive. The many years of experience of Mr. Gregson has had as agent of traffic work furnished him with incidents and anecdotes to illustrate points so that the address was an inspiration for the younger members of the association and held the attention of all. The work of the committee of which he is Vice-Chairman briefly outlined and the conservation of cars by prompt loading or unloading and by the use of full car capacity was emphasized.

The Question Box as usual aroused much interest and enlivened the evening. This is one of the best features of recent meetings, calling out discussion and bringing out upon which information is needed. The meeting closed after talks by several members on topics of present interest.

PE

President Smith of the Association has been spending a couple weeks at Crocker Street Hospital.

PE

The October meeting will be Saturday evening, the 13th, and an interesting session is anticipated.

PE

THE RELIEF FUND

A check for ten dollars has been turned over to the Relief Fund by instructions from Mr. Shoup. A check was sent to the company resident on one of the lines in connection for the good work of the Maintenance Department in bearing the right of way opposite home. As there is no provision for items of this kind in our accounting system the amount has been added to the relief fund.

PE

What are you doing with newspapers? There seems to have been a marked falling off in their circulation. Many calls are coming for help and the paper collector's income has been the principal source for items of this kind in our accounting system the amount has been added to the relief fund.

The Pasadena Line Department boys sent in three large boxes weighing about 200 pounds a few days ago. Let's all fall in and help up the good work.

PE

The large number of men educated during the past two months brought in a corresponding number of new men in the service whose hope will be members of the Electric family in spirit as well as name.

ELECTRICAL DEPARTMENT

1917 TUG-OF-WAR CHAMPIONS
P. E. Picnic at Redondo Beach, Sept. 8, 1917



Electrical Department Team

Left to Right (Upper): Z. L. Hemphill, H. E. Mattson, E. E. Peoples, W. L. Skinner. (Lower): Andrew H. Herskind (Captain), E. J. Oltman, Anchorman.

QUESTIONS AND ANSWERS

Question: What is electricity?

Answer: The nature or structure of electricity has always been unknown, that is, we do not know what it is, although we do know a great deal about the way it behaves and the effect it produces.

Prof. Millikan, in a lecture delivered before the American Institute of Electrical Engineers, recently, mentioned the discovery of the atomicity of electricity, the proof that the thing

we call electricity is built up of a definite number of specks of electricity, all exactly alike, and that what we call an electrical current consists simply in the journey along the conductor of these electrical specks, which are considered material bodies. Experiments have been performed definitely proving the above theory. In other words Prof. Millikan states, that it is perfectly legitimate to say that an electrical current in a wire is a definite, material, granular something which is moving along the wire. L. H. A.

BILLY SUNDAY AND THE P. E.

The Billy Sunday meetings now being held in the immense tabernacle, constructed solely for that purpose, at Twelfth and Grand Avenue at a cost of approximately \$35,000, progressed to the fifth week, during which time some 13,000 people have "hit the trail," as Billy terms it. The tabernacle, although having a seating capacity of 16,000, is unable to accommodate all those who would like to hear the great Evangelist at each meeting. While the greater portion of those regularly attending these meetings are, of course, mainly from the city of Los Angeles, in order that people residing at points outside the city may have an opportunity to attend the meetings, certain days have been set aside on which reservations will be made for the different communities, and it has been up to the Traffic Department to "hit the trail" in an effort to secure this traffic for our lines. So far they have been successful in securing parties from Long Beach, San Pedro, Whittier, Santa Ana, Torrance, Glendale, San Dimas, Pomona, Alhambra, San Fernando, Garden Grove, Brea and several other points, special trains having been operated through to Twelfth and Hill Streets, which is only two short blocks from the tabernacle.

Announcement is made by Mr. Rodeheaver, Choir Master, during the meeting regard service furnished by this Company and advising parties using our lines at what point to assemble after the service is over in order to board their special train. In this way, and with the efficient cooperation of the Operating Department, the delay and confusion that usually occurs in the handling of large parties is obviated and is certain to have a great influence in securing other special parties for us during the remainder of the Evangelistic Campaign.

Anyone hearing of prospective parties to the Billy Sunday meetings at Los Angeles will confer a favor on the Traffic Department by promptly notifying that department in order that the traffic may be solicited for our lines.

— PE —

APPOINTMENTS

R. E. Orr has been appointed Chief Clerk to Assistant Chief Engineer, vice F. J. McGinn, resigned.

— PE —

The following additional Local Watch Inspectors have been appointed: At Alhambra, H. E. Wellman; at Monrovia, W. G. Barks; at Redondo Beach, Lars Shaker; at Long Beach, George Vogeley. Local Watch Inspector J. H. Blanchard of Ocean Park will take care of the inspection at Sherman going there pay days, the 10th and 25th of each month for this purpose. The Webb C. Ball Co. announce the resignation of G. D. Davidson Co. as inspectors.

