



The Pacific Electric MAGAZINE

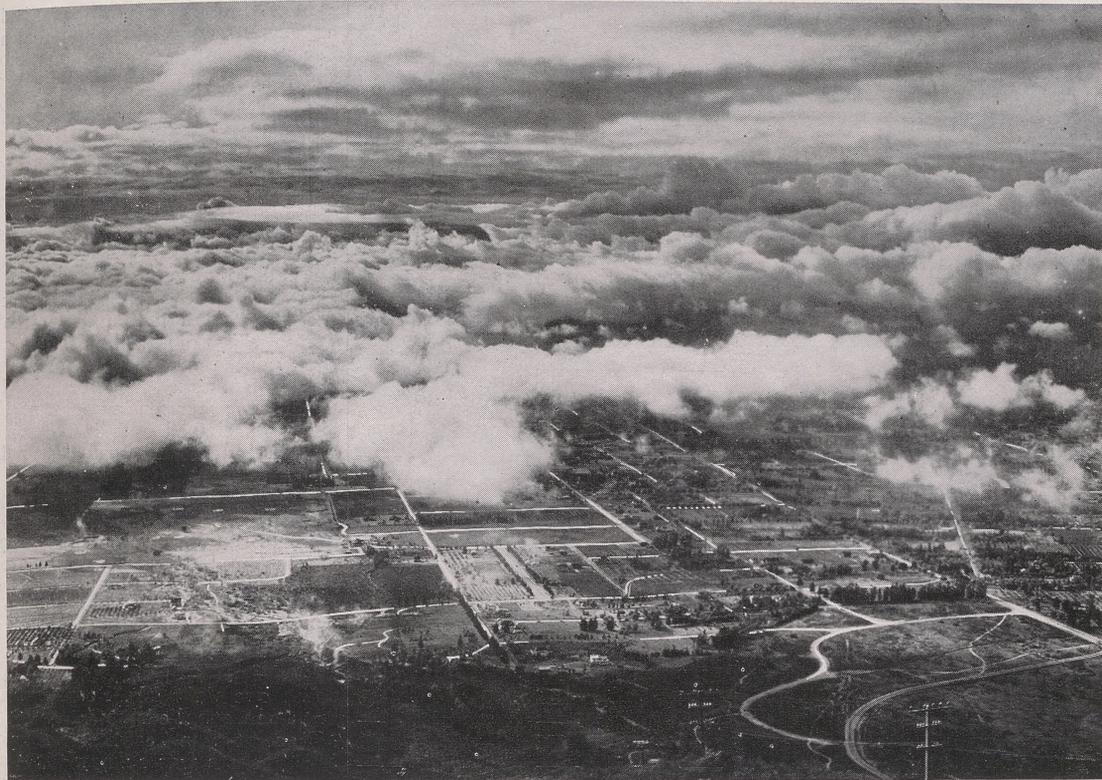


ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 3

LOS ANGELES, CAL., NOVEMBER 10, 1918

No. 6



MOUNT LOWE

MOUNT LOWE is the best known and most accessible mountain in Southern California.

It is visited annually by more tourists than even the world-famous Yosemite Valley. It is exclusively a Pacific Electric resort, owned and operated by the Company. There is no way to get to it except on the red cars or on foot. And yet many Pacific Electric employes are not familiar with the Mt. Lowe trip or the delightful accommodations offered to the public at Mt. Lowe Resort.

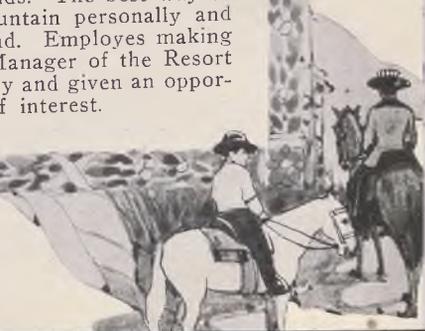
The cut on this page represents a not uncommon experience on Mt. Lowe, especially at this season, when the visitor sometimes finds himself above the clouds. It is hard for those in the city to realize it, but very frequently when the valley is covered with a thick blanket of fog the sun is shining brightly on the mountain.

Mt. Lowe Resort comprises Ye Alpine Tavern and forty cottages, including "The Bungalow," a modern building with six guest rooms furnished in luxurious style. These rooms have hardwood floors, private baths and sleeping porches. The other cottages are more modest in size and equipment, but all are cosy and comfortable, with elec-

tric lights, air-tight stoves and private piazzas. Some are completely equipped for housekeeping and are rented by the day, week or month at very reasonable rates. Others are used in connection with the Tavern, which is operated on both the American and European plans.

There are many kinds of amusements, including billiards, dancing, tennis, croquet, quoits, children's playground, circulating library, riding, hiking, etc. There is a Resident Hostess who arranges dances, card parties, picnics and other informal gatherings and sees to it that all guests have an opportunity to become acquainted. It is not, however, a "dress-up" place, and all are expected to make themselves comfortable in their own way and to feel entirely at home.

The Department of Real Estate, Taxes & Resorts will consider it a favor if employes will familiarize themselves with Mt. Lowe Resort and recommend it to their friends. The best way to do this is to visit the mountain personally and stay for a week or week-end. Employes making themselves known to the Manager of the Resort will be shown every courtesy and given an opportunity to see everything of interest.



PACIFIC ELECTRIC CLUB NOTES

CLUB MEMBERSHIP STATEMENT

Following is a statement of the membership of the Pacific Electric Club by department, number of employees in each department and club members thereof with indicated percentage of each:

Department	Number Employees	Members Club	Percentage
President and Vice-President's Office.....	8	4	50%
General Manager's Office	7	5	71%
Treasury Department	7	5	71%
Legal Department	8	5	63%
Accounting Department	153	79	52%
Claim Department	8	8	100%
Traffic Department	70	49	70%
Engineering Department	14	14	100%
Maintenance of Way Department.....	379	154	43%
Mechanical Department	1003	421	42%
Electrical Department	275	168	61%
Purchasing Department	6	5	84%
Store Department	65	39	60%
Real Estate, Tax and Resorts.....	40	15	38%
Hospital Department	6	5	83%
Pacific Electric Bldg.	40	15	38%
Affiliated Companies	4
Transportation Department—			
General Superintendent's Department	62	43	69%
Northern Division Conductors.....	354	149	42%
Northern Division Motormen.....	306	136	44%
Northern Division Others	120	54	45%
	780	339	43%
Southern Division Conductors.....	313	125	40%
Southern Division Motormen.....	241	135	56%
Southern Division Others.....	207	104	50%
	761	364	48%
Western Division Conductors.....	214	157	73%
Western Division Motormen.....	189	120	63%
Western Division Others.....	56	25	45%
	459	302	66%
Total Transportation Department	2062	1048	51%
Total All Departments.....	4151	2043	49%
Active Membership			2,043
Members in Military and Naval Service.....			215
Total Membership			2,258

MORTUARY FUND BENEFITS PAID DURING OCTOBER

Name	Department	No. Members	Am't Paid
S. L. Atkinson.....	Freight Department	1165	\$291.25
Thomas W. Hall	Transp. Department	1279	319.75
Charles Atkins	Transp. Department	1279	319.75

PROCEEDINGS OF THE EXECUTIVE COMMITTEE

Regular meeting of the Pacific Electric Club Executive Committee was held on Wednesday, October 9th, roll call showing the following members absent: Messrs. Peachey, West, Boehme, May, Vanderbeck, Covell, Wilson, Hartman, Jacobson, Huff, Smale, Roberts, Swartz, Burton, Brown, Wooderson, Mills, Tyler, Spaeth, Vickrey, Small and Anderson. Minutes of the previous meeting were read and approved.

