



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 3

LOS ANGELES, CAL., DECEMBER 10, 1918

No. 7

EMPLOYEES' EMERGENCY RELIEF FUND

A Drive for the Cash Necessary to Establish a Greater and More Substantial Fund is Being Made Among all Employees
December 1st to 15th

BEGINNING on Monday, December 1st, a big drive was begun among the employes of the Pacific Electric Company for money to firmly establish the Emergency Relief Fund that since March, 1917, has been maintained by the Club for the benefit of our fellow workers and their dependents who from any cause might become in need of immediate financial assistance, and assistance has been rendered in as great a measure as was possible with the limited finances available, to employes of every department and of every class without regard to nationality or race, or whether members of the Club or not; something over \$1600 having been expended for this purpose, the funds for which were derived from the sale of waste paper, small contributions of cash from interested individuals, and by entertainments given by the Club and its friends for the benefit of this fund.

Over seventy-five families have felt the kindly help from this source of finance and through the administration of the department many more have been assisted through difficulties too heavy to be borne alone. The sick have been relieved in ways aside from the physicians' attentions, the dead among us, not having provided for the fateful day, have received decent, Christian burial; and in many instances, places found for dependents that their daily bread might be earned in "the house of friends." This has been the measure of our little relief fund of the past. Many days there was no cash available when needed, but somehow a way was found to help. Many times the amount of the funds needed was far from adequate, but the work went on with the "half loaf" if a whole one was not available.

The Relief Fund was never formally organized, it "just grew" out of necessity, and its known need became apparent to all who have been in touch with our Club work; so much so, in fact, that the Executive Committee of the Club, each member of which represents 100 of the employes, have awakened to the fact that this feature of our company-employe work must be placed upon a basis of such proportions that at no time and in no circumstance shall a deserved call be unanswered because of lack of funds.

Here is briefly the manner in which all of our various activities came about:

The Club was organized out of the old Picnic Association, the committee of which was representative of all departments of the company, and the members of which felt the need of a closer comradeship between all of us; a better acquaintance of each employe with the others, whether that employe was an officer of department, an officer in chief, or the lowest salaried employe on the system. The Picnic Committee made the proposal to the management of the company that if it would provide the place for a central gathering place for the big "P. E. Family," that "family" would maintain the home; and on this basis and with this principle in view the Club was organized.

One day a death occurred in the family of one of our fellows and because of long continued illness and other misfortune preparation for the sad exigency had not been made. The knowledge of the misfortune came to a member of his department, and the Emergency Relief Fund came into being by contribution of a few members of the Club, and was extended from time to time until it has become a fixed institution.

Quite a number of deaths have occurred since our little relief fund was established and conditions such as spoken of above existed, and because a large amount of the drains on funds came from this cause, the thought of the Mortuary Fund was born, has grown to a lusty size, the membership now numbering approximately 1800, and increasing daily. This will check the larger demands upon that fund, and has provided a mortuary insurance for all employes at a smaller cost than it would be possible for any insurance company on earth to meet.

And now, because of necessity for help for others of our family in distress, our Emergency Relief Fund is almost entirely gone. There is no further market for old paper at a price that would warrant individual collection. We must provide for the future of this fund or discontinue the work.

Is there a man among us who would say, "I will not help my fellow who is in distress?" Is there a single man on this great system of ours who will not freely give at least one dollar to this great fund of common helpfulness? Is there one of us who will see the wife or child of one of our fellow workmen lack the necessities of life because of unexpected misfortune? It is the aim of the Relief Fund to help such as these. It is not, and has never been an "easy money" place for wasteful, improvident men; for men who earn their money among us and then waste it riotously, thinking this fund can be "tapped" by them in a pinch to pay the current expenses that he has neglected. There is nothing available for that class. It is for the fellow that through no fault of his that is in distress and needs immediate aid. For the fellow who after being aided and getting on his feet again, will return the good done him by returning all or a part of the help given in order that he may help some other fellow. It is to enable us to do a little for others as we would have them to do for us. It is to help to ease the heavy burden of some one of our fellows on a long, hard, stony hill of misfortune.

You have done your best for your Nation at its every call during the past two years. You will do it again if needs be. Will you not also with the same love for your fellow man, who is here at home, yes immediately beside you, and who calls in his distress for assistance, give him a strong hand of sympathy, and with a few dollars of your money build firm ground under his feet that he may stand again beside you in the day's work, not only strong, manly and renewed, but better than all else, **Grateful**.

Several thousand dollars should be raised at once for this fund. Every employe is asked to give and give freely. Every cent will be amply safeguarded and used solely for the assistance of our fellows in time of need and worthily bestowed. Misfortunes will not be advertised, but assistance graciously and freely given in all worthy cases. Meet the solicitor with a smile and a helpful word, even though you might not be able to give a single dollar. He is going about on his own time, endeavoring to help his fellows and one of them may possibly be you at some future day that you know not of.



PACIFIC ELECTRIC RED CROSS AUXILIARY MEETINGS

On account of the shortage of work at headquarters and the fact that regular meeting nights fall on evenings before holidays, our Red Cross Auxiliary will suspend meetings until after January 1st.

PACIFIC ELECTRIC RED CROSS AMBULANCE

Mrs. S. E. Wilson, treasurer of the Pacific Electric Red Cross Auxiliary, has turned over to the Los Angeles Chapter of the American Red Cross the entire amount collected for the Ambulance Fund, \$1614.42, to be used in the purchase and equipment of an ambulance for the service of the Los Angeles Chapter. Because of the termination of the war, more ambulances are no longer required for overseas service. There is, however, growing need for an ambulance in Los Angeles to take care of returned soldiers and the families of soldiers and sailors in and about Los Angeles, and the Los Angeles Chapter is exceedingly grateful to the Pacific Electric Auxiliary for this gift, as heretofore it has had to hire ambulances for such service. The amount raised will not only purchase the ambulance, but will fit it with stretchers, blankets, surgical kit, extra spot lights and other equipment. As soon as this ambulance is received in Los Angeles, photographs will be taken and we hope to be able to publish a picture of our ambulance in the next Magazine. It is the only ambulance up to this time, donated by an auxiliary to the Los Angeles Chapter, and will bear on each side a bronze plate showing the name of the donor.

THE RED CROSS WILL CARRY ON

With the cessation of hostilities and the assurance of permanent world peace and democracy, it must be realized that the work of the Red Cross is only begun. As the soul of a nation mobilized for service, its work must go on. This nation cannot undo with speed equal to its miraculous accomplishment. The sober task of restoration cannot keep pace with the tense strain of preparation this and other countries have gone through. The Red Cross must carry on.

We have two million men overseas, flung with undreamed speed out of the fiery purpose of the nation's will. It will take three times as long to bring them back.

We have thousands of wounded, dis-

abled, convalescent; so long as they need nursing and cheer, the Red Cross will stand by.

In those Allied countries which have been ravished by Hun hordes, the very machinery of life has been left shattered and disorganized; natural resources have been exhausted; social institutions despoiled. Until our last man is brought home, until the last man is restored to normal conditions, until the blight which has withered European civilization has been removed, the Red Cross will help, heal, sustain and cheer.

The Red Cross is founded upon the ideal which has been the heritage of our nation—the inspiration of our history—the ideal which our country entered the war to vindicate. It is the Greatest Mother in the World, because it is the embodiment of mercy, and mercy is the test of Brotherhood, just as Brotherhood is the test of Democracy.

"Not for ourselves, but for all humanity," was the solemn challenge that brought us to arms. Now that America has attained that righteous peace that shall bring to all men the right to "life, liberty and the pursuit of happiness," the Red Cross, as the practical prophet of that peace, cannot and will not abandon the human wreckage strewn along the world's devastated highways and byways.

Until a redeemed and rebuilt world rejoices in the Justice, the Righteousness and the Lasting Peace of a self-governed and self-governing Democracy, there will not be surcease of loving ministrations by the Red Cross.

So long as the distressed children of men have need, it will feed the hungry, clothes the naked, care for the sick, shelter the homeless.

The work of the Red Cross is not finished. It is only begun.

OUR FUTURE WORK IN FRANCE

In France the retreat of the German armies and the redemption of wide territory have produced a tremendous expansion of all Red Cross activities. The German retreat widens the systematic destruction not only of cities and villages, but of practically everything in the evacuated territory. Houses that remained were roofless, windowless; the furniture had been removed or destroyed and in the country districts farm-houses, haystacks, and supplies of grain were burned; agricultural implements and everything of possible use to returning inhabitants ruthlessly destroyed.

It will be necessary to provide at once for the housing of homeless refugees in the devastated areas and in the at least temporary reconstruction of villages. It will be necessary to

provide also clothing, cloth and dress-making supplies, sewing machines, in addition to foodstuffs and medical supplies throughout all this territory.

