



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 2

LOS ANGELES, CAL., FEBRUARY 10, 1918

No. 9

PLEDGE YOURSELF TO BUY WAR SAVINGS STAMPS DURING THE YEAR 1918

AS USUAL our Company and its employes, meaning each and all of us, are called upon to assist the Government in the sale of War Savings Stamps and every one of us without doubt will do his share.

In offering "War-Savings Stamps" to the public the Government has made immediately available for every man, woman, and child in the Country a profitable, simple, and secure investment.

War-Savings Stamps are the answer of a great democracy to the demand for a democratic form of government security. They are "little baby bonds." Like Liberty bonds, they have behind them the entire resources of the Government and people of the United States. They have the additional advantage that they steadily increase in value from the date of purchase until the date of maturity, and this increase is guaranteed by the Government. These stamps are issued in two denominations, the 25-cent stamp and the \$5 stamp.

Congress has authorized issue of \$2,000,000 war savings certificates. The plan is to issue a large stamp measuring one and three-quarters by two and three-eighths inches. This stamp was sold in January for \$4.12, and will be sold in February for \$4.13, and so on at a price increasing 1¢ each month through the year 1918. It is redeemable January 1st, 1923, for \$5. If the purchaser holds it until maturity, he will net 4% compounded quarterly from the month when he buys it until it is paid. When a purchaser buys his first stamp he is given a card handsomely executed in similarity to a bond, with spaces to attach twenty stamps. No stamps can be cashed without being attached to this card, but the holder's position is exactly the same whether one or more stamps have been attached to his card. If he wishes to cash it before maturity, he can get his money at any postoffice at any time, on giving ten days' notice, and will receive what he paid for the certificate, plus 1¢ a month for the time it has been held by him. If he desires complete security, he may register his certificate at any postal savings bank and thereafter his investment will be safe even though he loses his stamp and certificate card. The law provides that no person may hold more than \$1000 of these stamps. They are for sale at all postoffices. The Government has provided a simple means of accumulating savings for the purchase of these war savings stamps in the form of a Thrift Stamp for 25¢. With purchase of the first stamp you receive a card with spaces for 16 stamps, the 16 having a value of \$4. You can take these 16 stamps with 13c, to any postoffice and receive a \$5 certificate during the month of February, 1918, 1c more being required for each month following during the year 1918.

You are asked to pledge yourself to purchase war savings stamps during the year 1918 for whatever amount you feel you can afford. Cards for this purpose are being distributed, copy of which is shown below. We hope that we can make as good a showing, relatively, with the War Savings Stamps as we did with the Liberty Bonds.

War Savings Stamp Pledge

I hereby agree to purchase War Savings Stamps to amount of \$..... during the year 1918.

.....
Employee.....Dept.

....., 1918.

.....
Witness

A Country worth fighting for is a Country worth saving for.

To save money is to save life.

Buy War-Savings Stamps at post offices, banks, trust companies, or other authorized agencies, and strike a blow for our country.

S. A. BISHOP, Chairman
FRANK MULKS
C. H. BURNETT
ED. C. THOMAS,
Committee.

Approved:
PAUL SHOUP.

COASTING COMMENTS

BY G. H. GRACE

COASTING DURING THE YEAR 1917

The Editor has again kindly offered additional space in this issue of the Magazine to be devoted to a discussion of coasting and the purpose of this article will be to bring to the attention of all concerned such results as have been attained during the year ending December 31st, 1917.

The following statement shows the percentages by months for each Division and for the system:

	Northern	Southern	Eastern	Western	System
January	26.9	28.8	29.5	26.1	27.3
February	27.9	28.9	28.8	27.1	28.0
March	28.2	30.4	29.8	29.8	29.2
April	28.5	29.6	29.7	31.2	29.6
May	28.4	28.3	28.8	31.3	29.3
June	29.3	27.1	28.5	29.7	28.9
July	31.5	26.0	31.2	28.4	29.3
August	30.6	25.2	32.4	27.9	28.7
September	29.8	27.6	31.4	27.4	28.7
October	29.0	28.5	29.6	27.3	28.4
November	29.1	28.1	28.0	27.8	28.5
December	28.7	27.2	28.4	26.7	27.7
Average, 1917	29.0	27.9	29.7	28.4	28.7
Average, 1916	31.3	29.5	31.9	28.5	30.2
Decrease	2.3	1.6	2.2	.1	1.5

It is therefore somewhat disappointing that with two years of coasting, the second year should show a decrease instead of an increase.

The decrease, however, is in a measure explained by the fact that scheduled running time has been materially shortened on several lines, and also to the fact that the travel on a number of the local lines has increased over last year, resulting in an increase in the number of stops per mile and an increase in the length of stops.

We must also take into consideration the number of new men entering the service, which, of course, has tended to lower the average.

Regardless of the factors which have influenced the lower averages, we find it hard to satisfactorily explain why so many of the men longer in service have failed to improve or even equal their 1916 records, and we can only attribute their failure either to lack of interest in their work or to local conditions affecting their respective runs. In either case we should look for a remedy and apply it.

If there still exists any doubt that coasting has no place in our operating curriculum, we will submit some figures as to actual savings which have been accomplished.