Report was made by the Manager relating to Membership (Detail Report to be found elsewhere in the Magazine), Finances, Mortuary Fund, Relief Fund and General Conditions. The financial statement of the Club showed all current bills paid and balance on hand of \$28.00.

Mortuary Fund Membership, 1165. Relief Fund balance on hand, \$79.00. The committee appointed to draft plans for Relief Fund in order that its finances might be increased, the Chairman of which is F. L. Annable, reported that the committee had given the matter consideration but was of the opinion that because of the Liberty Loan campaign it was inadvisable to open the subject at this time. The committee asked for further time, which was granted.

Report was made by S. A. Bishop, chairman of the Liberty Bond Campaign Committee, reciting the progress of the campaign and asking for greater efforts on the part of all the committeemen to the end that we may not fall short of the mark we had set for our company and its employees. At the close of his remarks Mr. Bishop

asked for any complaints or suggestions the members might have to make for the benefit of the campaigners. Mr. Whitney reported the complaint had been made to him by employees who had bought bonds for cash that it was necessary for them to lose time in order to receive the bonds by having to make a trip to Los Angeles to get them. Mr. Bishop stated that this complaint had been met by arrangements for the delivery of bonds to purchasers.

Mr. Toles reported that he had no serious complaints, but that a few employees who had bought bonds because of not understanding, though they were being charged interest on their own money. The matter of interest was explained by Mr. Bishop and an article in reference thereto was requested for publication in the Magazine.

Mr. Snell stated that many of the employees were buying bonds through local banks in outside cities and that he had found quite a few who were carrying all they felt able to carry. He had found no employee who was not willing to do all possible toward the success of the bond drive. Mr. Snell also asked if effort was being made to ascertain amount of bonds being purchased outside the company by employees, and was assured by Chairman Bishop that an effort was being made to account for outside purchases.

Mr. Brennerman stated that he had encountered interference by previous organization, and that he was having difficulty because of having no receipts to show outside workers. Investigation revealed that receipts had been issued all salesmen, but through some oversight Mr. Brennerman had not been supplied.

Receipt of a beautiful picture from Mrs. Bemus was acknowledged and vote of thanks by the committee was tendered her for her beautiful gift.

Mr. Snell reported on the unimproved condition of the rooms at Sherman and the matter was referred to Club Manager for investigation and action.

On motion it was ordered that the proceedings of the Committee be published in the Magazine each month for the information of the employees.

Mr. Grace, chairman of the Finance Committee filed a written report of the committee which was received, approved and the committee was charged. The report was as follows:

Cash donated by Company.....	\$600.00
Profit on sale of soda pop.....	200.00
Cash from "Swat the Kaiser".....	200.00
Cash from sale of carnival caps.....	200.00

Disbursements

Refreshment Committee	\$300.00
Sports Committee	200.00
Baseball prizes and umpire.....	100.00
Kindergarten	100.00
Merry-go-round tickets, 1700.....	1700.00
Carnival caps	200.00
Emergency Hospital attendants, etc.	100.00
Band, account non-employee members, fares, etc.	100.00
Dance Committee	100.00

Printing 72.95
 War Savings Stamps for prizes 135.00
 \$665.61

Cash on hand \$ 70.02

The Committee recommends that of the balance left from sale of carnival caps and "Swat the Kaiser," amounting to \$35.75, all told, \$20.00 be turned over to the Relief Fund and \$15.75 to the Pacific Electric Red Cross Auxiliary for its Ambulance Fund; the remainder of the cash on hand, \$34.27 to be returned to the Company.

The Committee extends its thanks to the Management for the contribution of \$600.00 toward the expenses incurred and for the transportation and other facilities afforded; also to all who assisted in making the occasion a splendid success.

Particular acknowledgment is made to the Red Cross Auxiliary for the assistance rendered in the sale of carnival caps and to Mr. Loeff for 750 free merry-go-round tickets.

A vote of thanks was extended to the President and all members of the committee for their efforts which made the picnic a success in every way.

The matter of attendance at Committee meetings was brought up and after discussion the question was referred to President Bishop to take up with the proper officers.

No further business appearing, the committee adjourned to the next regular date.

PE

The Club Emergency Relief Fund is running very low, and while not desiring to detract any from your interest in the big drive to be made for the Allied War Comfort Societies which begins tomorrow, bear in mind also that a duty lies before us right here in our own "family" and that calls from those in distress in our own ranks must be met. Think over the matter of our own needs now, and endeavor to make a suggestion to your club committeeman of your own department how this fund of ours that with so little available has been able to accomplish a great deal for the relief of our fellows. Cannot you suggest some way that all of us may help a small amount that in the aggregate will mean much. The true patriot not only helps his Nation and those who are dear to us afar that are now doing our fighting, but those who are near have also his thought and endeavor for their welfare. Think it over.

PE

As will be noticed, no Club Calendar appears in this issue of the Magazine due to lack of knowledge as to when the ruling of the Health Department lifting the crowd regulation will be raised. As soon as the date of re-opening has been determined, a special calendar will be issued through the different departments for the information of the membership, and will be posted at various points throughout the system for ready reference. Watch the bulletin boards in the departments.

OUR VACATION HOME

The "closed season" is now on at our Vacation Home in the mountains; the tent houses have all been dismantled and packed away for the winter in the big hall, and for the next six months the camp will hibernate, under the watchful eye of Mr. A. F. Stukey, who will remain there looking after the safety of the property until probably next June or July.

During the past season something over 800 persons enjoyed the mountain scenery, hiked the trails, fished in the lake and otherwise enjoyed themselves at an average expense per person of a little over \$4; and some of these persons (approximately one-third of the number) stayed in the camp for a two week period, so that the cost per person per week amounted to not more than \$3.

