



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

LOS ANGELES, CAL., MARCH 10, 1918

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Vol. 2



THE 1918 ORANGE SHOW

The exhibit of the Pacific Electric Railway at the Orange Show this year carried off first honors for display of its class and it was indeed a credit to the company in every regard, being considered by most of the attendants at the show as really the chief feature among all the attractions.

The management of the Orange Show in their plans for the big annual event decided to follow closely along patriotic lines in building the show and succeeded in imbuing this spirit into practically all the exhibits, the displays ranging through a gamut of things military in significance, such as "tanks," battleships, aeroplanes, etc., that of our company taking the form of an armored car—

one of our regular steel framed flat cars on which was mounted a remarkably true reproduction of the regulation 6 inch gun, electrically operated to move in any direction and at intervals emit an electrical flash as though firing. On each end of the car eagles were mounted from whose beaks were festooned ribbon colors of the nation, the effect being most striking and effective. Surrounding the exhibit at the edge of the car

platform was installed a complete double track electric railway equipped with a regulation freight train of several cars, and a passenger coach of the 1200 class, while miniature block signals and automatic flagmen added further to the attractiveness and drew attention to the modern equipment and safety appliances of the parent road.

One of the distinct novelties of the exhibit was the sign above the car which stated that "The Pacific Electric Serves Uncle Sam as Well as Southern California" while back and forth across the top of the sign travelled a very small freight motor with flat car attached on which rode a diminutive soldier in full uniform who "about-faced" at each end of the sign.

The exhibit was designed by Mr. R. E. Kelly, General Agent of the Passenger Department, while the electro-mechanical features were the product of the fertile brain of I. C. Wood of the Electrical Department, who is rapidly acquiring the reputation of "mechanical wizard."

On Sunday, the 25th, the Pacific Electric Band under Manager Beegle was one of the big features of the show.

Thrift Stamps Make System in Small Savings Possible for Everyone

If every American family saved every day only twenty-five cents—the price of a Thrift Stamp—more than they saved before the war, this would amount to five million dollars a day in the aggregate. Many of us cannot fight, but everyone of us can help by saving. Every dollar saved and not spent on unnecessary things releases that amount of labor and material to make articles for our Army and Navy. When a dollar that is saved is loaned to the Government it is doubly effective.

"Don't wait until something is left over in your pocket," says State Director John S. Drum of the Thrift Stamp Campaign. Set aside the price of a Thrift Stamp every day, or the price of a War Savings Stamp every week or two weeks, and plan to make your investment a special order of business instead of an incident. In this way everyone can render a patriotic service and at the same time lay the foundation for his own financial welfare in future."

War Savings Certificates offer to the small investor a return of four per cent on his money with the security of the whole nation back of his loan.

COASTING COMMENTS

BY G. H. GRACE

TRIFLING WITH COASTING

One New Year's Day, when I was a small boy, I was sent on an errand to a neighbor's house. When he opened the door in response to my knock, I greeted him with, "Good morning, Mr. Smith. "Happy New Year to you." He cheerily replied, "A Happy New Year to you, my boy, and here's a trifle to make it so," and he handed me a silver dollar. A trifle to him, perhaps, but of large importance to me.

We are beginning a new year and I believe we are optimistic enough to expect it to be a happy and prosperous one, notwithstanding the stupendous and sanguinary conflict now being waged by most of the nations of Earth.

And while such momentous and important affairs are occupying the attention of the nation, it occurs to me quite forcibly that the happiness and pleasures of life are after all mostly made up of trifles, not necessarily as typified by the New Year's gift of my early friend, but rather by the relatively unimportant and ordinary transactions affecting our daily existence.

And these so called trifles take on two values, the one perhaps quite small to the donor, the other of considerable worth to the recipient, but generally to the thought which prompted it, and appreciated accordingly.

And it is with this idea of trifles in mind that we will attempt to apply to "Coasting," with the hope that some of our motormen, who have not as yet taken seriously the importance of this feature of their work, will view the subject in its proper light and contribute more generously to the company's prosperity.

As has been frequently stated, power for the operation of cars costs approximately \$75,000.00 per month and with nearly 700 motormen in service, each one is responsible for over \$100.00 worth per month to be judiciously used.

Therefore, in round numbers, if every man saves \$1.00 of the power at his disposal during the month, we have a total saving of \$700.00 or \$8400.00 per year. And \$1.00 saving can be accomplished by one per cent increase in coasting time.

The one per cent increase in coasting, the dollar saved, are possibly mere trifles to you, but important to the extent of a small fortune in value to the company.

And you are not expected nor asked to make this contribution from your own resources, but only to save it from the company's expenses by a proper observance of the very reasonable rules laid down for the efficient operation of cars.

There are over 200 motormen whose coasting averages are less than 25%, and most of them, if not all, are capable of attaining anywhere from 25% to 35% merely by taking a proper interest in their work and

keeping in mind the importance of coasting at every opportunity, and thereby saving money for the company.

And those men who are proving their efficiency and loyalty by high records month after month, can further aid the cause by talking coasting on all occasions and how to accomplish it.

Conductors have their part to perform, also. Anticipate your stops and give bell in advance, so motorman will have a chance to throw off and coast before applying brakes; give starting bell promptly when passengers are safely off and on. A few seconds excessive delay at each stop, aggregates many minutes during the day, which might be used in coasting. Work with your motorman so that his record for efficiency may improve; a trifling contribution on your part but quite important to him.