With the coming again of winter, the fight against tuberculosis must be taken up with renewed energy. Twenty-six tuberculosis hospitals have been completed and are in operation, but requisitions have been made for 96 provisional hospitals, all to be in operation before winter. The Red Cross has adopted as a slogan "to visit every baby in France." It is estimated that 80,000 French babies died last year, 40,000 of whom might have been saved. One of the immediate objects of the Red Cross is to save those 40,000 babies in 1919.

As rapidly changing conditions growing out of the political and military situations in European countries may result in an increased demand upon the American people for assistance and succor through the Red Cross, a survey of those countries with reference to the work which may develop in the near future will be made.

Homer Folks, who has been Director of Civilian Relief work in France for the past fifteen months, has been assigned by the A. R. C. Commission for Europe to make this survey. He will visit the Commissions in England, Italy, Serbia, Greece, Palestine, Belgium, Switzerland, and possibly Russia. His staff will include food and health experts, interpreters and photographers.

In each country, Mr. Folks will study the effect of the war on the civilian population and the changes it has wrought in social and family life. In addition to estimating the human cost of the great conflict, he will study the property loss and the progress of plans formulated for the rehabilitation of war-swept communities.

PE

COMPLIMENTS MEDICAL DEPARTMENT

"Please allow me to thank the Crocker St. Hospital through you for their kindness to me while I was there. If I had been the President of the Pacific Electric I could not have been treated better, both by the nurses and Dr. Weber. Tell the boys of the Southern Division I hope none of them will have the misfortune of having to go to the hospital, but if they do they need not be afraid of the way they will be cared for. Thanking all for kindness,

(Signed) John M. Shanley,
1208 E. 45th St., City.

PE

SERVICE CHANGES

Winter schedule on Long Beach Seal Beach Line was effective November 21st.

On November 15th, skip-stops were inaugurated on all city lines in Los Angeles.

On December 2nd, four extra trips from Highland Avenue and Santa Monica Boulevard to Universal City were added to the service on the Nuys line for the benefit of employees at Universal City.

AMERICAN AND ENGLISH INCOME TAXES

In comparison with the tax levied in England on incomes our own income taxes are moderate, indeed.

In England the tax on incomes of \$1,000 is 4½ per cent; in America, nothing.

In England the tax on incomes of \$1,500 is 6¾ per cent; in America nothing for married men or heads of families, and 2 per cent on \$500 for an unmarried man.

In England the tax on an income of \$2,000 is 7⅞ per cent; in America nothing for a married man or head of family, and 2 per cent on \$1,000 for unmarried men.

The English income tax rate also increases more rapidly with the growth of the income than ours, a \$3,000 income being taxed 14 per cent; \$5,000, 16 per cent, \$10,000, 20 per cent, and \$15,000, 25 per cent, while our corresponding taxes for married men are respectively two-thirds of 1 per cent, 1½ per cent, 3½ per cent and 5 per cent, and only slightly more for the unmarried, due to the smaller amount exempted, the rate being the same.

PE

TELEPHONES AND GROUCHES

One day recently we had occasion to use the telephone for an outside call and asked the operator for "Union." In making the connection, the operator inadvertently placed us on a busy line and when we attempted to speak we were met with a volley of profanity that certainly has no place among respectable people.

We wondered how many times during the day the operators on the telephone switchboard of The Rhode Island Company have to sit there and allow men with a grouch to give vent to their feelings in language that should never be used.

We believe that when an operator hears a man swearing over the telephone she has a perfect right to shut him off and refuse to give him a connection until he acts like a gentleman.

It's very easy for a man who is up late the night before, or wakes up with a dark brown taste in his mouth; or comes to work after fighting for the championship of the world with his wife, to try to get square by giving the telephone operator a "call."

These girls on the switchboard have to sit there for hours trying to cater to everybody's feelings. They run up against more dispositions, good and bad, in the course of a day than any other class of people in the world, and they are supposed to sit there just like little angels and never get mad or excited, no matter what is said.

We must remember when we pick up our telephone that many other people are doing the same thing at the same time, and that the operator has to take care of all. Let's use a little common sense and reason, and think of the golden rule: "Do unto others as you would that they should do unto you."—Trollier.

PACIFIC ELECTRIC RAILWAY COMPANY.

Operating Revenues and Expenses, Taxes and Income Accounts.
Month of October, 1918.

Revenues.

Passenger Revenue	\$507,289.08
Freight and Switching Revenue.....	232,005.16
Other Revenue.....	40,614.46

Total Railway Operating Income..... \$779,908.70

Operating Expenses.

Way and Structures:	
Wages	\$ 61,271.63
Other Charges	53,200.41
	<u>\$114,472.04</u>

Equipment:	
Wages	70,245.51
Other Charges	37,707.29
	<u>107,952.80</u>

Power:	
Wages	19,744.36
Other Charges	78,122.17
	<u>97,866.53</u>

Conducting Transportation:	
Wages	295,199.10
Other Charges	39,410.04
	<u>334,609.14</u>

Traffic:	
Wages	4,368.31
Other Charges	7,466.54
	<u>11,834.85</u>

General and Miscellaneous:	
Wages	35,391.65
Other Charges	31,371.22
	<u>66,762.87</u>

Transportation for Investment-Credit 3,607.82

Total Railway Operating Expenses:	
Wages	486,220.56
Other Charges	243,669.85
	<u>729,890.41</u>

Revenue less Operating Expenses..... \$ 50,018.29

Depreciation	22,612.08
Taxes Assignable to Railway Operations	42,759.13

Total Depreciation and Taxes 65,371.21

Railway Operating Income (Loss) 15,352.92

Non-Operating Income 5,804.40

Gross Income (Loss) 9,548.52

Interest on Bonds and Other Debt 277,701.39

Rents and Miscellaneous Income Deductions..... 34,456.51

Total Deductions 312,157.90

Net Loss \$321,706.42

Los Angeles, California, November 22, 1918.

H. A. CULLODEN, Auditor.

NOVEMBER ACCIDENTS

	Northern Division		Southern Division		Western Division	
	1918	1917	1918	1917	1918	1917
Interferences with vehicles.....	58	65	45	35	54	57
Collisions and interferences with cars	5	3	18	6	1	4
Persons struck by cars.....	5	3	4	2	—	8
Derailments	10	8	17	8	8	6
On and off moving cars.....	17	30	19	15	22	22
Miscellaneous	15	21	27	17	18	14
	<u>110</u>	<u>130</u>	<u>130</u>	<u>83</u>	<u>103</u>	<u>111</u>

	1918	1917	
Interferences with vehicles	157	157	
Collisions and interferences with cars	24	13	84.6% Increase.
Persons struck by cars	9	13	30.8% Decrease.
Derailments	35	22	54.5% Increase.
On and off moving cars	58	67	13.4% Decrease.
Miscellaneous	60	52	15.4% Increase.
	<u>343</u>	<u>324</u>	



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

December 10, 1918

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



A Merry Christmas and A Happy New Year

ARE YOU HELPING TO INCREASE PACIFIC ELECTRIC REVENUES?

Attention is called to usual financial statement that appears in this paper showing to our men the actual conditions under which we are working.

October, true, was a "flu" month, but we should all note that the actual running expenses of the Pacific Electric were not met by \$9548.52. This loss does not include any interest on any of investment charges, such fixed charges amounting to \$312,157.90.

The recent hearings had before the State Railroad Commission brought out fully the financial showings of the Pacific Electric, and it is of interest to quote part of the Commission's report:

"None of the parties to this proceeding questioned the fact that the Pacific Electric was in need of additional revenue. The annual reports on file in this office show that in 1914, after paying operating expenses and fixed charges, there was a deficit of \$467,220.38; in 1915, \$683,521.23; in 1916, \$821,734.33; in 1917, \$885,116.15 and that at the end of the calendar year 1917 the total balance (deficit) was \$6,170,583.05.

"The Company's actual deficit for the twelve months ending April 30, 1918, was \$784,246.15, and it is estimated the deficit for the twelve months ending May 31, 1919, will be \$1,725,245.90, after taking into account estimated increase in operating revenue under the passenger fares authorized in the original order in this proceeding and the increase in freight revenue, both state and interstate, granted informally by the Interstate Commerce Commission and this commission.

"Wage increases made in June, 1918, will approximate one and one half million dollars per year, and since this testimony was given other increases in wages have been granted. The increased revenue expected to be derived from the higher passenger fares will be much less than the increases in operating costs and apparently this applicant will show a larger deficit for the calendar year 1918 than existed in 1917."

It would seem that this statement of the Commission would be conclusive proof to any employe, or other person interested in our Company's condition, that the facts outlined are

true and that our affairs, at this juncture, are really critical, so much so, in fact, that many of us feel a turn must be made for the better soon.