Power used for the operation of cars during 1912 averaged 155 K. W. H. per ton mile, and the same for 1913. During 1914 instructors devoted some time in educational work with the motormen, with a view of ascertaining what might be accomplished in power saving, preliminary to the purchase of coasting recorders, and the average dropped to 149 K. W. H. for the year.

Instruction was continued during 1915, and the power consumption unit

dropped to 144 K. W. H. and with the installation of the coasting recorder clocks in 1916, the rate decreased to 142 K. W. H., the same average prevailing during 1917, or a net average decrease of 13 K. W. H. per ton mile under 1913.

If we had used power at the 1913 rate of 155 K. W. H. per ton mile during 1917, our power bill would have cost us approximately \$77,000.00 more than it did.

Let us also consider the matter of

brake shoe saving, which however, is limited to the study of but two years, 1915 and 1917, on account of the great amount of research of records necessary and limited time. The figures for the two years, however, are illuminating and instructive.

From figures obtained it was found that during 1917 one brake shoe was removed for every 1221 miles of car travel as against 1008 miles for the year 1915, an increase in mileage per brake shoe of 17.4%.

The average cost per brake shoe in 1915 was 83 cents, which had increased to \$1.08 in 1917, or 23.1%.

Had we secured only 1008 miles per brake shoe in 1917, our bill for shoes alone would have amounted to over \$5000.00 more than it did. And to this saving must be added the labor saving of 17.4% in replacing, although no figures are available as to actual labor costs involved.

Here then are two manifest savings aggregating \$82,000.00, due to coasting and which should allay any doubts as to the financial results to be obtained, to say nothing of other definite savings in repairs of motors and other electrical equipment of cars.

With these facts and figures before us, all concerned should take a renewed interest in coasting, realizing its great economic value to the company and which, if efficiently performed particularly on city lines, will result in better spacing of cars and a better maintenance of schedules, which, in turn, means less crowding of cars and correspondingly better service to the public.

I often wonder, when I see it stretching toward the sky, Why they call that mountain "Lowe" instead of saying "High?"

PERSEVERANCE WINS OUT

William G. Woods, shop foreman of the Signal Department, known to his hundreds of friends as the Pacific Electric family as an excellent example of what perseverance will do.

Rather than wait for the draft, anxious to do his bit in the fight for democracy and freedom he enlisted some time before the final enrollment under Capt. Ed Harris, another member of the P. E. family who was at that time stationed at San Antonio, but unfortunately the enlistment office here could not accept application for a place at San Antonio. Mr. Wood then forwarded his application direct to San Antonio but no official word was received regarding it, and only on the day preceding the final date for enrollment did it develop that Capt. Harris had been transferred and action taken on his application.

"Billy" learned this about 10 o'clock in the afternoon, tried to enlist here but found the office closed. Hearing, however, that the office in San Francisco were still receiving men he left for that city on the train arriving there on the last day for enlistment, waited in line all behind hundreds of others and finally accepted; the next to the man to be taken before the enlistment closed, and has been assigned to regular army in Co. A, 24th Engineers, Camp Dix, New Jersey.

Mr. Woods has been with the Pacific Electric since September 9, 1915 was a man of exceptional mechanical ability and highly regarded by officers and men. The boys in the department, to show their appreciation have sent him a handsome ring bearing the Masonic emblem, they are joined by his many friends in other departments in a wish for God speed; and an assurance that will justify every confidence placed in him by his new officers.

CAPT. EDMONDS WRITES

In a letter to the Manager of the Club under date of January 1, Capt. Henry W. Edmonds, former of the Western Division, among other things says:

"See in the Magazine that your relief fund is growing and I will subscribe my bit, check for which enclosed. The movement is a good one and I feel is deserving of the support of every employe both present and absent, and I am sure that each and every one of us who left to enter the service is proud to know that his name is still carried on the rolls of the company as 'absent with honor' and the more fortunate of us who turn will no doubt appreciate the service even more at that time. We are indeed glad to know that we are not being forgotten as is shown by the beautiful service flag now flying from the Pacific Electric building. Give some family with so many sons in the service. May they all return."

THE MARCH OF PROGRESS

IMPROVEMENTS

Block signals on the Glendale Line between Edendale and Richardson were put in service January 18th. At the same time the new layout at Edendale for turning back city cars was completed.

— PE —

Second track between Hayes and San Gabriel River on the San Bernardino Line was used for the first time January 28th and makes a decided improvement in operating conditions. M. of W. Department forces are rapidly completing the second track between Durbin and Baldwin Park and soon this will be a double-track line through to Covina.

— PE —

The Fullerton Line was turned over by the Engineering Department for operation on February first and regular service begun in conjunction with LaHabra Line service. This new line, on which much heavy work was required, opens up an attractive section and promises to produce much freight as well as passenger business. Already two orange packing houses are located on the line and oranges are moving out daily. Fullerton is a prosperous city in the heart of one of the best agricultural districts in Southern California and adjacent to important oil fields. We welcome this new city to the sisterhood served by Pacific Electric lines.

— PE —

Second track on the West Basin Line at San Pedro is rapidly nearing completion. The heavy business to and from shipyards has made this improvement necessary, as well as other track extensions and changes at the port.

— PE —

SERVICE CHANGES

The 2 a. m. train out of Santa Monica via Venice Short Line which has been run for a year or more was discontinued effective January 12th.

