



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 2

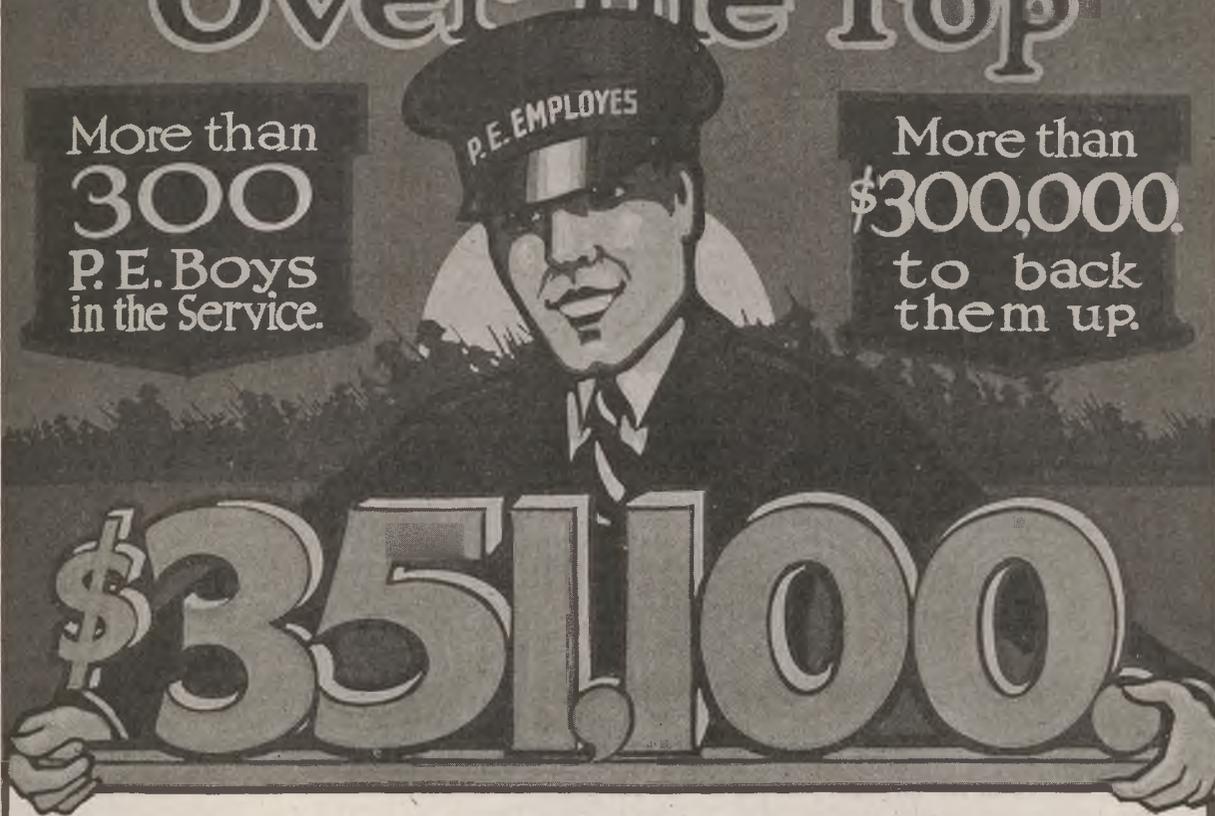
LOS ANGELES, CAL., MAY 10, 1918

No. 12

Over the Top

More than
300
P. E. Boys
in the Service.

More than
\$300,000.
to back
them up.



To the Pacific Electric Employees:

Thirty-seven hundred and twenty of you contributed to that Army of Fighting Dollars, Third Liberty Loan, U. S. A.

99.1% of the eligibles.

Congratulations! I'm proud of you.

99.1%; what would it signify if prevalent throughout the United States?

To the president, the cabinet and the congress:

"99.1%! A united national army back of us; a united national army at the front. Now we can ditch discussion, discount our troubles and double our speed. Forward!"

To our allies:

"99.1%! With us, America, to the last man and the last dollar. We'll hold the line till you come."

To one Emperor Charles, already in trouble:

"99.1%! Wanted a good, quiet, steady job for an ex-emperor. Can furnish no references, but desire opportunity to live down past associations."

To the Kaiser:

"99.1%! An army of 99,100,000 Yankees getting ready. Gott in Himmel! **Where** is the tall timber?"

It is a message worth while you have sent. Live up to it. Make it good. I know you will. We are not really in this war, not in deadly earnest, unless we make it good through sacrifice. Only by doing without, only by thrift, can we so conserve the national strength as to win this war.

It is indeed a fine beginning; let's follow it up to a glorious finish.

PAUL SHOUP.

**PACIFIC ELECTRIC RAILWAY EMPLOYEES' SUBSCRIPTIONS TO FIRST, SECOND AND THIRD LIBERTY LOANS
MAY 4, 1918**

	FIRST LOAN		SECOND LOAN		THIRD LOAN		Percentage Employees Subscribing
	Total Subscriptions	Amount	Total Subscriptions	Amount	Total to and inc. May 4th Subscriptions	Amount	
Executive Department	14	\$ 3,200.00	13	\$ 8,050.00	12	\$ 6,100.00	100%
General Manager's Office	17	3,250.00	7	2,600.00	7	1,550.00	100%
Traffic Department	39	3,050.00	72	6,250.00	57	13,150.00	100%
Legal Department	9	2,800.00	10	3,200.00	8	2,650.00	100%
Accounting Department	117	9,050.00	107	11,300.00	128	15,000.00	98%
Treasury Department	8	700.00	6	900.00	7	1,800.00	100%
Engineering Department	20	2,100.00	29	4,300.00	19	4,750.00	100%
Medical Department	6	750.00	4	400.00	6	800.00	100%
Claim Department	9	1,500.00	7	1,500.00	8	1,750.00	100%
Real Estate, Taxes and Resorts	20	3,300.00	31	4,400.00	55	5,950.00	98%
Purchasing Department	4	700.00	5	600.00	6	950.00	100%
Store Department	36	2,550.00	54	4,050.00	48	5,050.00	100%
Transportation Department	995	66,850.00	1376	123,150.00	1882	164,600.00	97%
Mechanical Department	459	31,250.00	332	26,400.00	794	69,200.00	100%
Maintenance of Way	239	21,850.00	355	24,050.00	389	30,950.00	100%
Electrical Department	83	5,750.00	228	18,550.00	269	24,650.00	100%
Pacific Electric Building	13	1,050.00	6	350.00	25	2,200.00	81%
	2088	\$159,700.00	2642	\$240,050.00	3720	\$351,100.00	99%