In looking over the camp accounts we find that for the period in which employees used the camp for their vacations, the revenue received from their purchases of supplies and for camp accommodations was in the neighborhood of \$20 less than the camp operating expense; or in other words we lacked about that much money of breaking even. For the period Jan. 1st to Oct. 1st, the records show that the Camp cost the Company approximately \$700 more than was taken in, this being due to overhead expense such as Winter Caretaker salary and subsistence, insurance, necessary repairs, taxes, leaseage, etc., and this expense would in all probability have been met by the receipts but for the delay of many employees in beginning their vacations due to late school closing in June and of uncertainty because of industrial disturbances early in July. In any event, the Company is shouldering the loss which would approximate about 80c per person and the management is not displeased in so doing when the knowledge has come to them that their efforts have been appreciated.

During the winter, employees who desire to make week-end trips into Camp should first confer with the Manager who can be reached through the Club by phone or in person, and if thought safe and otherwise proper that the visitor should go to the Camp, an order for accommodations will be issued. During the winter stage accommodations are uncertain and at times roads and trails are unsafe, and at no time can large parties be taken care of, and it is for the well-being and safety of all that visiting camp at this season must be regulated. Visits to summer resorts in the winter time is no picnic either for the visitor or for the Manager or Caretaker, and the question of food and housing is a problem that must be discussed in each individual case.

PE

A number of the Library books have been out of shelf for quite a period of time in excess of the limit. Members who have them will please return at once in order that a complete re-catalogue of the Library may be made.

RED CROSS AUXILIARY NOTES

Finished Garments returned to Headquarters:

- October 16th: 24 Pair of Socks
- October 16th: 20 Night Shirts
- November 5th: 12 Day Shirts
- November 5th: 25 Helpless Case Shirts
- November 5th: 6 Night Gowns
- November 5th: 10 Pair of Socks
- November 5th: 1 Sweater

PE

Wednesday evening, November 6th, the annual election of all Red Cross Auxiliaries was held. The following officers of the Pacific Electric Auxiliary were re-elected:

- Mrs. F. L. Annable.....Chairman
- Miss Josephine Fletcher.....
- Vice-Chairman
- Miss Agnes Nelson.....Secretary
- Mrs. S. E. Wilson.....
-Treasurer-Purchasing Agent

Executive Committee: Officers and Chairmen of Working Committees.

Mrs. O. P. Davis, Chairman of the Sewing Committee, reports our quota to be finished by November 20th, is 150 garments; day shirts, helpless case shirts and night gowns. In order to complete this work, it is necessary that our working days be increased; therefore, until further notice, all day sessions will be held from 9:00 a. m. until 9:00 p. m. Tuesday and Friday of each week. We are urgently in need of workers; if you cannot come for work all day, will you not come for at least a few hours. This work is very important and badly needed, for these are all winter garments. As an incentive, Headquarters have offered a bonus of \$25.00 to each Auxiliary whose quota is completed. Surely no one can doubt the need of the Red Cross at this time. Will not each member endeavor to interest someone else, that our next meeting may show a decided increase in working members. Our Red Cross Hospitals are asking for help; shall we deny it?

PE

RENOVATING THE CLUB

During the period of inactivity caused by the "flu" our big Club home has been undergoing extensive alterations, repairs and refinishing under the skillful touch of genial Jack Shean and his staff of decorators.

Floors are being grained, walls newly tinted and decorated, the large hallway entrance papered and carpeted, our dance floor re-surfaced and waxed and the Auditorium "primped" until you will hardly know it is the same place when we open up again. Jack is certainly doing the place up proper and deserves all the credit for the way it is going to look when completed which will be in only a few days. You will have to polish your shoes at the front door when you enter hereafter, because it is sure going to be spick and span.

PE

A number of parties are being planned in different departments announcement of which has been withheld until after the Quarantine is lifted and the rejuvenated Club House is re-opened.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

November 10, 1918

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

OUR FIRST GOLDEN STARS

Out of the 490 Pacific Electric boys who went bravely forth to War it was to have been expected that some would not return. Perhaps we have been unusually fortunate that their ranks have remained unbroken until now, and that the first golden stars have only just been added to our Service Flag.

In the loss of the two gallant soldiers whose death we record this month—Joseph L. Rodman and Clyde Burgher—we feel the grief that is inevitable in parting with dear friends and comrades, but we are proud to know that they were ready for whatever sacrifice might be required of them and that they cheerfully rendered the last full measure of devotion to their country.

To their loved ones who will look in vain for their return we extend our tenderest sympathy, and can only hope that they will find a solemn satisfaction in the fact that their soldiers were privileged to be among the first to give their lives for humanity.

And while the war clouds seem to be lifting, and we hope that the days of suspense and anxiety will soon be over, let us remember that as long as we are in the fight, and as long as there is a soldier in the field, it is our duty to back up the boys at the front with every bit of loyalty and devotion that we possess.

Let us remember, when we are asked to contribute to the United War Work campaign, or to the Red Cross or to any other form of war activity, that our money will be used for the benefit of the boys "over there," that it will add to their comfort, their welfare and their safety, and that it will increase their chances of returning home to those they love. Let us leave nothing undone to safeguard them from homesickness, temptation, disease and enemy shells, and if perhaps we think we are giving more than we can well afford, let us not forget that the money can be replaced, but that all the power in the world can not bring back one precious life or change one golden service star to blue.

THAT LIBERTY BOND INTEREST SETTLEMENT

M. S. Wade, Assistant Treasurer

It would seem self evident that one cannot earn interest on his money till he has set it working, hired out his "Iron Men" so to speak to an employer of money who will pay for their use and then only from the date they actually go to work, yet the Liberty Bond Clerk at the Assistant Treasurer's office is constantly called upon to answer questions which indicate that many do not grasp this fundamental fact.

Our Uncle Sam is such an employer of money. He goes out into the market with a uniform contract dated November 15th, 1918, (using the 2d Liberty Loan as an illustration), agreeing to employ iron men in gangs of 50, 100, 500, 1,000, 10,000, etc., and to pay for their labor at the rate of 4% per annum. Now assume Uncle Sam actually hired on November 15th some 3,808,000,000 iron men and they all reported for duty November 15th so he is obligated to pay their wages at the stipulated rate from that date. But while you hired out your 100 iron men to him on November 15th, did they all go to work that day? If not then you've got to share the wages on that 100 man contract with whoever supplied the men needed to make up the deficiency in your gang till such time as you have a full gang of your own men at work.

Now keep that in mind and see if it doesn't make plain the following:

An employee calls at the office today, October 18th, 1918, to pay the balance due on a second issue 4%

bond for which he subscribed.