— PE —

Timetable No. 35 on the Long Beach-San Pedro Line, effective January 30th, made slight changes in leaving times of trains at both ends of the line.

— PE —

February first service was commenced to Fullerton over the new Fullerton Line. This service is combined with the LaHabra service between Los Angeles and Laon Junction.

— PE —

Glendale and Burbank Lines trains, beginning February 2nd operate from surface track, Sixth and Los Angeles streets, instead of from the station. In this connection new timetables, Nos. 37 in each case, were issued.

— PE —

Santa Ana-Orange timetable No. 7 was effective February 4th, putting local service on 20-minute headway.

— PE —

Commencing February 2nd an extra car was provided leaving Hill Street Station 12:25 a. m. for Sherman via Santa Monica Blvd.

Redondo Beach via Gardena Line timetable No. 37, was effective February 7th. At the same time the schedule on the Hawthorne and El Segundo Lines were changed.

— PE —

San Pedro via Gardena service was arranged to operate through via Torrance to and from Los Angeles in time table No. 44, effective February 7th.

— PE —

CORRECT OPERATING

It is evident that trainmen do not realize the necessity of each member of a crew keeping his proper place on the train in order that it may be operated with the least possibility of accident.

A great many derailments have been caused by a trailer conductor going ahead to operate a lever or stand switch. Of course, in handling a chain switch the only practical way is for the trailer conductor or the conductor on the last car in the train to pull the switch, while with the lever or stand type of switch the conductor on the first car should in all cases set the switch and the conductor on the rear car return it to its proper position and lock it providing it is equipped with a lock.

When setting a lever or stand type of switch the lock should be placed in the staple to prevent any possibility of the lever working up while the train is passing over, and the lock should not be removed until all wheels have passed the point of the switch.

If the suggestions previously mentioned regarding the handling of switches are followed and the rear conductor leaves the rear end of his car to close the switch it would be impossible for a recurrence of some bad derailments in the past.

Bear in mind that the damage to company property is not the only loss sustained by derailments, as it requires the relaying of several trains which does not bring in any additional revenue, also the delay to trains will inconvenience a great many of the patrons of the company and may create an impression that the employes are negligent, careless or incompetent, any of these impressions have a tendency to encourage opposition to the company's best interests, and once established are hard to overcome.

It doesn't matter if your train is signed out of service, you should remain on your own car and near the rear end, for some person who is not familiar with our method of operation may attempt to board the train about the time it starts and the result is an accident, which could have been avoided. I do not wish to be misunderstood, and someone to get the idea that I think that all accidents are avoidable, some accidents are unavoidable, but we must put forth every effort to operate safely.

A great many conductors on trailers could improve in giving signals

if they would try to make the signals more distinct. Did you ever stop to consider how many connections there are in the signal circuit of a three or four car train and that most of those connections are exposed to the effect of the atmosphere and weather conditions that cause the brass or copper contacts to corrode, and that the corroding of these contacts causes them to become partially insulated; this in turn reduces or at least will interfere with the flow of current that operates the electric bells.

When giving a signal to stop the cord should be held for about two seconds so that the bell will ring long enough to attract the motorman's attention. This will also give sufficient time for the current to work its way through the various contacts to the head end of the train, and when giving the signal to start allow sufficient time at each pull of the cord and an interval between, so that the signal will be clear and distinct; also if you have given the signal to proceed and passengers start toward your car, give one bell immediately and don't take a chance that the train will not start until they are safely on your car. Don't depend on the other fellow; take care of your own car, and the passengers that board and leave it, and it doesn't matter whether the car is in service or not, it should not be started without the proper signals.

When your train stops where it is necessary to put out protection and you have given the motorman a proceed signal, don't forget to countermand it by giving one bell before you leave the train, as this may result in your having to ride for some distance on the next following train.

L. R. SPAFFORD.

— PE —

A COMMENDATION

We are in receipt of the following, under date of January 15th, from a manufacturer of this city:

"Believing you are personally interested in anything pertaining to your employes, I wish to call your attention to the very courteous treatment extended to the passengers by Conductor 2350 (Mr. W. M. Igou) of the Gardner Junction Line on last Sunday afternoon.

"The writer had occasion to use this particular line on the day mentioned and the car was rather crowded with a lot of passengers who didn't seem to know where they were going or how to get there. It was a wonder to me that the Conductor didn't lose his patience with the number of questions asked. On the contrary he extended every courtesy possible and took especial care to instruct the different passengers as to just how to reach their several different destinations. Of course I understand that this is as it should be, but unfortunately it is not always done, and as I ride on the cars a great deal I am quick to notice an instance of the kind mentioned above.

"It is a pleasure to ride on cars under these conditions and this letter is intended merely as a recognition to one who helped to make this possible."



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

February 10, 1918

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.



MORE STARS IN THE FLAG

Since the last issue of the Magazine the following employes have entered the service of the Government, and stars will be added to the great service flag:

Southern Division

G. W. Ogden
R. L. Vaughn
R. M. Allen
E. W. Silvers
E. H. Eckley

Engineering Department

Paul Van Amburgh

Mechanical Department

Richard Hughes

Maintenance of Way Dept.