**WELL! WELL! WELL!
Says Chairman Bishop**

When our 300 boys who are in the Army and Navy learn, as they shall upon receipt of a copy of this Magazine, that we have contributed \$351,000 to the Third Bond Issue in addition to the \$400,000 heretofore subscribed towards maintaining them and supporting their efforts to make democracy safe throughout the world. I imagine they will feel a sense of pride which in a small measure may correspond with the appreciation we here hold for these men who were the fittest and in many ways the best of the nearly 4000 employes of this railway company. Our liberty bond subscriptions average over \$2500 for each of the 300 men of our organization who are on the firing line or else patrolling the ocean in the ships of our Navy, and I think it is pardonable for all of us to appreciate our fellow employes when realizing that every man and woman has performed a duty to the Government, a duty to the members of our own railway family and, of all things else, a duty to himself in having co-operated with his fellows to make possible this achievement.

When I set forth in our magazine of the last issue that employes of this company would purchase just so many bonds as they could possibly find a way to pay for, and set \$300,000 as our mark, I felt certain of my first statement, but was rather inclined to consider the \$300,000 mark as an outside figure. Optimistic as I have always been about the manner in which the employes of this company will respond to any call, it is plain to be seen that, whereas it was generally considered among us that a \$300,000 subscription should measure 100 per cent of our ability to subscribe, I am obliged now to confess that our purchase is 117 per cent as measured by this standard. Ninety-nine per cent of 3753 men and women have found it possible to set aside a portion of their earnings to support our Republic in pursuing a war, furthering a glorious, unselfish cause and the one per cent through adversity or misfortune could not find a way to join us in this undertaking, should have our sympathy and not despair, for the opportunity to purchase War Savings and Third Stamps is open to them until the close of the calendar year. Permit me to

remind you that aside from the fact that we may feel satisfaction because of a duty done, we should all know that we are going to be benefitted by reason of the investment we have made and I again predict that the time will come following peace throughout the world when we shall hold a meeting to determine whether we shall dispose of our bonds at a price in excess of par value and I urge all who come into possession of these securities that they retain them for the full period of the war and make it a matter of principal and loyalty to the Government that no shaver of Government Bonds may ever purchase a single one of these bonds of any of us for less than par value. The Secretary of the Treasury of the United States, Wm. G. McAdoo, has set forth that he considers that any person who sells such a security at this time and thereby depreciates the market value of these bonds is nothing less than a Welcher. Having loaned the Government this money for the term of the war let us not call this loan until the conflict terminates even though we may not be able to retain them for the full life of the bonds.

S. A. BISHOP.

THE STORE-KEEPER'S HINTS

Follow Them and Develop Company Thrift as Well as Aid the Nation
General Storekeeper Thorburn gives briefly below a number of pertinent paragraphs—little thoughtful punches to jar our minds into being more thoughtful of materials furnished for our use. Let's learn to use things fully and make all we can out of what we have.

The Store Department realizes the cost of delayed and postponed work and cars held out of service. Help us to anticipate the shortage and holler if we don't reciprocate.

All kinds of scrap is still very valuable and important, so any little piece picked up and started on its way to the scrap docks serves yourself, the United States, and the Pacific Electric.

Don't let bolts, nuts, nut locks, cotter pins, etc., get covered up with dirt and become lost.

Keep signal flags up off of the floor and out of the dirt so as to prolong their use. Signal bunting is getting scarcer and higher priced every day.

Don't drop or slam the car gate so as to break the gate castings. These are brass or bronze and very expensive these days.

Be careful of the car jumpers. The heads are all special and the cable is only made to order.

Running cars in five and six car trains is hard on the draft gear, Mr. Motorman, and it seems almost impossible to keep an ample stock of couplers, steel castings, and springs. When you start or stop, or couple, or take curves, "have a heart."

Don't forget to cut out the B. O. motor before all of the armature or field coils are burned up. Despite the best efforts of the Store Department we are unable to secure enough coils ahead of the daily requirements.

Mr. Designer or Maintainer: Is this new item you are planning, or this item you are replacing, standard, or can it be standardized? Let's use what we have if possible, and stick to standards closely. Suppose we all varied from the rule, \$1,250,000.00 Stock of Material and Supplies, with a long list of shortages, would be absolute waste.

How many utilize scrap paper one hundred per cent? You know, even if it is made from obsolete forms or once used paper, it has a value which is equivalent to the cost of new paper which will have to be purchased for this purpose unless we conserve all possible.