If there is any employe on this entire system who does not understand the statement of conditions as issued and desires explanation permit me to state that such explanation will be given and information rendered at any time upon their request upon any particular item or items contained in the statement. So far as we can see the only place in the statement submitted by the Auditor that could not be thoroughly understood would be under "general and miscellaneous charges." These items comprise salaries and expenses of general officers; accounting department; treasury department; legal department; valuation expenses such as required by the Railroad Commission in the appraisal of property, settlement of claims; insurance; store expense, etc., and this one item, amounting to \$66,762.87 is but a small portion as compared to the net loss for the current month, amounting to \$321,706.42.

I desire most earnestly to appeal to every employe of this company, in whatever capacity, for their co-operative support in order that our losses may be minimized. I wish them to feel that any suggestion they may make for economies that will assist in making our railway self-supporting will be gratefully received. A suggestion where service might be reduced upon any line and still give the people reasonable accommodation, might possibly result in the saving of several thousand dollars annually on that one line. Suggestions whereby accidents of any kind might be eliminated would bear fruit in the lessening of payment of claims. Efforts made by ourselves, whether in shop, on section or on the road as trainmen increasing the safety of our own individual selves and those of others with whom we are employed, might decrease our cost of operation materially. Co-operative salesmanship efforts upon the part of employes informing the traffic department of business to be obtained and assistance in bringing the salesman of the traffic department and the possible purchaser of transportation, whether freight or passenger, together, and if consistently done by all employes would undoubtedly result in greater revenue.

At this time I shall not attempt to enumerate any or many ways in which individual employes might help, as possibly many of our employes have ideas of value never before presented to us and we are appealing to you for your help and assistance to the end that we may make our way, which the facts show we have not done in the past.

H. B. TITCOMB.

PE

SELLING TRANSPORTATION.

Every man and woman who reads these columns and who is an employe of the Pacific Electric Railway should take a deep personal interest in the welfare of this company.

The officials are only employes and the position held by any of them has been gained by diligent effort to further the interests of his company. There is not an employe who cannot co-operate and further this interest, and incidentally his own, and there is no body of men who have a greater opportunity for this than the operating force, because they are in constant contact with the traveling public.

Do you appreciate the fact that people spend thousands of dollars and come thousands of miles to see our California, and while here they are willing to pay for anything that will entertain them?

A railway company is exactly the same as any other commercial institution. They have something to sell, and the more they sell the more prosperous the company, as well as its employes, become. The article for sale by a transportation company is transportation, and any person in its employ can help in one way or another to help sell it.

One is apt to lose interest in things he sees or comes into contact with every day, but he should remember that the traveler takes a greater interest in them, or would if he knew about them, and it is this very point of taking advantage of every opportunity to inform tourists and other travelers of the various trips to points of interest that transportation men in particular can co-operate with their company and further its interests.

Pacific Electric men have an advantage in this respect over the employes of any other road in the country. There are more places of interest to the stranger on its lines than can be reached within the same amount of territory over any other line in the United States, and the expense is very nominal—places that one would regret that they had not visited while in California and surely would have visited had they known such places existed.

Do you realize how the stranger would appreciate the trip to Mount Lowe, the Balloon Route Trolley Trip, the Old Mission Trolley Trip, the Orange Empire Trolley Trip, the trip to Catalina or trips to dozens of other points of interest in our beautiful Southland. All of these trips are worth to the stranger many times the cost and the time it takes to make them. Is there any other locality

which can give them so much for their time and money.

Point out what you have to sell. Talk it, boost it, and not only help yourselves and your company, but earn the eternal gratitude of the very much pleased traveler who takes the trip upon your advice.

O. A. SMITH.

— PE —

TRANSPORTATION AGAIN AVAILABLE

Heads of Departments:

Referring to circular to Heads of Departments under date of September 30, quoting Supplement No. 1 to Circular No. 29, issued by the United States Railway Administration Regional Director of the Central Western Railroads, to the effect that no exchange transportation will be issued by Federal roads to lines not under Federal control:

Circular letter referred to is hereby recalled, and free and reduced rate transportation may be requested as formerly, until further notice. This with reference to trip passes and half rates.

H. B. TITCOMB,
Vice President.

— PE —

FROM THE MEDICAL DEPARTMENT.

During the past two months the Medical Department has been obliged to meet an unusual situation by reason of the influenza epidemic. We have endeavored to give the best possible service at all times, even to the extent of hiring an extra doctor to make outside calls only. I realize that at times the response to calls may have seemed slow to the patient; or those waiting in our reception room have wondered at being obliged to wait an unusually long time before seeing the doctor, but this has been due to the increase of all work at this time of the year together with the abnormal amount of work due to the epidemic.

It is our desire to give the Pacific Electric Railway employes the best to be had in the way of professional service, and if such has not been the case in any instance, it has only been because of the overwhelming demands put upon our doctors.

WM. L. WEBER,
Chief Surgeon.

— PE —

BOWLING

The Pacific Electric Bowling Team will enter in the Southern California Tournament, starting Thursday evening, December 12th, 1918.

The team has been reorganized and expects to make an excellent showing. It now consists of C. H. Belt, Assistant Superintendent Northern Division, captain and manager; L. H. Covell, Claim Department; C. E. Johnson, Transportation Timekeeper's Office; V. Fisher, Conductor and F. Walters, Motorman.

Of the new men, Johnson comes from the San Bernardino Elks' team with an average of 178; Fisher and Walters are from the Majestic team with an average of 184 and 196 respectively. Covell and Belt were on the team last year.

IN MEMORIAM

CARTER OWEN DAMEROW

Word was received from Sierra Madre on the morning of November 12th, announcing the death of Carter O. Damerow. In speaking of his demise, the Sierra Madre correspondent says: Carter Owen Damerow, age 31, answered the final call at 7:30 this morning in the Crocker Hospital.

Damerow was a Pacific Electric conductor running from this place to Los Angeles. For years he was known to all suburbanites in this section and was extremely popular on account of his constant cheerfulness, politeness and efficiency while performing his daily runs. His demise was caused by influenza-pneumonia, with which he had been attacked about ten days ago. He had taken a lay-off for a day and returned to his post, only to be forced to again lay off for the last call. He was transferred from his residence here to the Crocker Hospital the latter part of the week, and hopes were held out by his many friends until the last hour.

His widow and a 15-year-old stepson survive him. Mrs. C. O. Damerow, who is in delicate health, is prostrated with grief. Damerow was known as a devoted husband and was much worried over his wife's illness.

— PE —

FRED HAYS

One of the Southern Division boys, Fred Hays, who while not long with our company had won many friends among his fellows, passed from this life on November 15th at his home 231 West 52nd street, after an illness of short duration, the immediate cause of death being influenza. During the brief time he was with our company he was employed as conductor, though had not quite finished his course of instruction. The sympathy of all is extended to the bereaved.

OLAF MONSON

Just as final copy for the Magazine was being sent to the printer sad news comes of the death of Mr. Olaf Monson, who for many years has been almost continuously employed on the Western Division and who was possessed of a host of friends who will regret to learn of his death which occurred on December 5th from influenza-pneumonia. Our deepest sympathy is extended his young wife in her great bereavement.

JOSEPH F. WOLF.

Joseph F. Wolf, conductor of the Northern Division, passed from among us to the great beyond on November 17th, after a short illness, and in his death leaves a wife and two children and a host of friends among his fellows to mourn his untimely end. Mr. Wolf was born in Chicago, Oct. 21, 1889, spending most of his life in and near that city. He came to California with his family in 1914, entering the service of the Pacific Electric Nov. 22, 1917.

— PE —

A. F. BLACK

Word was received a few days ago by Assistant Superintendent Peachey announcing the death of Mr. A. F. Black one of our trainment of the Northern Division who has resided at Riverside, which occurred recently at Marshall, Illinois, where he had gone with his family to visit the old home and friends. Mr. Black's death was the result of an attack of influenza. In his demise he leaves many friends among his fellow workers who sympathize deeply with the family in their affliction. Mr. Black entered the service of the company on July 6, 1910.

— PE —

N. M. NELSON

It is with much regret that employes of the Western Division will learn of the death of Mr. N. M. Nelson, which occurred at his home in Santa Monica on Saturday, November 30th, after a long illness of tuberculosis, interment occurring at Santa Monica cemetery at 2 p. m., on Wednesday, December 4th. Mr. Nelson entered the service of this company as motorman on January 29, 1909 and until the time of his illness was continuously employed, and held in the highest esteem by his officers and fellow workers. Most sincere sympathy is expressed for the bereaved family.

WAR WORK SOCIETIES AIDED

Notwithstanding the campaign for contributions to the Associated War Work Societies was well under way before the Pacific Electric forces got into action, and pledges had been previously made by many of the employes, \$2,050.00 was contributed to this work through our own organization. Chairman Bishop is much gratified by the showing made.