Our coasting average for the year 1917 was 28.6%, as against 30.2% in 1916, a decrease of 1.6%.

Expressed in dollars, this represents approximately \$14,500.00, which is no trifle.

— PE —

SERVICE PASSES

The management announces that the rules for the issuance of service passes have been changed and hereafter each employe after continuous service of five years will be given a service pass good on all lines of the system. After continuous service of eight years, the employe may secure passes for entirely dependent members of his family.

These passes are now being prepared, and will be distributed as quickly as possible. Considerable work is involved in checking up requests and writing the passes, especially in the Transportation Department, where several hundred new passes will be issued to trainmen and other employes and their families.

Holders of passes riding on Pacific Electric cars are enjoying a privilege not granted by many other companies of a similar kind in the country. Certainly not many other electric roads reach such beautiful spots or run through such diversified scenery as does the Pacific Electric. Nor do many offer the same sort of service.

The courtesy of the management in making it possible to enjoy these privileges at will by the issuance of these service passes naturally brings to mind our appreciation and some way to express it. Employes riding on passes occupy somewhat the position of host or hostess to the patrons of the line. Certainly no host would remain seated while guests, possibly ladies, stand. On the other hand he would exert himself to afford to the guest every courtesy and comfort on the journey, assisting the fellow-employe, the conductor, in every proper way to add to the comfort and pleasure of the trip, so that the patron may be pleased and not only patron-

ize our line himself but recommend it to others.

One traveling on a pass cannot complain if things do not go to his favor but should, in his interest for the welfare of the Company whom he represents, endeavor to allay the fears or annoyance of the patrons who perhaps may not so well understand the causes of delays, etc., which at times occur. Nor should the employe riding on a pass hesitate to offer his assistance to the trainmen if such assistance seems necessary. Many times a word will help out an experienced conductor or settle the doubts of an unsatisfied passenger.

All street car and suburban lines have what is known as a peak load. This comes when business and working people are through with the day's work and want to get home the quickest possible time. It is suggested that members of employe families when shopping arrange the trips so they may not be riding home during this rush hour traffic. This will thus make it easier for the Company to handle with comfort the patrons whose cash fares are necessary to make up the payroll we all estimate so highly.

When you travel on your service pass see all the interesting things along the way and tell about them to your friends who are not fortunate enough to be connected with the Pacific Electric. This may help to stir up interest and induce travel, which is what we must have to have prosperity for Company and employes alike.

Always have your pass ready to show to the Conductor and, in addition, speak the number aloud as it is sometimes difficult for him to see the number at a glance.

— PE —

TO THE LADIES

The new government food regulations have knocked out a lot of old receipts. What have you for that is just as good or better, using the mixed flours or following the regulations? The magazine will undertake to print tried and proven formulas from the ladies of our Pacific family for the benefit of the other ladies if you will send them in, due credit being given.

— PE —

The installation of the new heating plant at the Club was completed last week and the added comfort of quarters is more than appreciated by the membership. The plant was stalled under the supervision of Chief Engineer Bowers of the P. E. Building Department, and is the type of auto-regulated boilers, maintaining an even temperature at all times.

— PE —

Employer: "Haven't you anything to do all day, young man, besides calling up girls on the telephone?"

Young Man: "Well, you see I want to be a street car conductor."

Employer: "What has that to do with it?"

Young Man: "I got into the habit of ringing up the fair."

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:

Transportation Department

S. J. Kernick
L. E. Thompson
R. E. Riordan
W. A. Ham
Harold W. Lampshire

Engineering Department

Chas. E. West

Maintenance of Way Department

Warren H. Pitt
Chas. J. Cronin

Mechanical Department

Fred R. Barrows
Albert M. Holst

Medical Department

Dr. O. M. Scholz

IN UNCLE SAM'S SERVICE

— PE —

E. J. Rogers is enjoying the snow at Camp Lewis as well as camp life and drill.

— PE —

E. M. Cole on U. S. S. Brooklyn was a short time ago at Honolulu and saw some interesting sights there.

— PE —

Geo. D. Stacey of the Western Division is at Camp Beauregard, Alexandria, La., leading "a somewhat lazy life."

— PE —

Geo. Barclay has been transferred to Camp Merritt where in addition to his other duties he is "marking time" until he starts for France.

— PE —

Thomas Fisher is in the same company with Joe Borsch and when they are inclined to be lonesome they get together and discuss P. E. people.

— PE —

C. J. Shaul of the Southern Division writes that he is trying to get into the flying game. He is with an aero squadron at Kelly Field, San Antonio, Texas.

— PE —

Clifford E. Hand with the 116th Engineers in France is getting along fine and finds the weather there (some days) almost as nice as Southern California in winter.

— PE —

Frank C. Williams is still at Camp Lewis. He writes that when he was all ready to move his regiment was put in quarantine and he doesn't know when he will get away to fight the Kaiser. His health is good.

— PE —

Dr. O. M. Scholz, of the Medical Department, was recently called to the service of Uncle Sam, and has been commissioned as a First Lieutenant in the Orthopedic Medical Reserve. Since Dr. Scholz entered the service of the Pacific Electric he has, not only by his pleasant personality, but also by his high medical attainments won many warm friends in the big family, who will miss him greatly during his absence, but who are very proud that he is acceptable to our big, national uncle and know that his service will be well rendered.