Henry Thompson Herman Towers Edwin Van Osdoll



CARE AND PROTECTION OF LIBERTY BONDS

TO OFFICERS AND EMPLOYEES:

Coupon Liberty bonds are payable to bearer and should be given the same protection as money. If they are lost or destroyed the owner has no redress.

Realizing that many employes have no safe deposit boxes or other means of protecting their bonds, the company offers to care for the bonds of any employes who wish us to do so.

The interest will be added to amount due you on the payroll when coupons become due.

You are earnestly urged to invest your interest earnings from Liberty bonds in Government Thrift Stamps and War Savings Certificates. Most employes can spare this interest from amount required for living expenses and afford to put it away in Government securities, thus helping themselves and the Government at the same time.

Thrift Stamps are sold at 25c each and when you have \$4.00 invested in them the Government will exchange for a war savings certificate of \$5.00, payable January 1st, 1923, you making an additional payment of 12c in January, increasing 1c per month for each month in year 1918.

This savings plan offers the most favorable terms of the Government to date, your return on investment being equal to 4 per cent interest compounded every three months.

These stamps and certificates can be bought at any postoffice and at our Sixth and Main Street ticket office.

Every dollar loaned to the Government helps to win the war.

PAUL SHOUP, President.

KELLY GETS A RECEPTION

Likewise Crushes, Crashes and Shocks; and Qualifies as Electrical Expert With Bond Buying Proclivities

Richard Kelly at one time sojourned in the city of San Bernardino. He doesn't now. Left there some time ago to assume the office of General Agent of the Passenger Department at Los Angeles as announced in the Magazine in a previous issue. But after he left there, the people were

not quite through with him and planned his undoing by means of a "deception to deceive guests" or some such appellation and they did it. We cannot tell all about it on account of the Postal Regulations forbidding the printing of some things and we are told some things were unprintable but we don't know for we were not invited. That's why you will have to make it a personal matter and ask Kelly. It is said, however, he can now easily distinguish bomb (not bum) cigars; knows cut glass when he hears it break; can detect leaking

electric currents without the use of eyeglasses and will subscribe liberally to all civic enterprises. His admission in the Orange Show City even in poetical and rhyme in acrostics doing him honor as witnessed by following laudation appearing in the papers:

Really best known to all as "P. E." Is our guest of tonight, the cause of our glee.
Cheerful and courteous—generous kind
Happiness spreading, true friendship bind.
Amiable too, in all of his ways,
Really a man to merit our praise
Delightful to know, with sadness part.

Kelly, our friend, the pride of our life
Every success we are wishing for
Long may you live in our wish good true.
Life to be bright that naught to suppress
Your happiness ever our wish S. O.

Descending to ordinary prose, San Bernardino Sun says of the occasion (in part only; get full details in Kelly, or Oscar the abductionist the occasion):

"Just an even half hundred of the fellows got together last night at Chocolate Palace to honor their friend and former townsman, Richard Kelly, now general agent of the Pacific Electric system at Los Angeles, the occasion being a sumptuous quiet and pleasantries that too waxed into the serious—for Kelly's departure from this city was one that he has made during his years here.

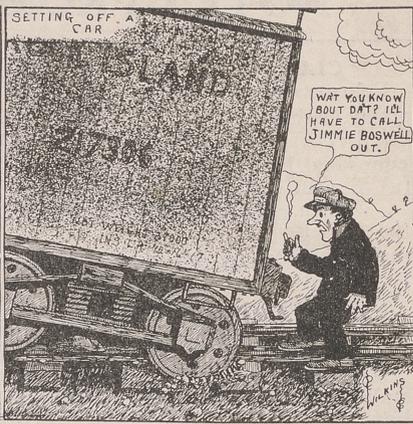
"The affair was well arranged, the menu was interspersed with "stunts" that added to the fun of the evening. Of course it was all a surprise on the guest of honor, who piloted to this city by Pacific Electric men for the purpose of attending an important meeting of the executive committee of the Eighth National Orange show, of which Kelly is an active committeeman.

"The surprise was complete. Kelly was escorted to a position of honor at the head of the table seated in a draped chair labeled 'Kink Kelly.'

"At the conclusion of the banquet and while Toastmaster A. G. Kelly was getting ready for the after-dinner program, 'loaded' cigars were passed and the fireworks caused much merriment. Kelly was presented, after a very serious speech, with a handsome glass bowl, which Z. T. Bell drew when about to make the presentation. It was some minutes before the guests realized that it was one of the many jokes arranged for Kelly's benefit. The real present was a beautiful chest of silver."

Miss Dorothy Hunt, who has been connected with the Transportation Department for the past twelve years as stenographer, was married Jan. 30th to Mr. Ernest M. Collins, Nolan, Alaska. Mrs. Collins will remain with us for a month or so when she and Mr. Collins will return for Alaska, their future home. Very best wishes go with them on their journey together through

RAILWAY TERMS ILLUSTRATED



UNCLE SAM — PUBLICITY EXPERT

BY C. H. BURNETT, FOUR-MINUTE MAN

One of the striking features of America's participation in the Great War is the fact that the government is taking the people into its confidence at every stage of the game, except in such matters of military information as would give aid to the enemy if they were made public.