— PE —

Mr. E. E. Martin, Electrical Inspector in the Electrical Department, has been transferred to the Maintenance of Way Department and appointed Assistant Engineer in charge of track bonding.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

October 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.

A MORNING PRAYER

The day returns and brings us the petty round of irritating concerns and duties. Help us to play the man, help us to perform them with laughter and kind faces; let cheerfulness abound with industry. Give us to go blithely on our business all this day, bring us to our resting beds weary and content and undishonored, and grant us in the end the gift of sleep. Amen.
—Robert Louis Stevenson.

A recent number of Electric Railway Service published by Detroit United Ry., reports 891 collisions between cars and automobiles during May, an average of almost 29 per day, and an increase of 301 over the same month of the previous year. Evidently the Michigan autoist has the same disregard of safety as the Californian.

— P E —

The Second Liberty Loan drive is now on. This time Uncle Sam asks for \$3,000,000,000 and response should be prompt and enthusiastic. More than four million persons subscribed to the First Liberty Loan, which was a definite and positive reply to the German statement that the people of the United States were not behind our Government in the prosecution of the war. We should have ten million subscribers to the Second Bond issue so that not only the Central Powers of Europe but the boys who are going to the front may know that all of the people of the Country are behind them.

Do you remember the time earlier in the war when the Russian soldiers on the battle front found themselves without ammunition and stood against the Germans and Austrians with bayonets and clubbed guns, being slaughtered like rabbits in a pen? Such a condition must not be allowed to exist on the American Front, and we are going to prevent it by putting enough money in the hands of the Government to keep ammunition and supplies going forward faster than they can be used. You will undoubtedly later in the campaign be called upon to subscribe for Liberty Loan Bonds. This issue will pay four per cent interest, payable semi-annually, and this is a very satisfactory way to put funds aside for the education of the boys and girls, or for the rainy day.

— P E —

Our reputation for courtesy is something of which we are very jealous. It has been established by years of politeness and thoughtful care of the needs and comfort of our patrons on the part of many employes and officials. Nothing costs less and enriches the giver more than courtesy. It is one of the few investments that pays over 100% dividends. It pays to be courteous not only to our patrons but to fellow employes as well. We can do better work and keep happier if we have the respect of our associates and can respect them. Mutual courtesy goes far to inspire such respect. Each one of us whose duties require him to come in contact with our patrons, the public, is expected to assist in the maintenance of our reputation for courtesy, by constantly endeavoring to make friends of the people with whom he comes in contact by politeness in word and action and by those thoughtful attentions which distinguish courtesy from mere politeness and make it more desirable. An old conductor once said "I always look out for the old people and the children first, then if I can I help the ladies." We have all seen the men who rush forward to help the pretty girls but who have no time for the old ladies. This is a fair example of the point we are trying to make. True courtesy takes notice of the feeble or helpless first.

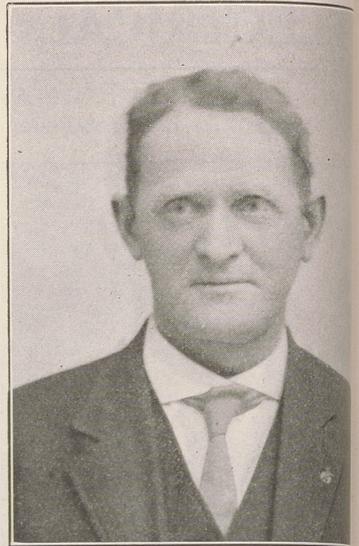
— P E —

THE NEW WAR TAX

Information has been received that the War Tax bill as amended and passed by the Senate provides a tax on facilities which are furnished by Public Utilities, and it is presumed that the bill will become effective November 1st, 1917.

The tax will probably be three per cent of the amount paid for transportation by rail for freight and five per cent of amount paid for transportation of persons, carrier to collect such tax and pay it to the government.

Full instructions are being tentatively drawn up covering the manner of accounting with respect to the various issues arising thereunder, as well as general instruction to all concerned.



Mr. Frank E. Miller, Truck Wheel Work Foreman of the Mechanical Department, whose photograph shown above, is one of the Pacific Electric Railway Company's oldest and most highly respected employes.

