



The Pacific Electric MAGAZINE

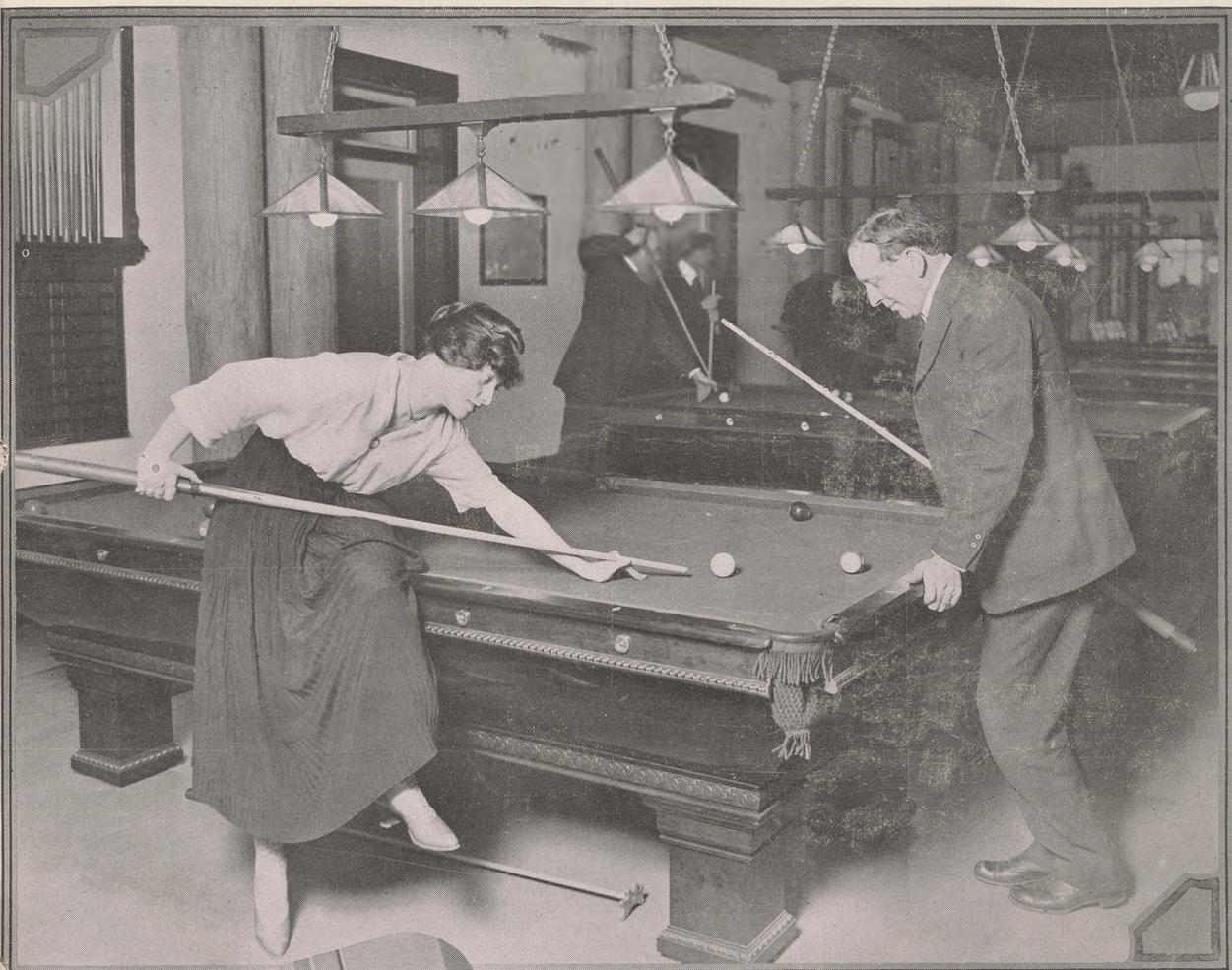


ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. I

LOS ANGELES, CAL., JANUARY 10, 1917

No. 8



The Billiard Room

For some months we have pictured in mind the new Pacific Electric Club to be. We have mentally constructed the building and arranged the floor plans, and garnished the structure with furnishings of every character.

It has been as though we returned to childhood's happy custom of "make believe" and throughout it all we have found the joy of anticipation.

Now, realization has come to us, and our club is an existant fact. It is finished? No, not quite. The term finished cannot be applied for many years to come. Not until the ideals on which the organization is founded have brought forth the fruits of friendship and understanding in their perfection. We have begun. That is the term. The building is completed; the furnishings are installed, and we have begun to know each other and delight in helping the other fellow have a good time.

The Pacific Electric Club really began its existence several years ago, when united as co-workers for the one big family we crowned a queen of the Southland and ruled the festivities of a season. At that time our various departments were as strangers to each other and oftimes it was considered a virtue to "take a fall."



CORNER OF LADIES
APARTMENT

out of some fellow in another division of the service, regardless of the fact that "the fall" we gave the other fellow, probably cost the company real money and was bound to react.

That "queen campaign" was an eye opener to many of us. We met people of other departments, and found them mighty interesting folks to say the least. We found that with a united front in defense of our company family we could beat the whole city and county of Los Angeles. We got to liking the other fellow so well that we gradually quit "knocking" and began to do a little boosting. Finally, we acquired the boosting habit in a better than mild degree and when the campaign ended and the job was over, we sat around and crowed awhile and began to "hanker" for new worlds to conquer in order that we might meet that other fellow in another department again. That's what really got the club into existence. Now wasn't it? And now, we are going to go on knowing the other fellow and enjoying his talents and attainments in our new home over on Hill street.