The Accounting Department gives him a memoranda as follows:

Principal of bond	\$100.00
Less 11 monthly payments of \$4.00 each	44.00
Balance due on principal....	56.00
Interest accrued on bond @ 4%	\$1.70
Less interest accrued on monthly payments @ 4%73
Balance interest due.....	.97
Total	\$ 56.97

So far it plainly tallies with what has just been said, but when he is handed a bond with a coupon detached he immediately says, "I've paid you the interest, that \$2.00 coupon belongs to me, why have you taken it off?" How much interest did he pay? \$1.70. That is, interest from the date that detached coupon fell due, otherwise the interest statement above would have read as follows:

Interest accrued on bond.....	\$3.70
Less interest due on monthly payments73
Balance interest due	\$2.97

The company has merely collected \$2.00 of the interest due from you by clipping the coupon. Applying the illustration we might say, more than half of the iron men employed on that 100 man contract up to October 18th were the company's men and consequently the company is entitled to more than half of the wages due from Uncle Sam to that date on the contract.

SUCCESSFUL FOURTH LIBERTY LOAN CAMPAIGN

With a tremendous outpouring last two days Los Angeles and Southern California went over the top on the Fourth Liberty Loan. That Pacific Electric employes did their part is shown by the magnificent total of \$354,200.00. The committeemen by their strenuous work as individuals made this result possible are deserving of heartiest congratulations. Our boys who are "carrying on" for us on the front can see by our showing on the four bond campaigns that we are behind them and do not intend that they shall be unsupported. Here are the figures:

First Liberty Loan, 2088 subscriptions,	\$159,700.00.
Second Liberty Loan, 2642 subscriptions,	\$240,050.00.
Third Liberty Loan, 3720 subscriptions,	\$351,100.00.
Fourth Liberty Loan, 4369 subscriptions,	\$435,200.00.
Total,	\$1,186,050.00.

This means that for each of the 47 men in the service whose names appear in the honor roll on the last page of this magazine we have subscribed \$2425 in Liberty bonds.

One of the features of this campaign was the daily advance of "The Rising Tide" which finally overwhelmed the Hun in the poster cartoon as the Hun is being overwhelmed on the Western front today. Mrs. B. Wittmeyer of the M. of W. Department drafting room is receiving many congratulations on her clever work in getting out this cartoon.

CONVERSION OF LIBERTY BONDS

Assistant Treasurer Wade has issued a circular with reference to Liberty bonds in which he says:

"After consideration it has been decided to convert all second issue Liberty Bonds (4%) held by this company for account of employes to 4th Bonds without waiting for their request for this conversion, except:

(a) Bonds for which employes have paid in full awaiting advice of position.

(b) Bonds returned by employees to the Company for safekeeping.

Employes having Bonds as mentioned by either (a) or (b) should communicate with Mr. Wade at once to what they desire done in the matter of conversion.

SAFETY COMMITTEE MEETINGS

Southern Division, Wednesday, Dec 4th.

Western Division, Thursday, 5th.

Northern Division, Friday, 15th.

These meetings will all be held at the Pacific Electric Club at 2 o'clock on the dates named and all members of committees are requested to attend.

On Santa Ana Line slight change in service eliminated one round-trip Los Angeles and Santa Ana and round-trip Los Angeles and Anaheim became effective Oct. 28th.

SERVICE CHANGES

Winter timetable No. 54 on Newport Line was effective October 28th.

Redondo via Playa del Rey timetable No. 32 became effective October 28th, reducing midday and evening service to hourly headway during the winter months.

On Oct 26th local service on Urbita Springs Line at San Bernardino was temporarily discontinued, through cars on Riverside-Redlands Line now handling Urbita Springs passengers.

New timetable No. 37 San Gabriel Line superseded timetable No. 2 Sierra Vista Line and timetable No. 36 San Gabriel Line, the two lines having been consolidated on November 8th.

On October 28th Riverside-Redlands Line service was reduced to hourly headway. At the same time city service in Redlands was rearranged in accordance with an agreement reached with the city.

October 27th Santa Ana-Huntington Beach Line service was reduced temporarily to one round-trip per day and between Huntington Beach and La Bolsa to three round trips daily.

Without a hitch or a noticeable jar the clocks were set back to meridian standard time at 2 a. m., October 27th, and the period of daylight saving was at an end for 1918. So successful was the experiment that it seems probable it will become a permanent custom hereafter.

Because of heavy falling off in travel due to the influenza epidemic reductions in service on many lines have been necessary and many trailers have been cut. It is hoped that the measures taken for the public health may prove so effective that normal conditions may soon be restored and such service be resumed.

Travel on Point Firmin Line at San Pedro having become so heavy that it was impossible for local cars to make the schedule it was necessary to add another car to the line and rearrange the service, which was done October 23d. Local cars at San Pedro now operate from Fifth and Front Sts., the inter-urban line now terminating at that point.

San Bernardino Line timetable No. 7 was effective November 1st and at the same time Euclid Ave. Line timetable No. 3, North Pomona Line timetable No. 3, R. R. & P. Div. timetable No. 8 and San Dimas Line timetable No. 7 showing changes in connecting service became effective. The principal change was the discontinuance of the through service formerly operated between Pomona and Ontario and the substitution of local service between Pomona and Claremont and local service on Euclid Ave. Line. Schedules on San Bernardino Line are now one hour and fifty-five minutes for some of the limited trains.

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

Operating Revenues and Expenses, Taxes and Income Accounts Month of September, 1918

REVENUES	
Passenger Revenue	\$ 725,944.93
Freight and Switching Revenue.....	240,924.01
Other Revenue	47,777.11
Total Railway Operating Income.....	\$1,014,646.05
OPERATING EXPENSES	
Way and Structures:	
Wages	\$ 61,306.57
Other Charges	57,795.96
	119,102.53
Equipment:	
Wages	\$ 59,964.65
Other Charges	21,579.01
	81,543.66
Power:	
Wages	\$ 19,508.53
Other Charges	79,257.76
Conducting Transportation:	
Wages	\$289,588.29
Other Charges	41,809.03
	331,397.32
Traffic:	
Wages	\$ 5,053.89
Other Charges	6,650.36
	11,704.25
General and Miscellaneous:	
Wages (including P. E. Bldg. Operations).....	\$ 34,060.65
Other Charges	31,581.56
	65,642.21
Transportation for Investment—Credit	4,346.67
Total Railway Operating Expenses:	\$469,482.58
Other Charges	234,327.01
	703,809.59
Revenues less Operating Expenses	\$ 310,836.46
Depreciation	\$ 22,584.33
Taxes Assignable to Railway Operations.....	42,841.27
	\$ 65,425.60
Total Depreciation and Taxes	\$ 65,425.60
Railway Operating Income	\$ 245,410.86
Non-Operating Income	7,402.87
	\$ 252,813.73
Gross Income	
Interest on Bonds and Other Debt.....	\$288,770.16
Rents and Miscellaneous Income Deductions.....	28,297.20
	\$ 317,067.36
Total Deductions	\$ 317,067.36
Net Loss	\$ 64,253.63

H. A. CULLODEN, Auditor.

Los Angeles, California, October 22, 1918.