The P. E. Trio on the U. S. S. Huntington—C. A. Kelly, E. M. Salter and R. T. Mores

THANKS FOR THE COMMENDATION

From Sergeant Carton B. Bell, formerly an attache of the Mechanical Department, now at the government training camp at Camp Lewis, comes the following commendation that is appreciated very much. The quotation from his letter was among other matters of interest written by Mr. Bell to President Shoup recently:

"Although it may seem to the men on the job to be a small thing, the little P. E. Magazine which you have sent to the men in the service every month is a very welcome visitor. The three P. E. men who are in my company always get their heads together when we get our magazines and talk over old times. We represent three departments but were all friends before joining the service so we have a very common interest. The other two men are N. D. Gilbert, of the Electrical Department; and Lester Blette, of the Store Department.

— PE —

A report from San Diego conveys the information that our old friend "Louie" Zunshine has been made a corporal in the Aviation Corps at North Island, and you can bet anything you want to that he will win something a whole lot better before he gets through with the Kaiseristic frolic. The Signal Department to which he belonged have our congratulations on the advance of one of their own.



E. M. Cole, So. Div. Motorman, Now on U. S. S. Brooklyn, in Asiatic Waters

Birkhead's "Got His Number"

O. R. Birkhead, of Company C, 316th Ammunition Corps, at Camp Lewis, in writing to Supt. W. C. White, of the Western Division says: "Was glad to receive your welcome letter as well as a copy of the Magazine, for every time a word comes of the P. E. it makes me think more of it. * * * Indications are that we will move across before long, and if we all do go, I don't see how the Kaiser can last very long, for we've got his number. Our training under French officers has been very thorough, including every form of trench work; we are accustomed to all the forms of the Kaiser's gas, and I think up to most all of his tricks. One of our instructors has put in two years in the trenches. All the P. E. boys in camp are in good health so far as I know at this writing.

— PE —

A letter from Joseph C. Borsch with A. E. F. in France says he is well and appreciates the letters and occasional P. E. Magazine that reaches him. Make it a point to mail the Magazine to any of our fellows whose address you have or send in the addresses to the Magazine and they will be put on the mailing list.

— PE —

It appears that only about half of us believe in signs. To determine to what extent persons observed these words of warning that are posted conspicuously at all railroad crossings, the Baltimore & Ohio Railroad Company says that a series of observations were made, and of a total of 44,013 persons driving automobiles and teams, 58 per cent. crossed the tracks without stopping or looking in either direction.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

March 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.

UPKEEP OF PUBLIC UTILITIES

Secretary McAdoo Says Vital to Prosecution of War—Must Not Be Permitted to Become Weakened, and Asks for Fair Recognition by State and Local Officials

Secretary McAdoo has made public the following correspondence:

Dear Mr. President: I beg to hand you herewith several memoranda and letters relating to street railway and other local public utilities furnishing light, heat, and power, which I have been asked to bring to your attention by a committee representing public utility interests.

These papers indicate the existence of genuine apprehension regarding the adequacy under present conditions of the services and rates of local public utilities. The view is expressed that increased wages and the high cost of essential materials and supplies have affected them as they have affected everybody else, and that united effort will be necessary in order to meet alike the public requirements for service and the corporate financial needs upon which that service depends.

As Secretary of the Treasury I must take official notice of these matters. It is obvious that every part of our industrial and economic life should be maintained at its maximum strength in order that each may contribute in the fullest measure to the vigorous prosecution of the war. Our local public utilities must not be permitted to become weakened. The transportation of workers to and from our vital industries and the health and comfort of our citizens in their homes are dependent upon them, and the necessary power to drive many of our war industries and many other industries essential to the war is produced by them. It may be that here and there, because of the prominence given to less important interests immediately at hand, State and local authorities do not always appreciate the close connection between the soundness and efficiency of these local utilities and the national strength and vigor, and do not resort with sufficient promptness to the call for remedial measures. In such cases I am confident that all such State and local authorities will respond promptly to the national needs when the matter is fairly and properly brought before them.

Our public service utilities are closely connected with and are an essential part of our preparations for and successful prosecution of the war, and the unfavorable tendencies which

the accompanying papers reveal may most effectively be checked, wherever they may be found to exist, and the needed relief obtained, only by prompt action on the part of the respective local authorities.

I earnestly hope that you may feel justified in expressing the conviction that the vital part which the public utilities companies represent in the life and war-making energy of the Nation ought to receive fair and just recognition by State and local authorities.

Cordially, yours,
W. G. McAdoo.

The President,
The White House.

President Wilson's Reply

The White House,
Washington, February 19, 1918.

My Dear Mr. Secretary: I have examined with care the memoranda and letters which you transmitted to me with your letter of the 15th. I fully share the view you express regarding the importance of the public service utilities as a part of our national equipment, especially in war time. It is essential that these utilities should be maintained at their maximum efficiency and that everything reasonably possible should be done with that end in view. I hope that State and local authorities, where they have not already done so, will, when the facts are properly laid before them, respond promptly to the necessities of the situation.

I shall be glad to have you communicate with the local authorities whenever the information in your possession suggests that such a course is desirable and in the national interest.

Cordially, yours,
Woodrow Wilson.
Hon. William G. McAdoo,
Secretary of the Treasury.