Mr. Miller was born in Rochester, Indiana, August 15th, 1865, went to Colorado in 1878, prospecting for mining, went to Kansas in 1884 to farming, at which he acknowledged was a failure, so decided to come to California in 1887 and again try his luck at prospecting and mining in the rich California ore districts. On June 30th, 1894, he entered the Street Railway service as fireman in the Plant of the Los Angeles Cable Car Co., at 7th and Grand Ave., on site now occupied by the Robin Dry Goods Store; in 1897 transferred to 7th and Central as car repairer the Los Angeles Consolidated Railway, which line of work he followed until 1899; then working for a year on tower wagon for the Los Angeles Cable Co.; in 1900 Mr. Miller was promoted to Foreman Wheel and Truck, which position he was holding until transferred to the Pacific Electric Railway when that Company had purchased two (2) narrow gauge cars run from the Southern Pacific Depot to the Temple Block via Fifth and 11th Streets. Mr. Miller built the first car for the first construction car used in building the Long Beach line, and still in charge of the work of building and overhauling trucks for the present Pacific Electric Railway System.

Any of our employes who would like a good recipe for "Brighten Your Corner Where You Are" would do well to drop around for a few minutes chat with Mr. Miller who always has a smile and pleasant word for all.

— P E —

MECHANICAL DEPARTMENT BIBLE CLASS

At their regular meeting, September 10th, the Bible Class of the Mechanical Department was presented with a beautiful Bible by Mechanical Superintendent Small. Interest in this class continues and the attendance is increasing.

ACCIDENTS SEPTEMBER

The Northern Division made an exceptionally good showing in decrease in number of accidents last month, the only increase being in accidents to passengers boarding and alighting from cars. Even the automobilists were more careful on the Northern Division in September, though a slight increase for the system is shown. The statement follows:

	Northern Division		Southern Division		Western Division		Eastern Division	
	1917	1916	1917	1916	1917	1916	1917	1916
Interferences with vehicles	69	77	30	24	49	40	6	4
Collisions and interferences with cars	4	5	7	7	5	3	1	0
Persons struck by cars	3	4	6	6	2	1	0	0
Derailments	6	11	9	5	6	4	0	1
On and off moving cars	20	17	9	5	24	24	2	2
Miscellaneous	9	22	12	17	15	24	3	4
	111	136	73	64	101	96	12	11
				1917	1916			
Interference with vehicles			154	145	6.1%	Increase		
Collisions and interferences with cars			17	15	13.3%	Increase		
Persons struck by cars			11	11	—	Even		
Derailments			21	21	—	Even		
On and off moving cars			55	48	14.6%	Increase		
Miscellaneous			39	67	71.8%	Decrease		
Total			297	307	3.4%	Decrease		

HOSPITAL NOTES

The following of our number are in the Crocker Street Hospital this month:

- M. Gonzales,
- L. Vasquez,
- M. Nava,
- B. W. Yocum,
- M. B. Tuller,
- C. L. Smith,
- H. Mattson,
- D. D. Bishop.

We who are enjoying good health should consider it a privilege to call on some of these who are less fortunate and drop a word of cheer.

— PE —

The Medical Department has recently been making some changes, and for the information of all employes the following list of our doctors is given:

- Los Angeles, Dr. G. L. Hutchinson,
- Dr. Wm. L. Weber, Dr. F. W. Kidder,
- Dr. A. M. Scholz, Dr. G. S. Hall, Dr. J. C. Negley.
- Azusa, Dr. J. R. Hicks.
- Claremont, Dr. F. W. Thomas.
- Colton, Dr. C. F. Whitmer.
- Compton, Dr. A. L. Holcombe.
- Corona, Dr. W. S. Davis.
- Covina, Dr. G. D. Jennings, Dr. J. D. Reed.
- Cucamonga, Dr. A. L. Weber.
- Fullerton, Dr. W. H. Wickett.
- Gardena, Dr. J. F. Spencer.
- Glendale, Dr. J. L. Flint.
- Glendora, Dr. C. H. Wood.
- Hollywood, Dr. L. J. Huff.
- Huntington Beach, Dr. G. A. Shank.
- Long Beach, Dr. G. H. Galbraith.
- Monrovia, Dr. H. E. Kirschner.
- Ocean Park, Dr. W. M. Kendall.
- Orange, Dr. D. F. Royer.
- Ontario, Dr. C. Sheppard.
- Pasadena, Dr. F. F. Rowland, Dr. J. S. Hibben.
- South Pasadena, Dr. C. E. Metcalf.
- Pomona, Dr. T. Hardy Smith.
- Redlands, Dr. H. G. Hill.
- Redondo, Dr. E. G. Butt, Dr. D. R. Hancock, Dr. A. T. Hembree.

