



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 2

LOS ANGELES, CAL., SEPTEMBER 10, 1917

No. 4

## OUR ANNUAL PICNIC



Down in the Mechanical Dept. a few years ago, the Spirit of Mirth and fun took possession of some of his satellites and they in turn ordained that there should be a picnic of the department at which time safety valves of temperament might be released and the exuberance of temperamental human kind allowed to blow off. The boss of that bailiwick caught the festive spirit of the event, and while it became Small's picnic, it was to small one; and, other departments scenting the joy of the occasion afar off, sought closer contact with the men of the forge and lathe, became inoculated with the germ "picnicus indulgiosum" and "went to it" on a large scale.

C. H. Burnett, of the Double O (O.O.) Department, looking not only for a mead of pleasure for himself, but likewise keen for the swarming crowd for his Redondo Beach Resort, got very busy, cogitated much and played tag some more, and brought into being with the deftness of a diplomat and persistence of a Billy Sunday a large representative collection of employes from every department, christening the said gathering "Pa-

cific Electric Employees' Picnic Committee," and the net result of that first effort, sired by Mr. Burnett, was the greatest picnic ever held within the knowledge of any Los Angeles resident. Something like 11,000 people set a pace that day from which they have never recovered; they've got the habit; proud of it, and don't want a cure. That picnic, by its deviation from the usual set standard of picnics was an object lesson for every other organization in the country, but none of them have ever "caught up." They're going yet, but distantly.

Each succeeding picnic has improved on the last one, and the one we are just now, this instant orating to you about was the "humdingiest" one of the several hummers.

Saturday, September eighth, nineteen hundred and seventeen dawned earlier than most days, because we were all looking for it to dawn. The chief dispatcher got old Sol on schedule, gave him a clear track with no grade crossings and the day arrived early and with much promise. "Uncle Jimmy" Clark began firing up his coffee distillery and lemonade brewery the day before. El Presidente Joe

Smale stayed up all night before to make it a long day; Secretary Geo. Barclay and Treasurer Mills compared notes often to see that the money did not run out, while Goepfert ran rings around the moon all night trying to forecast race events. Many lovely demure maidens of our family passed restless hours thinking of terpsichorean triumphs of the morrow. **OH, there was some getting ready for this picnic.**

From all over the system Saturday morning, our big red cars bore our happy fellows and fellowesses to the city by the sea, and there wasn't a grouch in the bunch. Car after car rolled into Redondo Beach and unloaded on the El Paseo the largest gathering we have ever been able to muster. It was a "go as you please" crowd during the early morning hours but promptly at the time set by program, events began to happen, and throughout the day the schedule was adhered to very closely, and nothing pleases a crowd so much as to have every act, whether of a picnic or a circus, pulled on time.

The exercises at the Band Stand were opened by selections by Redon-

do Beach's own band under Director Miller and one of our own employes, Miss Reta Broom, of Mr. Seeley's department, sang to a most appreciative audience.

President Smale, of the association, called the assemblage to order promptly at noon, and presented Mr. E. C. Thomas who made the introductory address and formally presented President Shoup, who was received with most hearty applause. The President in his usual kind manner delivered his message to the employes, outlining past performances of men and the company, and buoying up hope for a greater future for all. The annual address of our President is an event looked forward to by every employe, and is deemed the chief feature of our annual gathering.

Following the exercises adjournment was had to the grove and to numerous other inviting nooks, where food might be spread from ample lunch hampers. Neighbor met neighbor around the festal board, and each shared with the other some dainty from his store of good things. Friends who had not seen each other since the last picnic, renewed acquaintance and pledged fealty for the coming year. Official dignity and reserve were temporarily discarded, and all were upon the pleasant level of the corporate family plane. It was good for the heart of one to witness.

Sports, dancing and various pleasures consumed the rapidly fleeting hours, and the shades of night were drawn all too fast. The only regret finding expression in the almost perfect day, was that many of our fellows could not, because of duty, be present. However, provision has been made that for the coming six weeks, any employe or his family, deprived of the pleasure of picnic day because of duty, or illness, will upon application to his chief, receive transportation to Redondo Beach and return from any point on the system, and all courtesies of the resort will be extended them.

To the officers of the association, all committeemen and their assistants, the thanks of the entire assemblage is extended for a most joyous day.

— PE —

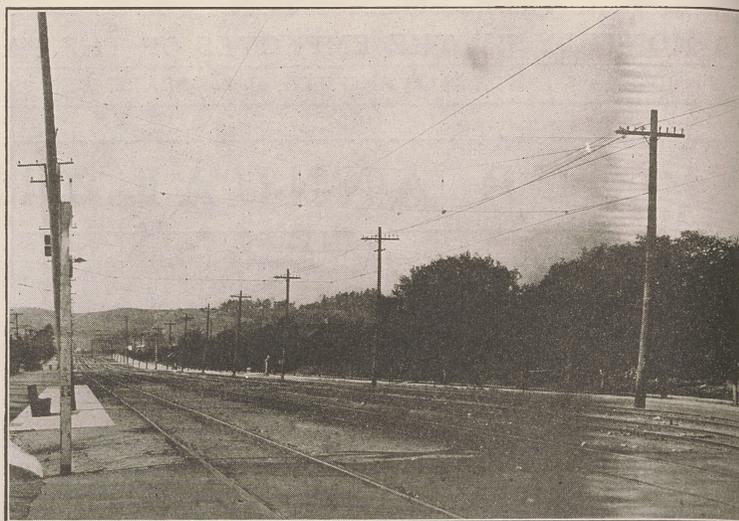
### THE BLACK SPOT

In Impressions, a magazine published in Edinburgh, Scotland, by G. E. Whitehouse, there is a most interesting story of Arthur Frederick Sheldon, the head of the Sheldon School of Salesmanship.

