



The Pacific Electric MAGAZINE



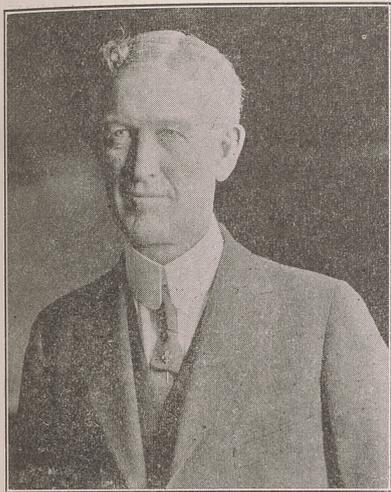
ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 2

LOS ANGELES, CAL., JANUARY 10, 1918

No. 8

NEW OFFICERS OF THE COMPANY



T. J. DAY

General Passenger Agent

Mr. Day has been in the service of the Pacific Electric for ten years, and has had 28 years of railroad experience, beginning with the Denver & Rio Grande Railroad. He was formerly assistant to Mr. Pontius in the freight department.

AGENT'S ASSOCIATION

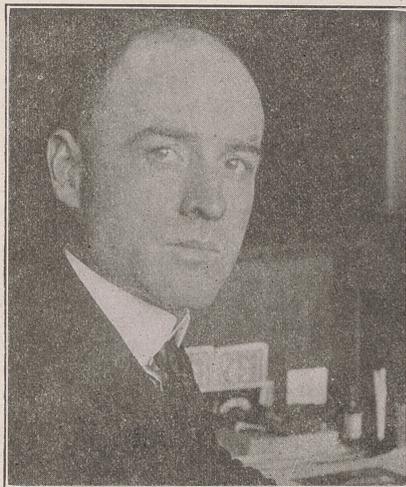
Meeting of the Agents' Association on December 8th was the occasion for the annual election of officers. Mr. J. R. Johnson of San Pedro was elected President; Mr. P. H. Mann of Wilmington, Vice-President; and Mr. H. L. Legrand of Glendale, was re-elected Secretary. A committee was appointed to draft resolutions on account of the departure of Traffic Manager Mr. D. W. Pontius, to San Diego.

January meeting of the Association will be held Saturday evening, the 12th, and President Shoup has been asked to be present and address the Association. The meeting promises to be a particularly interesting one on account of President Wilson's proclamation putting all steam railroads under government control, which brings up many new problems for all the carriers. General Freight Agent Day and General Passenger Agent Smith will have some interesting information for Agents in this connection.

I. L. WARD

General Purchasing Agent

We are glad to show the portrait of I. L. Ward, our new Purchasing Agent, who last month succeeded Mr. F. W. Taylor, who left the Pacific Electric to become Purchasing Agent of the Southern Pacific's Pacific System in the territory from El Paso to Portland.



O. A. SMITH

General Freight Agent

Mr. Smith, who is 32 years of age, came to the Pacific Electric nine years ago from the Missouri, Kansas and Texas Railway. He was formerly assistant to Mr. Pontius in the assenger department.

TOURNAMENT OF ROSES

The perfect, summery day, the magnificent floral parade and the thrilling football game between the Army and Navy were the features of New Years Day that drew all Southern California to Pasadena. The Tournament of Roses has become established as Pasadena's annual fete and each year it marks the highest peak in the Northern Division's traffic. It is too early yet to give exact figures but the rough checks seem to indicate that the 1918 travel exceeded all previous records. Three-car trains were run over the three routes, Short Line, Oak Knoll and South Pasadena, without a break and the record-breaking crowd was brought home promptly. Southern Division trains were handled on the east-bound loop track and Pasadena trains on the westbound loop until noon when normal operation in the Sixth and Main terminal was resumed. Despite the jam of auto traffic at Pasadena no accidents occurred in which P. E. trains were involved.

IF

(With apologies to R. K.)

If you can work the will of four score
masters,
Obey them all and yet to each be
true,
If you can take full blame for all dis-
asters
With seldom word of praise for aught
you do;

If you can still play genii to the na-
tion
As cheaply as your fathers did of
yore,
Nor raise the price of transportation
Though all you buy is costing daily
more;

If you can master all the tariff
clauses,
Obey the million rulings handed you,
And take advantage of the evening
pauses
To file reports on everything you do;

If you can mend Podunkville's civic
sorrow
By building that new station you've
in view,
And still not find that swift upon the
morrow
Every burg upon the line demands
one too;

If you can take your normal peace
equipment
And overnight expand it for the war,
And hear them pan you when a single
shipment
Is slow in moving from the plains to
shore;

If you can tote the people of this na-
tion
And all their goods and chattels every
day,
And still show proper pleasure and
elation
When they decide you're 'getting too
much pay;

If you can bring the wisdom of the
sages
Unto your job; why, then you're fit
to run
A modern railroad—acme of the
ages—
But even so, they'll pan you hard, my
son!

FOR THE COMMON CAUSE

There is room for criticism of the attitude occasionally assumed by some of our departments toward co-operation with the others, resulting in considerable lost motion, a duplication of work and general inconvenience all around.

Fundamentally, the simplest and most direct method of handling any task would be for one person to perform it, but the many conditions attending and the time limit usually involved, require that the several details or functions of a job be distributed among several persons, in accordance with their skill and ability.

As an industry grows, the multiplicity of these details increases very rapidly, and unless carefully watched, with the natural increase in force, the time comes when several persons are

performing the same details, each in a different way and resulting in much duplication of work.

An analysis of the situation will show that certain details affecting all the work may be definitely grouped, and each group placed in charge of one person. And as the industry extends the scope of its activities, a further analysis results in the combination of several groups, more or less allied in their relation to each other, and each of the several combinations placed under one head, or chief.