ACCIDENTS DURING OCTOBER

	Northern Division		Southern Division		Western Division	
	1918	1917	1918	1917	1918	1917
Interferences with vehicles	82	65	46	35	47	57
Collisions and interferences with cars	6	3	16	6	4	4
Persons struck by cars	3	3	8	2	7	8
Derailments	13	8	16	8	3	6
On and off moving cars.....	18	30	14	15	18	22
Miscellaneous	24	21	25	17	13	14
	146	130	125	83	92	111
		1918	1917			
Interferences with vehicles	175	157	11.5%	Increase		
Collisions and interferences with cars.....	26	13	100.0%	Increase		
Persons struck by cars.....	18	13	38.4%	Increase		
Derailments	32	22	45.4%	Increase		
On and off moving cars.....	50	67	25.4%	Decrease		
Miscellaneous	62	52	19.2%	Increase		
	363	324				

"SCRAPS" FROM "SCRAPPERS"
OVER HERE AND "OVER THERE"



Herbert G. Scott

A card received Oct. 30th, contains the information that Lieut. C. Z. Stevens of the U. S. Air Service has arrived safely overseas.

— PE —

A card received by Fred Paulson, of the Electrical Department, a few days ago from O. K. Paddock, Jr., announces him as enroute East, the card having been mailed from Chicago.

— PE —

Paul Iverson writes from France to Mr. A. H. Ballard, of the Electrical Department, announcing his good health and having passed a very pleasant summer there helping to make things disagreeable for Bill Hohenzollern.

Sgt. Russell H. Henshaw, of Headquarters Company, Fourth Trench Mortar Battalion, C. A. C., formerly of the Freight Department at 8th and Tennessee, drops a card from France notifying all of his friends of safe arrival "over there."

— PE —

C. H. Keeling, formerly equipment inspector, with the Mechanical Department, writes "Month of October, on the High Seas," his letter coming back from France and attached thereto several copies of "The Hatchet," a daily paper published aboard ship during the voyage across. Keeling is in good health and looks forward to his part of the work "over there" with great anticipation. His address is "Charles H. Keeling, 5th Company, 6th Division Engineers, Casual Camp, Am. Exp. Forces, via New York," and he would be very glad to hear from any of his old friends.

— PE —

Floyd Markland, former brakeman

on Southern Division, has written to Thos. F. Mason, Chief Clerk at Wilmington, Pier A, from Saumur, France, that he is getting along fine and expects to be moved from that point soon. States that Roepke and Brown are not at the same point now, both having left for places nearer the coast. Likes his work and appears to be progressing nicely in his study of the French language. Would be glad to hear from any of his friends. Address him Co. D, 41st Engrs., A. P. O. 718, Amer. Exped. Forces.

— PE —

In a letter to Mr. A. H. Ballard from Raymond M. Heaney, formerly in the Electrical Sub-station Division, we learn that he is now located in the Dynamo Room of the U. S. N. T. S., at San Francisco and getting along fine. The old boy is chafing at the bit though and howling for liberty leave. Says he has been shot for "flu" with all the trimmings and wants to step out some now. Heaney also still has his appetite with him; in three letters we have read from him he has not failed to mention the "chow." How he must lean on a fork.

— PE —

Edward J. Menninger, formerly of the Sub-station Division, is now "jerk-ing lightning" for the commanding officer at Regimental Headquarters of the 40th Artillery at San Francisco, according to a letter received from him by F. C. Paulson some time ago. That Edward would not resent an assignment to Los Angeles may be gleaned from the following: "Say, Fred, I sure don't like 'Frisco at all.



Cecil B. Rice



Sgt.-Maj. E. A. Grothjan

The street cars they are running are the 'bunk.' Little, old, dried things about 20 feet long and most of them run by cable. Am working for the commanding officer now as a special telegraph operator and sending quite a few messages Washington every day. Oh boy, this is the life, but I would rather working for the Pacific Electric than the portable sub 1754 any day."

— PE —

A letter from Captain C. K. Bowen (formerly with Maintenance of Way and now at Camp Humphreys) says in part: "Life here at this training camp is such a busy thing that one has to steal even the few moments necessary to write letters home. I feel I would be very ungrateful if I did not find a few additional moments in which to write a word to you and through you to all your old force in appreciation of the part you gift so thoughtfully and kindly ordered me. Tell each of the boys I have but one wish—To do my part to help bring about a quick and victorious peace and thus insure speedy return to my regular life of work with you all." Address Charles K. Bowen, Co. 7, E. O. S. Camp A. A. Humphreys, Virginia.

— PE —

Otto A. Sandau, writing "Somewhere in France" under date Sept. 19, addresses his note to "Pacific Electric Family" which is entirely proper address, and says wish to thank you for the Magazine as I have just received the first of August 10th (Picnic Edition). I must say our program is a work and hope to attend the next one. Our family will be united before long, as the "yanks" are doing things at present. Am in good health and spirits, and send best regards all." Mr. Sandau's address has changed because of his transfer from "I" to "L" company, and mail should now be addressed as follows: Otto A. Sandau, Co. L, 364th Infantry, A. P. O. 776, American Expeditionary Forces, France, via New



Archie Brahm and Duke Harwood

George Sleeper writes to Mr. Davis that both himself and Lew Kreider are well and "spoiling for a fight, and expect to continue in that feeling until the war is over. "Have just passed the greatest part of my life over here and as much as I would like to be with you on the old job again, would not have missed seeing this great country for anything. I sure will have an awful lot to tell when I get back. Would like to see Mr. Ward smile again, and that is the first thing he would do when I asked to get off a little bit earlier. That smile would break out all over especially if there was some big doings at Redondo." Sleeper's address is Co. B, 31st Engineers, R. T. C., care of O. G. T., A. P. O. 718, Am. Exp. Forces, France.

— PE —

Herbert G. Scott has been spending a furlough in one of the most beautiful parts of France, and word was received from him on two different occasions recently by O. P. Davis, Supt. Southern Division. Writing from Chambrey under date of Sept. 23, he says: "Arrived here for my second furlough in this country. Am in mountain warfare on the front with ambulances now," and on Sept. 28th he writes: "Am leaving here after spending seven days at Aix-le-Bain and Chambray in the Savoie Valley which belonged to Italy until 1860, when it was given to France for her efforts in assisting Italy in the war against Austria. I am still in ambulance work with the French army and will be one of the first units to cross the Rhine when the Allies cross over. Everything is going fine for us, and by the papers today about three months will end it. Hope you are in good health and that the P. E. is going on all o. k." With the letter came a photo of Mr. Scott, taken in Chambray, France, which is printed elsewhere in this number of the Magazine.