The government's publicity service is thoroughly organized, thoroughly reliable, absolutely frank, and is conducted on a scale which very few of us realize. This work is in charge of a committee known as the Committee on Public Information, appointed by the President, and consisting of the Secretary of State, Secretary of War, Secretary of the Navy and a civilian chairman, Mr. Geo. Creel, who is an experienced newspaper man. Under the authority of this committee various divisions and bureaus have been organized, including a bureau for the publication of a daily Bulletin or official government news, which takes the form of a fairly good-sized newspaper—a bureau for the preparation of pamphlets upon various phases of war work, a division for preparing patriotic moving picture films and photos, a division for furnishing eminent speakers for the Chautauqua circuits and other large gatherings, and another bureau known as the division of Four-Minute Men, for the placing of government messages directly before the public by brief, snappy talks in the moving picture theatres from Maine to California, through the courtesy of the theatre owners and with the patriotic co-operation of the entire moving picture industry.

This organization now embraces some 15,000 volunteer speakers, enlisted for the war, and furnished with government bulletins from time to time, giving them the latest reliable information for their talks.

And this is being done not only because the people have a right to this information, and because it is the policy of the government not to withhold any facts except such as would be of value to the enemy, but also because it is absolutely necessary for

the efficient and successful prosecution of the war that the government should have the cordial co-operation and support of the people. This is not a war merely of armies and navies. It is a war of entire nations. It is a war of resources and endurance, of food, clothing, fuel and transportation. It is a war in which every man, woman and child in this country must take an intelligent part if we are to achieve the great object for which we are fighting, which is nothing less than the safety of this country, and of the entire world, from German conquest.

It is time for us to realize that we all have a personal responsibility in this war, and one thing that we can all do is to help spread the truth and to help nail the lies of the enemies in our midst, who are starting insidious campaigns of falsehood against the government, and against the War Department and the Red Cross and other war agencies. But the only way we can nail these lies effectively is by knowing the facts.

And so the Committee on Public Information asks the help of everyone in spreading the facts, asks that whenever you hear a "Four Minute" speech or any other patriotic speech, you pass the information along to those with whom you come in contact; asks that you read with care the President's messages and other official statements in the newspapers and bring them to the attention of those who are too busy or too lazy to read them; and that you take particular pains to inform yourself regarding any matter that you do not fully understand or any policy which you are inclined to question; and, above all, if you will have a secret feeling that perhaps we might have kept out of this war, then it is your highest duty to ascertain the facts on which the President and your representatives in Congress acted in this greatest crisis in American history.

But even if you are full-convicted of the absolute necessity and justice of the war, even if you are supporting the government and our boys at the

front with your money, your labors and your influence, nevertheless it is important that you should be able to support your opinions, justify your conclusions and convince others, and to do this you need facts.

Many of these facts have been printed by the Committee on Public Information, in pamphlet form, telling "How the War Came to America," "The Facts Behind the President's War Message," "Conquest and Kultur," and many others, dealing with the great international questions involved and exposing the trickery of the German government, and the Kaiser's deliberate and carefully laid plans for conquering this country.

If you will write to the Committee on Public Information, Washington, D. C., asking for one or more of these pamphlets, they will be glad to send them to you, and they will not only furnish you very interesting reading, clear away your doubts, strengthen your convictions and give you lots of ammunition to pass on to others, but they will put you in a position to follow the advice of ex-President Taft when he said, "If you meet a pro-German, hit him between the eyes—not with your fist but with the evidence!"

PE

OPPORTUNITY FOR OUR CHILDREN

It is the desire of the management that when vacancies occur in the various departments, opportunity be afforded the sons and daughters of employees to fill positions created by such vacancies.

To that end, all employees of the Caucasian race, who have children over 16 years of age desiring to enter the company's service, are requested to file applications with Mr. Frank Mulks, in care of President's office, setting forth their educational qualifications and any previous experience they may have had, together with street address and phone number, if any.

PE

The Auditor's office loaned Herman Grenke, one of its boys, to Uncle Sam. His farewell present from the office force was a wrist watch. Scarcely had he landed at camp until the Department made up a box of useful things and mailed to him.

NOTES FROM THE CLUB

CLUB CALENDAR

February 10th to March 10th

Monday, February 11—

Band rehearsal, 8:00 p. m.

Wednesday, February 13—

(a) Executive Committee meeting, 2 p. m.

(b) Moving pictures, 8:30 p. m.

Thursday, February 14—

Moonlight Dance in Auditorium, 8:30 p. m.

Friday, February 15—

Northern Division Safety Committee meeting, 2 p. m.

Monday, February 18—

Band rehearsal, 8:00 p. m.

Thursday, February 21—

Dancing Class, 8:30 p. m.

Friday, February 22—

Store Dept. Entertainment. All invited; 8:30 p. m.

Saturday, February 23—

Progressive Chess Tournament, 8 p. m. Open to all.

Pool Tournament, 8 p. m. Registration to be made any time prior to this date. Straight pool only.

Monday, February 25—

Band rehearsal, 8:00 p. m.

Thursday, February 28—

Balloon Shower Dance in Auditorium, 8:30 p. m.

Friday, March 1—

Northern, Southern and Western Divisions trainmen's night at Club. Entertainment, 8:30 p. m.

Saturday, March 2—

Campfire Night for all who spent vacation at P. E. Camp, 8:30 p. m.