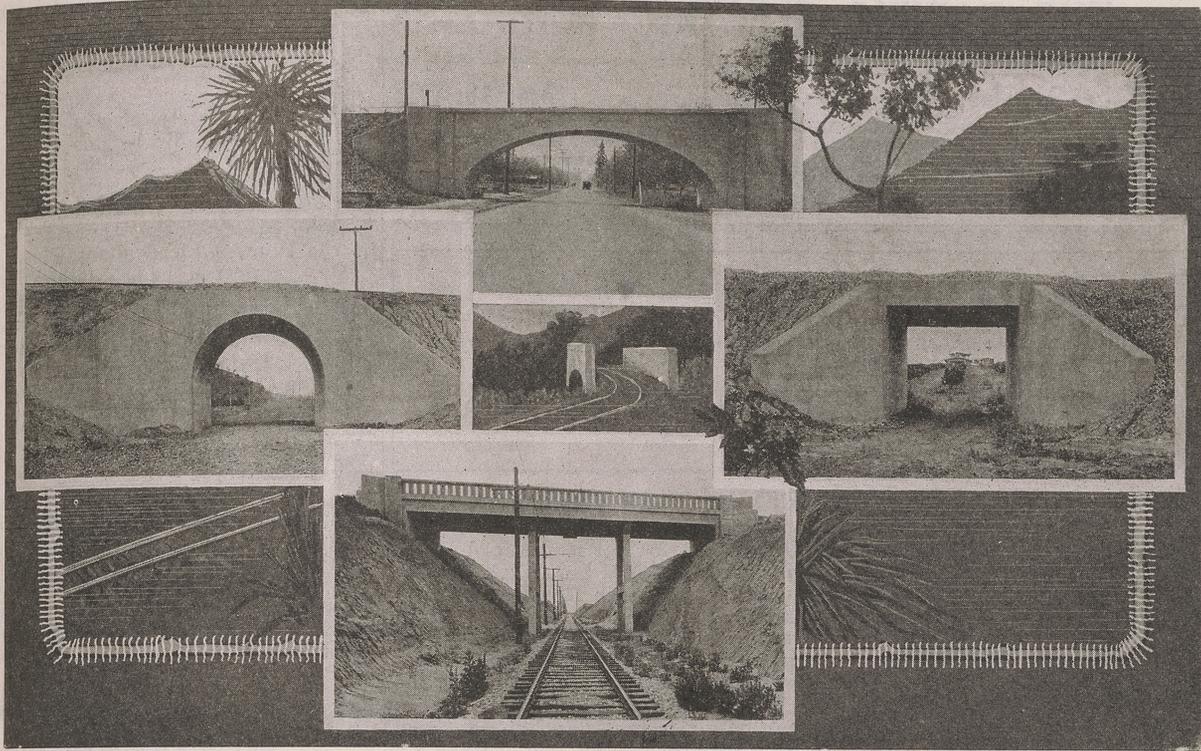
During the present strenuous times the Store Department is making numerous shipments via passenger and express cars, also last minute freight shipments. We thank all of our fellow employes for their courteous treatment and prompt action on these matters.

PE

CARD OF THANKS

To the P. E. Employes:
I am taking this opportunity of reaching all of you to express my extreme gratitude for the kindness, thoughtfulness and consideration shown me during the darkest and saddest hour of my life. Unfortunately I have not the vocabulary to express just what I feel and you can never know how much hopefulness and love for my fellow man this kind act has instilled into my being. I can only say "God bless every one of you."

Very sincerely yours,
ETHEL M. EGGLESTON.



Types of Grade Separations on the New Fullerton Line

CLUB CALENDAR

May 10th to June 10th

- Saturday, May 11th—
Agents' Committee Meeting, 8 p. m.
- Monday, May 13th—
Band rehearsal, 8 p. m.
- Wednesday, May 15th—
(a) Northern Division, Safety Committee Meeting, 2 p. m.
(b) Moving pictures for instruction of trainmen, all invited, 8 p. m.
- Thursday, May 16th—
Dancing Class in Auditorium.
- Monday, May 20th—
Band rehearsal, 8 p. m.
- Thursday, May 23rd—
Moonlight Dance in Auditorium, 8:30 p. m.
- Monday, May 27th—
Band rehearsal, 8 p. m.
- Wednesday, May 29th—
Dance at Rutherford's Dancing Academy, 1024 So. Grand, for P. E. Club Relief Fund. Music by P. E. Club Orchestra. Tickets 25c a person.
- Thursday, May 30th—
Decoration Day—No dancing class.
- Monday, June 3rd—
(a) Band rehearsal, 8 p. m.
(b) Thrift Stamp Night, at 8 p. m.
- Wednesday, June 5th—
Rod and Gun Club Meeting, 8 p. m.
- Thursday, June 6th—
(a) Moonlight Dance in Auditorium, 8:30 p. m.
(b) Southern Division Safety Committee Meeting, 2 p. m.
- Friday, June 7th—
Western Division Safety Committee Meeting, 2 p. m.
- Saturday, June 8th—
Agents' Committee Meeting, 8 p. m.
- Monday, June 10th—
Band rehearsal, 8 p. m.

AGENTS' ASSOCIATION BEACH EXCURSION

At the last regular meeting of the Association the invitation of the Company for the members to spend a day visiting all the beach resorts reached by Pacific Electric lines was accepted and on Sunday, May 5th, a special train left Hill Street Station at 9:00 a. m. with the party. The route, via Sawtelle and the Westgate Line, brought the first view of the great Pacific from the Palisades at Santa Monica Canyon, with the long stretch of rocky shore past Topanga Canyon to where Point Dume juts its rugged shape into the ocean. The route was then through Santa Monica to Ocean Park, where the first stop was made. Here the party left the train and inspected the pleasure pier, walking down the cement walk to Venice and out on the pier. After an hour spent in this way the train picked up the crowd and passing through Playa del Rey, Manhattan Beach and Hermosa Beach reached Redondo Beach at noon. Here the mysterious packages which had been borne so carefully were pounced upon and their contents disclosed upon the tables spread in the picnic grove by Manager Lou Somers of the Redondo Beach Resort and his associates. Mr. Somers also provided the delicious coffee, which was much appreciated. After looking over the bath house, pier and other attractions at Redondo Beach the train was on its way again via Gardena and Torrance to San Pedro where a distant view of the shipyards was had from the West Basin Line. Then through Wilmington to Long Beach where another stop was made. At three o'clock the journey was resumed

and the ride along the beach through Alamos Bay, Seal Beach, Anaheim Landing, Sunset Beach and Huntington Beach to Newport and Balboa, with the surf pounding on the sands, was much enjoyed. At Balboa, Messrs. Armitage, Greelev and Beckwith met the party and loading them in the launch Balboa took them for a delightful ride on the bay. The return trip to Los Angeles was quickly made and closed a memorable day.