During one of Mr. Sheldon's speeches he took a sheet of white paper and placed thereon a small black dot with a pencil. Holding the paper at arm's length he asked one man in the audience what he could see; the answer was, "A black spot." The man had completely overlooked the beautiful white space and saw only the small black spot.

And thus it is with many men. They completely overlook the bright and cheerful things of life and see only the faults of humanity. They pick the flaws and black spots and completely forget the good qualities of their neighbors.

## VIEWS ON FOUR TRACK LINES



At Fletcher Avenue, South Pasadena



Protecting Rear End, High Speed Track, Southern Division

### SERVICE CHANGES

San Bernardino Line Timetable No. 6, San Dimas Line Timetable No. 6, Euclid Ave. Line Timetable No. 2, North Pomona Line Timetable No. 2 and R. R. & P. Division Timetable No. 7 were effective August 16th.

— PE —

On September 1st through service between Los Angeles and La Crescenta over the Glendale & Montrose Ry. was discontinued on account of lack of patronage.

— PE —

September 3d train No. 706 scheduled to leave Glendora 6:43 a. m. was changed to depart at 6:38 a. m. instead.

### MECHANICAL DEPT. BIBLE CLASS

The men of the Mechanical Department have organized a Bible class with the following officers: President, A. Foster; Vice-President, Chas. Davie; Secretary, Chas. O. T. Leader, Jas. Clewett; Asst. Leader, O. A. Leatherman.

Through the kindness of Mr. Sam and Mr. Brown a desk and seats have been placed in the building adjacent to the office, formerly occupied by the Signal Department, which made a very pleasant meeting place for the class.

The time of meeting is Tuesday and Thursday of each week, from 12:55 p. m.

# ELECTRICAL DEPARTMENT

## QUESTIONS AND ANSWERS

All employees are invited to submit questions pertaining to any electrical matters. Questions of a general nature will be answered in these columns. Special questions will be answered direct.

**Question:** What is lightning and how is it caused?

**Answer:** The surface of the earth is normally a charge of negative electricity, hence with respect to the earth, any point in the atmosphere has normally a positive potential.

An excessive difference of potential between a point in the atmosphere and the earth or between two points in the atmosphere, as between two clouds, may result in a disruptive discharge. A powerful stream of electricity flows between the earth and cloud or between clouds as the case may be and its passage heats the air and makes it luminous.

Lightning then is simply an electrical discharge between clouds and the earth, or between clouds, charged with opposite kinds of electricity.

Thunder is the violent sound waves set up by the sudden expansion of the heated air along the path of the discharge.

PE

## THREE-WIRE TROLLEY FEEDING SYSTEM IN HOLLYWOOD, PASADENA AND ALTADENA

The electrolysis problem in these districts had become very acute and some way had to be found to reduce the amount of stray electric current escaping from the track rails and being collected by the piping systems and other underground structures.

Previous to the installation of the three-wire systems all trolleys were positive to the rails and the path of the current was from the machine in the substations to the trolley feeders, trolleys, car motors and then to the track rails which were assumed to carry it back to the substation machines.

All materials have the natural characteristic of opposing the passage of electricity along or through them and this opposition to the flow of electricity, or resistance, of the track rails is sufficient to cause a considerable part of the current to leave them at points distant from the power houses or substations and find its way through the earth and piping systems to points near the substations where it is collected by the rails or other metallic structures directly connected to the machines.

This stray current has been held responsible for causing considerable damage to the piping systems at all places where it is forced to flow from them to the earth.

This action of an electric current is made use of in electroplating and other electrochemical works and need not be further explained here.

It is apparent that any method for reducing the amount of stray current flowing in the earth must either substitute a better path for its return to the substation or so change the entire trolley feeding system that the rails will not have to carry the entire current over any great distance.

Under the 3-wire plan this is accomplished by making a part of the trolley positive to the rails and about an equal amount negative to the rails. Considering the two sections of trolley as separate individual feeding systems; the current goes out or away from the substations on the positive feeders and trolleys and returns by the rails to the substations while the current to the negative trolleys flows in the opposite direction or away from the substation in the rails and returns by the negative trolley and feeders.

What actually takes place, however, is that the current goes out over the positive feeders to a car on the positive trolley, through its motors to the rails, along the rails to a car on the negative trolley, up through its motors to the negative trolley then through the negative feeders to the substation.

This reduces the total amount of current flow in the rails to such an extent that the amount flowing from them to the earth is too small to cause any appreciable damage to the piping systems. Like many other beautifully simple schemes for getting around a very obstinate difficulty the 3-wire system has its operating difficulties.

## Substation Equipment

The substation machinery must be divided into positive and negative sets and run almost as if they were two separate substations; keeping at least two sets running although one might be sufficient to carry all the load.

This interferes with the general maintenance of the machines due to the almost constant use of them and also adds to the power lost at the substations.

There are other minor disadvantages incident to the operation of a 3-wire substation, but they need not be mentioned here.

## Overhead Feeders

There must be a complete positive and negative set of feeders, which in some cases has necessitated the installation of additional copper, but in most instances it was found that the existing feeders could be rearranged and worked at about as high efficiency as under the normal all-positive arrangement. Since the positive feeders are about 600 volts positive to the rails while the negative feeders are about the same amount negative to the rails, there is about 1200 volts difference of potential between them.