In this way the departmental control idea has been developed and probably reaches its highest form in railway management and operation.

However, it is not intended that each department should draw a dead line and ignore the work or requirements of another, any more so than one employe in a department should be allowed to neglect any necessary detail of work in his department solely on the ground that such detail is not his particular or usual assignment.

It may often happen that at certain times during the month one department may be burdened with work while another is taking a breathing spell; there is no good reason why the latter department should not cheerfully furnish assistance if called upon.

Some departments, from the nature of their work, have typewriter, adding and calculating machine operators whose services should be available to any other department when occasion arises.

It is of course assumed that where any department has enough machine work to keep one employe engaged most of the time, its force will be organized accordingly; but it is wrong in principle to expect a clerk to consume two or three days each week or month on tedious mental calculations when a machine operator in another department can accomplish the same work in two or three hours.

It is drawing the departmental line too sharply and creates an economic loss represented in actual dollars and cents.

After all is said, all individuals, groups and departments are working for the one company; they are performing the company's work, not the individual's or department's, and their co-ordinated efforts are reflected in the company's prosperity.

PE

COMMENDATION

Supt. P. E. Ry.—

I would like to call to your attention Conductor No. 2224 (M. L. Secrest) on the West 16th Street Line who is one of the few conductors in Los Angeles who calls the names of streets clearly and distinctly so that his passengers can understand and not be worried about being carried by.

I notice also that he does his other duties in the same thorough manner that he calls the names of the streets.
A Patron.

PE

Timetable No. 50 on the Shorb line was effective January 1, 1918, and provided for better connection with Southern Pacific trains.

BASEBALL

Since the last Magazine the Trainmen have played the fast Rathskell Team a series of three games. On December 9th the Trainmen were defeated by the close score of 2 to 1, on December 16th they played a tie game, score 2 to 2, the game being called on account of darkness. The opposing pitcher in this game was "Slim" Love formerly of the "Angels" and now of the New York Yankees. On the 23rd the Trainmen won by the score of 8 to 6. When the ninth inning rolled around they were one run behind, but in this inning staged a great rally and pounded Wells for three runs, winning the game.

On the 30th the Team played with Patton at Patton and were defeated 6 to 4, a couple of bad errors costing the Trainmen the game, as they had a strong lead up to that time.

On Sunday, January 6th, the first game of the Southern State League for this season was played with Newmark at that place.

The Freight House Base Ball Team has been enjoying a vacation during the past month on account of the holiday season. Manager Bennett has signed up a new pitcher in Brown and expects to meet all the fast clubs of Southern California during the winter season.

The in-door club of the freight house met and defeated the Nicholas Loomis team on the latter's diamond recently by a score of 6 to 5. Several in-door clubs have been organized and a regular playing schedule being arranged. As the competition is very keen among the different clubs some fast and exciting games may be expected.

Newmark's in-door club was runner over the P. E. Freight House team by a 5 to 4 score in a benefit game staged on Newmark's grounds December 21st. A lively contest was played and a good size crowd of fans witnessed the game. A substantial sum of money was realized and the amount turned over to help the family of a P. E. employe needing assistance.

PE

TEST OF MT. LOWE INCLINE CABLE

A recent test of the automatic clutches on Echo Mountain incline cars made on the 58% grade resulted in the car "Echo" stopping after running 22 inches and the car "Rain" stopping after running 23 inches. Both running and safety cables on this line are tested frequently, though of many times the capacity actually required to lift or hold loads imposed upon them. This is one of which we are proud and intend to continue.

PE

Davies' Lunch Room, 154 N. Fair Oaks, Pasadena, sent a box of sandwiches and apples to the house at noon on New Year's day which were very much appreciated by the trainmen who had not provided themselves with lunches and who had no time to go to a restaurant.

INTERESTING ITEMS

From Our Boys in
UNCLE SAM'S SERVICE

From "Somewhere in France" comes the following interesting letter from Sergt. W. R. W. Hart of the American Expeditionary Force:

"I wish to thank you for the Magazine, which just reached me today, just a month and a half from the day it was mailed. Nevertheless I was more than glad to receive it, for news is one of the many things we get very little of, although we have been hearing a great deal of something else.

"Coming over our stateroom was a large compartment in the stern of the ship and below water level. We viewed the ocean from a port hole that was blind. There were just 101 of us in our compartment—enough said. However, I'll say we had a lot of fun and were treated fine; plenty to eat and all the sleep we wanted, in fact that was all most of the fellows did. I had to stand guard twice every 24 hours from 10 to 1 and that helped to pass the time. It was both funny and sad to see so many of our brave boys the first day lying all over the deck expecting to die, and the next day afraid they wouldn't. The trip was fairly smooth and we saw no subs. After fox-trotting and playing zig-zag (French word for drunk) all over the old ocean we arrived at a port "Somewhere in France." It was raining and that is all it has done since. We were docked but had to stay on the ship four days. Oh boys! it sure was a hard blow. After looking the town over from the deck of our ship, we were all about ready to commit some rash deed when the order came and we were all marched off with our equipment. Had to walk about a mile. It was a rather tough trip, as we had been on the boat so long. We were pretty stiff, but we reached the railroad yards and waiting for us was one of Europe's best trains. I'll not say any more, only that one of the old box cars in U. S. looks better to me. We moved, and I use the word "move" because "start" would have sounded too swift, for I'll say I could have walked and made as good time; could have kept warm any way. We received hot coffee enroute, which helped a great deal. The train ride through France lasted only two days and nights. I will say though that we passed through some pretty country. There were quite a few small villages and a couple of large towns in which there were some buildings and parks that were very artistic. I guess most of the people either walk or ride a bicycle, or maybe a horse, for I only saw two towns with street cars, and if they don't move any faster than the steam trains can't say that I blame the people for not wanting to ride on them.