THE DANGER TO DEMOCRACY

By C. H. Burnett

Take out the family atlas, or little Johnny's school geography, and turn to the map of Europe. Draw a heavy line entirely around Germany and her allies—Austria-Hungary, Bulgaria and Turkey—all of which are practically dependencies or vassals of the German Empire. Then include the territory which Germany now controls by force of arms—Belgium, Northern France, Serbia, Roumania and large portions of Italy and Russia. And then note how the countries thus controlled or conquered constitute a great, compact mass of territory stretching from the North Sea to the Mediterranean and almost to the Persian Gulf, bound together by the famous Berlin-to-Bagdad Railroad, and real-

izing the Kaiser's dream of a "Middle Europe" or "Pan German" (which simply means "All German") territory of one million three hundred and eighty-three thousand square miles and a population of one hundred and eighty-seven million people.

Now what does this mean to the world? It means that here is a far-reaching and self-sustaining military power, with vast resources, a population, ruled by an absolutely scrupulous and irresponsible group of men, acknowledging no limits to their ambition, openly preaching the doctrine that "might makes right," that a "State can do no wrong," that the Nation that is strong enough to rightfully repudiate its treaties can tear them into "scraps of paper," that "war is the noblest and holiest expression of human activities," that the Kaiser is "the sword and instrument of the Almighty," that he has a mission of "world conquest" and that "German kultur must rear its dome over mountains of corpses, oceans of tears and the death rattle of the conquered."

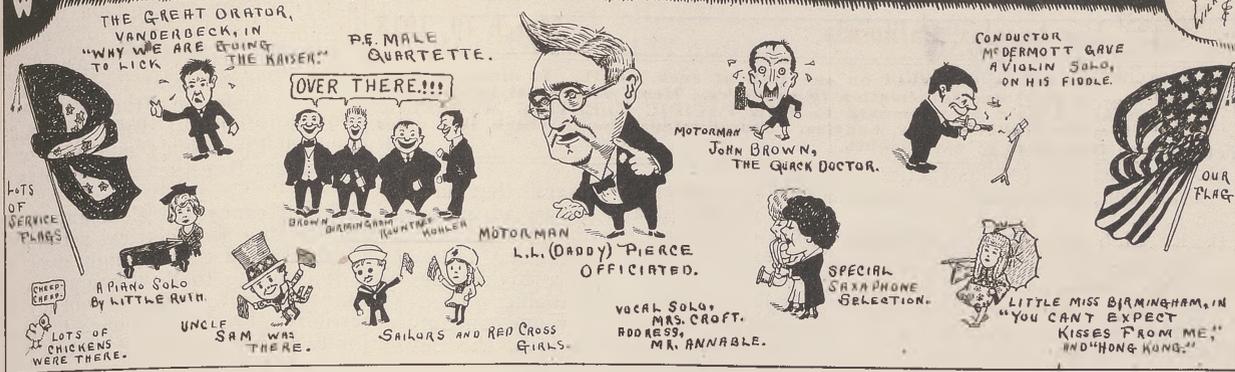
These are the words of the Kaiser himself and his most eminent spokesmen, and the world has reason to know that they practice what they preach.

What next? They make no secret of their program. It has been published for years. It is simply to overwhelm or undermine the balance of Europe, and then—possibly after a period of recuperation obtained by German peace—to launch their victorious armies and their diplomatic intrigues against North and South America, the invasion of which has already been planned in infinite detail, and with all the horrors and atrocities of Belgium multiplied a thousand fold.

That is the reason we are in this war. That is what the President has in mind when he said that the "war must be made safe for democracy." That is why we are sending our armies to France to help break the vast power of evil before it is loose upon the world. And that is the reason why you and I, and each of us, must feel a personal responsibility for the winning of this war against a premature peace. Whether our places are at the front or on the inner lines at home, whether we are asked to risk our lives or money to buy Liberty Bonds and War Savings Stamps, conserve food or join the Red Cross and the Red Stamps, whatever our duty may be and whenever it is to be performed, let us do it cheerfully, loyally and unselfishly and with the knowledge that we are enlisting in the service of our country and of mankind; that we are fighting not only under the Stars and Stripes but under the banner of humanity, and that there is only one task of supreme importance before the world today, and that is to lick the Kaiser.

It was Roosevelt, you will remember, when asked while he was in the White House how he contrived to get through so much work, replied "I like my job." Get the point.

WITH THE CARTOONIST AT THE CLUB



TRAINMEN'S NIGHT A HUM-MER

Men of the Transportation Dept. Roll Up Biggest Attendance at the Club Since Its Formal Opening

Friday evening, March 1st, was a memorable one at the Pacific Electric Club for more reasons than one. It was notable first in the matter of attendance, there having assembled the largest crowd since the opening night of Jan. 1, 1917, and because of the excellence of the program prepared under the auspices of the Executive Committee of Trainmen for the occasion, Mr. L. L. Pierce of the Western Division being chairman for the occasion.

The first number of the evening was a tableau dedication of Honor Scrolls containing in division formation the names of all the employes of the Transportation Department who had gone to the service of our country, the scene being enacted by the Misses Eleanor and Margaret Donovan, Mildred and Hazel Clark, and Masters Donald Steward and James Leonard, James Brigham enacting the role of "Uncle Sam." Donald Steward recited in a most pleasing manner the poem "Your Flag and Mine," the Flag Salute was presented by the children and the entire audience standing brought the very pretty and impressive scene to a climax by singing the new song poem of Mrs. L. L. Pierce to the air of "America." The words of the song follow:

Emblems of Service, three,
Flags of our Company,
Salute with cheers.
To us, each star a name
Written in tongues of flame,
Blazoned in halls of fame,
Hallowed with tears.