Herbert Lagergren, once of the Machine Shop forces at 7th and Alameda, is now very busy in the Dispensary at Mare Island Navy Yard, and judging from his letter that lies before us, he was having at the time of writing about his first attack of homesickness, or at least possessed a small yearning for the friends at home. He reports feeling fine and very busy helping to care for the patients at the Hospital, and would be more than glad to hear from some of his friends here. While in Los Angeles, Herbert was a regular attendant at the Club dances and evidently misses that feature very much. He asks especially that Louis Wold write to him and adds that a letter from any of the boys or "girls" whom he knew at the dances would help. For the present address him in care of "Dispensary Ward," Mare Island Navy Yard, Mare Island, Calif.

— PE —

From Base Hospital No. 50, Mesves, France, comes a letter from Mr. Thomas H. Green, who was very seriously wounded some time ago and who has been confined in hospital for the past three months. He writes as follows: "Just a few lines to express my appreciation of the Magazines that have just reached me. They are the July and August numbers. As I am now, and have been for the past two months and a half in a Base Hospital, but am convalescing, you can imagine how pleased I was to get these copies of our company Magazine. In my travels in this neck of the woods I have run into quite a number of the P. E. Boys. I might add that my traveling was mostly on foot with all my belongings on my back, or else in one of these French side-door-Pullmans (eight horses or forty men). Would have liked very much to have been at the picnic. That is the second one that I have missed, but hope to be at the next one, and by the looks of things, believe that I will. Best regards to all." Mr. Green's address is Co. D, 117th Engineers, Am. Exp. Forces, A. P. O. 715, France.

— PE —

Corporal Cecil B. Rice in a letter to his mother, Mrs. Nettie Rice, of Alhambra, gives information that he has been rather busy chasing the "Hun" out of France for some time, at least one would gather as much from the following: "This is written on some of the Fritz stationery. He was advancing so fast toward Berlin he forgot it, also his cap. Will send you the cap later when I get some stamps. Am also sending a paper which I found in a dug-out of the enemy. They send them over our lines in balloons, and I wonder if they think we are fools enough to believe anything they would tell us. Guess they think we are as ignorant as they. Wish you could see some of the sights I do over here. They are almost as good as a circus. I ate a breakfast of German rations one morning; potato bread which looks like ginger bread but was so sour and heavy I couldn't go it; coffee made out of burned barley and molasses, and about as rotten as the

bread and butter; and some honey, that was very good. Tom Green is still in the hospital; haven't heard from him but think perhaps he is better and has joined another outfit. Cecil's address is Co. D, 117th Engineers, A. P. O. 715, Am. Exp. Forces, France, via New York.

— PE —

H. H. Straden, of the Western Division, writes to Supt. White from Ft. Benjamin Harrison, Indiana, that he was transferred to the Engineer Corps on Sept. 24th and moved from Camp Lewis to his present location, and evidently the change is far from agreeable, but we will let him tell it himself. Here it is: "Some difference between this and Camp Lewis. There we had good quarters and everything fine; here we are in tents and everything the same as if we were in infantry tents and in the field, and the nights are sure cold. It rains about every other day. Will be glad to get on the way again. The old part of the Post is fine; all brick buildings, but these tents, without floors are a poor thing to stay in in the winters they have here. The interurban cars come to the gate from Indaiapolis (Union Traction Co.); the only trouble is that my service pass on the P. E. isn't good here. Round trip to town 35c and I am not used to paying car fare. Have seen quite a few electric roads but none to compare with the Pacific Electric. Me for Los Angeles as soon as war is over, as I wouldn't like to work on cars here in the East."

— PE —

From Adrian Popoff (Maintenance of Way Dept.) Co. C, Motor B'n, 2nd Amm. Train, A. E. F., via New York City, A. P. O. No. 710, comes the following: "Am very glad to hear that the girls of the Pacific Electric are doing something for us poor fellows in France. It is very hard to get requests for special things as the Government supply us with clothing, etc., but I am surely in need of something to read. We live most of the time in



Lieut. H. W. McGee

the woods when in action on trucks and consequently civilization is remote from us. We are close to nature, however, and have plenty of fresh air. We sleep in pup-tents, doors and windows wide open. To sleep on soft or hard ground with one O. D. blanket around and a pair of socks serving as a nice pillow, makes us feel as if we were in a king's villa. We are taking a rest now behind the lines where we can't hear any more Fritzes incoming mail. Only air raids, but this doesn't bother us at all. Everything is going smooth here if we didn't have two wives that we have to take care of; they are our Rifle and Truck. I prefer to listen to Fritzes incoming mail, than keep them clean. I have now been transferred to the Motor B'n, 2nd Ammunition Train and have traveled quite a lot around the front. Have seen active service enough and will be glad to get gack to the Pacific Electric family."

— PE —

Lieutenant Harold W. McGee, in a letter just received from France, says: "Just received a copy of the magazine a few days ago and of course read with my 'Buzum' swelling with pride the little note saying I was about to depart for that dear Fransay. The other officers in the regiment, of course, wished to know how much the advertisement cost me, but I could afford to overlook their jealous comments. Yes, I have arrived in the land of frog eaters, have been over here since early in August (feel like a veteran) and speak the language splendidly. Have learned to ask for wine and beer and shh! even champagne. Have also learned to ask how much I owe, which after all is about all the French that is necessary in France just now. All of the money looks like wall paper anyway and a fellow isn't so keen about hanging on to it. No matter how much you take with you for an evening's enjoyment these Frogs will get it and you go home with a bucket-full of French coins about the size of track washers, which you have received in change and which in real money amounts to about 13 cents. Am at present bas'ing at Vichy, a world famous summer resort and people come from all points for its curative water and—but why speak of other things they come for. The best I can say is that some of those who come here are certainly "Madamoiselles petite" and I'm for staying on at Vichy. I am on a military trip which has taken me out of the zone of Advance for a few days and I am allowed to mention my whereabouts. Of course, now and then there is work to be done, especially in the day time, because the people swim in the River Allier and let me say right here that the bathing girls here can show Venice something in the way of bathing suits. But these trips are few and far between and I was lucky to get the assignment. In a few days I have to go back and live with the rats and cooties in a land where sheets and pillows are unknown and where we eat "canned willie" and where Saturday night means nothing, for a bath is a costly

REQUEST FOR TRANSPORTATION

TO

Pacific Electric Railway Employees' Picnic

Redondo Beach, California, August 24th, 1918

Name of Employee Eustace D Ingram

Title or Occupation Was A Regular PE Hound—Now a Sergeant (a comedown)

Department or Division in which employed Think I am in France.
Names AND RELATIONSHIP of entirely dependent members of family for whom transportation is desired:

My Section— The Dirty Dozen; All California Cheese Hounds

A Few French Babees— Madamoselles.

A few Corporals —The Heavy Thinkers.

Very Few Sergeants(I know what they Are)

A Little California Breeze, Beer, and a yard of Pacific Ocean

(NOTE:—Members of family must be entirely dependent for support upon the applicant in order that free transportation may be legally granted.)