"We reached a very pretty little village among the hills, and 'All out, end of the line,' but as usual it was a nice rainy day, but we didn't mind the rain, as we were beginning to get used to it; we were glad to get off

the train regardless of the weather. The village is an old one and reminds me of the books that begin with 'Once upon a time,' as the people both act and dress that way.

"Can't help but admire the people in this country, for they are sure a game bunch. Every one works over here. We have lots of fun trying to talk to them—have to make signs. We are now living in billets. I'll say we can stand anything now, although it could be worse. I never did hate any one, but now I surely hate the Kaiser, for he is the cause of our unhappy time. Never mind, we will get him and then I will return and make up for lost time.

"I don't blame a certain gentleman for leaving this continent and looking for a new one in 1492. I'll say he used good judgment.

"I met T. H. Green of the Western Division, who is in the best of health. Chas. Pollock of the Western Division is also here and in good health. S. D. Tenny is also with us, who is from Sherman, also L. R. Burkhalter of Van Nuys. They all join me in wishing all a merry Christmas and a happy New Year."

— PE —

Hubert G. Scott writes from France:

"Have been on active duty at the front since October 20th as mechanic. Am now head mechanic of this auto section with three mechanics to assist. We see real fighting between French and German artillery. Have been shelled. A very funny feeling comes in your stomach when they scream overhead, and all you do is duck and hope that you are not in the way. It looks as if the U. S. army will have plenty of work to do. The Germans are going back towards Germany fast, though. Many thousands of prisoners are very young. The Germans are sending the last of their youngest troops to the front. Doesn't it look like the finish to the Germans? We have plenty of fuel tonight in a shell-wrecked town in a chateau. We have a dandy fire in a fireplace, four of us in a large room and live nicely. Am going to take a bath in a wash basin, so will close."

— PE —

C. A. Kelley of U. S. N. Flying Corps writes from Montauk, L. I., that he with R. T. Nores and E. M. Salter are enjoying the snow and skating, and hope to go to France in the spring.

— PE —

Adrian Popoff, who was formerly connected with the maintenance of way department, writes that he has safely eluded the Kaiser and is now comfortably located with the American Expeditionary Forces in France.

— PE —

J. C. Clifford of the Southern Division has joined the Navy and reported at Mare Island December 17th.

COASTING DURING FOGGY MONTHS

Not a few motormen, with less than average coasting records, have lately attempted to excuse their low percentages by claiming inability to secure normal coasting on trips during foggy weather.

This is such a mistaken idea that we desire to call particular attention to it and assure all concerned most positively that coasting during periods of fog should increase rather than decrease; that this is an absolute fact is made quite clear by comparing a typical trip under normal conditions with a trip under foggy conditions.

Rule 164 provides that "when the view is obscured by curves, fog, storms or other causes, trains must be kept under such control that they may be stopped within the "range of vision."

Trains are usually best under control with power off and brakes ready for emergency application.

We take, for example, a trip on the Newport line:

Schedule running time...	81 minutes
Actual running time.....	81 minutes
Normal coasting time.....	23 minutes
Coasting percentage.....	28.3%

Under fog conditions:

Schedule running time....	81 minutes
Actual running time.....	101 minutes
Normal coasting... ..	23 min.

Coasting through

fog	10 min. 33 minutes
Coasting percentage.....	32.6%

In this case we assume that of the 20 minutes additional running time, during at least 10 minutes train would be running with power and brakes off; during 81 minutes of the trip, coasting minutes would, of course, be the same as usual.

With the winter season and more or less fog prevailing, there is a did opportunity to boost your coasting records during the next two or three months. The increase in coasting will mean a saving in power well worth while.

And while we are on the subject, don't forget the heaters and lights. Mornings and evenings are cold, but during the daytime it is usually comfortable enough in the closed section to do without heat. Let everyone see to it personally that the heaters are cut out; it costs about 10 cents per hour per car to keep them hot.

— PE —

WAR TAX RULING

Ruling was received on December 31st that war tax on tickets is not collectible when the fare or ticket sold is 35c or less for one way, or 70c or less for round trip. This modifies the instructions previously issued to Agents and Conductors under which the war tax was collected on all fares over 35c, whether one way or round trip.

Traffic Department got out bulletin instructions to cover, effective January 1st, and Conductors and Agents have been relieved of a great deal of extra work making these collections on the small fares.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

January 10, 1918

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

A PROCLAMATION

By the President of the United States of America

"Whether or no the government decides to assume the same control over the street and interurban lines that it has assumed over the steam lines, the fact remains that our obligation, and the obligation of all electric lines, employes and managements, is just as binding to help the government win this war as that of the steam roads. Therefore, in serving the government, the Pacific Electric must be 100% efficient, and whenever there is any question of precedence or priority, all other needs must be made subordinate to that of the national need. In our work individually let this spirit of understanding and co-operation be exercised to its fullest extent."

Whereas, the Congress of the United States, in the exercise of their constitutional authority vested in them, by joint resolution of the Senate and House of Representatives, bearing date April 6, 1917, resolved:

That the state of war between the United States and the imperial German government which has thus been thrust upon the United States is hereby formally declared; and that the President be and he is hereby authorized and directed to employ the entire naval and military forces of the United States and the resources of the government to carry on war against the imperial German government; and to bring the conflict to a successful termination all of the resources of the country are hereby pledged by the Congress of the United States.