Each flag, Division's clan;
Each star, our brother-man;
To them we sing.
To service pledged are they,
To Right, that wins the fray;
Come, raise your voice, and may
The rafters ring!

Chairman L. L. Pierce delivered an address on the subject of "Our Fam-

ily" that was well received by the audience and closed by introducing the P. E. Quartette, the newest organization of the company, which served as splendid vocal prelude to a most interesting program as follows:

- Vocal Selections by Mr. J. A. Birmingham.
- Tenors—Mr. E. V. Brown, Mr. J. A. Birmingham. Basses—Mr. C. D. Rountree, Mr. L. M. Kohler.
- Vocal Selection. Mr. J. A. Birmingham Assisted by Little Francis Birmingham
- Vocal Solo—Haymaking.... Needham Mrs. J. E. Croft
- Saxophone Selections... Mrs. Monson
- Violin Solo—Meditation... from Thais Jas. McDermott
- Reading—The Quack Doctor..... John Brown
- Address L. J. Vanderbeck

Mr. F. L. Annable, General Superintendent, followed Mr. Vanderbeck, expressing the regret of General Manager McMillan in being unable to attend the meeting because of illness in his home, and congratulating the trainmen on their attendance and interest in the meeting and on the quality of entertainment provided by and for them. He expressed the hope that other enjoyable occasions of a similar nature would be provided and that every employe of the railway would manifest great personal interest in the club and its work.

The program was concluded at ten o'clock, the auditorium floor cleared of chairs and dancing was indulged in until shortly after eleven o'clock.

A NOVEL WAGE SCALE

A small electric railroad in Arizona bases its rates of pay on the number of passengers carried the previous month, increasing the rate of conductors and motormen one cent per hour for each additional 300 passengers carried and the wages of all other employes 2.63% for each additional 300 passengers. This road is located in a mining camp just now running full blast so the wages are satisfactory. How it seems when business falls off and the fluctuation is the other way is another story.

CAMP-FIRE ASSOCIATION TO PICNIC

Residents in Camp Last Season to Hold Meeting at Griffith Park Picnic Grounds on Sunday, March 17th

At the January meeting of the Camp-fire Association it was decided that the next meeting would be held in the open, and the date set for March 17th at Griffith Park from 11 a. m. until 5 p. m., all members of the association who could attend to bring well-filled lunch baskets, join in a big "family" dinner, and enjoy the day in the park.

Members who do not have machines will take Glendale cars to Ivanhoe. Members of the association having autos are requested to come to the grounds by 10 o'clock and assist in transporting those not so fortunate from Ivanhoe to the picnic site, which is about two miles west of the station.

With your luncheon you should also bring cups, spoons, sugar and canned milk sufficient for your own needs. Coffee will be provided.

In case of rain on this date, the picnic will be postponed to the following Sunday.

Please phone the Club in advance if you will attend.

THE GENTLER SEX

Irvin Cobb was on a Boston trolley, riding on the platform, standing next to the gate that protected passengers from cars coming on the other track. A Boston lady came to the door of the car, and, as it stopped, started toward the gate, which was hidden from her by the men standing before it.

"Other side, please, lady," said the conductor.

He was ignored as only a born-and-bred Bostonian can ignore a man. The lady took another step toward the gate.

"You must get off the other side," said the conductor.

"I wish to get off on this side," came the answer in tones that congealed that official into momentary silence.

"Turn your heads, gentlemen," Cobb remarked quietly. "The lady wishes to climb over the gate."

NOTES FROM THE CLUB

CLUB CALENDAR

March 10th to April 10th

- Monday, March 11—**
Band Rehearsal, 8 p. m.
- Wednesday, March 13—**
Moving Pictures for instruction of Trainmen; all employes welcome; 8 p. m.
P. E. Club Executive Committee Meeting, 2 p. m.
- Thursday, March 14—**
Moonlight Dance in Auditorium, 8:30 p. m.
- Friday, March 15—**
Northern Division Safety Committee Meeting, 2 p. m.
- Saturday, March 16—**
Relief Fund Vaudeville Show at Walker's Theater, 730 South Grand Ave., at 8:15 p. m.
- Sunday, March 17—**
Camp-fire Association Picnic at Griffith Park, 11 a. m. to 5 p. m. Take Glendale cars and get off at Ivanhoe. In case of rain it will be postponed until Sunday following.
- Monday, March 21—**
Band Rehearsal, 8 p. m.
- Thursday, March 21—**
Dancing Class in Auditorium, 8:30 p. m.
- Friday, March 22—**
Store Department Entertainment; all invited; 8:30 p. m.
- Monday, March 25—**
Band Rehearsal, 8 p. m.
- Thursday, March 28—**
Carnival Dance in Auditorium at 8:30 p. m.
- Monday, April 1—**
Band Rehearsal, 8 p. m.
- Wednesday, April 3—**
Rod and Gun Club Meeting, 8 p. m.
- Thursday, April 4—**
Western Division Safety Committee Meeting, 2 p. m.
- Friday, April 5—**
Southern Division Safety Committee Meeting, 2 p. m.
Dancing Class in Auditorium, 8:30 p. m.
- Saturday, April 6—**
Pool Tournament, 8 p. m. Registration to be made at any time prior to this date. Those registered in last pool tournament eliminated from this one. Straight pool only.
Progressive Chess Tournament, 8 p. m. Open to all.
- Monday, April 8—**
Band Rehearsal, 8 p. m.
- Tuesday, April 9—**
Progressive 500 Card Party. Open to both ladies and gentlemen. Prize for winner.
- Wednesday, April 10—**
P. E. Club Executive Committee Meeting, 2 p. m.