Monday evening January 1, will mark the second social era of the Pacific Electric family. That was the first night of our new club home. The members of the family began to arrive early and by nine o'clock about 800 were having a "right smart party" of it, and it lasted until 11:30 with not an idle moment. President Shoup made the dedication address both in the Lounging Room and in the Auditorium and General Manager McMillan further pleased the audiences in both halls with his hearty, sincere and kind felicitations. Mr. Shoup also addressed the morning and afternoon and evening assemblages of Tuesday, and again spoke on Wednesday evening. During the three-day house warming approximately 4000 members of the big family visited the club and enjoyed the musical programs, dancing, and addresses.

Special parties came in from Pasadena, Long Beach, San Pedro, Ocean Park, Sherman and other points and every portion of the system as well as every department of the service was well represented.

To print the program of the festivities would require too much space, and because of the wide circulation given the program before the opening, it is hardly necessary. Our dandy big band, under direction of Mort Stuart, opened the major affairs with much eclat. Our new, large and capable orchestra tantalized the dancers and coaxed many of the "old timers" to shake a foot. So far as the musical numbers furnished by our employe artists are concerned, they were a revelation to all of us. The Pacific Electric possesses an array of talent we will wager cannot be equalled by any two other companies in Los Angeles. We will go further than that. We'll back them against any corporation in America. Much gratitude for pleasant musical moments is expressed by all to Mr. Mort Stuart, assistant manager of the club.

Miss Dolly Groftholt, of Riverside,

daughter of M. P. Groftholt, Supt. Eastern Division.

Miss Nano Carter, soprano, of the Accounting Dept.

Mr. Elmer Kendrick, violinist, son of Thos. Kendrick, of the Mechanical Dept.

Miss Marie Webster, daughter of a member of the Mechanical Dept.

Master Ralph Beegle, cornetist, son of H. R. Beegle, manager of the P. E. Band and motorman Southern Div.

Mr. Fred H. Hansen, baritone, of the Engineering Dept.

Miss Josephine Fletcher, soprano, of the Purchasing Dept.

Mrs. H. W. Barlow, contralto, wife of Conductor Barlow, Western Div.

Mr. Roy Davis, whistler, of the Signal Dept., son of Supt O. P. Davis.

Mr. Oliver P. Stewart, of the Terminal Freight Dept.

Mr. Ben C. Berg, tenor, of the Mechanical Dept.

Miss Evangeline Vignes, soprano, of the Accounting Dept.

Mr. L. M. Kohler, basso, chief clerk to General Superintendent.

Miss Marguerite Orth, soprano, of the Mechanical Superintendent's office.

Mr. Lee Arthur Myers, baritone, of the Engineering Dept.

Mr. Thos. Kendrick, trombone soloist, of the Mechanical Dept.

Mr. J. R. Lowe, baritone, of the Maintenance of Way Dept.

Miss Hazel Vosper, reader, of the Accounting Dept.

Mr. Frank Ragland, tenor, of the General Superintendent's office.

Appreciation is also expressed to Mr. Wickersham and Miss Clay for beautiful exhibition dancing Tuesday night, and to the Monson Trio, composed of Mrs. Oley Monson, harpist, Miss Honore Bach, cellist, Miss Grumbling, violinist, who were assisted by Mrs. Ruth Hall Kendall, lyric soprano, and Miss Helen Ardes, danseuse, on Wednesday evening.

The work of the committees handling the opening event could not have been more perfect. Their attention to the guests was most gracious and highly appreciated.

The details were handled by Chairmen C. A. Mills of the Check Room Committee, W. A. Schipper of the Ball Floor Committee, and C. W. Selk, L. L. Pierce and J. M. Shea, of the Reception Committees.

PE

OUR PRESIDENT'S PORTRAIT

The thousands of employes and their families who attended the opening entertainments at the Club noticed with much pleasure a large picture of President Shoup in the main lobby. This picture was secured through the courtesy of W. C. Bach, photographer in the Chapman Building, and is an enlargement from a small negative made recently. This enlargement was secured, framed and hung in place without the knowledge of Mr. Shoup so that it was a surprise for him when he saw it, as it was for the members of the Club.

PROPOSED LINE TO FULLERTON

Under the caption "Ask Fullerton for Franchise," the Los Angeles Times of January 4th says:

"Confirming persistent rumors following closely the filing of several condemnation suits for rights of way the Pacific Electric Railway Company last night asked the Fullerton Board of Trustees for a franchise. The ordinance was presented by George E. Pillsbury, chief engineer of the Pacific Electric.

The Council allowed the ordinance granting the franchise to pass for reading. The franchise, however, amenable to Council action, and whatever changes they deem necessary can be made before it comes up for final reading, providing the electric company desires it to pass under the terms.

A conference between Mr. Pillsbury and the Council is set for Friday morning, and the franchise will go over in detail.

The Pacific Electric make no claim to the city and the width of the right of way sought is not mentioned.

The route outlined in the franchise is as follows: Beginning on North Spadra avenue, at a point 610 feet north of Union avenue, the line goes south ten feet and then swings at almost at right angles, continuing Harvard avenue.

From Harvard avenue the line goes southeast to East Chapman avenue to a point just east of North Lawrence avenue; then south across East Chapman to East Wilshire avenue. The line crosses East Wilshire 100 feet east of North Lawrence avenue and continues southerly to East Amerige avenue. The line crosses Amerige avenue, and, continuing on a southerly course, crosses Commercial wealth and then strikes south a west to the intersection of Santa Lawrence and Santa Fe avenues.