And by joint resolution bearing date of December 7, 1917, resolved:

That a state of war is hereby declared to exist between the United States of America and the imperial and royal Austro-Hungarian government; and that the President be and he is hereby authorized and directed to employ the entire naval and military forces of the United States and the resources of the government to carry on war against the imperial and royal Austro-Hungarian government; and to bring the conflict to a successful termination all the resources of the country are hereby pledged by the Congress of the United States.

And, whereas, it is provided by section 1 of the act approved August 29, 1916, entitled 'An Act Making Appropriations for the Support of the Army for the Fiscal Year Ending June 30, 1917, and for Other Purposes,' as follows:

The President, in time of war, is empowered, through the Secretary of War, to take possession and assume control of any system or systems of transportation, or any part thereof, and to utilize the same, to the exclusion as far as may be necessary, of all other traffic thereon, for the transfer or transportation of troops, war material and equipment, or for such other purposes connected with the emergency as may be needful or desirable.

And whereas it has now become necessary in the national defense to take possession and assume control of certain systems of transportation and to utilize the same, to the exclusion as far as may be necessary, of other than war traffic thereon, for the transportation of troops, war material and equipment therefor, and for other needful and desirable purposes connected with the prosecution of the war;

Now, therefore, I, Woodrow Wilson, President of the United States, under and by virtue of the powers vested in me by the foregoing resolutions and statute, and by virtue of all other powers thereto enabling, do hereby, through Newton D. Baker, Secretary of War, take possession and assume control at 12 o'clock noon on the twenty-eighth day of December, 1917, of each and every system of transportation and appurtenances thereof, located wholly or in part within the boundaries of the continental United States, and consisting of railroads, and owned or controlled systems of coastwise and inland transportation, engaged in general transportation, whether operated by steam or by electric power, including also terminals, terminal companies and terminal associations, sleeping and parlor cars, private cars and private car lines, elevators, warehouses, telegraph and telephone lines and all other equipment and appurtenances commonly used upon or operated as a part of such rail or combined rail and water systems of transportation to be utilized for the transfer and transportation of troops, war materials and equipment to the exclusion so far as may be necessary of all other traffic thereon; and that so far as such exclusive use be not necessary or desirable, such systems of transportation be operated and utilized in the performance of such other services as the national interest may require and of the usual and ordinary business and duties of common carriers.

It is hereby directed that the possession, control, operation and utilization of such transportation systems hereby be undertaken, shall be exercised by and through William G. McAdoo, who is hereby appointed as director-general of railroads. Said director may perform the duties imposed upon him so long and to such extent as he shall determine, through the boards of directors, receivers or officers or employees of said systems of transportation. Until, and except so far as said director shall from time to time by general or special orders otherwise provide; the boards of directors, receivers, officers and employees of the various transportation systems shall continue the operation thereof in the usual and ordinary course of business of common carriers, in the names of their respective companies.

Until and except so far as said director shall from time to time otherwise by general or special orders, determine, such systems of transportation shall remain subject to all existing statutes and orders of the Interstate Commerce Commission and to all statutes and orders of regulating commissions of the various States in which said systems or any part thereof may be situated. But any orders, general or special, hereafter made by said director, shall have paramount authority and be obeyed as such.

Nothing herein shall be construed as now affecting the possession, operation and control of street electric passenger railways, including railways commonly called interurbans whether such railways be or be not owned or controlled by such railroad companies or systems. By subsequent order and proclamation, and when it shall be found necessary or desirable, possession, control or operation may be taken of all or any part of such street railway systems including subways and tunnels; and by subsequent order and proclamation, possession, control and operation in whole or in part, may also be relinquished to the owners thereof any part of the railroad system or rail and water systems, possession and control of which are hereby assumed.

The director shall as soon as may be after having assumed such possession and control, enter upon negotiations with the several companies looking to agreements for just and reasonable compensation for the possession, use and control of their respective properties on the basis of an annual guaranteed compensation above accruing depreciation and the maintenance of their properties equivalent, as nearly as may be, to the average of the net operating income thereof for the three-year period ending June 30, 1917, the results of such negotiations to be reported to me for such action as may be appropriate and lawful.

But nothing herein contained, expressed or implied, or hereafter done or suffered hereunder, shall be deemed in another way to impair the rights of the stockholders, bondholders, creditors and other persons having interests in said systems of transporta-

tation or in the profits thereof, to receive just and adequate compensations for the use and control and operation of their property hereby assumed.

Regular dividends hitherto declared, and maturing interest upon bonds, debentures and other obligations, may be paid in due course; and such regular dividends and interest may continue to be paid until and unless the said director shall from time to time otherwise by general or special orders determine; and, subject to the approval of the director, the various carriers may agree upon and arrange for the renewal and extension of maturing obligations.

Except with the prior written assent of said director, no attachment shall be levied on or against any of the property used by any of the said transportation systems in their conduct of their business as common carriers; but suits may be brought by and against said carriers and judgments rendered as hereto until and except so far as said director may, by general or special orders, otherwise determine.

From and after 12 o'clock on said 28th day of December, 1917, all transportation systems included in this order and proclamation shall conclusively be deemed within the possession and control of said director without further act or notice. But for the purpose of accounting said possession and control shall date from 12 o'clock midnight on December 31, 1917.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done by the President, through Newton D. Baker, Secretary of War, in the District of Columbia, this 26th day of December, in the year of our Lord, One Thousand Nine Hundred and Seventeen, and of independence of the United States the One Hundred and Forty-second.

WOODROW WILSON,
NEWTON D. BAKER,
Secretary of War.

By the President:
ROBERT LANSING,
Secretary of State.