— PE —

BASEBALL NEWS

The Trainmen's Baseball team broke the long list of wins this month, having lost one game, the first loss out of 21 games played. On April 7th defeated the fast Pasadena Club, score 7-2; April 14th shut out the Patton Club, score 11 to 0 and on April 14th, lost to San Pedro Club, score 10 to 9, ten innings. On April 28th, the team played a return game at Pasadena as they felt they wanted revenge for the defeat they had met two weeks previous, but again fell before the bats of the Trainmen to the score of 8 to 1. Pitcher Schatzlein, who has been troubled with a sore arm and lack of control all winter, is rounding into condition and has his optics on the plate once again and Manager May says "Watch him go from now on."

— PE —

As soon as the Maintenance Department completes some of the work on which it is engaged at San Pedro, it is the plan to terminate the runs of all interurban trains at 5th and Front streets, thus allowing local cars to come through to that point for transfer and to run through to the shipyards when necessary to handle shipyard employees to or from work.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

May 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.

AS TRUE NOW AS THEN

"Gentlemen may cry peace, peace—but there is no peace. * * * Our brethren are already in the field! Why stand we here idle? * * * Is life so dear, or peace so sweet, as to be purchased at the price of chains and slavery? Forbid it, Almighty God! I know not what course others may take; but as for me, give me liberty or give me death!"—Patrick Henry, 1775.

WOMEN IN TRAIN SERVICE

President Shoup States What the Position of the Pacific Electric Will Be Should the Necessity Arise

Newspaper discussion of the "Woman Conductor" has given rise to considerable discussion among all classes of workers and especially among trainmen, and to bring the matter to a conclusion so far as the Pacific Electric is concerned our President was asked for his views. Here they are:

"There has been considerable discussion as to the employment of women in train and car service, and other departments as well, if the need for help on the electric railways, street and inter-urban, becomes such as to make their employment imperative.

"It is possible that the draft needs of the country for army and other war purposes, will bring about a condition where women will have to take up the work ordinarily done by men, to some degree, as they have loyally done in England, France and Italy.

In response to a suggestion it is proper to state that if such a condition should arise here, the Pacific Electric will give preference in such employment first, to eligible members of families and dependent relatives of the men who have gone to the front, and, second, to family relatives of Pacific Electric employes in active service.

"Transportation is a vital need of the country, and no one concerned therewith and doing his duty loyally and efficiently need feel he is not helping. But a superior public need, or rather a more pressing one, may call many men so employed to direct war activities."

PE

SEND OUR MAGAZINE TO THE "BOYS"

Complaint comes that many of our boys who have gone to the colors are not getting the Magazine. That this may be remedied the heads of departments have been requested to designate some one person in each department to keep track of the men from their department and see that the Magazine is mailed regularly.

RELIEF FUND BENEFIT DANCE

A big dance is planned for the evening of May 29th at Rutherford Dancing Academy, 1024 So. Grand, for the benefit of the Club Relief Fund, that is sadly in need of more funds to carry on the work of helpfulness. There are several of our fellows needing immediate relief and we haven't the funds. Full details of the big dance will be given in a "flyer" to be issued in the next day or two. Make no other dates for that night. Buy and sell all the tickets you possibly can. We must help the other fellow. Tickets will be 25c per person, and music will be provided by the Pacific Electric Orchestra, which will be augmented for the occasion.

PE

THE PACIFIC ELECTRIC BAND

The Pacific Electric Band has been organized for more than five years and has filled many good engagements in that time. Has been to San Diego Exposition; also accompanied the 700,000 Boosting Club to the Southern city. Has played each year at Pasadena Rose Tournament; won first prize in band contest at Ocean Park several years ago; went to Fresno and took part in Raisin Day Festival last year; was engaged last 4th of July by the Chamber of Commerce at Santa Barbara and filled many other minor engagements. So we think it a very good record.

Why not boost our band and make it the best in the west. This can be done if each department will just give us some help by offering some of our members of the band, who are not employes of company, employment. These men have given their services to band and are good musicians as well as good mechanics and office men and would be glad to accept a position with our company.

There no doubt are men who are already employes who are musicians who would like to become members of our band. This can be arranged by calling on manager or coming to rehearsals on Monday nights at club rooms.

Any department who can offer employment to any of band men, please phone Manager H. R. Beegle, Main 9128, or R. M. Holcomb, Main 8800, H. R. BEEGLE, Mgr.

CHARLES J. EGGLESTON

The many friends among his fellow employes will regret to learn of the death of Mr. Eggleston which occurred at his home, 815 Kohler street, this city, on April 29, 1918, after an illness of only a few days' duration. He was born at Waterbury, Conn. January 18, 1879, being 39 years of age at the time of his demise.

Mr. Eggleston had been twice the employ of the Pacific Electric coming to the company first seven years ago and remained for some time his last service beginning just a year or so ago. He was very popular with all his fellows and with the public well, and stood high in the estimation of his superiors. In his death leaves a wife and two-year-old daughter, Muriel, who have the deep sympathy of all the employes and hosts of friends in their great loss.

Funeral services were held Thursday, May 2nd at Utter & Ruppel Chapel on Moneta avenue, conducted by Elder T. W. Williams, followed by cremation at the Los Angeles Crematory.

IMPROVEMENTS

Shelter station has been erected at Abila on the Long Beach Line.

PE

Engineering Department is about to start the erection of concrete station of Mission design at Fullerton.

PE

Authority has been received to construct a substation at Slauson Junction proposed to install a 1000 K. V. rotary converter in this substation.

PE

The Maintenance Department is busy at San Pedro lowering the grade of the main line north of First street putting in a double track turnout West Basin Line, constructing storage tracks and inspection pit for passenger cars and preparing site for a new freight depot at First street.