From HERE to Redondo Beach and return.
(Specify from what point on system you begin the going trip.) not desired

If you want transportation only for your family and not for yourself, so state here

The Whole Gang

If SEPARATE PASS is wanted for yourself or any member of your family, on account of not being able to go or return together, so state here. A Separate pass for the Heavy Thinkers— the gang are used to cattle cars.

IF YOU LIVE AT SHERMAN will you go on special train leaving that point 8:30 or 9:00 a. m. (two trains) and returning at a time to be decided on the going trip? No

Number of "guest" badges wanted Won't our Faces get us by?

(NOTE:—Employees' badges will be furnished, without special request, to all employees and dependent members of family for whom transportation is requested. "Guest" badges will also be furnished to employees who request same, but free transportation cannot be furnished for guests under any circumstances.)

Signature of Employee: (Sergeant) E D Ingram

Battery C 348th Field Artillery . American Expeditionary Forces,
State here the point where passes should be sent via Company mail.

INSTRUCTIONS:—This application must be carefully and completely filled out and forwarded promptly to Department Head through regular channels.

HERE IS A NOVELTY, SENT FROM FRANCE. HE WILL GET HIS TRANSPORTATION NEXT YEAR.

luxury indeed. Just now we are out of sight of the mud but when I left headquarters every one was in hip boots and we would come in from a day's work with mud clear to the top. And you should see the doughboys. Those fellows who fight and really do something. They are mud from head to foot and hardly recognizable but they are **some men**. The Salvation Army girls make pies and doughnuts just back of the lines and often under shell fire and those doughboys will walk unconcernedly through machine gun fire or shrapnel to reach those pies."

— PE —

THEY CAN'T STOP 'EM

About the only way for the Hun to stop a Yank is to shoot his head completely off and even then there is danger of getting kicked; at least we would judge so from the experience

of A. H. Hildebrandt, of the Maintenance of Way Department, who among other things writes from Base Hospital in France: "I was wounded in action August 8th at 10 p. m. Received shrapnel wounds in left cheek; a bullet passed through neck and out through my upper lip taking a piece off the tip of my tongue and knocking out seven teeth. Another bullet passed through my wrist and took off the tip of one of my fingers. Otherwise I am O. K. An amusing incident connected with the above occurred when I awoke to find the trigger of my rifle in my mouth. How it got there I cannot explain." In another letter, written Sept. 18th, Hildebrandt says, "I have been re-equipped and am ready to go into it again." That's the kind of our "boys" are made of, and is it any wonder we are as proud as bucks of keys of them.

From France comes the good tidings of the promotion of our own Western Division employe, H. W. Edmonds, to the rank of Major, in command of a Battalion of the United States Army in France. Just a short time ago, only a few days it seems, Henry left for Camp at Monterey to attend the Officers' Training School; graduated with a commission as Captain; went to Camp Lewis, where we soon learned of him being high in the esteem of his superiors and in charge of a large part of the training of our troops; just a little later he was in France, and soon after arriving there the word came that he was Acting Major during the absence of the regular officer, and now comes the word of his further honors. A few of us know how hard and consistently he has worked for these honors and how well they are deserved, but all of us rejoice in the promotion given one of our own members of the "family" and convey to him our most sincere congratulations. Well worthy indeed is he, and rightly will he use his added authority to the pride of his fellows and the honor of the Nation.

PE

Sergeant-Major E. A. Grothjan, formerly of the Mechanical Department, is now located at Camp Hancock, G., with the T. T. D.-M. G. School, 152d Co. Mr Grothjan was called to the colors with the first draft, being sent to Camp Lewis and placed in a Division of Engineers. Not liking this branch of the service, he secured permission and was transferred to a Machine Gun Company where he thought he would see more active service and stand a better chance of a quick trip to France. After months of strenuous work and study, he was sent to Camp Hancock, Georgia, where a Machine Gun Training School is conducted. In a recent letter from him, he advises that he is now a Sergeant-Major and spends his spare moments in training and making efficient officers and men for Machine Gun service over there. He is chafing under the collar because his chances for leaving the good old U. S. A. now seem rather slim, as Staff Instructors are scarce and he will probably be retained at Camp Hancock. Mr. Grothjan feels that he is not doing his bit unless in the thick of the fray at the front. However, his fellow employes of the Pacific Electric feel that he is doing all that is required of him and probably is of more service in his present capacity, as long as Uncle Sam has seen fit to keep him in this country to instruct others who are constantly being called across.

PE

"Bob" Mulks, writing to his brother Frank, of Mr. Shoup's office, gives us an idea of transportation of army units, and interesting glimpses of other affairs. He says:

"I last wrote you on July 8th and I realize it has been some time ago but on account of conditions here we have had very little opportunity for writing and most of the time only one letter, and of course that went to Mother. There is so much to write about now that I hardly know where to begin. Anyway, to start back ways, as we can tell more now

about fronts that we have been on and not much about where we are until we leave for another position.

Our first trip to the front was in March when we went on the Lorraine front and our division took over a sector of the front lines. The shell-wrecked city I was telling you of before where I was stationed with part of my company was Badonviller which you probably can find on the map near Carcarrat and Luneville. I was in that town for 76 days and had charge of a small lighting plant there which we fixed up and put in operation to supply lights to the officers and men's dugouts, as we all, or almost all of us, slept in dugouts there.

Leaving there we moved back to a small town where we rested for four or five days then moved on to an entraining point and started on what we thought was going to be a four day trip but turned out to be but one day and night. Moving a division is some job when you think of it taking 56 trains of 50 cars each as it does to move us. From the train we moved up to the Champagne front close to the town of Suippe near Chalon sur Marne.

We arrived there on the morning of July 5th after hiking all night and that night started working on fixing up the second line of defense. On the way up that night we passed lots and lots of artillery that was hurrying to that front but after getting there everything seemed to be very quiet. Our artillery would send quite a few over but there were not many in return. We worked there every night until about midnight until the night of the 14th when we were called in from the work early and ordered to sleep near the entrances of our dugouts. Something seemed to be coming up and believe me it did. After getting something to eat, I crawled into bed about 11:30 and had not got to sleep when the big doings started. At 12:10 in the morning the Germans opened up with their bombardment but as the French and Americans were waiting for them they replied with a barrage and bombardment that was something great. The noise was too great to sleep so I stuck my head out of my pup tent to take a look and one look was enough. It seemed like all of the batteries were opening up, the flashes from them could be seen all up and down the entire front and it sounded like all hell had turned loose. No place for your truly! I grabbed my stuff and was down in that dugout in a short space of time and in a few minutes our whole company was there. As we were over 40 feet underground we felt pretty safe there and the bombardment kept up all night and then some. The dugout was so crowded that it was not very comfortable and the air became so bad that we could not even burn a candle, it just would not burn. Can you imagine that? You have probably read all about this battle of July 15th and 16th and how the Crown Prince was going to drive clean through there and connect with the other wedge they had made down by Chateau Thierry. But as they only came as far as our intermediate line

and then as the French with aid of the Rainbow Division drove them back to their own line, it was some defeat. It was this battle that caused the Rainbow Division to receive its second citation, having already received one for their work on the Lorraine front.