REPLACING ELECTRIC LAMPS

To avoid excessive burning out of electric lamps, BE CAREFUL when replacing lamps that are connected in series, such as is the case in stations, light clusters, substations etc., lighted by direct current tapped from the trolley wire or feeders, that you do not replace the lamps with those of another type, or voltage. In other words, all lamps connected in any service should be of the same kind and voltage.

Observance of this rule will result in a large saving of lamps.



SCRAPS FROM THE SCRAPPERS

 OVER HERE AND "OVER THERE"

THE ROLL OF HONOR

Completing the List of All Employees
Called to the Colors

**TRANSPORTATION DEPARTMENT
GENERAL SUPT.'S OFFICE**

C. Wilfer Gaskell
Ivan Cammack
NORTHERN DIVISION
Edward H. Smith
Don R. Fox
Willard C. Kingsley
Willard Connor

SOUTHERN DIVISION

V. L. Hansen
Lester Vanderbeck
R. H. Kunz
William A. St. Clair
Lloyd E. Aselin
Fred J. Drager
M. Moreno

WESTERN DIVISION

Ray E. Tuller
Clarence Penn

MECHANICAL DEPARTMENT

R. E. DanDeren
G. S. Gilmore
J. E. Langley
M. Oriza

P. S. Bridges
C. F. Prange

GENERAL PASSENGER DEPARTMENT

H. L. Manahan
E. J. O'Livan

STORE AND PURCHASING DEPT.

Walter G. Johnson

MAINTENANCE OF WAY DEPT.

Roy C. Adams

ENGINEERING DEPARTMENT

Lee A. Myers
Fred A. Bixenstein
Floyd Clements

ELECTRICAL DEPARTMENT

C. Sistrunk
C. E. Dolbe

Walter A. Hamm, who worked as trolleyman on the Southern Division before going into the army, was recently commissioned as a lieutenant at the Arcadia Aeronautical school, being the first Los Angeles man to be commissioned by this school.

— PE —

Letter received from A. E. Stevens, formerly of the Southern Division, who was formerly at Camp Humphries but transferred to Camp Sevier, South Carolina, announces that he has been promoted to the topographical survey service and is very much interested in his new work.

— PE —

Sgt. J. W. Russell, who has been for the past five months in France writes on Nov. 4th that he is getting along fine but hopes to return very soon as "it looks like things are nearly done, over here." He is with the 20th Company, 3rd Aero Service as a mechanic.

— PE —

In a telegram received by one of his fellows a day or two ago C. J. Shaul announces his arrival in New York with the first detachment of our forces from over seas, and says the next seen or heard from him will be his arrival in the yards of the P. E. His wire would indicate that he is very much pleased to get back to the "good old U. S. A."

Our old friend Dan Toby, who left some time ago for Chicago for a finishing course in the "Y" school there before going across the big pond, writes us under date of Nov. 6th and encloses a photo of his class there. He says they hope to sail for overseas in a few days.

— PE —

Pvt. L. J. Kreider writes under date of Oct. 20th from St. Nazaire, France, that he has been transferred from the Engineers to the Transportation Corps and that they are railroading on a big scale for Uncle Sam. He is longing for the return to the United States and his service with the Pacific Electric. A new picture of "Lew" taken in France about the time he wrote the letter, appears elsewhere in the Magazine.

— PE —

Pvt. Otto A. Sandau, of Company L, 364th Infantry, formerly employed as a machinist in the Los Angeles shops, is in a hospital in France, having been wounded in the big drive of Sept. 28th. He writes, "I am sleeping in a bed once more after sleeping on the cold, wet ground. The Germans sure can run, we had to run for 24 hours before we caught up with them, and then we sure did give them "L" and will have them finished soon. Our Red Cross is doing wonders and we are having the best of care and attention. We all expect to be home before long."

— PE —

Through Mr. Shoup we learn of the arrival of Capt. J. C. McPherson in France and his sojourn at the Officers' Training School for a two weeks' period, where he is getting the French angle of things, including about 12 hours daily intensive application which in plain English means hard work from 5:30 a. m. until most any hour p. m., and he likes it fine. The letter was written on Oct. 6th, so heavens only knows where he is by this time, but on his return to the good old U. S. A. we are going to try to get him for a whole evening at the Club where he will do all the talking and we will do a big job of listening.

— PE —

Charles H. Keeling, of Co. G, 116th Engineers, writes from France, where he has been for some time: "If I remember rightly, I think you have had some short articles in the Magazine about the operation of trains in France. I know when I read them they did not sound reasonable, but after seeing it for myself will have to admit the truth of the statement. You certainly would smile if you could see them. The operation looks like railroading of ages past instead of the 20th Century. Single truck freight cars, link and hook couplers,



L. J. Kreider, So. Division
in France

hand brakes, locomotives not even standardized. Some engineers on the right hand side and some on the left side of the cabs. I say cabs, well some of them don't even have cabs, and all the engineers I have seen stand up. However I hope soon to be helping operate some of these trains, and then I will be perfectly satisfied with life in the U. S. army."

— PE —

HERE IS ONE FROM BELGIUM

John E. Fagin, formerly Southern Division trainman, writes to Mr. Davis from Belgium under date of Nov 7th, as follows:

"I have a few leisure moments at my disposal and will drop you a few lines. We are back resting a few days again, as we just came from off the front. We were only in action five days this time, and we did not have such a hard battle as we did over on the Argonne front in France; our casualty list was not so great as in that sector either. I often wondered how it would feel to be under shell fire in battle, but now I know. At first one does not have much fear as they do not realize what havoc one of those high explosive shells will do. But after being near them and seeing one burst and after the smoke clears away men, horses and equipment lying in heaps, and a hole in the ground about 6 feet deep and 20 or 30 feet in circumference, then a person begins to realize the magnitude of them.

Consequently the longer one is under shell fire the more fear they have. I was lucky in getting away all together. As it was I had a very close call one afternoon about 4 o'clock. I had been on guard over the ration pile, which was just behind the lines. Earlier in the day we had taken up some rations in a cart to the men that were fighting on the front and the sergeant in charge left a pair of saddle bags on the cart that was left behind. I was sent back up on the front to get them. The battle was being fought on a level field, with a woods on the right while on the left there was a canyon, and I thought I would be protected a little better if I should go up the ravine. Shells were falling all around me, but I was in such a hurry that I did not stop but just kept on going. When about half way to my destination a shell burst within about 10 feet of me. I felt the hot air from it and my steel helmet shot straight up in the air and I went down and out for about 4 or 5 minutes. When I came to I was covered with mud and dirt. I felt stunned for a while but after feeling myself over to see if I was all together, I went on my way and procured the bags and hustled back. When I got back to the ration pile no one was in sight, but I finally found one of the new guards that came to relieve me and he said a big shell had burst near the pile and wounded our captain so that he had to be taken back to the emergency hospital.

"I could write page after page of narrow escapes and pitiful sights I have witnessed on the battle field but will not take up any more space just now.

"I like Belgium much better than France; the climate is better and the soil is far superior to most of that found in France. The buildings that are still intact are better made and of better material. In France all houses are made out of stone, while here in Belgium most all buildings are made out of brick. I have been over quite a good portion of France and Belgium and I have never seen a dwelling house made of wood as timber is very scarce in both countries.

"The Belgian people seem to be more energetic than the French. Most all of the territory we have been in has been occupied by Germans for the past four years and now the Huns are getting out and the Belgians coming back to their homes. Many, in fact most of them, have all their possessions on their backs, but they go to work with a will and many of the farmers have in their wheat crops and their houses fixed up so they can live in them. To show how scarce live stock is, we stopped at a Belgian farm house over night and the owner had spent four years in the U. S. and he talked fair English. He had one horse and two cows left that the Germans did not get and he said he would not take \$3,000 for the horse, because it was impossible to get another. Belgium certainly has suffered in this great war.

ANOTHER GOLD STAR IN FLAG

Sergeant W. R. W. Hart, a Western Division Boy in France Makes the Supreme Sacrifice.

Word was received about November 15th that Sgt. W. R. W. Hart, formerly of the Western Division, had been killed in France, and a few days ago more details of the manner in which our former fellow worker met his end came, from a newspaper clipping from the Trenton, N. J., Gazette, sent us by Mr. J. Kenner, of the Western Division Electrical (Line) Department, which says:

"A letter received here by Mrs. Nettie Hart, of 145 North Broad street from her son, Sergeant William R. Hart, was mailed from France after the writer had been slain on the battlefield. Hart wrote the letter a few days before he died a hero's death and carried it around in his pocket. He was waiting a chance to mail it when he was shot down in the front line trenches.

The letter was mailed by Lieutenant S. W. Hodge, who enclosed the following note: "Dear Mrs. Hart—Billy, as I suppose you know by this time, was killed in action. I will wire you full particulars later. I was with him shortly before he was killed and he was in the front wave and died a hero."