The last 500 Card Party held at the Club resulted in the first prize going to Mr. S. E. Wilson, and the second honors to Mrs. W. D. Bailey. Mrs. Wilson was the recipient of a cut-glass vase, won by her husband, while Mrs. Bailey was presented with cut-class violet cup.

HELP OUR FELLOWS AT HOME

Buy Tickets Not Only for Your Own Use, but Buy and Re-Sell to Friends.

As announced by "flyers" that have been circulated and by an advertisement on the last page of this month's Magazine, a number of our fellow employes are to give a high class Vaudeville Show at Walker Theater, 730 South Grand Avenue, on Saturday evening, March 16th, the entire proceeds to go to the Employees' Emergency Relief Fund of the Club. At the present the fund is low, and we have need of every dollar available, and more.

There are a number of our fellows and their families here at home who should be helped over a hard place in the road by those of us who through the blessed gift of health are able to be on the job every day. It only takes a small amount from each of us in the big Pacific Electric family occasionally to keep the fund in good condition and render help speedily when needed. This year, through the sale of old paper and one entertainment we have been able to help others in need to the extent of nearly \$1,000. **We need more money now**, and you are going to do your part and at the same time receive a most pleasant evening's entertainment.

The price of admission has been fixed at a very low figure in order that practically every working employe may help without a heavy financial drain upon him, and that he may dispose of several tickets to friends who are in sympathy with the purpose of the entertainment, a forecast of which may be obtained from the following list of numbers comprising the program as it stands at the time of the Magazine going to press. More may be added if thought advisable:

O. Warren Montgomery & Company will present their very pleasing comedy playlette, "When a Woman Says No."

Miss Dolly Groftholt & Company will appear in a series of classic dances. For some time past Miss Groftholt has been appearing professionally; has acquired quite an enviable reputation in the theatrical world and with her supporting company it will be a feature act well worth seeing.

Mrs. May Barlow will bring joy to the hearts of many in her "Songs of Yesterday"—those dear, never-to-be-forgotten melodies of our younger days. Her number on program promises a most pleasant relief from the strenuous "jazz" strains of today.

Mrs. Carrie E. Redmond & Company will offer for our approval a series of Oriental and Character dances. Mrs. Redmond is our dancing instructor at the Club and has had much experience in instructing dancers in the various forms of terpsichore, as well as having danced pro-

fessionally for some time, winning the approval of some of our best critics.

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Miss Felice Jung, not of our family, but much beloved by it, and practically a P. E. adopted child, will delight us with a number of her most modern whistling selections. Her appearance on one of our programs is always hailed with delight.

Steve Wilson's Sunny Southern Warblers, or to be even more specific, Messrs. Kohler, Roundtree, Brown and Birmingham, all from the Transportation Department, constitute one of the best quartettes ever gotten together on the P. E. Steve occupies the exalted position of manager and contemplates booking them heavily in the near future, but not before their premier of Saturday, March 16th. Oh, it's going to be some night.

Arthur Williams and his Marimba-phone will make the welkin ring with ragtime melodies. Wear your rubber heels so you won't wear out the floor keeping time.

A movie comedy feature film of more than usual worth will close the evening's program.

From 7:30 until 8:15 an Orchestral Concert will be given by the Pacific Electric Orchestra, featuring "jazz" music from Jasonville, and you want to listen carefully to Tommy Kendrick's interpretation. He's going to air some trombone troubles.

The price for this big show is two bits (25 cents). It's going to start right on the dot. The theater seats 800 and we are going to sell 1,200 tickets or bust. No seats are reserved, so get there early to get your seat and pick the one you want, if you get in. If the crowd on the sidewalk gets too big, there will be two shows, one right after the other—alle same Pantages. A seat-full is a seat-full, so the price is the same for thin people, fat people and children; babies in arms will not be counted and will not be put out unless they yell at the performers, in which case silencers will be furnished free and sewed on by the Medical Department.

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D. W. PONTIUS,

TRAFFIC MANAGER,

PACIFIC ELECTRIC RY.

LOS ANGELES, CAL.

This post card may be dropped in any regular Pacific Electric mail box, but if sent by U. S. mail a one cent stamp must be affixed. If handed to any Pacific Electric official he will be glad to see that it is properly forwarded.

If all employees will promptly report prospective traffic of which they may learn it will promote the company's business substantially. The interest and cooperation of each is requested and will be appreciated.

We shall be glad to have the same sort of helpful information from non-employees who may receive this card.