Monday, March 4—

Band rehearsal, 8:00 p. m.

Tuesday, March 5—

(a) Progressive 500 Card Party, open to all ladies and gentlemen, 8:30 p. m.

(b) Western Division Safety Committee meeting, 2 p. m.

Wednesday, March 6—

(a) Rod and Gun Club meeting, 8 p. m.

(b) Southern Division Safety Committee meeting, 2 p. m.

Thursday, March 7—

Dancing Class, 8:30 p. m.

Saturday, March 9—

(a) Progressive Checker Tournaments, 8:00 p. m.

(b) Agents' Association meeting, 8 p. m.

STORE DEPARTMENT DANCE

Friday, January 25th, the Store Department entertained about 250 employees of the different departments at a dance and card party at the Club. A six-piece orchestra of home talent furnished excellent music for the dancing. Apple cider was served in the place of punch, and was very popular, judging from the way the amateur "bartenders" were rushed.

Dancing was more popular than cards, and the four prizes which had been provided were competed for by four people, the only ones who cared to leave the lure of the dance music for the card tables.

THE LARKIN LIBRARY

Since the last issue of the Magazine, the Club has been enriched to a very great extent through the kindness of Prof. Edgar Lucian Larkin, who for many years has occupied a very prominent place in the ranks of astronomers, and who has almost continuously since its establishment been in charge of the Mt. Lowe Observatory. Prof. Larkin has contributed to the Club his scientific library, numbering something like 1000 volumes, together with his collection of Smithsonian Institute reports for many years back, forming undoubtedly the most interesting and valuable collection of its kind in the West.

In appreciation of the gift a room at the Club has been fitted up for the reception of the books and will in future be known as "The Larkin Library." The thanks of the Club and all its members are extended Dr. Larkin.

PE

OUR RELIEF FUND

It will probably be of interest to the membership and to all employees of the company to know that during the past nine months, the receipts for the relief fund have been \$958.38 and the expenditures for the relief of our fellows \$898.71, leaving a balance as of February 1st of \$59.67. This shows the expenditure of approximately \$100 per month for the relief of distress among us, not to mention aid privately given by employees to employes and not taken into account at the Club. Of the total amount received from all sources \$474.46 has come from the sale of old paper collected throughout the system, and goes to show what a splendid amount has been realized from what was formerly waste. When the thought is pondered on it should certainly stimulate all of us to far greater efforts in conserving these wastes for the benefit of our fellows.

PE

TRAINMEN'S NIGHT AT THE CLUB

Friday night, March 1, there will be an entertainment under the auspices of the platform members of the executive committee of the club.

A varied programme will be given on all floors of our club house from 8 to 11 p. m.

Bro. Trainman, if you are a member or if you are not a member, plan to bring your wife and family and if you are a night man send your wife and family and let us get better acquainted and make this the banner night at the club since its organization. Now let's get together and boost your executive committee for your entertainment and also entertain all the other departments who have given us numerous pleasures in the past year.

Now come on "boys," for a howler for our first attempt of which I hope many will follow for our mutual profit and enjoyment.

L. L. PIERCE, Chairman Committee.

OBITUARY

MR. T. E. BRAXTON

Three hours after he had been struck and fatally injured by an automobile at Pomona on January 1918, T. E. Braxton died of injuries at the Pomona Valley Hospital.

Mr. Braxton was one of the best conductors of the Pacific Electric Lines (Northern Division) having entered the service in March, 1900 at the time of his death was in the order of seniority on his division spoken of by the Pomona Branch as "Tom" Braxton, "among the best employes of the Northern Division" a general favorite and his death cause of much regret among his friends. He will also be sadly missed by patrons of the Pacific Electric who always found him courteous, obliging with sunny word and smile.

Mr. Braxton at the time of his death was 44 years of age, and was a wife, two children, aged 8 and 5 years and an aged mother who for some years made her home with the family.

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MR. A. E. REMPEL

While returning from a grocery store on Central avenue in this city on Saturday evening, January 19, Mr. A. E. Rempel, an employe of the Mechanical Department was suddenly and instantly killed by a Los Angeles Railway car at 47th and Central.

For the past seven years Mr. Rempel has been employed in the Mechanical Department where he had a host of friends and stood high in the estimation of all who knew him. His funeral was held on Thursday, January 24, with interment at Inglewood cemetery.

Mr. Rempel was born in Mt. Pleasant, Pennsylvania, January 19, 1856, at the time of his death in his seventh year. He leaves a wife, Mrs. Lawrence, and a daughter, Genevieve, who have the sympathy of the department as well as that of many of his friends in their great affliction.

PE

MR. WILLIAM J. BRUHN

Mr. Bruhn, who for some time has been an employe of the Electrical Department, died at Crocker Street Hospital on January 10, 1918, after a illness of several months duration. The principal cause of his demise was tuberculosis.

He came to California from Cloud, Minnesota, where he has resided many years, being employed there in the plumbing business. After taking up engineering, entering his electrical work when he came here. During the most of his life with this company he was employed at San Pedro and Rialto substations.

At the time of his death Mr. Bruhn was in his 45th year, and was a wife, who has since returned to her former home in Minnesota, and several grown children, who have come to California, to mourn his demise. His funeral was held at the Pierce Bros. on January 12th, with interment being made at the Inglewood cemetery.