This increases the hazard of working with or near them, but it has not yet been the cause of any accidents and should not be because the feeders, although not actually belonging

in that classification, are treated as high voltage cables.

## Car Equipment

The change from positive to negative trolley, or vice versa, has absolutely no effect on the car motors and if it could be made without having to throw off the power no one would notice the change.

The "dead" short length of trolley between the positive and negative sections is necessary to prevent short-circuits between them.

In a few cases have been run under these dead sections with both trolley poles up, and the resulting pyrotechnics, in one case at least, were sufficient to hasten the departure of the car crew.

In all other cases the trouble has been cleared by the automatic opening of the substation circuit breakers and the car crews may not even have realized that they had caused power trouble.

Arc headlights having but one positive or impregnated carbon do not operate satisfactorily when the normal direction of current flow through them is reversed, as is the case when the car is on a negative section of trolley.

The storage batteries for operating the control equipment on some of the cars are charged by passing all or part of the current taken by the air compressor motor through them and as there is but one direction of current flow that will charge them, they are discharged by the current taken from the negative trolley.

The present amount of negative trolley is not proportionately great enough to seriously affect the charging of the batteries, but in anticipation of a more extended use of negative trolley, it is proposed to install an automatic relay on each car to keep the proper direction of current flow through all uni-directional equipment.

## Installation and Operating Cost

All of the above mentioned undesirable characteristics are fully compensated by the lower overall costs when comparison is made with any other equally effective means of reducing the electrolysis damage caused by stray railway currents on pipe systems.

PE

All employees of the Electrical Department are invited to contribute articles of interest to the Electrical Department's page. All material received will be given every consideration and writers given full credit for all accepted. Address all articles to Electrical Superintendent.

PE

Mr. J. E. Fussler of the Mechanical Department at Redondo Beach, recently spent a few days at Alpine Tavern and writes to the Magazine that if Pacific Electric employees realized what a delightful place that is they would crowd up the mountain in such numbers that Manager Vickrey would be yelling "Help!" He found the housekeeping cottages completely equipped and, in fact, nothing wanting to make his stay restful and pleasant. Such testimony is much appreciated by our fellow employes on Mt. Lowe.



# THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

September 10, 1917

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

## THE WILL TO SERVE

By Thomas Addison, of the Vigilantes

Not every man may carry a gun,  
Else I would be carrying one;  
Yet, please God, for the Flag of the Free  
I will do my best as it comes to me.  
And whether with hand, or voice of cheer.  
Whether it costs me little or dear,  
Whatever the task, may it only be  
Within the strength that is given me.

Not every man may carry a gun,  
But for those who stay there is work to be done.  
God help me find to my hand some deed  
That I may do for my country's need.  
If only to wield a spade or a hoe,  
To smooth the way of those who go.  
For whether we go, or whether we stay,  
It's the will to serve that shall win the day.

## OUR PART IN THE GREAT WAR

It is related that two French soldiers at the front were discussing prospects of a successful ending of the war.

Said one, "We shall win if they hold firm."

"Who do you mean by they?" asked the other.

"Why, the civilians at home," was the response.

You men who have not been called, or those of you who hold exemption cards reflect upon this prediction of the poilu. The French soldier believes he will win the war if his civilian ally at home stands firm!

That is a new idea in warfare: the toiler in the trench looking anxiously to his comrade at home to stand firm. The American people have not yet fully adjusted themselves to the idea that this war is different from all other wars. They regard it only as a little larger.

We are gradually awakening to the truth. Battles are no longer won upon the battlefield. This is a war of munitions, of supplies, of machinery, of transportation, of money. The military forces in the field are but an arm of the service, a very important arm it is true, but still an arm. The civilians at home constitute another arm, and that arm has been called to the colors.

No matter what your position or profession is, no matter your age, or sex, or physical condition, you have been called to the colors.

Failure to perform your daily duties to the best of your ability; failure to support the Red Cross, failure to contribute what your purse could afford to the Liberty Loan is the measure of a "slacker," just as truly as he who is drafted for military service and who shirks the obligation.

Those who are not drafted for military service should realize that they are drafted for civilian service.

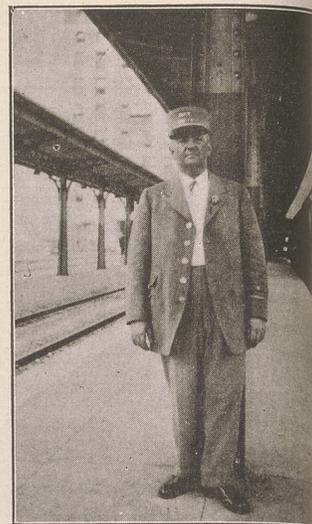
Of what use are soldiers in the field if there are not loyal comrades to carry the ammunition to them? Of what use are the American troops if there are no transportation agencies to take them to the front; no well-tilled farms to produce the war crops that will support those troops; no factories to make ammunition; no toilers at home to care for the women and children?

Soon it will be the American "Sammy" who will turn to his wounded comrade "somewhere in France" and say, "Never mind, old pal, we will win if they stand firm."

And the American "Sammy" will probably be referring to you and each one of us. Will we stand firm?—S. P. Bulletin.

—PE

The arrangement recently consummated by the management by which an employe in service over five years may obtain free transportation for himself and dependent members of his family over the Pacific System of the Southern Pacific is very much appreciated by all of us.