PE

New cable was installed on the Lowe incline April 23d, the work consuming twenty-five hours during which time all pulleys, sheaves, clamps and safety clutches were inspected and overhauled. This cable is 2940 feet long, 1 1/4 inches diameter, weighs 8000 lbs., and is composed of 16 strands of No. 19 wire.

PE

Announced the Liberty Loan: A meeting was being held at the Tank Central Park a few days ago when an incident occurred showing the way our employes feel about the matter. A point in the meeting was reached where a \$50.00 subscription was made a certain sum and one of the tresses offered to place her autograph on the receipt to the man taking the bond. At this invitation Mr. Frank T. Atkinson stepped up and said, "I am from the Pacific Electric Mechanical Department, and I enlist in the navy tomorrow, and I will take a bond, too." And he did both.

PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS
MONTH OF MARCH, 1918
REVENUES

Passenger Revenue	\$622,666.72	
Freight and Switching Revenue	162,203.10	
Other Revenue	36,912.97	

Total Railway Operating Income.....\$821,782.79

OPERATING EXPENSES

Way and Structures:		
Wages	\$ 49,673.02	
Other Charges	24,563.21	74,236.23
Equipment:		
Wages	45,027.19	
Other Charges	34,995.44	80,022.63
Power:		
Wages	14,360.58	
Other Charges	80,824.82	95,185.40
Conducting Transportation:		
Wages	211,452.93	
Other Charges	19,035.94	230,488.87
Traffic:		
Wages	3,289.25	
Other Charges	6,722.36	10,011.61
General and Miscellaneous:		
Wages (including P. E. Bldg. Operations).....	25,040.49	
Other Charges	46,116.51	71,157.00
Transportation for Investment—Credit.....		2,600.40
Total Railway Operating Expenses:		
Wages	348,843.46	
Other Charges	209,657.88	558,501.34
Revenues less Operating Expenses		263,281.45
Depreciation	24,659.75	
Taxes Assignable to Railway Operations	42,656.73	
Total Depreciation and Taxes		
		67,316.48
Railway Operating Income		195,964.97
Non-Operating Income		3,244.81
Gross Income		
		192,720.16
Interest on Bonds and Other Debt.....	283,180.65	
Rents and Miscellaneous Income Deductions.....	24,059.41	
Total Deductions		
		307,240.06
Net Loss		\$114,519.90

ACCIDENTS, APRIL

	Northern Division		Southern Division		Western Division	
	1918	1917	1918	1917	1918	1917
Interferences with vehicles.....	57	77	29	29	35	51
Collisions and interferences with cars.	3	8	3	2	1	0
Persons struck by cars	8	3	1	2	2	2
Derailments	5	7	9	12	6	6
On and off moving cars	18	23	17	12	16	19
Miscellaneous	34	24	33	18	16	16
	125	142	92	75	76	94
	1918	1917				
Interferences with vehicles	121	157	22.9%	Decrease.		
Collisions and interferences with cars.	7	10	30.0%	Decrease.		
Persons struck by cars.....	11	7	57.1%	Increase.		
Derailments	20	25	20.0%	Decrease.		
On and off moving cars	51	54	5.6%	Decrease.		
Miscellaneous	83	58	43.1%	Increase.		
	293	311	5.8	Decrease.		

HOW IS YOUR WATCH?

Does your watch vary half a minute in one week? Or is it off ten seconds in twenty-four hours, in hot or cold weather, or because you have laid it upside down or some other unusual position? Then it wouldn't do for Train Service men on the Pacific Electric Railway.

Safety requirements of the Company demand that every employe—trainman, engineman, towerman, etc., who is in any way connected with the actual movement of trains, carry a time-piece that is absolutely within these limits of accuracy. A train traveling at the rate of fifty miles an hour covers a little over eight miles in ten minutes. It is obvious that time is a prime factor in arranging meets and passings for trains safely and without interruption to traffic.

Records indicate that there were over 2,000 watches inspected on the Pacific Electric Railway in 1917, all of which had to be maintained at standard. At least once every quarter, every employe in train service submits his watch to one of the twenty-six authorized inspectors who subjects it to a critical examination as to its mechanical condition which must be such as to insure a close rating and not to vary in excess of thirty seconds in one week. Twice a month he must have it compared with a Standard Clock by an authorized inspector and every fifteen months it must be cleaned and oiled. As evidence that the employe's watch has passed inspection and conforms to the Company requirements General Time Inspector Webb C. Ball has worked out a plan whereby the employe carries a card certificate on which, besides the facts concerning the make, grade, number of jewels, etc., are also entered the dates of every comparison with Standard Regulator; without these credentials an employe cannot continue in service.

The care with which the watch inspection rules are enforced is one of the means by which the Pacific Electric Railway has been able to maintain its record for safety among the roads of the country.

—PE—

OUR FESTIVE DRUMMER GONE

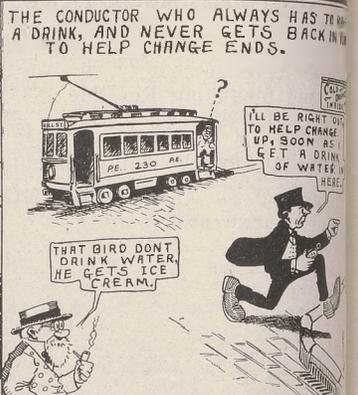
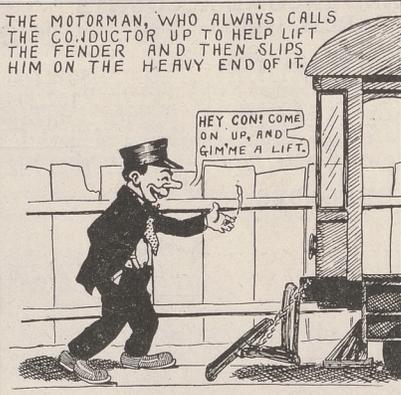
Earl Moyer, who for a long, long time has tickled the sheep-skin head of the small drum, and tintillated the bells and other contraptions that are used by the orchestra to create itching feet has gone hence. Drifted away from our view and joined the forces of Uncle Sammy at American Lake. We are going to miss him more than we can tell you about. He was always there. You could gamble on him always carrying his end of the load. He was always ready for that load, too, and in fact was everlastingly plugging for the good of things. Bet your longest life we are going to miss him. The night he left a number of his friends and admirers presented him with a beautiful signet ring as a slight token of their esteem; and there was no reply; he had joined the "sob sisters."