- Riverside, Dr. W. W. Roblee, Dr. C. Van Zwahlenberg.
- Rialto, Dr. L. P. Barbour.
- San Bernardino, Dr. C. C. Davis, Dr. Thos. McHugh, Dr. G. R. Owen.
- San Dimas, Dr. C. P. Shaffer.
- San Fernando, Dr. J. E. Wheat.
- San Pedro, Dr. J. S. Gwaltney, Dr. F. W. Reynolds.
- Santa Ana, Dr. J. M. Burlew, Dr. H. S. Gordon.
- Santa Monica, Dr. L. H. Case.
- Sawtelle, Dr. G. A. Fielding.
- Sherman, Dr. J. R. Perry.
- Torrance, Dr. J. L. Lancaster.
- Upland, Dr. W. H. Craig.
- Van Nuys, Dr. W. F. Keller.
- Venice, Dr. J. B. Sands, Dr. R. A. Sands.
- Whittier, Dr. L. D. Johnson.
- Wilmington, Dr. M. M. Kay.
- Yorba Linda, Dr. W. B. Washburn.

Timetable Changes

Effective October 5, 1917, timetable No. 42 of the Long Beach-San Pedro Line continues 40-minute headway throughout the day and until 11:15 p. m. on account of increasing travel between Long Beach and the Harbor.

— PE —

Winter timetable on Newport Line was made effective October 5th. This involved a change in time on Santa Ana-Huntington Beach Line.

— PE —

New timetables for Glendale and Burbank Lines are in preparation, providing for turning all these trains on surface tracks at 6th and Los Angeles streets instead of part at this point and part in the station.

— PE —

On September 30th service was commenced between La Habra and the end of the new Fullerton Line, two trips a day in each direction being run, to a point about three and one-half miles south of La Habra.

— PE —

Effective October 1st Mr. Geo. S. Richardson was appointed Agent at Highland.

W. H. Casper, who has been on the Southern Division as motorman since March, 1907, died Saturday, September 29th, at the age of 38 years. He was held in high esteem by officials and fellow employes alike and the sincerest sympathy of all goes out to his devoted wife and the little one left behind. The funeral was largely attended.

THE SECOND LIBERTY LOAN

At the request of the Treasury Department, the railroads of the United States will co-operate in the publicity campaign that is being planned for the Second Liberty Loan.

The employes of the railroads as well as the millions of persons reached through the medium of common carriers, will have the subject called to their attention by a series of posters containing timely information concerning the Second Liberty Loan. More than \$20,000,000 worth of the first issue of Liberty Bonds were purchased by railroad employes.

— PE —

THE RAILROADS' WAR BOARD

Information gathered by the Railroads' War Board during the first four months of its existence, indicates that the voluntary act of the 693 railroads of this country in merging their competitive activities for the period of the war and uniting in one continental system, has not only made the transportation problem presented by the war less cumbersome to handle, but surer of satisfactory solution.

In addition to welding into one loyal army each and every one of the 1,750,000 persons employed by the railroads—from engine wipers to presidents—the co-ordination of the nation's carriers has made possible the most intensive use of every locomotive, every freight car, every mile of track and every piece of railroad equipment in the country. It has also facilitated the securing of invaluable co-operation from the shippers and the general public.

If the maximum amount of transportation service is to be obtained, the shipping and traveling public and all railway employes will have to continue to co-operate in many ways, submit to many inconveniences and sometimes even bear losses due to changes in the transportation service.

One of the most encouraging features of the situation noted by the War Board is that both shippers and the general public appear to be reaching a clear understanding to that effect. This is shown by the encouraging reports coming from all parts of the country in conjunction with the heavier loading of cars, and the reduction of complaints concerning the elimination of all service not absolutely essential, and which was run for the benefit of the few rather than for the benefit of the country at large.