Depot Master C. E. Walley in service seventeen years ago the twentieth day of this month as conductor on the Pasadena Division. In 1904 transferred to the front end as motorman. In 1904 he spent some time as inspector. In 1905 he worked as towerman, later going on the road as motorman again. In 1912 he was appointed depot master which position he still most ably fills.

—PE

## 25 CENT RATE DAYS

The Traffic Department announces that the Rate Days to the Beaches will continue through September 6th and 20th to the South Beaches the 13th and 27th to the North Beaches. These days have been popular this summer. Originally intended to give the poorer people of the community an opportunity to visit the seashore during the summer weather, they have gradually become increasingly patronized by all classes so that "Rate Days" have become almost as heavy as Sundays on the affected and the ticket sellers kept busy passing out the 25c and 10c tickets to the crowds.

—PE

## PACIFIC ELECTRIC RAILWAY AGENTS ASSOCIATION

The meeting of August 11th was one of the best ever held regarding the fact that no program was presented by the Committee:

It was a free-for-all night and all members rose to the occasion so it was difficult to find a place to sit.

The Question Box started lively discussions and many questions were brought out, of benefit both to the agents and the management. The front seats were well filled the first time although there was a room left in the rear of the hall.

With the advent of cooler weather all the agents should be able to get out and bring their questions to the question box.

If you have anything to suggest should anything of interest occur at stations, write it up for the Pacific Electric Magazine so that the Pacific Electric family will get the benefit of your experience and mentally help out the editor.

Chas. L. Smith, P. E.

**PACIFIC ELECTRIC RAILWAY COMPANY**  
**Accidents During August, 1917 as Compared with August, 1916**

	Northern Division		Southern Division		Western Division		Eastern Division		
	1917	1916	1917	1916	1917	1916	1917	1916	
Interferences with vehicles	48	56	36	31	52	30	3	6	
Collisions and interferences with cars	1	4	3	4	1	4	1	0	
Persons struck by cars	3	9	2	4	8	1	0	1	
Deraillments	7	7	15	8	4	6	3	2	
On and off moving cars	13	18	23	18	29	17	0	3	
Miscellaneous	16	23	23	26	24	41	1	3	
		88	117	102	91	118	99	8	15
Northern Division					88		117		
Southern Division					102		91		
Western Division					118		99		
Eastern Division					8		15		
					316		322		

	1917		1916		
Interferences with vehicles	139	123	11.4%	Increase	
Collisions and interferences with cars	6	12	50.0%	Decrease	
Persons struck by cars	13	15	13.3%	Decrease	
Deraillments	29	23	20.7%	Increase	
On and off moving cars	65	56	13.8%	Increase	
Miscellaneous	64	93	31.2%	Decrease	
	316	322	1.9%	Decrease	

**LIBERTY BONDS FOR SALE**

57—\$ 50.00 Bonds  
 9—\$100.00 Bonds

Any employes who wish to purchase these bonds, which have been released by employes leaving the service can do so under the original instalment plan by making application to Head of Department.

PE

President Shoup announces that where employes have subscribed for more than one Liberty Bond under the installment plan, the first bond will be delivered to them as soon as their payments are sufficient to cover the amount of it. For example: An employe subscribes for four \$50.00 bonds and pays \$8.00 per month. As soon as he has paid in \$50.00 the first bond will be delivered.

PE

**HOSPITAL NOTES**

The Emergency Hospital in the Main Street Terminal has been fitted up with all necessary appliances for emergency treatment of injured or sick patients. The new location is on the south side of the loop tracks under the mezzanine floor.

Frank G. Saxby of the B. & B. Department who has recently been discharged from the Hospital after three months' treatment, writes the Magazine expressing his gratitude and appreciation of the care and treatment accorded him by Drs. Weber, Rogers and McCoy. He also has a good word for the Crocker Street Hospital care.

The following employes are at the Crocker Street Hospital this month: Manuel Gonzales, M. Naba, B. W. Yocum, D. D. Bishop, C. S. Phillips, David Metcalf, W. E. Woodward and S. A. Hutchison.

A friendly call and a word of cheer will do these people a world of good. Let us "do our bit" to help lighten the burdens of those less fortunate than we.

**SOUTHERN PACIFIC TICKETS NOW SOLD AT TICKET OFFICE, MAIN ST. STATION**

Arrangements have been made with the Southern Pacific Company for the sale of tickets to all points on their line, as well as to all transcontinental points in connection via their line, in the new Ticket Office in our Main Street Station, Los Angeles. Pullman tickets for sleeping car space to all points are also sold at this same office.

This has been done for the accommodation of patrons of the Pacific Electric, and since its establishment on August 15th, is proving to be very popular.

Agent Rosenfeld, of course, desires to make the best possible showing in the sale of such tickets, and will greatly appreciate all employes taking cognizance of the fact that same are being sold there, and notifying their friends as well as Pacific Electric patrons who contemplate a trip to a point reached by or via the Southern Pacific accordingly.

PE

**SIGNALMEN'S ASSOCIATION**

The last meeting of the signalmen's Association proved to be a very interesting session.

Mr. Annable, General Superintendent, addressed the members relative to the method of handling the traffic in large cities of the east.

Mr. Annable praised the present system of block signals, commented on the progress of perfecting the various types of signals and spoke of the possibilities to be expected in the future.

Mr. Florence, Signal Supervisor, lectured on the evolution of the block signal. Mr. Florence's talks on block signals are very instructive as well as interesting. All employes of the signal department should attend and derive the benefit these meetings offer.