From that point the road goes west along the center line of East Santa Fe avenue to a point west of South Pomona. At that point the line curves northwesterly, cutting through the east end of block 28. Block 28 lies between Spadra and Pomona and Santa Fe and Commercial wealth avenues. The line ends at that block.

The franchise is for fifty years and provides that cars shall be run on the road every day.

At the crossing of North Spadra the electric line will be constructed overhead, the franchise sets forth.

Before the franchise is granted the Council will go into every phase of it minutely. Copies of franchise granted in late years to the Pacific Electric by Southern California towns will be secured and compared with the franchise the electric line is seeking from the city.

PE

THE ONES TO DODGE

"Doesn't it give you a terrific feeling when you run over a man?" he asked him.

"Well, if he's a large man," replied the automobilist, "it does give one a pretty rough jolt."—Ladies Home Journal.

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|| Lounging Room ||

P. E. RY. GAS-ELECTRIC LOCOMOTIVE

The Pacific Electric Railway has recently purchased a Gas-Electric locomotive from the Dan Patch Lines in Minneapolis, for use on our lines where no trolley wire is installed.

The locomotive has been in our shops for the past three weeks undergoing repairs and being repainted, and will probably be ready for service in the next few days.

This locomotive is of all steel construction, having a house type cab extending over its entire length. Its weight is 120,000 pounds and it is equipped with two four-wheel trucks, with two G. E. No. 205-110 H. P. motors mounted on each truck.

The current for the motors is furnished by two direct current generators, one located in each end of cab, and each generator is directly connected to a 175 H. P. water cooled gas engine. Each generator set is independent of the other, making it possible to operate only one set if desired.

Each engine at full speed develops 175 H. P. at 550 R. P. M. The generators at full speed, 550 R. P. M., develop 600 volts and have a capacity of 133 amperes.

A small auxiliary generator set is located in the cab to furnish current for headlights and cab-lights, also to furnish current for a small compressor which compresses the initial supply of air for starting one of the large engines; the other engine is then started by current from the large generator set.

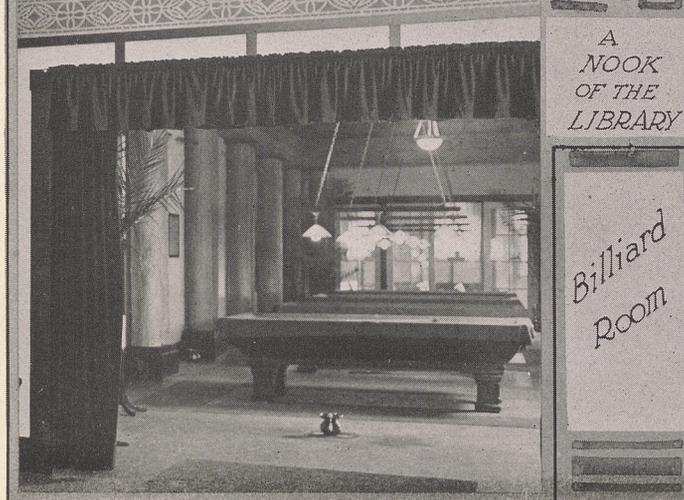
It is not necessary to operate the small auxiliary generator set after the main generator sets are started, unless it is desired to burn the cab lights or headlight.

The radiators are located in the roof. Also a large auxiliary water tank is located in the cab for supplying the radiators, the water being forced up through pipe by air pressure.

The locomotive is equipped with two special controllers, one located in each end of cab, in addition to controller handle for controlling the speed of car motors; a throttle is also installed on controller for controlling the speed of engines.



A NOOK OF THE LIBRARY



Billiard Room



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

January 10, 1917

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

TO EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY COMPANY

Allowances in addition to regular earnings are announced with much pleasure as follows:

To all present employes who were in active service during period of two years or more next preceding December 31, 1916, (if wages less than \$2500 per annum at average rate and whose employment is wholly or practically wholly with this company), a sum equal to ten per cent of the wages earned, as shown by pay roll, during the year ending December 31, 1916, to be paid as follows:

One-half in January.

One-half in July next, such second half not being payable, however, to employes leaving the service between January 1st and June 30th next inclusive.

If earnings during calendar year of 1916 were \$2500 or more, or would have been had the employe remained steadily at work and not suffered decrease in pay through leave of absence or other cause, no allowance is due; and the maximum allowance will be that sum, which, added to the employes' earnings during the year ending June 30th next, or the amount the employes' earnings would have been had he remained normally at work, would make a total of \$2500.

Allowances to employes in the service of the National Guard, and for that reason absent from the service of the company, will be computed on the sum such employes would have earned at their average rates of pay if National Guard duty had not required their absence.

These allowances we trust you will find of material assistance, particularly in meeting increased living expenses due to abnormal conditions brought about largely by the European war, and which it is hoped and believed will be only temporary. The Company expresses to you its appreciation of loyal and efficient service and wishes for you a prosperous and happy year.

PACIFIC ELECTRIC RAILWAY COMPANY,
PAUL SHOUP, President.

— PE —

CIRCULAR

Effective January 1, 1917, wages of all passenger trainmen during first two years of service will be as follows:

In street car service, first year, 26c per hour. Second year 27c per hour.

In interurban service, first year, 28c per hour. Second year 29c per hour.

Increase over schedules heretofore governing is one cent per hour for all trainmen engaged in passenger service during the first and second years of such service.

APPROVED
PAUL SHOUP,
President

J. McMILLAN,
General Manager.

— PE —

YOUR INVESTMENTS

Everyone desires financial independence; enough resources so that in case of sickness or loss of employment or other calamity, the wolf will not appear before the door.