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NOTES FROM THE CLUB

CLUB CALENDAR

March 10th to April 10th

- Monday, March 11—**
Band Rehearsal, 8 p. m.
- Wednesday, March 13—**
Moving Pictures for instruction of Trainmen; all employes welcome; 8 p. m.
P. E. Club Executive Committee Meeting, 2 p. m.
- Thursday, March 14—**
Moonlight Dance in Auditorium, 8:30 p. m.
- Friday, March 15—**
Northern Division Safety Committee Meeting, 2 p. m.
- Saturday, March 16—**
Relief Fund Vaudeville Show at Walker's Theater, 730 South Grand Ave., at 8:15 p. m.
- Sunday, March 17—**
Camp-fire Association Picnic at Griffith Park, 11 a. m. to 5 p. m. Take Glendale cars and get off at Ivanhoe. In case of rain it will be postponed until Sunday following.
- Monday, March 21—**
Band Rehearsal, 8 p. m.
- Thursday, March 21—**
Dancing Class in Auditorium, 8:30 p. m.
- Friday, March 22—**
Store Department Entertainment; all invited; 8:30 p. m.
- Monday, March 25—**
Band Rehearsal, 8 p. m.
- Thursday, March 28—**
Carnival Dance in Auditorium at 8:30 p. m.
- Monday, April 1—**
Band Rehearsal, 8 p. m.
- Wednesday, April 3—**
Rod and Gun Club Meeting, 8 p. m.
- Thursday, April 4—**
Western Division Safety Committee Meeting, 2 p. m.
- Friday, April 5—**
Southern Division Safety Committee Meeting, 2 p. m.
Dancing Class in Auditorium, 8:30 p. m.
- Saturday, April 6—**
Pool Tournament, 8 p. m. Registration to be made at any time prior to this date. Those registered in last pool tournament eliminated from this one. Straight pool only.
Progressive Chess Tournament, 8 p. m. Open to all.
- Monday, April 8—**
Band Rehearsal, 8 p. m.
- Tuesday, April 9—**
Progressive 500 Card Party. Open to both ladies and gentlemen. Prize for winner.
- Wednesday, April 10—**
P. E. Club Executive Committee Meeting, 2 p. m.

The last 500 Card Party held at the Club resulted in the first prize going to Mr. S. E. Wilson, and the second honors to Mrs. W. D. Bailey. Mrs. Wilson was the recipient of a cut-glass vase, won by her husband, while Mrs. Bailey was presented with cut-class violet cup.

HELP OUR FELLOWS AT HOME

Buy Tickets Not Only for Your Own Use, but Buy and Re-Sell to Friends.

As announced by "flyers" that have been circulated and by an advertisement on the last page of this month's Magazine, a number of our fellow employes are to give a high class Vaudeville Show at Walker Theater, 730 South Grand Avenue, on Saturday evening, March 16th, the entire proceeds to go to the Employees' Emergency Relief Fund of the Club. At the present the fund is low, and we have need of every dollar available, and more.

There are a number of our fellows and their families here at home who should be helped over a hard place in the road by those of us who have the blessed gift of health are all be on the job every day. It takes a small amount from each of us in the big Pacific Electric fund occasionally to keep the fund in condition and render help when needed. This year, through sale of old paper and one entertainment we have been able to help in need to the extent of nearly \$1000. **We need more money now, and are going to do your part and at the same time receive a most pleasurable evening's entertainment.**

The price of admission has been fixed at a very low figure in that practically every working employe may help without a financial drain upon him, and they may dispose of several tickets to friends who are in sympathy with the purpose of the entertainment, a list of which may be obtained from the following list of numbers comprising the program as it stands at the time of the Magazine going to press. More may be added if that is advisable:

O. Warren Montgomery & Company will present their very pleasurable comedy playlette, "When a Woman Says No."

Miss Dolly Groftholt & Company will appear in a series of comedies. For some time past Miss Groftholt has been appearing occasionally; has acquired quite an excellent reputation in the theatrical world and with her supporting company will be a feature act well worth seeing.

Mrs. May Barlow will bring joy to the hearts of many in her "Songs of Yesterday"—those dear, never-forgotten melodies of our youth days. Her number on program promises a most pleasant relief from strenuous "jazz" strains of today.

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I am informed of the prospective movement of business described below, and give this advice in order to enable you if possible to secure the traffic for the Pacific Electric Railway.

Yours very truly,

Remarks	Address	Name of prospective shipper or Interstate passenger or Excursion Party	Occupation	Division
Proposes going to	Shipping			
	Date			
	City			

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— PE —

The double-tracking of Long Beach-San Pedro Line has been authorized and work will proceed at once. This is much needed on account of the increasingly heavy traffic between these two important points.

— PE —

Freight track 2140 feet in length between 8th street and 14th street, Los Angeles yard, is nearing completion. This will be used by freight trains to clear main line while waiting for opportunity to pull into yard and will prevent delays to local Watts Line service.

— PE —

Authority has been given for equipping sixty additional city type cars for P. A. Y. E. service.

— PE —

A Work Order has been approved for the immediate construction of a substation at Wilmington to take care of the rapidly increasing load in the Harbor District. A 1000 K. W. Synchronous Motor Generator Set will be installed.

— PE —

An appropriation of \$35,992.00 has been made for paving and rebuilding track on Exposition Boulevard, Los Angeles.

— PE —

Track connections at Delta between Hawthorne and West Athens Lines and siding have been authorized.

— PE —

Five hundred and fifty feet of new storage tracks for passenger cars will be put in at 6th and Los Angeles street yard.

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HELPING THE MOTORMAN

By F. B. Howe

It is a well known fact that the best motorman on earth cannot get over the road on time with a conductor that is always asleep on the job, and it is a recognized fact that it takes co-operative work between the conductor and the motorman of a train in order to operate with less power, less accidents and less time.

While going through the busy streets of Los Angeles it is an easy matter to be in a position where you can watch the rear step while passengers are boarding or leaving the car, and if you are busy collecting fares and the car comes to a stop, cease collecting until your car is started again safely on its way.