THE CONDUCTOR CAN HELP

It should be remembered that a motorman cannot make a coasting record alone. He must have his conductor's timely assistance. If a conductor starts his car out from terminals on time, watches his passengers and entrance and avoids unnecessary short bells and stops by calling the streets loudly and distinctly, and gives start signals the instant the passengers are safely on or off, he will be giving the motorman a fair chance to take advantage of every opportunity to coast. We do not say that a good coasting record has been made on every car where a good, fast conductor was in charge, but it is safe to say that there were not very slow conductors behind the motormen whose names appear at the top of the list. Therefore, the conductors deserve their share of the credit.—Trollier.

DECEMBER ACCIDENTS

	Northern Division		Southern Division		Western Division	
	1917	1916	1917	1916	1917	1916
Interference with vehicles.....	83	91	47	37	68	57
Collisions and interferences with cars....	4	9	5	1	2	4
Persons struck by cars.....	3	9	3	2	3	5
Derailments	5	9	4	13	6	8
On and off moving cars.....	30	25	29	13	30	34
Miscellaneous	22	36	18	27	13	25
	147	179	106	93	122	133
		1917	1916			
Interference with vehicles.....		198	185	7.0%	Increase	
Collisions and interferences with cars.....		11	14	21.4%	Decrease	
Persons struck by cars.....		9	16	43.7%	Decrease	
Derailments		15	30	50.0%	Decrease	
On and off moving cars.....		89	72	23.6%	Increase	
Miscellaneous		53	88	35.2%	Decrease	
		375	405			

MORE HCNOR STARS IN OUR SERVICE FLAG

Stars are being added to our service flag for the boys who have gone in Uncle Sam's service since the flag was made. The following have left since the last issue of the Magazine was printed:

Purchasing Department	Resorts Department
Clifford L. Curle.	Owen Beebe
Maintenance of Way Department	Accounting Department
George L. Barclay	Herman R. Grenke
Wm. G. Woods	Transportation Department
Mechanical Department	Northern Division—
Michael E. Power	F. H. Baylis
Mort E. Taylor	L. L. Papst
Electrical Department	J. F. Sheley
H. W. Glines	Southern Division—
E. E. Peoples	F. A. Prouty
B. H. Lague	J. W. Packer
L. Sunshine	L. M. Ashby
J. B. Butcher	H. Joslin
A. E. Johnson	Western Division—
Karl Day	James P. Clay

THE NEW MORRIS PLAN BANK

Wage earners and salaried people sometimes find it necessary to borrow money to meet emergencies or to make useful expenditures. Few of them have established credit at banks and heretofore it has been necessary for them to go to money sharks, who charge excessively for the accommodation afforded. Once in the hands of the loan shark, the toiler usually stays there for years, forfeiting a large part of his earning capacity and impairing his self-respect.

Morris Plan Companies have been established in ninety-two American cities to meet this condition. Their stock is held by the people, from wage earners to bankers.

Their business is to lend money in sums of from \$25 to \$500, and more, for a period of not to exceed one year, to any person of good character and steady earning capacity. He does not have to pledge his property and he does not have to assign his salary. He executes a note which is also signed by two or more co-workers, who thus become responsible for its payment if the borrower fails to meet his obligation. Any person of good character and steady earning capacity is acceptable as a co-maker.

Interest (discount) at 6% per an-

num is deducted in advance. If the loan is made, but not otherwise, a charge of \$1.00 toward the cost of investigation is made on each \$50.00 or part thereof. No charge to exceed \$5.00 if the loan is \$250.00 or more.

Morris Plan Companies insist on getting their borrowers out of debt in a year or less. They realize that it would be difficult for the borrower to accumulate the \$50.00 or \$100.00 necessary to liquidate his loan when it falls due, unless he is aided in doing so, and a definite obligation to that end is placed upon him. Therefore he is required to create a sinking fund with the Morris Plan Company by investing 2% of the amount of his loan with the Company each week for fifty weeks. At the end of fifty weeks the borrower owns a Morris Plan Certificate worth the amount of his loan. He cashes this, liquidates the loan and the transaction is closed. The borrower has paid \$4.00 for the use of \$50.00, \$8.00 for the use of \$100.00.

To put it briefly, a Morris Plan Loan of \$100.00 costs the borrower \$8.00 deducted when the loan is made. The borrower pays on an installment investment plan \$2.00 per week for fifty weeks. At the end of a year the borrower owes nothing.

NOTES FROM THE CLUB

CLUB CALENDAR

- Jan. 9th to Feb. 9th, 1918
- Wednesday, Jan. 9th—**
Executive Committee Meeting, 2 P. M.
- Thursday, Jan. 10th—**
(a) Dancing Class, 8 P. M.
(b) Trainmen's Instruction Class, 8 P. M.
(c) Signal Association Meeting, 8 P. M.
- Saturday, Jan. 12th—**
Agents' Association Meeting, 8 P. M.
- Tuesday, Jan. 15th—**
Northern Division Safety Committee Meeting, 2 P. M.
- Thursday, Jan. 17th—**
(a) Moonlight Dance in Auditorium, 8:30 P. M.
(b) Trainmen's Instruction Class, 8 P. M.
- Saturday, Jan. 19th—**
Progressive Chess Tournament, open to all.
- Thursday, Jan. 24th—**
Dancing Class, 8 P. M.
Trainmen's Instruction Class, 8 P. M.
- Friday, Jan. 25th—**
Store Dept. Entertainment and Dance in Auditorium, all invited.
- Tuesday, Jan. 29th—**
Progressive 500 Card Party, open to all, Ladies and Gentlemen, 8:30 P. M.
- Thursday, Jan. 31st—**
(a) Dancing in Auditorium, 8:30 P. M.
(b) Trainmen's Instruction Class, 8 P. M.
- Saturday, Feb. 2d—**
Progressive Checker Tournament, 8 P. M., open to all.
- Tuesday, Feb. 5th—**
Signal Association Meeting, 8 P. M.
Southern Div. Safety Committee Meeting, 2 P. M.
- Wednesday, Feb. 6th—**
Rod and Gun Club Meeting, 8 P. M.
Western Div. Safety Committee Meeting, 2 P. M.
- Thursday, Feb. 7th—**
Dancing Class, 8 P. M.
- Saturday, Feb. 9th—**
Camp Fire Night for all who spent vacation at P. E. Camp, 8:30 P. M.