NOTES FROM THE CLUB

CLUB CALENDAR

October 4 to November 10, 1917

- Thursday, October 11—**
Jazz Dance in Auditorium, 8:30 p. m.; prize given to the gentleman wearing the most attractive Jazz Shirt.
Trainmen's Instruction Class, 8:00 p. m.
- Saturday, October 13—**
Agents' Association Meeting, 8:00 p. m.
Northern Division Safety Committee Meeting, 2 p. m.
- Thursday, October 18—**
Dancing Class, 8:00 p. m.
Trainmen's Instruction Class, 8:00 p. m.
- Friday, October 19—**
Store Department Entertainment Evening, 8:00 p. m.
- Tuesday, October 23—**
Physical Culture Instruction Night for Ladies and Children; children's class 7:30 to 8:30 p. m.; ladies' class, 8:30 to 9:30 p. m.
- Wednesday, October 24—**
Progressive Checker Tournament, 8:00 p. m., open to all; prizes awarded.
- Thursday, October 25—**
Hard Time Costume Dance, 8:30 p. m. Virginia Reels, Quadrilles, Cimas Waltz, Rye Waltz, Three Step, Two Step.
Trainmen's Instruction Class, 8:00 p. m.
- Wednesday, October 31—**
Progressive 500 Card Party for Ladies and Gentlemen. Prizes awarded.
- Thursday, November 1—**
Dancing Class, 8:00 p. m.
Trainmen's Instruction Class, 8:00 p. m.
- Saturday, November 3—**
Athletic Night, boxing, wrestling, pulling contest.
- Tuesday, November 6—**
Western Division Safety Committee Meeting, 2 p. m.
Signal Men's Association Meeting, 8:00 p. m.
- Wednesday, November 7—**
Southern Division Safety Committee Meeting, 2 p. m.
Rod and Gun Club Meeting, 8:00 p. m.
- Thursday, November 8—**
Dancing in Auditorium, 8:30 p. m.
Trainmen's Instruction Class, 8:00 p. m.
- Saturday, November 10—**
Agents' Association Meeting, 8:00 p. m.

BASEBALL NEXT SUNDAY

The Pacific Electric Trainmen's Team will play an exhibition game with the Goodman's All Stars on Sunday, October 14th, at the Vernon Ball Park, at 2:30 p. m. The All Stars are one of the best semi-pro aggregations in this vicinity, and as our trainmen have been putting up such a fine article of ball this season, the above game should be a good one and well worth attending.

ANNUAL ELECTION EXECUTIVE COMMITTEE

The ballot box was opened at noon, September 10th, at the Club and the tellers, Messrs. Clark, Roberts and Chanslor, spent a busy afternoon counting the votes for Executive Committee members from the various departments. At the close of their labors announcement was made of the election of the following named gentlemen:

Transportation Department

Northern Division—F. E. Peachey, R. F. Brown, G. Darling, F. O. Haskell, N. J. Lucia, J. F. West.

Southern Division—R. C. May, E. L. Jacobson, L. J. Vanderbeck, L. H. Covell, S. E. Wilson, A. L. Hartman.

Western Division—L. L. Pierce, W. H. Huff, S. E. Toles, E. V. Brown.

Eastern Division—D. J. Finley.

General Offices

G. H. Grace, J. L. Smale, N. B. Browne.

Mechanical Department

Los Angeles Division—C. A. Mills, E. Leahy, B. W. Nance, M. R. Tyler.

Pasadena Division—C. L. Hyde.

Sherman Division—M. T. Spencer.

Electrical Department

W. H. Chase, L. H. Appel, T. H. Ewers.

Maintenance of Way Department
J. G. Clark, G. L. Barclay, R. E. Orr.

Engineering Department

C. W. Horton.

Store Department

C. S. Swartz.

Real Estate, Tax, Resorts and Building

N. B. Vickrey, J. G. Van Houten.

This new Executive Committee met on September 12th and re-elected for the officers of President, Treasurer and Manager, respectively Messrs. Annable, Mills and Thomas.

— PE —

Mr. B. A. Moeller, son-in-law of M. T. Spencer of Sherman, in appreciation of the good time he had at the P. E. Camp, presented to the P. E. Club a Victor record of the Fascination Waltz by Joseph C. Smith's Orchestra, also For Me and My Gal, medley fox trot, by Joseph C. Smith's Orchestra.

Mr. J. McCuen, blacksmith of the mechanical department, 7th and Alameda made and presented to the P. E. Vacation Camp, a large triangle to call the campers to their meals.

Mrs. Henry W. Edmonds has presented to the club library the following books:

Starlight Ranch, by Captain Charles King, U. S. A.

The Maxims of Methuselah, by Gelett Burgess.

Tempest and Sunshine, by Holmes.

The Phantom Wedding, by Southworth.

Jack Spurlock, Prodigal, by George orace Lorimer.

Brave Men and Women, by O. E. Fuller.

Love's Emblem, by various authors.

CAMPFIRE REUNION

(Continued from Page 1)

it was a most fashionable assembly indeed.

Our mountain home was robbed a few trees, ferns, foliage and timber which were brought down by the camp "flivver" on Friday previous to the celebration, and some decorations of the big hall of festivities was that was a forcible reminder of the pleasant days spent in the San Bernardino mountains.