WAR NECESSITIES.



SUGGESTION, TO MR. SCOTT: "EMPLOY THIS KIND"

SOME SLACKERS THAT WE ALL KNOW



VACATION CAMP FOR 1918
Information for Guidance of Employees in Making Reservations and What to Expect During Their Stay

During the 1917 Season approximately 700 were accommodated at the Pacific Electric Vacation Camp in the San Bernardino Mountains and double that number may find wholesome enjoyment there during the 1918 season, but in order that all desiring to go this year may find place in our mountain retreat the attendance during the periods June 1 and July 1 and from September 1 to 15th must be greater than last year or some will be disappointed.

Since last year a large amount of improvement has been made in the Camp. A large social hall with a great fireplace has been built; a swimming pool 30x60 feet varying in depth from 2 to 8 feet, has been completed and other betterments made that will add much to the comfort and joys of the camp residents.

All employees are asked to read carefully and fully this entire article as it answers practically any question that might be asked.

Purpose of the Vacation Home

The purpose of this Summer Vacation Home for all employees and their families is to provide at the lowest possible cost to them a place amid nature's most beautiful surroundings where they may spend a week or two in rest, recreation and social enjoyment under the best possible conditions for healthfulness; to endeavor to make it possible for the employe and his family to enjoy a mountain vacation each year in a place where every reasonable comfort has been provided, and which to many is not now possible at resorts that are run for profit; to further enlarge upon our Club idea of stimulating a better acquaintance and better co-operative understanding between the various members of our corporate family and further develop our usefulness to each other and to the Company of which we are a part.

Location of Camp and Its Surroundings

A tract of land approximately fourteen acres in extent has been secured in the San Bernardino mountains,

about 22 miles from San Bernardino and 1 1/2 miles southwest of Little Bear Lake, the site being bordered on the north by Little Bear Creek, a stream of year-round flow running into the lake. The main road from Pine Crest to the lake parallels the stream and is the proper road to use to reach the camp, although the "Crest Route" may be used from Pine Crest, the Traveler turning north at Daly Road, entering the valley about 1/4 mile from the camp to the south. The best road however is from Pine Crest via Strawberry Flat. Covering the camp site are hundreds of great, majestic pine and fir trees and the surrounding hillsides are carpeted with beautiful ferns. In a canyon to the east of the camp is a natural spring of ice-cold water, the natural flow year-around being approximately 4 miner's inches, and from this source will come all the water for the use of the camp's inhabitants. An abundant supply of pure, cold water originating on our own premises will be piped to convenient points throughout the camp. A mile and a half over a good road brings one to the crest of the mountain to the south of the camp, from the vantage point of which one thrills over the view presented. To the north may be seen the desert of the Mojave stretching away for many miles in its barrenness, while to the south, apparently at one's feet, lie the hundreds of square miles of valleys in which are located the cities of San Bernardino, Riverside, Redlands, Corona, Rialto, beautiful by day, but far more so by night when their lights flash out like millions of diamonds. Trails lead off from the camp to many points of interest, not the least of which is the lake, where fishing and boating may be indulged in by those who care for that diversion. The joys of life within the camp will be whatever we make it according to the amount of effort and spirit each of us invest therein.

Equipment of the Camp

The principal buildings of the camp are the Social Hall and delicatessen store, where food supplies may be purchased, either cooked or uncooked. A lunch counter will also be maintained where meals may be had by those who do not care to do cooking. Supplies will be furnished employes at

as low a price as can be made. Cottages will house the residents, house 9x12 feet in size and furnished with bed and springs, mattress, stand, bowl, pitcher, mirror, shoes and chairs. Each tent cottage will be provided with a kitchen equipped housekeeping as shown in list below.

Kitchen Equipment

- Oil Stove (3-burner)
- Stew Pans (2)
- Pitcher
- Dipper
- Bread Pan
- Basting Spoon
- Dish Pan (18 in.)
- Knives and Forks (6)
- Spoons (6)
- Salt Shaker
- Paring Knife
- Broom
- Skillets (2)
- Coffee Pot
- Water Bucket
- Tea Kettle
- Pie Pans (2)
- Berlin Kettles (2)
- Garbage Pail
- Plates (6 enameled)
- Cups (1-pt. enameled, 6)
- Kitchen Spoons (2)
- Can Opener

The Cost To Employees

In arriving at an estimate of the cost to employes the present method of figuring, and an average taken from several families of four persons of varying ages and various occupations and from this data a general average made. The cost given is probably correct. It is certain that the employe to live at the camp, where supplies will be furnished with no profit other than to pay the expense of camp operation, will be able to live cheaply. In putting the cost, luxuries are not included, the figures being for a sufficient quantity of good, substantial food of a kind and variety to suit the average taste. These figures are also given with the assumption that all cooking will be done by the employe in its own kitchen:
Food supplies, family of 4
week—\$13 to \$15.
Food supplies, family of 2
week—\$8 to \$12.

At Camp Restaurant meals may be obtained at approximately the following rates: Breakfast, 35c; Dinner, 50c; Supper, 50c. It is not desired that families will patronize the restaurant as a regular thing; that feature being especially established for the comfort and convenience of those unable to do cooking. Hot cooked foods may be purchased at the store delicatessen by families and taken to their own tables for consumption. These cooked foods will be furnished at cost of production, and will lessen the work materially to the housekeeper.