In the letter to his mother, Sergeant Hart said that he was glad that he was in the game and that war was not so bad when one could get good sleeping quarters. The young soldier, who was a member of Company E, 117th Regiment of Engineers, known as the Rainbow Division, and was killed on October 12. He was born in this city, but left here about ten years ago. Before entering the service he was in the railroad business in California. He was a brother of Lee Hart, who is also in the United States army.

His letter received here last Monday is as follows:
Dearest Mother:

Yes Mother, I am in the best of health, and I sincerely hope you are the same. I haven't received a letter from you for a long time.

Enclosed you will find a copy of the letter of appreciation from Major General Chas. T. Mencher, for our services rendered to the United States for the past year, and I am glad that I was in the game. This letter is going to be a short one, mother, for I am just a little tired tonight, as we moved today. The hike wasn't very hard, but have been up since 4:30 a. m., have been busy building shelter. We camped on the side of a hill for tonight. Have made a very good shelter. We are using empty ammunition boxes in addition to our pup tents, which is very warm; have stuffed all cracks with paper to keep out the cold, and keep in the light, for we wouldn't be allowed to burn any lights if it showed outside. We went over to some German stables and gathered up some hay and straw that they left behind and have made a

very good bed and expect to sleep warm. This war is not half bad, when one is able to get good sleeping quarters as I have had for the past week. In my other letter I think I told you about the Hun's dugout. I wouldn't have written tonight only I wanted to, if possible, get the enclosed letter to you. For as you know, while we are on the move, letters are hard to send. I may have to carry this with me for a few days. When we arrived in this part of the country, as usual, all the boys were rather hungry. We found out that the Salvation Army canteen was located close by, which sure was good news to us. We all made a mad rush for the "Y". The Salvation Army is also on the job. Even tho we were not expected and there were many of us, they served us all which means our whole regiment besides the soldiers that were already here. I have heard much about the Salvation Army but this is the first time I have ever been in this canteen, not that they haven't been on the fronts that I have been, 'twas only because of the fact I just didn't get around to visit them. We think the Salvation Army is doing wonderful work, also the Red Cross but then the Red Cross has more backing than the Salvation Army. They both have treated the boys more than square and have always been found in the places they were needed. I am very sorry to say such has not been the case with the Y. M. C. A. Last letter from Lee states he is in the best of health. Give my regards to all of the folks. All my love to you.

Your loving son,

WILLIAM.

Sgt. W. R. Hart, Co. F 117 Reg. of Engrs., Am. E. F., A. P. O. 715.

Under date of October 7th, Sgt. Hart wrote Superintendent White as follows: "Yesterday I received the copies of the Magazine which I was very glad to get, and I was lucky to receive them on account of your having the wrong address. Would like very much to receive the Magazine often for it is almost like a letter from all the boys. I have been on five fronts since the 14th of July and have seen some sights that I'll never forget. On the front before this one, our infantry captured two engines for light railroading and a lot of rolling stock, etc. A detail of my company and myself went up into no-man's-land and brought in another engine. The Huns didn't see us so no one was hurt. Major Haydon wished the railroad on me and for the rest of our stay up there I got away with it. Had five crews of five men each, five dispatchers for that many dumps, and car checkers to find out what the Huns had left behind, etc. Road was all single track, and it was a lot of fun in daytime if the Huns didn't shoot too much, but at night and in the rain, with standing orders against lights it was no picnic. The best thing we did was to haul back a saw mill with all its machinery that the Huns almost got away with. Regards to all."



WALTER BRAND
Formerly With City Ticket Office

HOW THE FAMILY TABLE WILL SUFFER

Walter Brand was a very efficient transportation salesman at Sixth and Main before Uncle Samuel invited him to help win the war, and when he went to France he checked his appetite through and still has it. Oh how he yearns for some of the home cooking with a little fruit on the side. Well, he'll be back soon and get all that's coming to him. Following are extracts from three letters received by his mother here:

* * * "Your letters No. 10 and 12 received day before yesterday. I am carrying around two letters for you waiting for a chance to mail them, so you will receive them all at once. There has been a lot happen since you received my last letter, but I can't write and tell you about it. I am sure you will understand. Sometimes I dream of home and mother, and wish I could stick my old "muddy" tired feet under a real table and eat some real "chow," but that is only a dream. So Lloyd Kinney and Eggert have gone at last. They will have it easy for some time yet. I hope for their sake that they will not have to come across. They are like me, they have the right spirit, all right, but I have seen both sides. I am not any farther advanced in French than when I first landed. English will serve my purpose. When I get home I am going to have two weeks off and get fed up. Do you get that? Please don't think I am starving, but there are lots of things I don't get over here. A bunch of grapes would sure taste good. I hope you save some for me in the grape juice form, or put some

up so I can have a pie. Also some strawberries and peaches. Oh, put up everything you can get. All for this time." * * * "Well at last I believe I can send you a line. The mail has to be censored and this is the first chance we have had to have it censored for over a month. I sure hope you keep writing any way, and tell all my friends to write. Well, mother, I have been over the top, have been over twice. I have a lot to tell you when I come home. Gee, but I will be glad to get home when it is all over. Well it is late, so good bye for now." * * * "The last letter from me was headed somewhere in Belgium. I am doing lots of traveling. (I sure have seen lots of France). Most of the time on foot, sometimes in trucks, in side door "Pullmans," in passenger coaches, and in ambulances. I have been over the top the third time. I received a flesh wound in the calf of my right leg. It is not bad enough to stop me from walking. I expect to get back to my company in a very few days. Just as soon as the doctor will give me a traveling order then back to Belgium, or wherever my company happens to be. I like Belgium and the people there are fine. They have modern houses and their yards are cleaner than the yards in France. Well I just received the papers and P. E. Magazines. Believe me they sure looked good. I read everything even to the advs. I received the stamps and hope soon to send you some little souvenirs, but as to bringing some home with me—I am going to try to bring myself home all in one piece. That ought to be souvenir enough. All for now."

PE

RIGHT FROM THE BATTLE LINE.

Here is a letter with a real thrill in it. It comes from our own Major Edmonds, of whom we are all very proud, and with it came a camouflaged Hun helmet from the battlefield of the Argonne, that has been placed with the Club collection. The letter was dated Oct. 16th and addressed to Supt. White, of the Western Division. "Thought you might be interested in hearing from McKee and me and to learn that we have had our baptism of fire, and each of us fortunate enough to come through without stopping a German bullet or fragment of shell—and I'll tell the world there were many.

Its a long, long story if told in detail, covering a period from Sept. 26, when we jumped off, to Oct. 12th, when we were finally relieved. I haven't the time just now and the rules of censorship will not permit me to tell it all, but will try to give you a slight description of the advance along the east of the Argonne—as it appeared to me.

"We had been in reserve during the St. Mihiel affair Sept. 12-15—was so tame our services were not required. We were afterwards moved up in the rear of our objective where we remained awaiting the starting gong. The artillery cleared the way for us and we went over at 6:00 o'clock, the

26th. I was in command of the battalion I have commanded since June 5th and which I still hold as my own. The artillery had done a perfect piece of work and we didn't see a Hun until we had gone about 2 kilometers when I came across a machine gun crew of six that had been killed at their gun. We were facing the Prussian Guard Div., the Kaiser's finest. We had known this for several days and the men were anxious to see how they would stand up against the Americans—and I will say this for the Prussian—he doesn't often surrender and he seldom runs but he can be killed and wounded just the same as any other living animal. A little farther on one of my companies took a few prisoners—I think I counted as I had them searched, and we began to have a few casualties as we were fighting our way through a heavy wood. We came out of the wood about noon. Struck some strong resistance in the way of machine guns. Next echeloned on a series of hills which we managed to clear just before dark. We knew we had them going as they failed to counter attack that night. I moved out next morning with my battalion and ran into a mess of them. It was just breaking day. We were crossing a draw on our way to occupy a hill in front, when we were met by heavy machine gun fire from our front and right flank. A sniper seemed to pick on me and you ought to have seen me make a running dive for a shell hole, which unfortunately was half full of water. I found I was all together but had jumped from under a perfectly good trench coat which was tied to my pack and I'll tell the world I didn't go back to look for it—trench coats meant nothing in my young life just then. I worked my way out of that shell hole, keeping under cover, to where I had a couple of machine guns and a one-pounder. Got them working on the bunch trying to flank us; moved the rest of my outfit right in among those on the hill and in 30 minutes we had taken 30 prisoners, several machine guns and had put several out of business without a single casualty of our own—the biggest streak of luck that could possibly happen. We had just got the hop on them. Thirty minutes later it would have been light and there would have been in position on the right and we couldn't possibly have gotten over without a number of losses. One of my men, (a sniper since killed him), killed seven out of a crew of eight in one machine gun nest, at that point. He had 18 to his credit when finally "knocked out" himself.