RECREATION ROOM AT SHERMAN

Some time since, recreation rooms were established at Sherman, for the benefit of the employes of the various departments at that place, and this month the Magazine is able to produce two photographs, one of the rooms, and the other depicting the employes of the mechanical department located there.

While not as elaborate as the big Club in town, the boys who work at and out of Sherman are finding them a very pleasant adjunct to their work and are making constant use of them. It is hoped that when the winter rains are past that recreation pleasures may be added to by the installation of some out-door apparatus, and grounds prepared for open air sports.

More recently than Sherman, a room was established at Long Beach, to which it is hoped additions may later be made and that within a reasonable time, when proper quarters can be secured recreational centers will be established at some other points on the system.



NOTES FROM ACCOUNTING DEPARTMENT

The month of January has brought about many changes in the Auditor's office, in all departments. Mr. C. C. Fenimore, who was Chief Clerk of the Disbursement Roadway and Stores Bureau, was made Chief Clerk of the General Purchasing Agent. Mr. Chas. W. Hershey was put in as Chief Clerk of Disbursements Bureau, and Mr. W. C. Metcalfe was appointed as Chief Clerk of the Roadway and Store Department. Mr. E. H. Ingraham who has been with the company for the past twelve years and was filling the position of Special Accountant, resigned to devote his time to personal interests. Mr. F. E. Loucks who has filed the position of Chief Clerk to the General Accounts Bureau for the past eight years, is now in Special Accounts Bureau. Mr. S. W. Howe was transferred from Special Accounts Bureau as Chief Clerk of General Accounts Bureau. Mr. F. H. Gilbert filling the vacancy in Special Accounts Bureau. Mr. A. S. Johnson fills the vacancy made by Mr. Gilbert's transfer and is now Paymaster for the company. Mrs. Mabel Ghislin Medland, who has been Chief Clerk of the Filing Department for the past eight years, resigned to devote her time to personal interests. Miss Maude Bell of the Stenographic Bureau fills the vacancy made by Mrs. Medland's resignation. Mr. W. W. Foster who has been Chief Clerk of Interline Accounts for the past eight years, resigned to accept the agency at La Habra. Mr. Foster formerly held positions with the Union Pacific and Colorado & Southern at Denver. Mr. H. R. Leaman fills the vacancy made by Mr. Foster's transfer.

Mr. L. A. Lovell who was called to Tucson, Arizona, by the serious illness of his father, Judge Lovell, returned to his official work on January 1st. We are all glad to know that he left his father recovering from a serious siege of pneumonia.

helpers put a few gallons of paint on floors and walls and otherwise made the rooms shine like new. Their efforts are much appreciated and the members are not slow in their praise of the effects secured.

L. J. VIGNEAU RECOVERING

Through a card received by one of the employes of the Northern Division on which the writer was also employed prior to entering the service and going to Camp Lewis, L. J. Vigneau conveys the news that for some time he has been in hospital at the northern cantonment undergoing a siege of scarlet fever after having previously recovered from an attack of measles. He has been quite ill, but is recovering rapidly now and soon hopes to be in his old good form. His many friends, particularly on the Northern Division will be glad to know of his restoration to health.

THE INCOME TAX

Do Not Fail to Make Your Income Tax Return Before March 1st. The Penalty for Failure is Heavy

All unmarried persons with net income of \$1000 or more, and all married persons or heads of families with net income of \$2000 or more per year, must prepare and file with Collector of Internal Revenue, a return of his or her income for the year ended December 31st, 1917. The return must be filed with the Collector of Internal Revenue before March 1st, 1918. Government blanks on which they are to be made have been secured and placed at various points for your convenience.

THE CLUB'S NEW DRESS

For three days this month the Club quarters were closed in order that Jack Shean and his corps of dandy

MOST NOVEL MAP OF SYSTEM

Latest Wrinkle in Advertising Installed in Main Street Station

There has recently been completed and placed in the rear waiting room of the Sixth and Main Street Station a topographical map approximately nine by eighteen feet, showing in general all the surrounding territory in Southern California served by or adjacent to the Pacific Electric lines, as well as the San Bernardino Mountain range and the route of the San Bernardino Mountain Auto Line.

The topography of the map closely follows the United States topographic surveys, with the Pacific Electric lines indicated thereon by heavy red lines, showing single track, double track and four track construction. Los Angeles and the larger cities are accurately portrayed, showing the street alignment while the smaller towns are also properly designated.

Mt. Lowe is one of the features of the map and a miniature electric searchlight tends to direct further attention to its location.

The San Bernardino Mountains are also accurately reproduced with location of the numerous camps, as well as Big Bear and Little Bear Lakes.

Among the other features of the map might be mentioned the harbor at San Pedro, Mt. San Antonio with its snow covered top, Catalina Island, showing the route of the Wilmington Transportation Company steamers, and the coast line from Laguna on the south to Pt. Malibu on the north.

Above the map is a canopy 6 ft. high, 16½ feet long and 7 ft. 7 inches wide, finished in old gold and ivory, while at either end of the proscenium is a drapery of grey green velour trimmed with gold braid to match. On the two front sides of the canopy is an ornamental valance made of Friar's Cloth, painted and hand decorated with design in gold. Ornamental pilasters with six faces are placed at three corners to support the canopy.