There is only one real way ordinarily to get a start on the road to such independence: that is by **successful saving**. If one resolves to consider his or her income as five per cent or ten per cent less than the actual amount, and spend only the reduced amount, then, barring misfortune, that person is on the way to independence.

The saving bank is the **safe** place for such savings, but often after savings have reached a considerable amount or even before, the owner looks for a place yielding a larger return.

Such change may be in way of investment or a speculation—the latter usually wiping out the savings.

Realizing the number of get-rich-quick schemes having no foundation in merit, it has been arranged so that all employes of the Pacific Electric can secure information without cost as to projects presented for their consideration as either investments or speculations.

Members of the Pacific Electric Club can file their inquiries care of Manager E. C. Thomas, addressing them to the President of the Club and marking them confidential; other employes should make inquiry of head of department, who will be in position to secure information.

These rules will be observed: 1. Full information will be supplied, or, if not obtainable, reason why will be stated. 2. No investment will be specifically recommended; the facts will speak for themselves. 3. Fake schemes will be branded as such. 4. All inquiries will be treated confidentially.

OBITUARY

Since our last issue the grim reaper has gathered from our ranks four of our fellow-employes.

On December 17th, Everett E. Ingraham died at Rockport, Maine where he had gone on leave of absence on account of poor health. Mr. Ingraham entered the service of the Pacific Electric as conductor on the Northern Division, September 29, 1913, and at the time of his death was 35 years of age.

Stanley L. Judson, freight conductor on the Western Division, died at his mother's home in Los Angeles on December 26th, 1916, after an illness of only about two weeks. Mr. Judson was born on January 7th, 1889, and had been employed on the Pacific Electric since February 10th, 1910.

Morris Schloss, conductor on the Northern Division, born January 18, 1870, in Libau, Russia, entered the service of the Pacific Electric February 18th, 1910, died in the hospital on December 27th, after nearly a year's illness.

Henry E. Burge, freight brakeman on the Southern Division, fell from top of car in his train at Lynwood on the Santa Ana Line on December 31st and was killed. Mr. Burge was born August 1st, 1884, entered service of the Pacific Electric October 15th, 1912.

To the bereaved families, their associates and fellow-employes extend sincere sympathy.

NEW YEAR'S OPERATION

The successful operation of the Los Angeles loop on New Year's Day has convinced the last doubter of the advantage of this method of operation over any other. During the entire morning while the heavy travel was on to Pasadena a string of trains stretching out over the elevated toward San Pedro Street filled the minds of the depot masters and other officials handling the crowd with confidence and was a visible guarantee of good service. The drizzling rain which fell in Los Angeles nearly all the morning undoubtedly caused many to remain at home, not knowing that the sun was shining in Pasadena, where it was a perfect day. There never was a time when the number of trains moving could not have been increased fifty per cent without detriment to the service. As soon as a train pulled out another dropped down to the loading platform so that the stream of people through the gates was practically continuous, and for more than three hours a three-car train pulled out on Main street every two minutes. The return movement as well as the local service in Pasadena to Tournament Park was accomplished without hitch of any kind. All concerned in the planning and carrying out of the details of this heavy traffic movement are entitled to congratulations and praise.

ACCIDENTS—DECEMBER

The accident report for the month of December shows an extremely large increase in interferences with vehicles and persons struck by cars. Necessity for constantly bearing in mind the rules for safety and endeavoring to impress upon motorists and pedestrians alike the dangers of the street are apparent to all.

	Northern Division		Southern Division		Western Division		Eastern Division	
	1916	1915	1916	1915	1916	1915	1916	1915
Interferences with vehicles.....	81	62	37	17	57	33	10	7
Collisions and interferences with cars	6	7	1	3	4	3	3	0
Persons struck by cars.....	5	3	2	3	5	1	4	0
Derailments	7	9	13	7	8	3	2	3
On and off moving cars.....	22	24	13	18	34	21	3	5
Miscellaneous	34	29	27	20	25	26	2	4
	155	134	93	68	133	87	24	19

	1916	1915	
Interference with vehicles.....	185	119	35.7% Increase
Collisions and interferences with cars.....	14	13	7.1% Increase
Persons struck by cars	16	7	56.2% Increase
Derailments	30	22	26.7% Increase
On and off moving cars	72	68	5.6% Increase
Miscellaneous	88	79	10.2% Increase
	405	308	24.0% Increase

NEWSPAPER COLLECTION

The newspaper collecting campaign which was announced in our last number is resulting in a large amount of old paper being turned in to the Store Department. The last of the boxes in which paper is to be deposited are now in place and the attention of all is again called to the desirability of adding as much as possible to the Club funds by collecting and depositing newspapers and other paper in these boxes. Attention is called to the fact that smoothly folded newspapers bring about four times as much as crumpled papers. All kinds of old paper is bringing the highest price in the paper market and everything that is sent in of this kind will be used for the benefit of our Club.

PE

Following is an article which has been framed and hung beside the telephone in one of the insurance offices of this city. We may all benefit ourselves and the Company we work for by a careful reading and observance of the spirit of this little article in our daily intercourse with patrons and others over the telephone:

To the Person Using This Phone:

The tone of your voice over this phone will make either a friend or an enemy for our Company. If you are talking to a customer face to face and you allow a trace of impatience to creep into your voice, he may overlook it because of the friendly aspect of your face, but over the phone the other party can judge you and the Company by your voice only. If you allow the slightest suspicion of indifference or impatience to show itself in your tone the Company will suffer.

If the customer is impatient or unreasonable you should have patience enough for two. When you tell him you cannot do what he wants, take plenty of time to tell him why you cannot. When you finish taking an order, say "Thank you" and say it as if you meant it.