After you have made your fare collections (if the car you are operating is an inter-urban) acquaint yourself with the stops that are to be made as by doing this you are able to give your motorman a stop signal a reasonable distance before reaching a station where you wish a stop made. Don't stand back and wait for the passenger to get up and notify you to stop, as they will often arise just as the car is about to pass the station and then it is up to you to give an emergency stop signal, make the motorman wear out brakes and otherwise needlessly wear out the equipment coming to a stop, back up to land the passenger at the proper place; causes loss of time in addition to damage to equipment and most frequently causes loss of the good will of the passenger. By knowing where your passengers will leave the car you will not reach up and ring the bell every time a passenger gets up to change his seat. Have you ever done that? I have.

Just before reaching a station where a passenger or passengers are to get off, look ahead of the car and see if there are any passengers to get on. If not, as soon as your passenger has reached the ground, you know you are safe in giving a proceed signal. Don't wait until the passenger has left the car and then look out ahead; you are losing time; and, if there are passengers to get on you have seen them and are not apt to start until they are safely on board.

When you notice your car slowing down near a station where you have no passengers to get off, look ahead of the car and satisfy yourself of the number of passengers who wish to board your car and then step back out of the way so they may enter, and as soon as all are on you are ready to go. Don't wait until the car has come to a full stop, your passengers all on and seated and then look out to see if there are any more; you are losing more time.

When a lady arises from a seat with a suit case or large package, go to her assistance, and, after you have reached the rear of the car and the car has stopped just say, "If you will please step down, lady, I will hand you your package" you will discover quite a time saver to say nothing of extending a courtesy to the passenger. An-

ACCIDENTS FEBRUARY

The accident report for January was crowded out of the February Magazine by other matter. The February statement below shows a marked decrease on Northern and Western Divisions, particularly in the number of automobiles struck. Perhaps the weather had something to do with this. At any rate it is to be hoped the good work may continue.

	Northern Division		Southern Division		Western Division
	1918	1917	1918	1917	1918
Interference with vehicles.....	57	98	37	25	32
Collisions and interferences with cars	10	3	4	2	4
Persons struck by cars.....	5	4	6	5	4
Derailments	5	15	16	13	2
On and off moving cars.....	15	30	16	13	27
Miscellaneous	21	23	25	23	16
	113	173	104	81	85
	1918		1917		
Interference with vehicles.....	126		179		29.6% Decrease
Collisions and interferences with cars	18		8		12.5% Increase
Persons struck by cars.....	15		13		15.4% Increase
Derailments	23		35		34.3% Decrease
On and off moving cars.....	58		60		3.3% Decrease
Miscellaneous	62		63		1.6% Decrease

other simple time saver is to be in a position to assist ladies with children or heavy packages to board cars, and it is surprising the amount of time you can save and not only are you saving time, but you are giving your motorman a chance to coast which in turn saves the company a lot in the cost of power.

Don't make the motorman do it all. Help him, and you are also helping the ones in official positions who are ready at all times to help you. Give them a square deal and you will always get one from them.

If you are working a trailer you have all the chance in the world to show the men on the car or cars ahead of you what kind of a conductor you are. It is an easy matter for the trailer man to delay the train he is working on, but it is equally as easy to do his part and keep the train on time.

When you notice the train coming to a stop and you have not given a stop signal, look ahead and see if there are passengers to get on; if not, it is evident that the conductor ahead has given the stop signal. In this case it is not necessary for you to wait until the train has come to a full stop before you give a proceed signal. Give your signal, as much as to say "I am ready to go when you are," and the passenger on the car ahead gets off, the train moves quickly on its way and time is saved because they didn't have to wait on you. I can do it; I have done it; and you can do it.

Make yourself one of the best conductors on the job.

AT CROCKER STREET

The following employes are now at Crocker Street Hospital and would be pleased to see their friends at any time during the visiting hours any day of the week:

- H. Dorpmund.
- J. E. Michael.
- J. H. Cavanaugh.
- T. W. Elliott.
- F. Raber.
- W. W. Yager.
- G. L. Wright.
- B. W. McMullin.

BASEBALL NEWS

The Trainmen's ball team has continued its winning streak since the last issue of Magazine, making a clean sweep of all of their games played. They handed Anaheim nine goose eggs on February 2nd and registered six tallies themselves. On February 10th the team took a trip to Santa Barbara, where they defeated the crack team of that place, 12 to 4. Patton was trimmed on the 17th, 12 to 2, and on March 3rd Anaheim was again defeated, 7 to 4. The crack Coast League battery, Krause and Fairbanks, worked both games for Anaheim. Manager May is very enthusiastic over the showing made by his team during the past few months and says that since the major leaguers are leaving for their training camps, there will be nothing to it from now on in the Southern State League but Pacific Electric.

On account of bad weather and other matters coming up, the Freight House Team did not play any of its scheduled games during the past month.

PE

SAFETY FIRST FOR THE AUTOMOBILE

The Central Safety Committee has recently published two pamphlets for circulation among automobile owners and drivers and several thousand of these were distributed at the Eighth National Orange Show at San Bernardino. One of these entitled "Stop, Look, Listen at Railroad Crossings" is from the pen of Mr. John G. North, Counsel for the Automobile Club of Southern California and gives the most recent decision of the Supreme Court of California as to the duty of the driver and occupants of automobiles at railroad crossings. The other "Look Out for the Cars!" was written by Mr. George H. Grace, Secretary of the Central Safety Committee. If you drive an automobile you should read these articles. If you have a friend who drives hand them to him with a request that he read and heed. They will be distributed through Information Bureaus and all Agents as well as through the Automobile Club.