Coffee and doughnuts were served in true camp style, and among the novelties was a genuine "sucker" bush imported from the camp for the express benefit of the kiddies, though all the grown folks apparently indulged their appetites.

Dancing and games were indulged in by the members of the association and also some "speechifying."

— PE —

THE BIG NEW SOCIAL HALL

Up in the mountains a force of carpenters and stone masons are now building the new social hall at the Vacation Camp. The building will be 30x50 feet in size with 15 foot vaulted ceiling, and will be used for dancing and other social functions for the big family. A balcony surrounding the big fireplace will serve for spectators and regular sessions of the "ladies' sewing society" will hold there almost hourly.

The style of construction of the new hall will be very similar to that of the store and cabins, although much more elaborate in its decorative features. Improvements are to be made in the bridge and the driveway will circle in front of the hall, and drive to be enclosed by stone borders with rustic center parkway. Next season a systematic method of the planting will be adopted, so that in a few years our grounds will present an appearance second to none.

— PE —

NOW, FOR THE BIG PLUNGE

One of these days, real soon, a deluge is going from Los Angeles to the camp and for about two days dirt will fly until a hole in the ground sufficiently large for the big swimming plunge is made. It is hoped that you may be able to have a 30x60 tank in good working order for the opening of the 1918 season and we believe there are enough of the fellows interested in this feature to assure its completion. Next month, if the weather holds good, we may be able to give you some pictures of the new hole and perchance one of "the old (me) swimmin' hole." In any event, be now to get that bathing suit ready for new year.

— PE —

A QUESTIONABLE POLICEMAN

Officer H. C. Walker of the Police force who has been stationed at the Main Street terminal so long that we consider him one of us, has a count for three days recently found that he actually answered 1376 inquiries in that time or an average of 458 per day. We thought the number would reach a million if our guess was wrong.

THE FLAG GOES BY

Hats off!
Hats off!

Along the street there comes
A blare of bugles, a ruffle of drums,
A flash of color beneath the sky:

Hats off!

The flag is passing by!

Blue and crimson and white it shines
Over the steel-tipped, ordered lines.

Hats off!

The colors before us fly;
But more—the flag is passing by!

Sea fights and land fights, grim and
great,

Fought to make and save the state;
Weary marches and sinking ships;
Cheers of victory on dying lips;
Sign of a Nation, great and strong,
To ward her people from foreign
wrong;

Pride and glory and honor—all
Live in the colors to stand or fall.

Hats off!

Along the street there comes
A blare of bugles, a ruffle of drums;
And loyal hearts are beating high;

Hats off!

The flag is passing by!
—Henry Holcomb Bennett.

PE

IN THE ARMY

Four Pacific Electric boys went to the Officers training camp at the Presidio and that is the reason we only have four commissions for our boys at the training camp. Captains Edmunds and McKee, Western Division, Lieutenant Heinecke of the Mechanical Department and Lieutenant Nichols of the Northern Division said goodbye to their friends here the latter part of August and departed for their new work for which they have been so well schooled. Success and a safe return is our wish for these and all the other P. E. men who go in answer to their country's call.

PE

AT THE FRONT

Conductor Vanderbeck of the Southern Division has received a letter written "Somewhere in France" from Sergeant J. W. Clay of a regiment of U. S. Engineers, saying that he is about to move to the front. Doubtless from his position "looking across No Man's Land toward Germany" a Watts tripper would look good to Conductor Clay. The censor does not allow much in the way of detail to be written home, but we are glad to know that one P. E. boy at least is on the firing line already, and shall expect to hear only good words of his conduct when the emergency comes.

PE

Thomas H. Green of the Western Division, Mechanical Department, writes from Camp Mills, Rhode Island, that he received the September Magazine and was "mighty pleased to get it, as New York is a long way from Los Angeles and the P. E. Co." He states that he has transferred from the California Coast Artillery to the California Engineers and is now with the Rainbow Division at Camp Mills, and is getting along nicely.

PE

Superintendent Davis has received

a letter from J. W. Robinson, conductor on Long Beach City Lines, who is now on U.S.S. St. Louis, a part of which is quoted:

"Have had plenty to write, but it is against the rules, so will save my yarns for you when I return. Am feeling fine; weight, pants, under shirt, all told, 187 pounds. Brown of the Southern Division and Claybaugh of the Western Division are with me. Both send regards to you and the rest of the boys.