AGENTS' ASSOCIATION

At the last meeting of the Association, in addition to a very interesting program, the annual election of officers was held, resulting in the election for president of Mr. Chas. L. Smith, Agent at Azusa, for vice-president, Mr. Ernest Coulter, Agent at San Bernardino, and the re-election for secretary of Mr. H. L. Legrand, Agent at Glendale.

President Smith sends a message to the members of the Association which follows:

All Members of the Pacific Electric Railway Agents' Association, Greetings:

We have turned the first milestone in the history of our organization and we are commencing to make the history of our second year. During the year that has just closed a great deal has been accomplished and every member of this organization has been greatly benefitted in many ways. Each one has become acquainted with the other members. We are on speaking terms with them and we enjoy meeting with them and enjoy their society. Still better, we have met those in whose hands is placed the management of the greatest electric railway in the world and we have found them our friends, instead of the "unfeeling operating bureau" that we have many times felt was devoid of human sympathy and regard for the happiness of those who carry the small burdens which go to make up the whole great system. And still better, they know something about us that they did not know before; something of each of our personalities, our strong points and our weaknesses and something of the things with which we have to contend and so in these friendships and acquaintances with each other and with those who give us employment and from the good resulting therefrom and in the ameliorating of conditions the association has been well worth while. Some of us may feel that we know the railroad game from start to finish and that we are not learning anything new in at-

tending these monthly meetings, but the conditions are constantly changing and personally I am of the opinion that the agent who keeps himself posted to the last minute; who would be an absolute authority on all questions pertaining to the duties of the modern railway agent will have no time to devote to the routine of station work. So in these meetings we get our greatest good in the exchange of ideas and from the advice and knowledge given us by those who know. Every agent who has missed a single meeting has missed an opportunity of acquiring something for his self betterment and for the betterment of the service.

During the coming year I hope every agent and assistant agent will make every effort to devote one evening each month to the mutual advantage of himself and the company which furnishes him employment and the means of overcoming the high cost of living. Each agent owes that much to the company as well as to himself. So come out, even if you have to forego your easy chair, late magazine and sweet brier, and help make the roll call unanimous.

CHAS. L. SMITH.

The next meeting of the Association will be held in the new Club, 431 So. Hill Street, where a room has been prepared especially to fit the needs of the Association, on January 13th. Members are asked to bring their ladies for whose entertainment provision is also being made.

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GARDEN GROVE CELEBRATES

On Wednesday evening, December 13th, the Garden Grove Improvement Association held a banquet in the Y. M. C. A. Hall at that place to celebrate the completion of the lowering of the Pacific Electric tracks through Garden Grove which work has greatly improved the appearance of the town from the tracks as well as safeguarding against flood damage such as was suffered last winter when the Santa Ana River overflowed and water backed up against the railroad embankment and filled the stores and dwellings several feet in depth.

Through all the speeches and addresses of the evening a very fine feeling toward the Pacific Electric was shown. Garden Grove appreciates what the Company has done to assist the town in this improvement.

General Superintendent Annable, Superintendent Davis of the Southern Division, and Mr. Foster of the Traffic Department, were called upon by the Toastmaster and the hit of the evening was made by Superintendent Davis when he told Garden Grove that it was a lap ahead of Los Angeles where an elevated line was just being put in while they were lowering their elevated line.

Garden Grove is in the center of an agricultural district of widely diversified products, and the development of the community is shown by the great increase in the quantity of products of the soil which are being shipped out over Pacific Electric rails.

CHRISTMAS AND NEW YEAR'S AT YE ALPINE TAVERN

Manager Vickrey of Ye Alpine Tavern reports the most successful weekend parties held at Ye Alpine Tavern in the history of that resort. The Tavern was beautifully decorated in the holiday colors, with plenty of green boughs and hollyberries, and all this was augmented by a beautiful Christmas tree.

There were special entertainers and dancing Saturday, Sunday and Monday nights of December 23rd, 24th and 25th. On Christmas night there was a Santa Claus, and every guest was presented with a nice present and a cornucopia of candy. The parties all broke up at a late hour, or had better say, an early hour. The best of it all was that there was snow on Christmas day and night, which of course made the event much more realistic.

During the week the Tavern was comfortably filled, but on Saturday, December 30th, and Sunday, December 31st, the house was full and on Sunday, December 31st, a great many people could not get accommodations, so some returned to Los Angeles, and quite a number of young fellows slept in chairs in the large lobby before the fire.

On Saturday night there was entertaining and dancing until very late, and on New Year's Eve there were games, dancing and everything that went to make a pleasant watch party. Manager Vickrey completed the evening by presenting a souvenir candle holder and candle to each one present so that they could light their way through the New Year.

Altogether it was the most successful week that the Tavern has ever enjoyed, and with all the hundreds who visited the Tavern during the week to see and enjoy the snow, it was SOME week.

SERVICE CHANGES

New wye track at San Bernardino has been connected and is now in use, signals being handled from the E street tower.

New timetable on the Long Beach-Seal Beach Line was effective December 14th, cutting service to the requirements of winter travel.

Effective Monday, January 8, an additional train was put on the San Pedro via Dominguez line leaving Los Angeles 6:35 a. m. daily except Sunday.

On January 2nd, an extra train was put on leaving Los Angeles at 6:25 a. m. for Torrance. This on account of change in working hours of the Union Tool Company at that point. Returning, this train leaves Torrance at 4:45 p. m.

On Burbank Line, December 22nd, an additional train was put on to connect at Arden Junction with Glendale Line train leaving Los Angeles 11:30 p. m. to afford Burbank people an opportunity to stay a little while among the bright lights after the theater.