CHRISTMAS AT THE HOSPITAL

Our fellows who have been confined to the hospital, as a whole played in pretty fair luck, at least the doctor was on their side and all but five of the boys were able to be sent home for Christmas notwithstanding a few of them were a little unsteady on their pins. Those that were compelled to remain were remembered by the Club on behalf of its members with Christmas baskets and greetings, and the fellows at the "Rest Home" in Monrovia were similarly remembered.

PE

Chairman J. L. Smale's report of the Benefit ball Thanksgiving night shows a net return of \$177.00 after all bills were paid, which sum has been turned over to the Relief Fund.

CLUB CLOSES ITS FIRST YEAR

The first of the year the Club mailed to its membership new cards for the ensuing year and enclosed therewith a circular letter to the membership partially reviewing the work done during the past 12 months. The circular is reproduced in part for the benefit of those who may not have as yet joined the Club and it is hoped that they may see the desirability and necessity of their becoming members at once.

"The first day of the coming year marks the close of the first year of the Club's existence, which to those of the employes who have been actively engaged in the work has been full of interest in many ways, but in some of which, even though you may have not been actively in attendance we know will be of interest to you, and to the knowledge of which you are entitled.

"Not only has the Club work been successful socially, due to the number of entertainments given for the enjoyment of the membership, but we feel that some of the accomplishments of our Club work have been productive of happiness to a far greater extent than those of entertainments held within the Club, as the following statement will reveal.

"1. Through the work of the Executive Committee, supplemented by the co-operation of the officers of the company, the collection of old newspapers and periodicals was accomplished throughout the system and the funds so secured formed the basis of the Club's Emergency Relief Fund. By contributions from members interested, and by a benefit ball, added to the receipts from the sale of old paper we have been able to be of assistance to quite a number of our fellows in acute distress, not only financially but physically. To this date 26 families have had their burdens made lighter and some of the sunshine of life brought into their homes. Twelve children have been properly clad, and three, through the kindness of our medical staff have been relieved of afflictions that meant a blight upon their lives.

"2. Through the Legal department several have with the aid of the Club and the company been removed from the meshes of the loan sharks and placed upon their feet; the opportunity being afforded them to free themselves from debt and to return the loan without usurious interest.

"3. By the hearty co-operation of the Medical Department and the unflinching interest of the management of the company, an arrangement has been made with a sanitarium at Monrovia for the treatment of employes who have contracted or developed tuberculosis, and to this institution six of our unfortunate fellows have been taken during the past year, and the present indications are that five of them will ultimately be returned to the service.

"4. Through the agency of the Club, a summer vacation camp for

employes was established in the San Bernardino Mountains, where during the past season over 600 of our employes and families enjoyed restful recreation at a cost of approximately \$2.75 per person per week, and double the number may be comfortably cared for the coming season. The only other expense in connection with the vacation was stage fare from San Bernardino to camp and return which was \$2 per person for all over 5 years of age.

"5. Through the Club organization two Liberty Loan drives were made the first resulting in the sale of \$165,000 and the second \$245,000 worth of bonds; and in the Red Cross campaign our company made a record second to no corporation of similar size.

"We feel that with the accomplishment shown above, to say nothing whatever of the social features enjoyed, the Club has been worthy of its existence, and that the representatives from the various departments upon the executive committee deserve your support, and feel assured not only of that, but that you will further manifest your approval and stimulate the Club to greater endeavors during the coming year.

"The larger the membership the more we can do for the benefit of our fellow employes. It is very desirable that the membership be increased and you are hereby asked to pledge yourself to bring in at least one new member to the organization within the next month."

PE

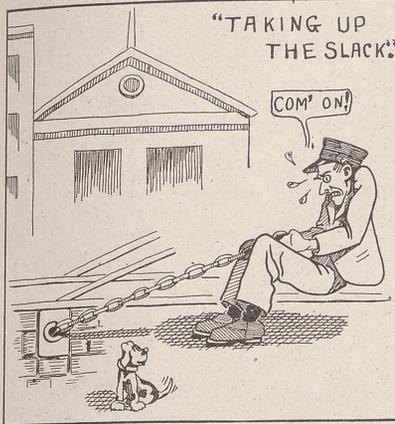
WE'LL MISS HIM VERY MUCH

Over 200 of the boys have joined the colors and every one of them are missed in the departments from which they took leave, and a great many of them are missed and their absence regretted throughout the company, but we lost one last week that in club work it will be difficult to replace and whose absence will be felt very keenly by all who have enjoyed the dances and other social diversions of the club life during the past year, and that is George Barclay, of the signal department, who has joined the 38th Engineers and who by the time the magazine is in the press will be somewhere in Virginia preparing to "cross over" to the other side of the hemisphere. George was enthusiastic person and no one in the service has given more of his time and talents for the happiness and enjoyment of others. His geniality was never failing and his friends are numbered by the number of his acquaintances. On the night of his department a number of his friends surprised him at the club and decorated his wrist with one of the latest models of army watches. It was a beautiful timepiece and will form a much consulted piece of war equipment. All of us entertain the hope that the day will be long deferred for his return to us.