"I have enjoyed myself every day that I have been out; have traveled some fourteen thousand miles and have never been seasick. You know that comes from working on the 7th St. Line. Have been in thirteen different ports since leaving. Made one trip across; and when at sea it's real business, but in port get plenty of liberty and certainly enjoy the different sights. We have a good ship and also officers, and for a bunch of rookies I think we do fairly well. By the time the scrap is over we will be sailors, although I have little chance as I never get away from the eats. I am cooking. A ship's cook is a good deal like a conductor. He is to blame for everything that happens, and the men are just about as bad as the women passengers, always ready to kick. We feed fine and have the best of everything.

"Now, just a little praise for the P. E. Only one city has a better service and it is not on the surface at that. I thought the P. E. had some out-of-date cars, but say, some I saw are the limit. I have ridden everything now except an aeroplane and submarine, and after I have done that am coming back and go to work."

PE

The following is quoted from a letter received from Captain O. L. McKee (conductor on Western Division), written at Camp Lewis:

"I wish to thank the Pacific Electric officials for the many good turns they have given the men who are in the service.

"I have the honor of having the largest and hardest place that any officer in a regiment can secure, and that is Regimental Supply Officer. All that I have to look out for is the sleeping, eating, clothing, quarters, arming, paying and transportation of three thousand men. The rest of the time I can play football. The first week I was here I issued 6,513 blankets, suits of underwear and socks, and 2,500 pairs of shoes and leggings, 2,500 hats, and a few other things that are too small to think of.

"To keep even with the Ohmer Register is play compared with this work. I have a staff of ninety-two clerks, and good ones, so I am in hopes that I will have car fare to come home after the game is over.

"There have been several of the Company men in to see me, among them Harry Miller.

"Kindly remember me to all the boys."

PE

Quite a few new books have come to our library shelves since the last issue of the Magazine. Titles and donors will be found elsewhere.

OF INTEREST TO ALL EMPLOYEES IN MILITARY SERVICE

President Shoup announces that all officers and employes called to the military service of this country whether through volunteering or by selective draft will retain their rights to the positions upon return from the war, including seniority rights. This presupposes that those concerned will return to the railway service as soon as their national duties permit. It is subject also to the limitations that they be qualified to resume their duties and that their rights will be subject to any change in organization or lessening of employment available which would have resulted in their leaving our service had they not enlisted.

PE

BASEBALL NEWS

The Pacific Electric Trainmen have lost only one game since the last issue of Magazine, and have three to their credit in the "Won" column. The Fox Film Company forfeited their game to the Trainmen on September 9th, 9 to 0. On September 16th the Standard lads won, 5 to 1; Tustin was defeated on the 23rd, score 4 to 2; and on the 30th the fast Frumento Bros. team lost to the Trainmen in ten innings, score 5 to 3. Larock and File were the batteries in the last two games and Schatzlein pitched the Standard game against Decanniere, formerly of the Vernon and San Francisco P. C. L. Clubs.

The Trainmen now stand in second place in the Southern State League, and with three postponed games yet to play, stand a good chance of winning first place. They will play an exhibition game with Patton on Sunday, October 7th.

PE

The Freight House Team have been having a good, long rest. President Joe Bennett states that they will start playing again about November 1st, and predicts that they will win from anything that comes their way.

PE

CHECKER TOURNAMENT

The Checker Tournament on September 22nd attracted much interest and brought out a good number of the Knights of the Checkered field. The honors and likewise the prize, a sterling silver ash tray, were carried off by Mr. Martin R. Tyler of the Mechanical Department. The scores follow:

Mechanical Department

	Won	Lost
George B. Green	2	6
Carl Elmquist	6	2
Wallace H. Gilbert	5	4
Alvah F. Cole	2	6
Martin R. Tyler	8	1
William Cameron	4	3

Electrical Department

Simon B. Phillipps	1	3
Charles W. Baumgartner	—	4
Charles Kodil	3	4
Arthur D. Thompson	2	5

Southern Division

Chas. I. Holmes, motorman	7	2
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THE STANDARD CODE OF COURTESY

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

SUBJECT NO. 5—PHRASES FOR MOTORMEN

We come now to the last subject in the Standard Courtesy Code. It is hoped that our motormen have followed carefully the four preceding bulletins which were addressed particularly to conductors and we expect conductors to familiarize themselves thoroughly with what is now said in the bulletin addressed to motormen.

Our ultimate success in building up Efficiency through standard courtesy on our cars is going to depend upon the spirit in which we all make use of the Standard Courtesy Code and adopt the principles underlying the Code as the principles by which our relations with our passengers are to be guided.

So it is important to emphasize again what we said at the very beginning of these bulletins on Standard Courtesy:

We of the Transportation Department are engaged in selling the commodity of transportation to the people and our success will depend very largely on the relations which we establish with them. The basis of good relations must be

First: Courtesy, which gives evidence of the desire to serve the public—our customers—well.