I suffered pretty heavily that day—three of my best officers killed and several men put out. The fourth day was not so bad; the fourth day a "hum dinger," when, on the 28th we (the regiment) advanced 4 kilometers ahead of anything else and took the town of Gesnes in the rear of machine gun and artillery fire.

"All that I'm going to say about that is that it was a most wonderful piece of work, wonderful in that anyone was left to tell about it. But I'll give you that later on. Some bone headed reporter is giving some other outfit credit with taking Gesnes on Oct. 2 or 4, but this regiment occupied the town on Sept. 29th as history will show, and we did it alone, without artillery preparation or supporting troops on right or left.

"Just a word about Capt. McKee, who has won the admiration of the entire Division by the manner in which he kept us supplied with rations and ammunition, with but half, yes one-third, the horses other regiments had, by working day and night, day after day. We were supplied with these necessities when the others were without. He and his teams were constantly under or within the zone of shell fire, but never faltered even though they could not fight back—which helps a man's feelings some. I was glad to hear our new colonel, who was then our lieutenant colonel, publicly commend the supply company for their efficient work.

"Six officers were recommended for promotion and about 30 enlisted men for commissions as a result of the 29th's scrap. These recommendations, I am told, read "for gallantry and efficiency in action." However, I can't plead guilty to any gallantry, but will confess to more or less efficiency, in the manner in which I was able to duck those shells. I surely had the hop on them. You see if I figured the next one was going to burst here, I would simply move over there. Very simple, when one has the key.

"Saw Homer Carter passing on a motor cycle a couple of days ago. He belongs to the military police, and even they have their work to do.

"Give my kindest regards to all the bunch, to Mr. A., and Mr. Scott. We are now in Belgium. Have a lot of new men, resting (?) and training for the next. Fine looking bunch of men—came from Southern Illinois, Indiana, Kentucky and Ohio, but they fight like hell."

Henry W. Edmond,
Major 362nd Inf.

ROY ROEPKE WRITES AGAIN

From some point in France that we are unable to spell, let alone pronounce, comes a letter to Supt. Davis from Roy Roepke who is now a member of Co. E, 31st Regiment Transportation Corps, A. P. O. 718. He says:

"Your welcome and interesting letter of Aug. 22 at hand for some time, and I have passed it on to all of the P. E. boys to read and they were all indeed very glad to hear from you. I would have answered it long before this but I am so busy every day that I just find enough time to write home to my folks.

I used to think that when the beet season was on at home that we were busy. Say, that is almost a vacation along side of the hours we are putting in now. And we are doing the same kind of work too. I have a regular

IN FLANDERS' FIELDS

In Flanders' fields the poppies blow
Between the crosses, row on row,
That mark our place, while in the sky
The larks, still bravely singing, fly.
Scarce heard amid the guns below.

We are the Dead! Short days ago
We lived, felt dawn, saw sunset glow.
Loved and were loved, and now we lie
In Flanders' fields!

Take up our quarrel with the foe!
To you from failing hands we throw
The Torch—be yours to bear it high!
If ye break faith with us who die
We shall not sleep, though poppies
grow,

In Flanders' fields,
—Lieut.-Col. John McCrae, Canada.
Killed in action in Flanders Field.

— PE —

THE ANSWER

In Flanders' fields the cannon boom
And fitful flashes light the gloom;
While up above, like eagles, fly
The fierce destroyers of the sky,
With stains, the earth wherein you lie
Is redder than the poppy bloom
In Flanders' fields.

Sleep on, ye brave! The shrieking shell,
The quaking trench, the startling yell,
The fury of the battle Hell
Shall wake you not; for all is well.

Sleep peacefully, for all is well.
Your flaming torch aloft we bear;
With burning heart an oath we swear
To keep the faith, to fight it through,
To crush the foe, or sleep with you
In Flanders' fields.

—Lieut. J. A. Armstrong, U. S. A.
1st Co., 1st Rpl. Regt.,
Camp Gordon.

job. Have had it ever since we started to work. I work two weeks days and then two weeks nights. I am conductor on one of the American merchandise trains. Handle nothing but U. S. goods for the front or wherever they are needed.

Markland and Brown have the same kind of a job as I have. Only they are on different divisions. But I think that Markland is soon going to be transferred to where I am at. When we come home we can sure bring some great tales with us about the railroad game over here. Have had many interesting as well as exciting experiences.

I am glad to hear that you had a good summer and only hope that that kind of business will continue.

And say that 12-day vacation sure sounds good to me. I will have to give them a try-out when I get home again. But don't look for me before the first of 1920. As we have a big job over here to clean up.

I get a letter from Sgt. Clay every now and then. His regiment is one of the crack construction engineer regiments in France. They are doing a big piece of work right near here now. But he is not here with them as he is with another company. I also hear from H. G. Scott. The last letter I had from him he was on his way back to the front again.

I have a younger brother who has been on the front too. I had a letter from him last week saying he had just come out of a big scrap. And that he had lost everything that he had except his life and his gun. Says it is sure a hell-on-earth up there.

But just the same the Yanks here the Huns on the go. And say it sure makes us feel good to pick up a paper and see where the people back

home have oversubscribed the Fourth Liberty Loan. That shows the world where the good old U. S. A. stands in this fight.

I had a letter from Kreider about three weeks ago. He is about one hundred and twenty-five miles from here. He does not like it there at all. I wish that he could come up here and take charge of this yard.

We get pretty good mail service over here. I get one and two letters from Mrs. Roepke and my mother every week. Besides a bundle or two of newspapers.

Tell all of the boys that we would be glad to hear from any of them at any time.

Lieut. Shakespeare says for you to write to him. He said that he would like to write to you but that he is too busy. And believe me he is busy too. He is terminal superintendent here.

Well, remember me to all of the boys, and tell them I am well and am on the trip of my life. Write soon and tell me all the news. Remember me to Mr. Thomas. Tell him to send me the Magazine every month if he can. Oh, yes, I also hear from Homer Johnson right along.

I am still in the Engineers, but my regiment has a new name: 31st Regiment Transportation Corps.

— PE —

CROCKER STREET HOSPITAL

Following employes are now located at our hospital:

L. S. Jurich	S. M. Woodard
C. Solis	T. Gorman
T. W. Wilson	Wm. Dwyre
F. Abel	Almond Foster
S. C. Woodward	L. W. Feinstein
B. T. Milnes	D. Armstrong
J. H. Smith	P. O'Donnell
Frank McDonald	W. E. Odell
W. R. Wilson	H. S. Wroe

— PE —

Higher Railway Wages in Japan

Consul General Scidmore, at Yokohama, reports:

The Far East Commercial Supplement states that the railway board has decided to raise the wage standard. Officials receiving less than 40 yen (\$19.94) per month are to have a 2-yen (\$1) increase, and those who are paid per diem are to get 6 sen (3 cents) more each working day.

"Two yen a month seems to be a small sum, but it means a great deal to this class of workers. All private establishments will probably follow suit," the newspaper states.

—Official Bulletin.

— PE —

After close study for over a year the curious fact has been discovered by the safety director of a large steel company that accidents in industrial plants occur mostly between nine and nine-fifty-nine in the morning, and between three and three-fifty-nine in the afternoon. Moreover, the peak for the year in the number of accidents was in August. The findings parallel those of a European Industrial Nation covering twenty-five years, and are close to those found by the U. S. Dept. of Labor.

PACIFIC ELECTRIC CLUB NOTES

PACIFIC ELECTRIC CLUB CALENDAR

Dec. 10 to Jan. 10.

- Thursday, December 12—**
Victory Dance in Auditorium, 8:30 p. m.
- Saturday, December 14—**
Agents' Association Meeting, 8:00 p. m.
- Monday, December 16—**
Northern Division Safety Committee Meeting, 2 p. m.
Band Rehearsal, 8 p. m.
- Thursday, December 19—**
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Monday, December 23—**
Band Rehearsal, 8 p. m.
- Wednesday, December 25—**
MERRY CHRISTMAS.
- Thursday, December 26—**
Mid-holiday (Moonlight) Dance in Auditorium, 8:30 p. m.
- Monday, December 30—**
Band Rehearsal, 8 p. m.
- Wednesday, January 1—**
HAPPY NEW YEAR.
- Thursday, January 2—**
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Monday, January 6—**
Southern Division Safety Committee Meeting, 2 p. m.
Band Rehearsal, 8 p. m.
- Tuesday, January 7—**
Pacific Electric Red Cross Auxiliary (Third Floor), 1:30 to 9 p. m.
Western Division Safety Committee Meeting, 2 p. m.
- Wednesday, January 8—**
Rod and Gun Club Meeting, 8 p. m.
- Thursday January 9—**
Military Dance in Auditorium, 8:30 p. m.