PE

Mr. J. R. Lowe formerly assistant engineer has been appointed superintendent and assistant chief engineer of the San Diego and Arizona Ry., San Diego. His many friends extend hearty congratulations.

RAILWAY TERMS ILLUSTRATED



THE CHECKER SHOVERS

The checker enthusiasts had another inning at bat last week (December 28) with entrants and scores as follows:

	Won	Lost
A. F. Coll (mechanical)...	4	4
G. S. Green (mechanical)...	4	4
Wm. Cameron (mechanical)	4	4
R. J. Allen (mechanical)...	5	3
Mr. Shepard (southern division)	Uncompleted	
W. Rockey (northern division)	Uncompleted	
Elmquist (mechanical)	Uncompleted	
Mr. Holmes (southern division)	Uncompleted	
A. D. Thompson (electrical department)	Uncompleted	

Following are to play to finish, and they are requested to be present at the club on the evening of Saturday, Jan. 12 to close the series:

- Shepard to play Rockey.
- Rockey to play Shepard and Elmquist.
- Elmquist to play Rockey and Holmes.
- Holmes to play Elmquist.

Those mentioned to play incomplete games in the last number of the magazine will also please complete the first series on the same evening named above.

PE

NEW MEMBERSHIP CARDS ISSUED

On December 25th new membership cards were mailed to all paying members of the club, together with a circular briefly descriptive of some of the work the organization has been able to accomplish during the past year. With each card an application blank was also enclosed and the card holder was requested to secure one new member, using the blank application for that purpose. Evidently many of the members did not read the circular letter very carefully, judging by the number of members who instead of getting a new member, signed the application themselves.

Cards for "Dependent Members" have not been changed as yet and will be used by those holding them until such time as new cards may be issued.

THE CHESS TOURNAMENT

For the past two months the chess tournament has been under way at the club, participated in by Messrs. Wallace Barnes of the electrical department; George Fisk of the general offices; Chas. E. Kodil of the electrical department; O. O. Reed of the northern division; W. Rockey of the northern division; Benny Swendsen of the mechanical department and A. S. Wilkey of the northern division. The winner of the series is Mr. Kodil who won six out of seven games, with other winning scores as follows:

	Won	Lost
Fisk	5	2
Reed	5	2
Rockey	5	2

Another tournament will be begun soon as shown by the calendar, and entries are solicited. Please register for the event on or before the date set.

PE

"WHEN A WOMAN SAYS NO"

We overlooked an item last month when we failed to chronicle the presentation of a pleasing little skit at the regular Camp Fire meeting, presented by the P. E. Dramatic Club an organization under direction of Mr. Mullen, of the mechanical department and containing as members quite a number of "our folks." The little playlet was well received and afforded a great deal of enjoyment to all in attendance, and we are very much in hopes that at a date not far distant the cast will present another number for our entertainment. The title of the play presented at the last meeting of the Camp Fire is contained in the heading of this notice.

PE

THE CARNIVAL DANCE

January 3 was carnival dance night at the club and was attended by about 150 of our folks and they had quite a hilarious time. A number were arrayed in Yama Yama costume and all were provided with carnival hats for the occasion by the Club and confetti in liberal quantities formed the ammunition for bombardment. The floor of the auditorium after the battle looked like a hay field after one of those Kansas twisters, and the caretaker next morning said things that would not look well in print.

NEW DANCING INSTRUCTOR

Since the departure of Mr. Barclay for government service, the problem of securing an instructor in dancing for Club work was kept us thinking, but it has been solved by securing the services of Mrs. Effie Redmond, who for some time has been in charge of this feature of the work at the Redondo Beach Pavilion. Mrs. Redmond has had many years experience in dancing instruction, not only in the line of ball room work but as teacher of classic and stage dancing and is herself a dancer of recognized ability. On nights designated in future as class instruction nights as shown on the club calendar, instruction only will be given. The social dance nights on alternate Thursdays will be the only times when the evening will be given over to social affairs. Instruction will be free to club members and dependent members of their families. Classes will begin promptly at 8:30 p. m., and pupils are requested to be present on time as doors will be closed at that time.

PE

FOR THE LIBRARY

Mr. D. W. Pontius made a parting gift to the club of a number of volumes for the library, among them the following:

- World's History, by William Swinton.
- Pictorial History of U. S., by B. S. Goodrich.
- Metropolitan Culture Series, by Butterick Publishing Co.
- Things to Live For, by J. R. Miller, D. D.
- Old Homestead, by Denman Thompson.
- The Harvester, by Genl. Stratton Porter.
- War in Cuba, by Senor Gonzalo de Quesada.
- Songs of Cy Warman.
- The Business Guide, by J. L. Nichols.
- Pigs is Pigs, by Ellis Parker Butler.

PE

DONATE RECORDS TO THE CLUB

By Mr. C. P. Hill, of Mr. Annable's office:—"Madame Butterfly" and "Some Day He'll Come."

By Miss Olga C. Coufal, of Mr. Annable's office:—"Holy City," as sung by Harry McDonough.

O. U. HOOVER

My Tuesdays are meatless,
My Wednesdays are wheatless;
I'm getting more eatless each day.
My home—it is heatless,
My bed—it is sheetless.
They're all sent to the Y. M. C. A.
The bar-rooms are treatless,
My coffee is sweetless;
Each day I get poorer and wiser.
My stockings are feetless,
My trousers are seatless.
Gee whiz! how I do hate the Kaiser.

PE

"ARE YOU DOING YOUR 'BIT' "?

The great war in which our Country is now engaged has brought about changes in conditions and methods to which it is necessary we adjust ourselves.