Mr. Hardesty, chairman, and Mr. McFarland discussed motors very interestingly. G. L. Barclay, Secy.

**PLAYING FAIR**

This is an appeal for fair play. The Company has recently increased our wages and it seems to me some substantial recognition should be shown the management in appreciation of its action.

It is within the power of every motorman and conductor on this System to save power and thus reduce expenses for the Company; motormen by coasting at every possible opportunity, and conductors by giving stop and start bells promptly and seeing that lights and heaters are off when not needed. Unnecessary delays at stops simply mean wasted time that motormen could use to advantage in coasting.

From my point of view, coasting records show a great lack of interest on the part of many men, being less than twenty-nine per cent for the system. In discussing the question recently with Mr. Grace, of the Efficiency Bureau, he stated that one per cent of coasting represents one per cent saving in power; or in dollars, one per cent for the system means approximately \$750.00 per month. Therefore, whenever the coasting percentage for the system in any one month drops one per cent, the Company is out \$750.00; two per cent, \$1500.00; five per cent, \$3750.00.

It is only fair play to the Company that these losses be stopped, and it is good to see from the weekly bulletins that some of us motormen are "doing our bit" by maintaining high coasting records. It is not fair for the low men to waste power that the high men are making every effort to save.

It is admitted there is a difference in runs on the same line, but checks of actual run conditions have been made by the Bureau and the statement is made that giving due consideration to schedule speed, actual running time, number and length of stops and number of passengers, such difference is less than six per cent in possible coasting; so when the highest man on the line regularly makes a coasting record of thirty-eight to forty per cent, the man on the same line who never reaches thirty per cent, or in some cases less than twenty per cent, is not "doing his bit" and consequently is not playing fair with the Company nor with the rest of us.

The average coasting for the system, as I see it, should be about thirty-five per cent instead of twenty-nine per cent, a difference of six per cent, representing about \$4500.00 per month, or over \$50,000.00 a year which is a dead loss in actual cash paid out for power not needed but wasted.

This money ought to be saved to help pay the increased wages we are drawing and it can be saved if every one will make it his particular duty to save his part of it.

Let us play fair. The Coasting Bulletins will show whether we are or not.

A MOTORMAN.

PE

On August 25th the appointment of additional local watch inspectors was announced as follows: At Glendale, Mr. J. E. Walker; at San Pedro, Mr. Chas. E. Perham; at Watts, Mr. L. R. Gillett.

# NOTES FROM THE CLUB

## CLUB CALENDAR

- September 10 to October 10
- Monday, Sept. 10.**  
Club Election Day; polls close at 12 noon.
- Wednesday, Sept. 12.**  
Executive Committee Meeting, 2 p. m.
- Thursday, Sept. 13.**  
Dancing in Auditorium, 8:30 p. m.  
Trainmen's Instruction Class, 8 p. m.
- Saturday, Sept. 15.**  
Agents' Association, 8 p. m.
- Monday, Sept. 17.**  
Signal Men's Association meeting at 8 p. m.
- Wednesday, Sept. 19.**  
Northern Div. Safety Committee meeting, 2 p. m.  
M. of W. Dept. meeting, 7:30 p. m.
- Thursday, Sept. 20.**  
Dancing Instruction Class, 8 p. m.  
Trainmen's Instruction Class, 8 p. m.
- Friday, Sept. 21.**  
Store Dept. Entertainment Evening, 8 p. m.
- Saturday, Sept. 22.**  
Progressive Checker Tournament; open to all; prizes awarded.
- Tuesday, Sept. 25.**  
Physical Culture Instruction Night for Ladies and Children;  
Children's Class, 7:30 to 8:30.  
Ladies' Class, 8:30 to 9:30.
- Wednesday, Sept. 26.**  
Ladies' Card Party, 8 p. m.
- Thursday, Sept. 27.**  
Old Time Dance Evening in the Auditorium (Virginia Reels, Quadrilles, Glide Waltzes, etc).  
Trainmen's Instruction Class at 8 p. m.
- Monday, Oct. 1.**  
Signal Men's Association Meeting, 8 p. m.
- Tuesday, Oct. 2.**  
Western Div. Safety Committee Meeting, 2 p. m.
- Wednesday, Oct. 3.**  
Southern Div. Safety Committee Meeting, 2 p. m.  
Rod and Gun Club Meeting, 8 p. m.
- Thursday, Oct. 4.**  
Dancing Class, 8 p. m.  
Trainmen's Instruction Class, 8 p. m.
- Saturday, Oct. 6.**  
"Camp Fire Night" for all who have been residents of the P. E. Vacation Camp during the past season.
- Monday, Oct. 10.**  
Athletic Night—Boxing and Wrestling.

A number of the members have expressed a desire that a barber shop be established at the Club, and some have suggested that an association be formed in which each member pay a stipulated sum monthly that will cover all tonsorial work that may be done for him during the month. In order to ascertain if a sufficient number desire this feature, the Manager would like very much to hear the views of the membership and as to how many would join a club at \$1 per month each.

## A FORECAST OF CLUB EVENTS

With the beginning of the September calendar, the second year of the Club also commences, as on the twelfth of that month the newly elected Executive Committee takes office for the ensuing year. With September also comes the close of the vacation season and the renewal of activities by all clubs, including our own. With this in view, the calendar of the coming months has been designed not to see how much we could do in one month, but to give a sufficient variety of entertainment that all may find some one thing on the program to their liking.