The back curtain carries out the landscape effect of the country for quite a distance back with a typical Southern California sky and cloud effects.

The whole is illuminated by ten 100-watt lamps, five of which are vapor lights and five Mazda, all controlled by a general switch.

Surrounding the map is a double track; rock ballasted, complete with miniature standard block signals of the light type, and automatic flagman highway signal, a perfect replica of those in use by the Pacific Electric, also an exact duplicate of the standard passenger shelter stations erected by the Company, while at either end of the map there is a tunnel through which the trains pass as they make the circuit around the map. On one of the tracks a freight train, consisting of motor, three P. F. E. refrigerator cars, one Wells Fargo refrigerator, standard P. E. box car, oil car and caboose is operated and a miniature of the passenger coaches now used on the San Bernardino Line

is operated on the other. Only one passenger car is being operated at present but when the two other cars are completed it is the intention to operate a three-car train.

The motors in the cars are mounted on axles in exactly the same manner as on the large cars and are equipped with automatic oiling system throughout. The motors are series wound, have four poles and brushes, all brushes being pigtailed, and the field poles are wrought iron.

The miniature trains, track and equipment were built and installed by Mr. I. C. Wood, who is regularly employed as sub-station operator by the Company at Arcadia.

The current for the operation of the freight and passenger trains is supplied by a General Electric 160 watt, 24 volt motor generator set, with switchboard complete in every detail. The trains can be automatically controlled, stopped, started or reversed from any distance by the operator.

Approximately 35,000 passengers daily pass through the waiting room of the Sixth and Main Street Station who will have an opportunity to view this map and it is expected that by giving the public a more comprehensive idea of the territory reached by the Pacific Electric Railway, the points of interest that may be seen and the country traversed by our sight-seeing trips, the map will be the means of increasing travel and thus serve the purpose for which it was intended.

PE

BASEBALL NEWS

The Trainmen's Team is continuing to put up a classy game of ball. Nearly every game is very closely contested, and three out of the last four games have gone into extra innings. Out of the four games played during the past month, three have been won by the Pacific Electrics, the game played on January 21st at Patton being lost to the boys at that place in ten innings, score 2 to 1.

On January 14th Santa Paula was visited by the Pacific Electric and after a ten-inning battle with the fellows at the place, came away victorious 4 to 2. On January 28th they took on the strong aggregation at Norwalk, and after sixteen innings of fast baseball, finally won the game 3 to 2. The Press stated that this was the best game of ball ever played at Norwalk, and that both teams played in big league style. An Anaheim on February 3rd Mr. LaRock very nicely shut out that fast bunch by the score of 6 to 0.

LaRock and File worked in all four games, and as the scores would indicate, did exceptionally well.

Manager Mays announces that he has added to his squad Jake Williams of the Maintenance of Way Dept. and Conductor McFarland of the Southern Division, from whom we may expect to hear some great things.

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On Sunday, January 13th, the Pasadena Merchants walloped the Freight House boys by the score of 12 to 7. Miller, a new recruit pitching for the P. E. team proved ineffective and was

taken out, and Schatzlin finished the game, but could not stop the Merchants. Arkenburg, for the Pasadena pitched a good game, having the E. fellows well in hand at all times. A return game is to be played soon and President Joe Bennett promises to make up for this defeat.

Dave Salazar, pitching for the Pacific Electric team, defeated the Tuft-Lyons team at Vernon Sunday, February 3rd, by score of 4 to 1. Duncan was on the mound for Tufts and while he pitched a splendid brand of curves, he was slightly outclassed by Salazar. Some fast, snappy plays were made by both teams and kept the crowd well pleased and interested in the game. Salazar may be seen in a Coast League suit during the coming season.

The In-Door Club of the Freight House has been winning most of its games, having defeated the Newman Nicoll-Loomis, Rivers Bros. and Market Clubs in a series of games during the past month. Fast and snappy exhibitions are given the night in these games and the P. E. boys are out with a challenge to meet any In-Door Club in Southern California.

Mr. A. K. Sisson, formerly with the P. E. Freight House Club, but now with Uncle Sam at Camp Lewis, the Engineers Corps, writes that he is playing center field for one of the teams in his regiment, and that he holds the championship so far.

PE

DEATH OF FRANK J. HORNER

As the Magazine goes to press word has been received that Frank Horner, who has been with the company as Motorman on the Southern Division since 1909, was found dead in his bed when called on the morning of February 7th. We know of one in the service whose loss will be more felt by a greater number than Frank Horner's. His genial personality has endeared him to fellow employees and the patrons of the company alike and we shall all miss his play

PE

SNOW AT THE CAMP

Report of the caretaker received last Tuesday, says that snow has fallen at the mountain camp in the San Bernardino mountains to the depth of 2 inches and indications are that heavy snow is likely at any time. During the past month several of our boys have "hiked" into camp and report things in splendid condition. They are loud in their praise of the improvements made since the camp closed last season.

PE

CROCKER STREET HOSPITAL

The Hospital list this month has been somewhat reduced. The following co-workers are there at this time and a little visit from you would cheer them very much:

Emil Bolz,
J. L. Youngblood,
J. G. Critchley,
W. A. Bly,
P. Jaimes,
A. C. Vignes.