Increased cost of living expenses has resulted in increased cost of labor and the Railway Company has met this situation fairly and squarely by making increases in wages, although there has been no material improvement in the Company's earnings to justify the increases which have been made in wages. The cost to the Company of every kind of material used in the construction, maintenance and operation of its properties has advanced anywhere from 10 to 250 per cent.—this in addition to the higher cost of labor, which is no small item in itself.

The whole situation resolves itself into one question which each and every employe should ask himself and answer himself, that is, "am I doing my bit to give the Company a fair return on its investment in me and my welfare represented by the wages it is paying me?"

It behooves you and me, each and every employe connected with this institution that is depending on us for support, as we likewise are depending on it for support, to carefully and thoughtfully consider what we can do, not only to earn our wages, but to, whenever and wherever possible, increase the earnings and decrease the expenses of the Company with which our interest is in common and in which each and every employe plays an important part in his or her particular line of work. How can this be done? It can be done by giving 100% efficiency in your particular work, mentally and physically, not merely by watching the clock and drawing your wages, but by being everlastingly on the alert trying to do the thing better and with less expense of doing it.

It may seem to you that your work does not permit of effecting any saving, and yet, if all the material that is not used to best advantage; that which is wasted, lost or thrown in the scrap pile or waste paper basket, was properly utilized and conserved, the savings would amount to considerable. Handle Company material as you would your own. Where one class of material will answer every purpose of another costing a greater amount,—use it. You would if it was your money being paid out for it. Make what you have last longer and do not request what is not actually necessary. Money tied up in material, or in fact anything not in active use,

is costing the Company interest on the investment in same without any return whatever. Watch every item of expense; scrutinize carefully all bills and carefully consider the benefit derived from material used, work performed or services rendered covered thereby. Several cases have shown up of late; for instance: In one case this Railway Company was paying another Railway Company \$7.50 per month as its one-half share of telephone expense at a joint office, this by reason of the telephone being connected with the telephone exchange of the other company, who included, rightfully, a proportion of the telephone exchange operators' salaries. This Company could have installed a main line telephone for less than the cost of its one-half of the expense billed by the other Company. This will be done; yet this same expense which has been covered by bills monthly for several years has been approved by all those concerned, without question. This correction will result in a saving of \$5.00 per month, \$60.00 per year, or 6% on an investment of \$1000, besides other features that developed of equal importance, if not more, in connection therewith. The above case merely illustrates what can be done by watching the bills against the Company as you would watch your own.

The coasting recording clock reports indicate that the interest of motormen is waning, resulting in the Company having to meet "interest" charges on the investment in the coasting clock equipment, which interest charges besides considerable saving in cost of power used, should be taken care of by the efforts of motormen to get the results expected and paid for by the Company. Do not make it necessary for someone to stick a pin in you to awaken you to a realization of the fact that the Company expects results from every employe and can not carry those who prove a poor investment. Make an extra effort to help the Company, and at the same time you will be helping yourself by increasing your efficiency. Don't fall behind or get careless and be considered a "slacker." Give your best; you owe it to your Company and yourself. The President, the General Manager and every official in the Operating and Executive departments are watching the records to see what is being accomplished and to see who are doing their part.

The Company has created a "SAFETY FIRST" organization to safeguard, and for the welfare of its employes. It looks as if we (employes) might have to create an "EFFICIENCY FIRST" organization among ourselves, unless all put their shoulders to the wheels and unless each one does his full part, and to the best of his or her ability.

If you have any suggestions to make whereby additional traffic can be secured or savings in expenses made, DON'T fail to write or advise the Head of Department in which you are employed. It is your DUTY and MINE; let us do it cheerfully and to the best of our ability.

H. G. McDONALD.

USELESS HOLDING OF LOADED CARS

Shippers who hold loaded cars in yards deciding on their final destination contribute importantly to shortage in transportation, according to the Bureau of Markets of the United States Department of Agriculture. Specialists who studied conditions at the Potomac Yards, Virginia, for thirty days last year found that 236 cars of perishable commodities were held on an average of 44 hours each by shipper consignees, before issuing orders to move the cars. No car held less than 24 hours was counted.

These facts make clear, the department says, that shippers through their yards are abusing their diversion privilege, and are wasting much space by not keeping their cars moving. The remedy prescribed is to file the diversion orders in advance of arrival. As the Potomac Yards is only one of the thousands of yards affected, the waste is significant without compensating advantage to the owners.

Several instances of the abuse of the diversion privilege have recently occurred on the Pacific Electric. Elimination of such abuses is essential and it is hoped that employes will recognize the patriotic duty which confronts them in educating the public as well as the general public of the necessity of co-operation.

PE

AT CROCKER STREET HOSPITAL

Down at Crocker Street Hospital are eleven of our fellows, afflicted in various ways, who are receiving the very best of medical attention, but are not receiving at our hands what they should. Those of us who never been confined behind the bars of such an institution do not realize what a visit from friends means. I am sure that if you have time to visit these afflicted ones:

M. Gonzales	R. Pawelk
A. Espinosa	N. Starnes
W. Winchester	T. H. Young
D. W. Duquette	F. F. Raber
P. W. Heller	William Brubaker
W. A. Bly	

PE

Someone asked recently what "miscellaneous accidents" were which appear each month in our station. Here is one of them reported by Conductor W. C. Joyner and Motorman E. C. Robison of the Northern Division:

"Between poles 14 and 15 on the Dimas Line at 8 p. m. a hog, folded by a can over its head, was running out of the weeds and was unable to see where it ran, was struck by the step."

A clear case of bad results rushing the can.

PE

All employes 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 if all accepted. Address all articles to the Electrical Superintendent.