Cost of Tent Cottage and Kitchen for family—\$2.00 per week.

(This means the use of 1 tent and equipment for four persons. Where a family numbers six or more an additional tent will be furnished at cost of \$1.50.)

Cost of Tent Cottage and Kitchen for family of two—\$2.50 per week.

Unmarried employes (each)—\$1.50 per week.

No Cottage will be assigned for the exclusive use of any one person. In order to accommodate as many persons as possible, single persons will occupy cottages in groups of four persons with single beds. No person under 18 years of age will be admitted to the camp unattended by members of the person's family. When possible single employes should organize as a group for the vacation and make group reservations.

Non-Dependent Relatives or Friends

Families may include in their vacation arrangements one or more relatives or friends provided additional housing accommodations would not be required and the camp at the time of arrival has or can furnish spare equipment without inconvenience to regular employes. Should it be found advisable, this permission may be revoked at any time by the management.

Transportation Cost—The Company will furnish free transportation to employes and wholly dependent members of their family from any point on the system to San Bernardino and as a return. A fare of \$2.00 for the round trip will be charged by the San Bernardino Mountain Auto Line for the round trip from San Bernardino to the camp and return. This fare is for each person over the age of 5 years; under 5 years of age, free. Each passenger on the Auto Stage Line will be entitled to carry not over 30 pounds of baggage free; a charge of 10c per pound being made for all over 30 pounds per passenger, in each direction. All bundles, packages or other forms of baggage must be securely wrapped, roped and plainly marked with the name and destination of the owner.

The Auto Line has made an excursion fare of 10c in each direction between our camp and Little Bear Lake. Tickets may be purchased at our camp store and are honored on any stage in either direction.

Free Camp Sites

Where employes have their own

camp outfits, space for camping will be furnished free for any period of time the employe desires to stay at the Camp, and supplies may be obtained at the store on the same basis as that offered employes who occupy Camp cottages. All such employes are requested to bring and use their own outfits.

Week-End Visitors

Provision is not made for week-end visitors, but if application is made before going to Camp on day before starting, it may be learned whether or not accommodations are available. In assignment of quarters in Camp, families will have first consideration, single employes second, and occasional visitors governed by the conditions then prevailing. Auto parties of employes who may drive up to spend the day can always rely upon receiving food supplies.

What To Bring To Camp

When going to the Camp, care should be exercised to bring no surplus luggage. Doing so will result in needless expense to the camper. Bedding should consist of two pairs of wool blankets and two comforts for each bed, and if sheets and pillows are desired they should be brought. Towels and toilet articles and warm comfortable clothing should complete the list of things needed. The days are warm in the sun, but cool in the shade and an overcoat on most nights is a friend indeed. The altitude is between 5000 and 6000 feet. Bring your own bathing suits. The Camp does not furnish them. Be comfortable.

How To Arrange For Camp Accommodations

Reservation of accommodations may be made at any time on or after May 10th for the season which will begin on Sunday, June 2d and continue until Sunday, Sept. 15th, by employes either calling in person at The Club, 431 So. Hill Street, or if employe does not reside in Los Angeles, application may be made by letter, and necessary papers mailed to the applicant. In writing, address "Manager Pacific Electric Club, 431 So. Hill Street, Los Angeles." The Camp will be chartered for its accommodations and as a reservation is made the applicant will be given a card describing the reservation and assignment which must be presented at the Camp, and to this assignment will be attached an order on the San Bernardino Mountain Auto Line for reduced fare transportation. This order must be presented to the stage line at San Bernardino. No assignment to quarters will be made unless camp order is presented. At the time order is presented the applicant must pay the cottage rent for the time he is to use it. Two weeks is the maximum stay permitted any one unless possessing his own camp outfit. Excess baggage charge will be paid to the Auto Stage Line direct. **Do not try to make reservations before May 10th.** When possible, reservations should be made in person at the Club.

Camp vacation periods will begin and end with each Sunday. Party bound for Camp will leave at 9:00 a.

m. each Sunday morning from Main Street Station; party returning from Camp will leave the Camp grounds about 2:00 o'clock Sunday afternoon, arriving in Los Angeles at 7:20 p. m.

Reservations will not be made for split weeks. Vacations must begin and end on Sundays.

On Sundays as vacation periods are terminated, camp residents due to leave will pack personal belongings and remove them from tent cottages on or before 1 p. m., so that new arrivals may be located as quickly as possible. All utensils must be returned to store thoroughly clean and in good condition.

Each person over 16 years of age going to the Camp for a vacation will be expected to give one hour each day for whatever task may be assigned to maintain Camp cleanliness, to build additional accommodations and to add recreation features. This hour of service rendered by each one helps to make the Camp possible and will make it more and more OUR Camp.

— PE —

FROM POLLOCK IN FRANCE

C. A. Pollock, of Company 1, 117th Reg't. U. S. Engineers, A. E. F., writes from somewhere in France to Supt. White of the Western Division and knowing so many of the boys of that division we reprint his letter practically in full for the benefit of his many friends. It follows:

"Am feeling fine and working every day, Sunday and all. No rest for us at the present time.

"There are three of the P. E. boys in this company with myself, Wilson and Medley, both from the Northern division, and feeling fine also. We often wish that we could step on a P. E. car and take a ride some place, we care not where, and often talk of old times while with the Pacific Electric.

"I do not get to see W. Hart very often as he is not with my company, in fact, it has been about two months since we met.

"There has been such pretty weather the last few days that one could not keep from doing something for those he thinks of.

"Got two of the Pacific Electric family magazines not long ago and was sure glad to get them. Between the three of us we keep pretty well posted on P. E. works and doings of all kinds. We appreciate the pamphlets very much and thank the ones that send them to us. Hope they will continue to come.

"I am in charge of the company pack train at the present time and like it very much.

"Where is my old motorman, Mr. Smith. Wrote to him and received no answer so far, but will continue to look for one.