EXECUTIVE COMMITTEE PROCEEDINGS.

The Executive Committee of the Pacific Electric Club met in regular session on November 20th, roll call showing the following members absent: West, Darling, Lucia, Covell, Burton, Tyler, Leahy, Green, Fremgen, Spaeth.

Minutes of the last regular meeting were read and approved.

Manager reported the continued closing of the Club during the epidemic, and that during the interim improvements and repairs were being made in the building through the authorization of Mr. Titcomb. Report was also made of the Mortuary Fund Membership, deaths occurring therein, the need for an extra assessment in order that the fund be better prepared for calls that might be made thereon, and made suggestion that

members of the committee report to the manager immediately upon learning of deaths in departments in order that quick action might be had. Condition of the Emergency Relief Fund were also reported on and a plea made for further funds and some immediate, definite action taken for the benefit of this feature of our club work. The matter of assistance loans was also broached with the hope of a possible solution of this angle of welfare.

On motion of Mr. Annable, the manager was instructed to write the auditor requesting that he make an additional deduction as occasion required in order that at all times two funds sufficient to meet two deaths might be available. The request sent the auditor was as follows:

"Mr. H. A. Culloden, auditor: At a meeting of the Executive Committee of the Pacific Electric Club, I was by motion duly carried in that organization, instructed to request you to make an additional deduction from members of the Mortuary Fund so that provision would be made to pay benefits when necessary to the beneficiaries of two deceased members in any one month. In the original plan, as you are aware, it was planned that at all times there should be the sum of one total membership deducted in the hands of the Treasurer to pay to a beneficiary entitled thereto, but the occurrence of three deaths on one month recently brought to the notice of this committee the necessity of being better prepared for emergency, hence the request that you make an additional deduction in order that two total membership deductions may be available on call at all times."

On motion of Mr. Mills, the manager was requested to send bulletin to the different departments immediately following the death of any member of the Mortuary Fund in order that the membership be advised and know of a forthcoming deduction in favor of that fund.

Mr. Annable, chairman of the Emergency Relief Fund Special Committee, reported that because of the prevailing epidemic and other preventive matters he had been unable to take any action, and asked for further time.

Vacancy having occurred in the Transportation Department Committee (Western Division) because of the resignation of Mr. Wilkins, the manager was instructed to call election and prepare ballots to fill the vacancy.

Mr. Hartman reported complaints among the employes in the matter of deduction because of lack of information as to when the various ones occurred. Suggestion was made by Mr. Bishop that Manager prepare a table of deductions and dates upon which made and publish in the Magazine.

Mr. Bishop made a statement of the War Activities Societies work, especially relating to contributions and requested activity on the part of the committee so far as was consistent.

On motion of Mr. Grace a vote of

thanks was extended to Vice-President Titcomb for his authorization of Club improvements, and Manager requested to transmit same to that official. Letter sent is as follows: "Mr. H. B. Titcomb, Vice President: Dear Mr. Titcomb: At a regular meeting of the Executive Committee of the Pacific Electric Club, held on Wednesday, Nov. 20th, I was directed, by motion of that body, to extend to you the thanks of this committee for your approval that made possible the renovation and re-beautifying of our club building, that makes it even more attractive than it was when first opened two years ago through the splendid help and hearty encouragement of Mr. Shoup. Our gratitude at that time was unlimited, and it is a pleasure to renew it most heartily and extend it to you as his successor among us. We trust that it will be possible for you to enjoy with us most frequently, this "family" domicile of ours.

Under "new business" the matter of the Relief Fund again was brought up and talks and suggestions were made by Messrs. Appel, Vickrey, Hartman, Mills, Annable, Anderson, Snell and others, and upon motion of Mr. Vickrey the committee on Relief Fund was requested to prepare plan and that the Committee meet in special assembly for the purpose of considering and if possible adopt the plan of action on Wednesday, Nov. 27th. This to constitute a special order of business.

No further business appearing, the Committee adjourned until the date for Special meeting.

Special meeting of the Committee was held on Wednesday, Nov. 27th for the purpose of considering the matter of campaign for the benefit of the Relief Fund.

Mr. F. L. Annable, chairman of the special committee, submitted his report, as follows:

To Members of Executive Committee

The special committee appointed at the September meeting of the Executive Committee to prepare and submit a plan for financing the Relief Fund has been asked to submit its plan at a special meeting called for the purpose of considering it on Wednesday, November 27th. That you may have opportunity to consider the matter in advance of the meeting, a copy of this memorandum is presented each member of the Executive Committee in advance.

The original proposal that each employe be asked to contribute to Relief Fund one day's pay from twelve days' vacation time given the Company has been tried out on a large number of employes and it was found that comparatively few were willing to assent to this proposal; therefore, it is considered by the Committee wise not to attempt this plan over, but rather to have a drive lasting one week and commencing about the first of December, during which subscriptions will be taken of every employe for the Relief Fund through Committee men and

to be designated for the work; the request to be for \$1.00 or more, as the employe may see fit, for the Relief Fund.

Circulars to be prepared outlining what the work of the Relief Fund has been in the past and what it is hoped to accomplish by the setting aside of this Fund. Each solicitor to be provided with a receipt book so that a receipt may be given to the subscriber on the spot with a carbon for the record of the Committee.

F. L. ANNABLE,
Chairman Special Committee.

A discussion of the plan was made by all the members present, and upon motion it was adopted, the time for the "drive" being fixed from December 1st to 15th.

President Bishop introduced the matter of circular for the information of employes and outlined his views as to its contents, the Manager was requested to prepare circular and receipt books and transmit to the various members of the committee at as early a date as possible.

No further business appearing in connection with this specific matter, the committee adjourned to the next regular date for meeting.

PE

MORTUARY FUND BENEFITS

During the month of November, while several deaths occurred among the employes, in only one instance was the deceased a member of the Mortuary Fund, that one being Joseph F. Wolf, whose beneficiary was Charlotte Wolf, his wife, to whom was paid the sum of \$319.75.

On December 1st the number of members of the Mortuary Fund had grown to 1665, and since that date quite a few applications have been received, which would bring the amount payable at this time to a beneficiary to something better than \$400. It should not be long, if we are mindful of the interests of our fellows and will call this form of insurance to their attention, that the benefits in case of death will amount to \$500 or more.

By the time the Magazine reaches employes this month membership cards in the Mortuary Fund should have reached all those who are or were members prior to December 1st, the original list having been completed, and in future cards will be sent to new members immediately following the first deduction made on their membership for the benefit of the fund. If you filed an application for membership prior to Dec. 1 and have not yet received your membership card, call up the Club so that tracer may be made and if application has been lost in transit through mail, make another application immediately. You will not know you are a member of this fund until you have received your membership card.

PE

THE CLUB IS AGAIN OPEN

The Club opened again on Monday, December 2nd, following the lifting of the embargo because of the "flu" by City Health Officer Powers, and as told of in the last Magazine our build-

ing presented a spick and span appearance to all visitors that day and since, thanks to the splendid efforts of Jack Shean and his staff.

The December Club Calendar appears elsewhere, and during the coming winter it is hoped to present a number of very interesting and enjoyable special events to the members in addition to those regularly scheduled.

It has been suggested that a "card club" be organized, and in order to ascertain whether there are a sufficient number of members and their wives or sweethearts who would care to participate on some fixed evening each month, members will confer a favor by calling the Club stating their desire to participate, and giving the name, address and telephone number so that they may be notified directly of the first meeting.

A Camp-fire Reunion Meeting will be announced as soon as proper date has been decided on.

PE

PAY ROLL DEDUCTIONS

Beginning January 1st a new feature will be put into effect by Auditor H. A. Culloden that will prove to be very welcome to every employe, in that it will show at the time of each payment of wages or salary, just what deductions have been made from the pay of each of us and for what purpose. Attached to each pay check or distributed by timekeepers, as the accounting department may deem best, will be a printed slip showing the total amount due, and whether and in what amounts deductions have been made for Hospital, Mortuary Fund, P. E. Club Dues, Cash Advances, Liberty Bonds (First, Second, Third or Fourth Issue) together with interest debits or credits; E. M. B. A. Insurance; Pac. Mutual Insurance; Webb C. Ball Co., on watches; Uniforms, Telephones; and any miscellaneous item.

This will enable each employe to tell at a glance just what deductions have been made from the total amount due him at that pay period and for what purpose.

PE

Pietro had drifted down to Florida and was working with a gang at railroad construction. He had been told to beware of rattlesnakes, but assured they would always give the warning rattle before striking.

One hot day he was eating his noon luncheon on a pine-log when he saw a big rattler coiled a few feet in front of him. He eyed the serpent and began to lift his legs over the log. He had barely got them out of the way when the snake's fangs hit the bark beneath him.