BASEBALL NEWS

The Pacific Electric baseball team played only two games during the month of December and lost both of these to the strong San Pedro nine by the close scores of 3 to 2 and 4 to 1. Schneider, of the Cincinnati National League Club, and Whaling, of the Vernon Pacific Coast League Club, were the batteries for San Pedro in both games and were a little bit too strong for our boys. Harry Stewart pitched the first game for the Pacific Electrics and Schellenback worked the second, both doing excellent work. Cook caught both games and did well.

On December 31st Manager "Dan" Tobey and his warriors journeyed to Santa Barbara to do battle with the strong force at that place, but old Jupiter Pluvius reigned supreme and the battle had to be called off. They are scheduled to play together again at Santa Barbara on January 7th, and "Dan" says his lads will bring home the bacon.

President Joe Bennett has announced the purchase of new uniforms for the Club, and these will have likely been received and donned by the boys before the end of this month.

The Trainmen's Team was also a little unfortunate during the past month. The team joined the Orange County League, which season opened on December 10th. On that date the Huntington Beach team forfeited the game to the Pacific Electrics. On the 17th Santa Ana won; on the 24th, the game scheduled with the Heinz "57" team was cancelled on account of rain, and on the 31st Brea won by the score of 9 to 2. However, our team is starting the New Year with vim and determination, and we are sure to hear of more favorable results in our next number.

The following is the schedule of the team for the month of January:
Jan. 7—Lynwood at Lynwood.
Jan. 14—Bellflower at Bellflower.
Jan. 21—Long Beach at Arroyo Seco Playground.
Jan. 28—Anaheim at Anaheim.

The Way

Bystander—I suppose you would like to take a ride without worrying about tires and the like?

Motorist (fixing a puncture)—You bet I would.

Bystander—Well, here's a Pacific Electric ticket.

The Horrid Thing

The kindergarten had been studying the wind all week—its power, effects, etc.—until the subject had been pretty well exhausted. To stimulate interest, the kindergartener said, in her most enthusiastic manner:

"Children, as I came to school today in the trolley car, the door opened and something came softly in and kissed me on the cheek. What do you think it was?"

And the children joyfully answered: "The conductor!"—B. C. Electric Buzzer.

BY TROLLEY TO PITTSBURG

It is now possible to go from Detroit to Pittsburgh, traveling altogether on electric cars. The last link between the two cities was closed when service was opened between Alliance and Warren, O. If a passenger desired to go from Detroit to Pittsburgh by electric lines he would take the Cleveland limited running Toledo over the D., M. & T. railway and to Cleveland over the Lake Shore Electric. He would use the N. O. line to Ravenna, changing to a Cleveland, Alliance & Mohoning Valley car, which would take him to Warren, O. At the latter place he would change to the Republic Railway Light line to reach Youngstown where he would board another line complete the trip to Pittsburgh Electric Ry. Service.

TEACHING CASEY

It never is good business to try to teach your customers to do business your way. Better fit your methods to the customers' needs than to chances with losing friends because you do not fancy the style of a man's waistcoat or the way he enters your office. Remember the railway president and Casey.

Casey walked into the president's office and said: "Me name's Casey. Oi want a pass to Chicago. Oi want in the yar-r-ds."

"That's no way to ask for a pass," corrected the president. "You should introduce yourself politely. Come back in an hour and try it again."

At the end of an hour the Irishman came back. Doffing his hat, he inquired:

"Ar're yes th' president?"

"I am."

"Me name is Patrick Casey. Oi be'n workin' in th' yar-r-ds."

"Glad to know you, Mr. Casey. What can I do for you?" inquired the president, warmly.

"Yes can all go to h— from and a pass on th' Wabash."

From the Hartford "Agent."

E. Pluribus Jones reached the station platform just as the 5:15 was pulling out. A little burst of speed before the admiring onlookers nettled him 50 feet in overcoming the train handicap, but the best his ample carcass could do thereafter was to win a losing race. He quit at the end of the freight yards and returned.

"Miss your train, sir?" inquired the porter, cheerfully.

"No, my friend," he said earnestly.

"Oh, no; I was just chasing it out around here. You oughtn't to allow tracks it's left?"

WEDDING BELLS

On December 24th, Mr. Fred Eggeman, Chief Timekeeper of the Transportation Department, and Miss Gertrude Muschenheimer of the Motor's office were married at the home of the groom.

Mr. and Mrs. Eggeman have their congratulations and best wishes of their associates and fellow-employees.

BOWLING NOTES

The Bowling Team has had a little vacation during the holidays, lasting from December 19th to January 9th. On that night we bowl against the Del Monte Cafe Team at the Broadway Alleys, 820 South Broadway, and believe we have had sufficient rest to make ourselves hard to catch.

Our present percentage is 500, and we are determined to keep on plugging away until that percentage is materially increased. Whether we win or lose, our rooters seem to have a good time watching the game, and we will do our best to entertain all of our friends who may care to come and watch us pull off our next victory.

THE BOWLERS.

—PE—

ROD & GUN CLUB

The regular January meeting of the Club has been changed from Wednesday night, the 3rd, to January 10th, when it will be held in our elegant new quarters at the Pacific Electric Club, on Hill Street. I know that every one that possibly can come will arrange to be present, if for no other reason than to see what has been done for our Club by the mother Club.

Our membership has been steadily increasing since the last writing, and we look for it to take a big jump as soon as all the employes have a chance to see what a fine home we are going to have, and realize fully what a benefit the Rod & Gun Club will be to its members in a social as well as more substantial way.

L. M. KOHLER, Secretary.

—PE—

"FLAT" WHEELS

A recent number of the Key System News, of Oakland, contains the following item on "Wheels":

"Kind friend, if occasionally your rest is disturbed by a flat wheel under one of our cars, don't get mad and say mean things about us and tell everybody that the thumping flat wheel 'has been on that line for a month.'