Second: Clearness of understanding, to be obtained through a clear, simple and brief phrase for each situation arising between platform men and passengers on our cars, and

Third: Uniform use of these phrases throughout the system.

Motormen, as well as conductors, have a responsibility to the public in the matter of courtesy. Their dealings with passengers are simpler, but the use of the front platform for boarding and alighting occurs primarily at terminals and other congested points, and the situation which the motorman has to meet becomes correspondingly difficult.

Motormen should remember that the dealings which they have with the public on our cars almost always involve the safety of the passengers. Every time a passenger boards a car or alights from a car there is a possibility of an accident. A fall from a car step on to a paved street always threatens a serious injury, whether the actual results are serious or not.

A passenger tripping on a step when boarding a car by the front platform is very likely to produce a "blind" accident, for the motorman may not know of such an occurrence, unless the passenger actually falls or immediately reports it. This is a class of accidents particularly productive of claims, and like all other "blind"

cases, they are very difficult for the company to defend.

Here are the phrases of the code for use by motormen which should be carefully learned and immediately put into practice:

SUBJECT NO. 5—FOR MOTORMEN

A. GIVING INSTRUCTIONS TO PERSONS IN THE STREET.

SITUATION	WHAT TO SAY
1. When forward end of car is crowded and persons attempt to board by front platform.	1. I AM SORRY there is no room in front. PLEASE board at the rear.
2. When car has stopped at the near side and persons attempt to board at the far side.	2. Do not board, it is dangerous. Cars stop on near side only.

B. GIVING INSTRUCTIONS TO PERSONS ALIGHTING BY FRONT PLATFORM.

1. When passenger starts to get off a moving car.	1. Wait until car stops PLEASE.
2. Whenever passengers are alighting.	2. Watch your step PLEASE.
3. When passenger starts to open the gate.	3. Do not open gate PLEASE.
4. To passengers wanting to stand on front platform of interurban cars.	4. PLEASE step inside. Passengers are not permitted to ride on front platform.

This article concludes the publication in the Magazine of the Standard Courtesy Code. These articles, which have appeared in the last five numbers, will be reprinted in a pamphlet for distribution to all employees interested. The phrases will be taught by the Instruction Department so that new employes will know and use them. That it is more difficult for old employes to accustom themselves to such a code is recognized, but we have here an opportunity to prove the old principle that **Practice Makes Perfect** and each one of us will enjoy the direct benefit of his gain in efficiency through the immediate improvement of his relations with the people he has to meet every day on our cars.

The publication of these talks on courtesy has occasioned much interest and even the newspapers have made favorable comment on them. However the use of the phrases in the proper spirit will be more noticed and commented on than their publication. Try them and see.

—PE—

Said the con to the motorman, Bing,
This courtesy stuff sure's the thing;
No matter how angry
A passenger can be,
I smile; then he smiles,
Ding, ding!

—Buzzer.

STARTING YOUNG



James and Donald Cruickshank, age 2 years, 7 months, sons of Motorman J. D. Cruickshank of the Northern Division.

MECHANICAL DEPARTMENT EMPLOYEES ATTEND "BILLY SUNDAY MEETING"

On Wednesday evening, September 26th, the employes of the Mechanical Department and members of their families attended the Billy Sunday Meeting en masse, there being approximately one thousand present, which entirely filled the section of seats that had been reserved to accommodate our delegation.

The Pacific Electric Band very generously donated their services to help the good cause, and all employes who could do met at the Pacific Electric Club and marched to the tabernacle led by the band playing "Onward Christian Soldiers." The bass drummer became so over-enthusiastic in the piece he was playing that he broke the drum before he had gone two blocks.

Mr. Sunday highly praised the showing made by the delegation and thanked the band for coming, honoring them by requesting that they furnish the music during the offertory, which was ably done by playing "Lead Kindly Light."

After delivering a very interesting and forceful sermon, Mr. Sunday invited all present to "Hit the Trail" extending a special invitation to the Pacific Electric delegation, calling on the band to lead the way. Evidently the band boys all wore their low shoes and were afraid of getting sawdust in them for they did not lead as a unit and the rest of us being lost without the band to lead, remained seated. However, quite a number found their way down the sawdust trail and all of us went home satisfied with having listened to good, helpful talk and glad that we accepted the invitation to attend.

—PE—

"Jack" Birmingham, congenial guide of the Old Mission Trolley Trip, is filling the position of Traveling Traffic Inspector during the absence of Mr. E. H. Sharpe who is compelled to be away for several months on account of sickness.