"Son of a gun!" yelled Pietro. "Why you no ringa da bell?"—Exchange.

PE

"A man feels at home on a Detroit street car these days."

"Why the homey feeling?"

"They have women conductors."

"I know, but—"

"They meet you at the door and ask for money before you get inside."

—Jackson Citizen-Patriot.

ESPRIT DE CORPS

By W. B. Foote

There is a thing which the French call ESPRIT DE CORPS; that means a spirit of common devotedness, of common sympathy or support among all the members of an association or body. It means comradeship and a common pride in the general work in which we are engaged, and in each other. It is this feeling which would simplify our duty of making this system as nearly perfect as possible.

The Pacific Electric Railway is operated primarily for the convenience of the public. Safety and efficiency of the service are, of course, to be considered first, but of great importance are civility and courtesy in our dealings with the public. At times it requires a great deal of patience to be courteous to people who are rude and offensive to us, and of course it is human nature to become curt, but at the same time we must learn to take such things in good temper; it's part of our job.

My experience in the train service taught me that it is best not to engage in unnecessary conversation with passengers while on the job, and especially not to address them before they commence conversing. You are not there for the purpose of entertaining the public; you are there for the purpose of seeing that your train is safely and properly operated. Attend strictly to your duties, answering all questions civilly, however foolish they seem to you. We must bear in mind that a large number of our passengers are unfamiliar with the cities and country our lines traverse, and that is one reason why it is important to announce distinctly the names of the stations and streets. Enunciate clearly; do not say "Pasacoula Street" so that no one knows what it is. It is just as easy to say it so that passengers can understand it.

Let us apply this feeling of ESPRIT DE CORPS to our day's work. We are all working together for the good of each other, as well as for the good of the company and of Southern California. Let us convince the public that the Pacific Electric Railway is being operated in such a way that the just claims of the public will be recognized and that our passengers will have proper service and treatment.

PE

AND THE STROLLER HAD TO SMILE

It happened on a San Pedro (via Gardena) car that the passenger boarded at San Pedro.

Man gives Student ten cents and a ticket good from Harbor City to Los Angeles.

Student calls to Regular Conductor "what shall I do with it?" Regular Conductor says "register them."

Student says "then I will have one too many on."

Man says "then throw one off so I can get to Los Angeles."

Regular Conductor says "don't matter just so you don't get one too less."

And then the wheels of commerce revolved again!

BEHIND THE SCENES

As we speed along in the big red cars, little thought is given to the vast electrical distribution network, that it is necessary to maintain in order to transmit and distribute the electrical energy for the operation of the system. And when the occasional delay occurs, due to power interruptions, not one in a thousand, of those sitting in the cars, waiting for the power to come back, realize what is taking place in the domain of the Chief Operator, at Central Station, in the endeavor to eliminate the trouble, and return service to the lines.

There are 44 permanent substations and 4 portable substations which are all in continuous service on the Pacific Electric system, with a combined capacity of 50,000 Kilowatts, distributing the direct current to the trolley wires for the operation of the cars and trains. And more than 400 miles of 15,000 volt A. C. three-phase, transmission lines (over 1200 miles of single lines) are required to connect these substations into a unified system.

The electrical energy is furnished to this vast network of substations and transmission lines by the Southern California Edison Company at 12 delivery points, and from these main delivery points is distributed to the substations for transformation and conversion to trolley voltage; i. e.: the electrical energy is received at 15,000 volts, A. C., 50 cycles and at the substations is stepped down to 2200 volts A. C. by transformers, and then converted to normal trolley voltage by motor generator sets. In several of the stations where the latest type of motor generator sets have been installed the motors have been designed in accordance with the latest developments in the industry to withstand the transmission line voltage direct, thus eliminating the necessity for transformers.

It is upon this complex electrical distribution system that the maintenance of traffic and the keeping of schedule depend, a system fraught with every danger, being dependent upon the idiosyncrasies of both man and the elements, and being subject to conditions arising within itself and with the Power Company.

As soon as power interruptions or troubles are indicated on the system, immediate steps are taken through Central Station to locate the cause and clear same, if possible, or localize and segregate from the balance of the system, the source of trouble if due to a local character and cannot be readily cleared. Quick action is necessary and to this end the system has been designed to quickly effect the above.

When the A. C. goes off from any substation the operator in that station immediately clears his switch board, that is, he opens the circuit breakers and switches on both A. C. and D. C. side of all his motor generators, for motors running on A. C. must run at a definite speed in order to take the correct amount of A. C. for their work and if the A. C. came

back and found them out of their proper sequence there would be a burn-out. It takes from one-half to one minute to clear the board, depending upon the number of Motor Generator Sets running. While the Substation Operator is clearing his board, the Central Station Operator is watching the line meters with his eyes, listening to the telephone with his ears and probably ringing the telephone magneto with his hands, all in the endeavor to locate the section of the system on which the trouble occurs. Central Station Operator is in direct communication with the L. A. Ry. and the Edison Co. Central Stations and exchanges information with them. As soon as the section in trouble is located and segregated the power is turned on the rest of the system.

In a number of stations we have starting devices to start the Motor Generator sets from the A. C. side. These stations get on the line, normally in about one minute, but in a large number of stations there are no A. C. starting devices and they have to start from the D. C. side with energy from the trolley which is furnished by some station that got back from the A. C. side.

Considerable delay is occasioned at times by the trainmen in their anxiety to get started as soon as a little power shows again on the line, but by doing so it prevents other stations along the line from starting up on account of the weakness of the power and it is a case of wait for the operator to get his station back on the line, until the cars stop trying for a minute to get started. We have had the cars hold the Long Beach Substation off for 20 minutes after Dominguez and San Pedro got on the line for this reason. Covina Junction was held off 25 minutes for the same reason a short time ago.

Each man in the substation has a particular thing to do and it must be done at the right time to fit in with the rest of the system, and anything that disarranges the set plan is certain to cause more or less delay. In case of an A. C. delay of one minute the substations are usually running normal in one minute after they get A. C. because their machines have not slowed down much, but with a delay of five or more minutes to the A. C. the machines have slowed down so that it takes several minutes and more to get on line again.

Next time that it is your experience to be on a car waiting for same when the power goes off, remember that behind the scenes no efforts are being spared or time lost in trying to restore service.

PE ——— WIRE GAGES

The subject of a proper method of indicating wire size has attracted the attention of wire manufacturers and others for a great many years. During the last decade the size of all wire was indicated in commercial practice entirely by gage numbers and the practice lead to endless confusion because of the numerous gages in use. The law of the survival of the fittest

though has resulted in practically the entire elimination of all but two wire gages, namely the Brown & Sharpe Gage, devised in 1857, now known as the American Wire Gage and used for copper and aluminum wire, and the Steel Wire Gage, devised in 1881 and used for all steel wire.

There is no legal standard gage in this country, although a gage for the measurement of sheet steel was adopted by Congress in 1893. In England there is a legal standard known as the standard wire gage. In the continental Countries of Europe practically no wire gages are used, the wire sizes being specified directly in millimeters; the metric system being in use throughout Europe.

There is a growing tendency in the United States to abandon the use of gage numbers entirely and specify the dimensions of the wire by the diameter in mils and this system is recommended by the Bureau of Standards as the most satisfactory method. This method has the advantage of being both simple and explicit.

The mil above referred to is the unit of length used in measuring the diameter of wires and is equal to a thousandth part of an inch. The circular mil is the unit of area and is equal to the area of a circle one mil in diameter. Due to a simple relation, the diameter of a wire is given in mils, the square of the diameter gives its sectional area in circular mils. The following example shows the simplicity of the method of expressing wire dimensions in mils and circular mils. A wire .41 inches in diameter has a diameter of 410 mils or an area of circular mils equal to (410)² (410²) which equals 168,100 circular mils. This is the size corresponding to our 3/0 trolley wire.

—L. H. Appel.

PE ———

Saved a Nickel

Wife (returning from church, to husband, who stayed at home): "You should have heard Dr. Doe's sermon against dishonesty this morning, my dear. I don't know when anything has made such a profound impression on me. I think it will make a better woman of me as long as I live."

Husband: "Did you walk home?"

Wife: "No, I took a street car and do you know, John, the conductor never asked me for my fare, so I saved a nickel. Wasn't I lucky?" —New York Globe.

PE ———

Overheard in the Subway

It was on a crowded express, even a mouse would find difficulty finding room to squeeze in, that the following was overheard. Two men were commenting on the methods used by platform guards to pack in every person possible. "This reminds me of a story about an Irish wake," said one. "A woman entering the parlor, and glancing around the room, said, 'Sure that it's a foine new eight-day clock ye have, Mrs. Murphy.' 'That's the clock,' said the widow, 'that's the clock ceased; we stood him up in the cener to make room for the mourners.' —Wall Street Journal.