The dancing at the club has held in favor throughout the year, even during the heated term, when it was necessary to install a number of fans to make the hall comfortable, and this feature of the club's entertainments will be continued at the regular two weeks intervals, but with a pronounced difference. Inquiry among many of our members seems to show a desire for a number of old time dances, and with this in mind, provision has been made on the program for their benefit. At these dances, the evening will be given over to Virginia reels, the old-fashioned square dances, etc., while on other dance nights, the younger generation and others who care for them will trip the light fantastic to tunes of the one-step and fox-trot variety.

The dancing classes, which were so popular in spring and early summer, will be renewed with September under direction of the very popular instructor Mr. George Barclay. See the calendar for the dates.

Our proficient checker artists are going to have an inning in September as shown by the calendar and it will be anyone's move who cares to enter on these nights. It is understood that among the trainmen there are a number of "champs" who desire to prove their prowess, and on the other hand, several members of the mechanical department say the trainmen and some others do not yet know the rudiments of the game. Well, we shall see.

The ladies have voiced a plaint that they have not been sufficiently urged to play cards within the confines of our Club. A night has been provided in the coming month's program for their use for that particular purpose, and a large attendance is expected. They may bring "Friend Husband" along if they desire. Merely for escort purposes however.

Especial attention of the ladies and children is called to the date, Sept. 25th, at which time a physical culture class will be organized under the direction of Mr. L. Sunshine, instructor in physical culture. Should a sufficient number be present on the evening designated to justify beginning this line of work, instruction will be given at regular intervals by Mr. Sunshine, the children's Classes to be called at 7:30 p. m. and the classes for ladies at 8:30

p. m. each Tuesday evening. This feature should become as popular as the club dances and not only be entertaining to the participants, but highly beneficial to them. It is expected there will be a hearty response to this invitation.

Our basket ball team is in process of organization, four members from as many departments having signed the roll, and five more members the team are desired. Those joining should have had experience at the game as it is desired to make this strong team and enter competition with other clubs. Other athletic work will be organized from time to time during the coming year, notice which will be given in due time.

Athletically inclined members will have a taste of the sport to their liking on Athletic Night, which you will find booked at the bottom of the present calendar. During the summer, two or three of our boys have been doing strenuous "mat work" under the direction of Johnny Humeric and the result of their training will be demonstrated in the very near future.

PE

## MUSICAL AND LITERARY TALENT WANTED

During the past year a number of the employes in the various departments contributed some of their talent of a musical and literary character for the entertainment of their fellow club members, but it is not just that they should be called again and again when there are doubtless others who would be glad to render a like service. This Club is the property of all the membership and each member should in some way, aside from his own contribution, contribute something to its attractiveness to others. It takes the talent of the 2300 members to make up the club and each individual is needed to some capacity. If you cannot sit still, possibly you do play some instrument; or if your talent runs to neither of these, possibly you are a reader, an orator. If neither of these talents are yours, you may dance or be proficient in legerdemain. Something you know, it is certain, should be used for the entertainment or instruction of your fellows. Do not be a modest, shrinking violet. Call on the club and volunteer. The club needs you and your offering.

PE

## SECTION FOREMEN'S MEETING

The regular monthly Section Foremen's meeting held on August 15th was attended by thirty-six members, employees, who listened with much interest to a talk by Mr. F. L. Anderson, who told of some of his observations on Eastern Railroads compared conditions there with those on Pacific Electric. He also commended the department on the neat and tidy appearance of our Section Camps, stating that he saw none as well kept while on his trip.

Other matters discussed were the prompt releasing of cars in company service and the maintenance of crossings.

## CAMP FIRE NIGHT

Saturday evening, Oct. 6th, is to be camp fire night. Only those who have been to the Vacation Camp will understand fully what this means, and only those who have spent a day or more at the Home are expected to be present on this evening. On this evening those who have been in that happy land of the San Bernardinos will renew the pleasant associations and acquaintances formed there and partake of the family cheer they enjoyed so much there. It's not fair to tell just what is going to be done that night, but we are certainly going to make the sky lurid for a few minutes without fear of the "ranger." A heavy fine will be imposed on any "camper" appearing at the camp fire in glad rags. Nothing but camp togs goes. You may get arrested going to the club, but it will be worth it. It is going to be PACIFIC ELECTRIC VACATION CAMP night with a vengeance. "Bring your plate and cup"—that's the slogan. And "campers" will not forget this injunction. If you do, your fingers will be either sticky or greasy. There are so many of us, you must not bring your friends on this evening. Only those who have been camp residents are expected.

— PE —

## VACATION CAMP NOTES

The Vacation Camp is scheduled to close the week beginning September 19th. Those intending to visit the camp this season should make reservations as soon as it is possible to do so.

— PE —

Among the recent visitors to the Camp was Mr. D. W. Pontius, Traffic Manager of the company, who spent two days with us before continuing his tour of all the mountain resorts. He expressed himself as more than pleased with the camp, and our regret is that he was unable to give us more of his time.

— PE —

So far this year the Camp has provided for about 500 persons, and there remains three weeks in which to care for many others. Those who have had vacations there are unstinted in their praise of the camp and its surroundings. The youngest resident of the Home has been baby Williams, a dainty young lady of four months; the oldest resident, but pshaw, we haven't any old ones; they grow young immediately on arrival.

— PE —

Just to show you that family feeling that pervades the Camp. Some time ago, Mr. Craig, of the Pasadena Sub-Station, came to the Camp with his splendid little family and noticed the laborious method of doing the washing of camp and family linen. He had a water-power washing machine in Pasadena that was not working for his or any other family. Result—Donation of a power washing-machine to the Camp, and it has been in active use ever since its arrival.