"You may be sure that we will receive a report from the motorman or conductor when they turn in the car that night, and the next day it will be ordered to the shops for proper attention.

"During the fiscal year ending June 30th, 1916, we used 1,133 new wheels, and 3,415 wheels were taken from under the cars and flat spots ground down.

"This is a total average of over fifteen wheel changes for every working day in such year."

This item was referred to Mechanical Superintendent Small who responded with the following statement of the Pacific Electric record:

Number of wheels scrapped due to slid flats—1916, 66; 1915, 157.

Number of wheels ground due to slid flats—1916, 411; 1915, 465. Total: 1916, 477; 1915, 622. And the comment, "This is very interesting considering that our service is heavier and faster."

THE KNOCKERS

I know he must be doing well,
I know he's getting on,
His work has now begun to tell,
His struggle time has gone;
He now has passed the dreary days,
The lonesome ones and grim,
And now is treading better ways
For folks are knocking him.

His skill has caught the eye of men,
His worth is seen at last,
He's left the throng that knew him
when

His skies were overcast.
He's won the laurel for his brow
By toil and pluck and vim,
And he is doing real work now,
For folks are knocking him.

The knocker is a curious cuss,
He never starts to whine
Or fling his envious shafts at us
Until our work is fine.

Its only men with skill to do
Real work he tries to block,
And so congratulations to
The man the knockers knock.

—Detroit Free Press.

AT THE HOSPITAL

Karl A. Greenwald of the Electrical Department who has recently been discharged from the hospital asks us to print the following concerning his treatment by the Medical Department and hospital:

"I wish to express my gratitude and appreciation for the excellent care I received from Dr. W. L. Weber during my recent illness. Dr. Weber is a very busy person, but never too busy to be courteous and cheerful.

"Also the care at the Crocker Street Hospital was very good."

Following of our fellows are now at hospitals noted below, and would appreciate visits:

Crocker Street Hospital:

Frank Richardson

J. Strang

Dean Showning

Y. Puiz

D. W. Anderson

E. C. Wallich

County Hospital:

L. A. Dix

—PE—

NATIONAL ORANGE SHOW

Plans are being prepared for the exhibit to be made by the Pacific Electric at the 7th National Orange Show which will be held at San Bernardino February 20th to 28th inclusive.

Officials promise that this will be the largest and most elaborate Orange Show ever held in San Bernardino. All employes of the Pacific Electric should boost for a large attendance.

—PE—

Safety First

An electric wire had fallen under its heavy weight of snow. The lineman found a crowd around the grounded copper, and an inquisitive Irishman lifting one end from the ground. He said to the Irishman: "Man alive! Don't you know what a risk you are taking? That might be a live wire." "Sure," said Pat, "I did be thinkin' o' that meself, and I felt of it before picking it up."

IMPROVEMENTS

Team track at Van Nuys 430 feet in length has been completed and placed in service.

—PE—

At Sierra Madre a switch is to be put in connecting the freight house track with the main line.

—PE—

A spur track for the Standard Oil Co., at Moneta, has just been completed and put in service.

—PE—

Spur track at South Park on Redondo via Gardena Line is to be extended for vegetable loading.

—PE—

The M. of W. Department expects soon to receive fifteen air-operated, side-dump cars for handling dirt.

—PE—

An automatic flagman has been installed at Zephyr Avenue and Trolleyway on the Venice Short Line.

—PE—

Authority has been granted for the construction of a double track turnout from Sunset Blvd. to Echo Park Ave.

—PE—

A short connecting track is being installed at 14th and Beacon streets, San Pedro, to new transfer track with Southern Pacific.

—PE—

The spur track into American Agricultural Chemical Works at Dozier, on the Whittier Line, will be realigned to ease the curve.

—PE—

A new baggage room is to be built under the elevated structure and fronting on Los Angeles street with driveway from Sixth street.

—PE—

The Mechanical Department is equipping change-over switches on eleven freight locomotives with air control at a cost of \$900.00.

—PE—

A double-track curve connection between Sixth street and surface tracks in the rear of the main station has been authorized. This will facilitate the turning of Glendale-Burbank Line trains and save much lost motion in tying on trailers in building up trains during the rush hours.

—PE—

Hard on the Superintendent

"I have come here," said the angry man to the superintendent of the street car line, "to get justice; justice, sir. Yesterday as my wife was getting off one of your cars the conductor stepped on her dress and tore a yard of frilling off the skirt."

The superintendent remained cool. "Well, sir," he said, "I don't know that we are to blame for that. What do you expect us to do? Get her a new dress?"

"No, sir. I do not intend to let you off so easily as that," the other man replied gruffly. He brandished in his right hand a small piece of silk.

"What I propose to have you do," he said, "is to match this silk."—New York Times.

THE VALUE OF COURTESY

Mr. Dempster's plea for co-operation, in the July issue of the Pacific Electric Magazine, brought to my mind an incident that I think is quite apropos of the reference to the usual courtesy and attentiveness to passengers by P. E. Trainmen, and the lasting friendships that have been made as a consequence.

I had a friend in an eastern city whose business frequently brought him to Los Angeles, and who finally located here permanently. He was a public-spirited man of importance and influence in his community, so much thought of by his neighbors that they elected him as their Mayor. For many years his business was the management of the private interests of one of the best known and most loved of the successful railroad presidents that the development of this country has produced. I refer to this detail only that it may appear that he is a man of mature judgment, and not apt to make serious mistakes in observing conditions, or likely to be led away by enthusiasm.