"It does look as though there were several of the boys from the Company in the U. S. Army. Tell those (that know us three) hello, and drop us a line when they have time as it would be gladly received.

"Give Mr. Scott and James Kincaid my best regards."

SCRAPS FROM THE SCRAPPERS

SMILAGE BOOKS REACH CAMP LEWIS

Some time since a quantity of Smilage Books were sent to Capt. O. L. McKee, at Camp Lewis, for distribution to P. E. boys then in camp, Capt. McKee being regimental quartermaster and best adapted to handle the matter. Following is a reply in acknowledgment by the captain:

"Yours of the 9th at hand, also the Smilage Books. Same will be delivered as you request, with pleasure, and the remaining to men of this company, as far as possible. I know they will be appreciated very much as we have a large Liberty Theatre located on the Cantonment, offering the best shows of the Orpheum Circuit. Also an amusement park (Greene Park). Smilage Books are accepted there.

"Your task is not a burden to me but a pleasure. Call upon me at any time that I may be of service to men of the big family of our system.

"Everything is running along very smoothly now, only waiting for men to fill up the Regiment before we go over to get into the big show. Everyone is anxious to leave to settle this for good.

"My esteemed friend, Captain Edmonds, still leads with the best organization in the Regiment and the Regiment itself has the name of the best in the 91st Division in every respect.

"Thanking you for your kindness in behalf of the men, and myself, and with best wishes for the success of the company, I am

"Very truly yours,
"O. L. McKEE."

FROM ONE OF "OURS" IN FRANCE

From that dear, suffering, harrassed France comes words of courage from one of our own boys who is following Uncle Sammie to the rescue. The letter from Private Alfred C. Smith reached Mr. Ballard of the Electrical department a few days ago and is reproduced for the benefit of Mr. Smith's many friends yet in the service, especially in the sub-station division:

"Someone very kindly sent me the February issue of the P. E. Magazine. It was very interesting to me and I appreciate the interest of the one who sent it. The envelope came from your office and not knowing who sent it I am writing to you.

"I see that the P. E. is doing its part with its usual thoroughness. I have traveled quite a bit since I left Los Angeles. I only stayed a few days in Camp Lewis then we were sent to New York, where we became part of the 162nd infantry. There we got our first taste of military drill and cold weather. I felt both a great deal at first as I had not done any hard work for a long time and being used to the fine climate of Southern California but soon got used to the change.

"I found the drill quite interesting



HERMAN GRENKE,
Formerly in Accounting Dept., now at
American Lake

and the people of New York treated us fine. We were invited out to supper several times and on Thanksgiving Day every one in Camp received an invitation to dinner. I was unable to go, however, as I had to do guard duty that afternoon. Then one night we received orders to pack up everything and at daylight we shouldered our packs and rifles and marched out of camp to where we boarded a train. After a short ride we took a ferry which landed us on the dock across the bay.

"We pulled out that afternoon; after a fairly smooth and uneventful voyage we landed in an English port and went to a rest camp where we stayed several days, then we crossed the channel to France. We rested in another English camp for a few days, then we went to another French Port. We went to an American camp this time. It sure was good to get into a comfortable bunk after sitting in hard seats for several days and nights, but we seemed to have the moving habit and only stayed there a few days.

"The buildings and towns seemed very quaint and old-fashioned to us coming from the rushing, busy cities of America. We at last got settled and have been keeping busy.

"America can well be proud of her soldiers, they are a fine lot of men. You can tell an American wherever you see him by the way he carries himself. There is a spirit of cheerfulness and confidence in all parts of the American Forces that is good to see. The Americans get along fine with the French.

"There is some terrific fighting going on now on the West front. Germany is hurling mass after mass of troops on the French and British lines only to have them thrown back.

Harold K. Riordan, formerly instructor on the Northern Division writes to Superintendent Brant from Section Base No. 4 of the Naval Reserve located at Cape N. J., that he is getting along mously and that although he likes work that is cut out for him in reserve he will nevertheless be glad to return to the service of Pacific Electric when this fuss the kaiser is settled in our favor. In his letter he mentions that Mr. formerly motorman of the Southern Division, is in his company and fine. Relative to railroading, he "As I passed through the cities the middle west I took note of car and interurban systems and greatly surprised at the great cooperation between them and our Pacific Electric System. We sure have 'em beat many ways, especially in equipment."

From the Montauk, Long Island Training Camp, of the U. S. Air Service, comes a letter from M. Saulter, who is now engaged in the naval work as aeronautic mechanic and observer on daily patrol trips. He states that the requires about 60 hours of flying each week, and they are especially interested in and working with planes which are equipped to pilot and observer, special signal devices, depth bombs, Lewis machine gun and necessary fuel for trips. He says that R. T. Nores present receiving instruction in Liberty Motor Works, and that Kelly is located at Brooklyn Yard on temporary duty. They all hoping for foreign duty and expect it this summer.

Sergeant Shoul writes again from Waco, Texas, and the principal manifestation from him is anxiety at his slow movement to the "front." Somehow these persons of ours want to "mill" just soon as the uniform goes on, he suppose that is what is worrying the kaiser most just at this time. Some of Shoul's friends owe him a favor and he is getting peevish about it. Better write, you fellows, or you get an awful "cleaning" when it turns. The address is Sergeant's care of 608th Aero Squadron, Training Camp, Waco, Texas.

O. R. Birkhead writes from Camp Lewis that a number of the boys in the camp are in quarantine with measles (not of the German variety however) but are all getting nicely and will soon be out. He sees C. J. Rogers, R. A. Jordan and others of the P. E. boys frequent and that all of them are anxious to get off for France or some other ground. Birkhead reports that instructor Foster was made a sergeant in his company and all the boys delighted with the appointment.

V. L. Hansen, who has been clerk and cashier at the San Francisco terminal, leaves today (10th) for Logan, Colorado, having received appointment in the "Railway Transportation Personnel Battalion."