— PE —

Naming the residences has become a popular pastime in camp, and has developed some artists in rustic sign work. "Daddy Spencer" of Sherman

was really the pioneer beautifier of the camp, when he began the work around No. 16, and he was closely followed by Mr. Burton, of the Terminal Freight Dept. in No. 17. The dwelling names were begun by Mr. Wiley of the Building, and his wife, who christened No. 12 as "Restezy"; Billy Chase and his wife bestowed on No. 16 the name of "Honkey-Dory" and made a rustic sign for the place that was indeed a work of art. Not to be outdone in artistry, the Bear Brothers who have been occupying Nos. 14 and 15 which adjoin have named the abode "Bear's Den" and created a very pretty rustic sign for the place. These are only a few of the many catchy appellations bestowed upon cottages in our beautiful mountain Camp.

— PE —

Fishing at Little Bear Lake, which is a mile from the Camp, has not been good for the reason that the Lake is so filled with natural food, there has been no necessity for the fish to bite. The insects on which they feed are rapidly disappearing and during September fishing should be very much better. Some of our boys have caught a few good fish ranging from 12 to 18 inches, but not many. There are plenty of good fish in the lake, but they positively refuse to bite. Deep Creek has many large, beautiful ones, but the conditions are the same as at the lake.

— PE —

President Shoup honored the Camp with a visit last week and for the first time had knowledge of and viewed the beautiful, cosy cabin built for him by a number of the early visitors to the Camp. In the construction of Mr. Shoup's cabin one or more representatives of every department had some part, and highly enjoyed the privilege of showing in a very small way some of the appreciation they have for the great many courtesies and benefits he has bestowed on all of us. It is hoped that he may spend many happy days in this mountain retreat that has been prepared for him, and that each day may recuperate him for his heavy endeavors in the world of business.

— PE —

Chief Train Service Instructor, Byron Dixon, had quite an interesting session one evening last month, when by pictures illustrating a very instructive talk he took a large body of prospective trainmen along the paths of their duty. General Superintendent Annable contributed to the enjoyment of the evening with one of his very forceful talks.

— PE —

## SYMPATHY

The sympathy of every member of the Pacific Electric family is extended to Superintendent White and to Chief Train Service Instructor Dixon, each of whom was called upon to say the last farewell to his mother in August. Mrs. Dixon passed away August 15th and the burial was at Inglewood. Mrs. White's death occurred August 20th and Mr. White accompanied the remains to Illinois for interment.

## APPRECIATION OF THE CAMP

Editor Pacific Electric Magazine,  
Dear Sir:

We have just returned from a week's vacation at the picturesque P. E. Vacation Camp. Mere words are inadequate to express our appreciation of the pleasure and benefits derived from our stay there.

Our only regret was that we were unable to remain longer. It is really marvelous what has been accomplished in the short time it has been started. The ideal location furnishes opportunity for the most beautiful camp in the San Bernardino mountains. As the auto stage draws up in front of the company store, the genial host and manager, Mr. Thomas, Mr. and Mrs. Rixey, superintendent of the camp are there to greet you and extend the glad hand of welcome. Whether it be the President of the road, or an employee serving in the humblest capacity, the same warm cordial greeting is extended. They take special pains to see that all are made acquainted and to feel they are one big family. Amusements are provided, a dancing pavilion with a piano, also a phonograph with all the late dance records, finds the old and young tripping the light fantastic every night. Care is thrown to the winds. The company also furnishes automobiles to take the guests fishing, picnicking, etc. Horseback riding, mountain hikes and various other forms of pleasure passes the time only too quickly, and all with such a nominal cost that it is within the reach of every one. One cannot help but feel the personal interest each employee takes in the camp. Every one is expected to give one hour's work per day toward beautifying it. This is gladly given and more. Saturday night guests from the neighboring camps were invited to a dance; over two hundred accepted. The P. E. Orchestra from Los Angeles was taken up and furnished excellent music and some very fine vocal, whistling and instrumental numbers were given. A huge bonfire added to its charm, and as they dispersed at a late hour, a vote of thanks was given for a most enjoyable time. We speak for tent No. 16 next year and will certainly try to remain our time limit. Good luck and long life to the Pacific Electric Vacation Camp.

Yours cordially,  
Mr. and Mrs. S. L. Atkinson  
and daughters.

— PE —

A three page description of our 6th and Main Streets terminal with photos and track and waiting room plans appears in the issue of Electric Railway Journal of August 25th. In addition to a general description of the terminal and its operation, the track plan is described in detail and considerable space is devoted to the train control and annunciator systems. This terminal is the most elaborate and conveniently arranged interurban terminal in the United States. We hope to publish next month some pictures of the remodeled waiting room and concessions which will be completed shortly.

# THE STANDARD CODE OF COURTESY

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

## SUBJECT NO. 4 DIRECTING PASSENGERS ON CAR

We saw last month how the safety of passengers depended largely upon their understanding the directions and cautions given by our conductors. We pointed out that the Standard Courtesy Code phrases would promote co-operation between conductors and passengers for the following reasons:

First—The phrases are clear.

Second—The phrases are simple.

Third—The phrases are uniform and will become familiar as their use continues, so that people will instantly recognize them and respond without having to figure out just what the conductor means.

This week's subject vitally affects the convenience of passengers and the successful handling of traffic.