One of the prominent bodies of his city asked him to address them on the subject, "Southern California." He had had occasion to ride on our lines more or less, and had been struck not only by the way in which this section had been developed by the "Red Car Lines," but also by the uniform civility of the Trainmen and Ticket Sellers. So he decided to talk about US, and he wrote to me, asking for statistics. I wrote him what I could, of my own knowledge, and with the aid of the General Superintendent and the Traffic Department, whom I found to be very willing to assist me, furnished my friend with complete, authentic, first-hand information.

The address was delivered and was repeated by request before several other organizations in the same city. It is absolutely impossible to estimate the whole value of that "advertising" to us. It was spontaneous, truthful and unsolicited and was not bought or paid for in any way, shape or manner. It reached a most highly desirable class of people and reached them in the best possible way. And people from that section, when they visited our sunny Southland at a later date, actually looked us up and took advantage of our Trolley Trips, and rode on our own red cars as a direct result of those friendly talks.

I'll have to take that back about it's being unpaid for. It was paid for in advance. The Trainmen paid for it in the best kind of coin; coin that is accepted at it's face value everywhere; it is called Courtesy and Attentiveness to Passengers.

Our Cavalry takes a more conspicuous part in the operation of the army in Mexico than the Infantry, and the boys of the latter named arm of the service were wont to gather about their camp-fires and sing "The cal-vreeman has a big black horse.

To ride him on to fame—
The dough-boy he ain't got no horse,
But he gits there just the same!"

The Trainmen on regular lines can furnish just as important support to the "Personally Conducted" operations as the Infantry does to the Cavalry, and, somehow, I feel an irresistible impulse to lift up my voice and yowl as follows:

"The white-caps has them big blue cars,

To ride them on to fame—
We black-caps only has red cars,
But we gits there just the same!"

I think it was in a recent address before the Los Angeles Ad Club, that some one touched upon the subject in this way: "How many friends do you make every day in business? What efforts do you make to make people like you? Friendship begets confidence and confidence begets business. Many expect to use molasses to get customers and vinegar to keep them." It is poor business for our Traffic Department to offer molasses and then for us to pass the vinegar, and, moreover, I feel sure that if I can make people like me, they will like what I am selling. Do you not buy of those whom you like, and go out of your way to do it? Why not others? We Trainmen are selling transportation, and are really salesmen for the Company, our efforts determining in very great measure whether the year's business brings us a deficit or a profit.

We need not concern ourselves with what we are selling. We have the goods, and we have the right goods. I think we should concern ourselves with the manner of delivery. Right goods delivered in the right way. If every one of us lived to this idea, it would be but a short time before people everywhere, when they saw or heard the words "Pacific Electric," would think "Civil Trainmen," and our equipment would not accommodate the business offered.

Curtness is not courtesy. We have no right to be abrupt with our patrons. The practice of courtesy demands consideration for the limitations of all, and respect for the rights of all, no matter whether they are in a position to enforce it or are at our mercy. It goes still further and demands that we give much more than mere "rights." The only possible consistent attitude that we may hold toward the public is gratefulness that they patronize us, and in that way create for us a position wherein we are enabled to support ourselves and families.

All around us we see men profiting and advancing because they have cultivated the habit of courtesy. Thinking writers and speakers are dwelling upon the personal relationship established between the public and railway companies. They say that it is a point to create cordial relations, and that slowly the old order has changed. Recognition is being given to the new spirit in railroading—the spirit of service.

The day is past and gone when people will submit to discourteous and uncivil treatment. Throughout the length and breadth of the land has gone out the mandate, "Be Courteous." This awakening simply

means that no man can succeed any line of endeavor without specializing in courtesy. Not spasmodic civility when one happens to be doing just right, but continuous and dependable human kindness under circumstances.

Let's keep it up. Let's remember that one case of forgetfulness in the matter will undo the work of months. Let's not be the one that forgets—not even once.

T. BLUE

JUST SIMPLE COURTESY

The street car was hurrying downtown with its load of workers when a little old woman with a basket on her arm came hurrying to get aboard. As she was some distance from the corner when the car arrived, she made a hopeless little gesture, apparently giving up the idea of catching the car. But the motorman, spying her, beckoned cheerily to her, and as she hurried, this time catching the car. When she got aboard, the conductor quickly thrust aside the good-natured crowd and found for her a seat near the front. Then he asked her fare and, reaching down, smilingly asked her where she wished to go. She told him and the conductor went back to his post. A few minutes further on the conductor walked to the little woman, told her that the next street was hers, and taking her basket, helped her to alight. The passengers standing back to let her off, had been impressed with her and were watching her and the conductor closely. So they could help seeing the old lady turn to hear her fervent, "Thank you very much, sir." Nor could they be hearing the conductor's "S'all right lady—glad to help you." Every one smiled—some smiled to see you show age such courtesy—some smiled at the length of time which it took to take on and let off this one passenger. But others smiled (these smiles counted) at the courtesy which meant service. They smiled in contemplation of the success of the transit company which had such representatives as this motorman and this conductor.—Exchange.

THE PUT-IT-OFFS

My Friend, have you heard of
town of Yawn,
On the banks of the River Slow,
Where blooms the Wait-awhile flower
fair,
Where the Sometime-or-other
the air,
And the soft Go-easys grow?
It lies in the valley of What's-the-
In the Province of Let-'er-slide,
That tired feeling is native there,
It's the home of the listless I-do-
care,
Where the Put-it-offs abide.
Th Put-it-offs smile when asked
work,
And say they will do it tomorrow,
And so they delay from day unto
Till death cycles up and takes them
away,
And their families starve, beg
borrow.—Anonymous.