There is no way in which a car can be made so uncomfortable for both passengers and conductors as when passengers block the platform, stand in the doorway or crowd together in the rear end of the car when there is plenty of room farther front. There is no way in which the regular duties of a conductor can be so interfered with as by having passengers decline to comply with his requests and draw him into arguments.

### Directing Passengers on Car

#### A. TO PREVENT CONGESTION

Situation	What To Say
1. When passengers crowd rear platform or block the door.	1. <b>Step inside PLEASE, do not block passage.</b>
2. When passengers congest rear end of car having room toward the front.	2. <b>Step forward PLEASE.</b>
3. When passengers spread out on seats excluding other passengers.	3. <b>PLEASE make room for passengers who are standing.</b>
4. When passenger stands between controller and step on rear platform.	4. <b>Will you PLEASE move a little, I am required to stand there.</b>
5. When conductor is going by passengers in crowded car.	5. <b>Excuse me PLEASE.</b>

#### B. GIVING DIRECTIONS IN CHANGE OF CARS

1. When requesting passengers to change cars due to disabled car.	1. <b>This car is out of order. PLEASE take car behind (or ahead).</b>
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#### C. GIVING MISCELLANEOUS DIRECTIONS

1. As to smoking.	1. <b>Smoking on the front open section only, PLEASE.</b>
2. Any special order or direction.	2. <b>Begin or end order with "PLEASE."</b>
3. When passengers are riding on step or bumper.	3. <b>Step in off the (step or bumper) PLEASE, it is dangerous and against the rules.</b>

An important division of this week's subject is that which has to do with giving directions in change of cars.

Changing cars on the line, whatever the cause may be, is nearly always a source of annoyance to some passengers because it represents a certain inconvenience for all passengers. But if the reason for the change of cars is known to the conductor, he can avoid many complaints by courteously explaining to any passenger who may inquire.

Satisfactory relations between conductors and passengers in the matters covered by Subject No. 4 of the Standard Courtesy Code depend upon the passenger's ability to understand and willingness to comply with the directions he receives quite as much as in the case of Subject No. 3—Protecting Passengers When Boarding and Alighting. That is why clearness, simplicity, and uniformity have been deemed important in the phrases presented this week.

A good many conductors probably have thought at first when they looked over the phrases in topic No. 4:

"Why cannot I get up my own explanation for these situations which will be just as effective as the explanation the management has presented in the Courtesy Code?"

We answer:

The average conductor on our lines could undoubtedly get up a set of explanations quite satisfactory in clearness and simplicity. But would he always use his own standard phrases? And if all conductors had their own standard phrases, the passengers certainly would get a good many different versions of the same request or instructions.

It is a good deal like some of the standard requirements of army discipline.

The irregularity of method which army discipline prohibits as a first requisite is equally disorganizing in a railroad where people have to be carried in large numbers and hundreds of cars have to be operated on close schedule.

Military efficiency depends largely upon the ability of commanding officers to make the organization respond quickly and effectively to orders. Operating efficiency on a street railroad rests on about the same basis.

Uniform observance of correct practices is an absolute essential in securing prompt obedience. There is no better way for P. E. men to prove this to their own satisfaction than by the use of the Standard Courtesy Code.

## BASEBALL NEWS

The Pacific Electric Trainmen Team has won three out of the five games played. Schatylein and File were the battery for the P. E. all five games, and as the results show, they have performed well. In fact, the whole team has been playing good, consistent ball. The following are the scores for the games played since the last Magazine went to press:

August 5th, Nelson & Price 3, Pacific Electric 2.

August 12th, Pacific Electric 4, Van Nuys 4.

August 19th, Pacific Electric 2, Western Union 2.

August 26th, Sneads 2, Pacific Electric 0 (7 innings).

September 2nd, Pacific Electric 3, Solomon's Penny Dance Hall 3.

The Freight House Team has continued to "rest up." They expect to open their regular season within a few weeks.

— PE —

## PERSONAL

Mr. F. J. McGinn, for five years Chief Clerk in the Maintenance Way Department has resigned to engage in mining business.

— PE —

On August 23rd W. J. Scott was appointed Superintendent of Employment, vice A. R. Dimick, resigned. Mr. Scott's place in the Transportation Department office is filled by A. R. Ireland, formerly of the timekeepers' office.

— PE —

G. R. Robbins has been appointed agent at Palms.

— PE —

A new agency has been established at Pier A, Wilmington, with P. E. Mann in charge as agent. Business at this point is heavy on account of the Pacific S. S. Company service.

— PE —

Chas. W. Rutledge has been transferred from Whittier to Des Moines as agent succeeding E. L. Moe, resigned.

— PE —

Chas. H. Mueller has been appointed agent at La Habra vice R. S. Wilson, resigned on account of ill health.

— PE —

Conductor H. B. Wilson of Northern Division, who is now Battery D, 2nd California Field Artillery, somewhere in the U. S., writes in a recent note that he has soldiering in the army a bit different from "soldiering on the job."

— PE —

## STORE DEPARTMENT MEETING

The Store Department again held its monthly family reunion on Friday night, August 24th. The committee for the entertainment, Mr. Barof, Mr. Swartz, Mr. Twedell and Mam Dinsmore are to be complimented. The splendid program arranged, consisting of a card party and dance, the refreshments were served during the dance and prizes were awarded in the card game. Mr. Thorburn played the usual game of "500" and took home the booby prize. Excellent music was furnished by Miss Jennie Martin, the Fred Prentiss and Mr. G. Prell.