From there we went back to a town named Cuperly near Chalons and rested there for four or five days. We were out of range of the big guns but the German aeroplanes, bombing machines came over almost every night and they certainly do make one feel helpless. If you read the story in the Post called "Moonlight Nights," I believe you will see just what I mean. From there we went to another entraining point and started again. On this trip we went into the outskirts of Paris and then pulled out again much to our sorrow. But we got a chance to see what it looked like from a distance anyway, even if it was from a box car door. Seeing Paris from a box car, can you beat that? Then on to the big front where the American boys are making the Heine hunt his hole and they have certainly got him on the run. The infantry advanced so fast that we had to move up almost every night. The Germans in their retreat left many cannon and lots of ammunition behind as well as lots of other things and souvenirs of the war were being picked up all over.

It was here that the Crown Prince told his soldiers that they had only the inexperienced Americans to deal with, but when our doughboys plowed through them, he called to his famous Prussian guard. This is some dope we got from a prisoner's diary: "Monday Night—We are going in to relieve a lazy division of ours and show the Yankees something new. Tuesday Night—Tomorrow will teach those damned Yankees a good lesson, but their artillery is remarkably accurate. Wednesday Night—My God! How does it happen that there are any of us left?" On Thursday night he was a prisoner in the American hands. No doubt you have read all about this allied offensive so this is all old stuff to you. But you see how they have been keeping this division going and how they have made good.

The clipping you sent me as you say does give you some idea of our line of work but you were wrong about me being in that picture. That picture and the article was of D Company of our regiment. Am receiving the Post regularly now and enjoy it fine, also the Times, but as we don't get our second class mail very often I have so many Times that generally I do not get a chance to read them all before we move and they are too heavy to pack with the rest of our things. So think would be better to have just the Sunday paper sent. Wrote to Marjorie Amunds some time ago but have not had time for an answer yet. Just received your No. 1 (New Series) letter last night and am very much surprised to hear of many new changes with you folks. Don't look like I'll have any home any more in Southern California."

IN MEMORIAM

THOMAS W. HALL

The death of Thomas W. Hall, which occurred on Oct. 11, 1918, from influenza, caused especial regret to the trainmen of the Southern Division where he had been employed for a number of years and had formed the warm friendship of all with whom he came in contact. It is also deeply regretted because of his little family to which he was greatly devoted and which was the mainspring of his life.

Mr. Hall was born in England on October 11, 1884, being in his 34th year at the time of his death. He entered the service of the Pacific Electric in April, 1909, and has since been constantly in its employ.

The sympathy of all is extended to his bereaved family.

— PE —

CHARLES ATKINS

The death of Charles Atkins, who was known to many people not connected with our company, but who have passed in and out of our big station for a number of years, occurred at his home in this city on October 28th, after an illness of influenza followed by pneumonia.

Mr. Atkins was born at Tucson, Arizona, March 10, 1890, spending the earlier part of his life in and near that city. In August, 1913, he came into the employ of this company as an elevator operator, became assistant starter, and was in that position until March, 1918, when he entered train service on the Southern Division, being employed as brakeman at the time of his death.

In his death he leaves a widow, Mrs. Edyth Atkins to mourn his untimely demise. Burial occurred at Rosedale Cemetery on October 31st. His many friends extend sympathy to the bereaved.

— PE —

S. L. ATKINSON

One of the best beloved employes of the Terminal Freight Department was called to the Great Beyond a short time ago when the death of Mr. S. L. Atkinson occurred suddenly upon the streets of this city; and his demise came as the cause of much regret to many, many friends outside his department.

Mr. Atkinson was born at Hometown, Penn., July 22, 1852, his death occurring October 12, 1918, aged 66 years. When the mining industry of Colorado developed a number of years ago he moved to that state, where for a number of years he was connected with the Cripple Creek Short Line Railway; later moving to Los Angeles and becoming associated with the Pacific Electric with which company he served for the past seven years as Freight House Foreman.

Interment was made at Inglewood Cemetery, and was attended by many of his former associates and friends who extend to the family their most sincere sympathy.

DR. DAVID ROBERT HANCOCK

Many of our employes, particularly those who were with the former Los Angeles & Redondo Railway, prior to the consolidation of the electric lines, learned with much regret during the past month of the death of Dr. D. R. Hancock, which occurred at Redondo Beach, Oct. 13, 1918, after a brief illness of pneumonia.

For over twenty years Dr. Hancock was city health officer at Redondo Beach and for an almost equal number of years he had been a railway physician and surgeon, and his friends were numbered by the number of his acquaintances. As a testimonial of the esteem in which he was held, the remains lay in state in the City Hall at the beach city and funeral services were held in the open in front of the City Hall, attended by practically the entire population of the city.

The life of this much beloved physician was unique in that in all the years of his practice he was never known to have rendered a bill for his services, and would never receive a consideration or fee from anyone not amply able to pay.

The loving tributes paid him by both the Press and the people of his community were deserved many times over, as he was truly "Humanity's Friend" hundreds upon hundreds of times, and no call for him ever went unheeded.

— PE —

CLYDE BURGHER

Clyde Burgher was born July 26, 1897, at Santa Ana, California, and died at Ft. McDowell, San Francisco, October 26, 1918, aged 21 years and three months, having fallen a victim and succumbed to the ravages of the malady that is reaping such a toll of our boys in the military camps; Spanish influenza in this case developing into pneumonia.

At the time of his death he was a soldier in the service of his country, a member of Co. 17 at Ft. McDowell, having gone to that camp with the draft contingent for October, leaving Los Angeles on October 3rd in command of his company.

Clyde was of a sunny disposition and numbered his friends by his acquaintances; loved and respected by all his friends, and stood with high honor among all his business associates of the Pacific Electric Railway Company. He came into the Auditor's Office at the age of 15, and on May 6th had completed his sixth year with the company, and on leaving for the service of the Nation he was presented with a watch by the members of the office. He was an ardent lover of music and we will always remember Clyde with his violin; he being a member of the Pacific Electric Orchestra.

The remains were brought to Santa Ana for burial, funeral services being held at the cemetery, six of our Pacific Electric boys, Ralph Keating, Wilfred Gaskell, Franklin Albain, Lee

Clark, Mort Stuart and A. P. Brosson acting as escort and accompanied the remains to Santa Ana's silent city of the dead, paying their last respect to one of the Pacific Electric's soldier boys who gave his life to his country. Mr. Stuart sang a song at the services which was most impressive; the floral offerings were many and very beautifully attested the respect and esteem in which the deceased was held by the many friends who had known him so long.

Clyde left a widowed mother, Mrs. Barbara Burgher to mourn his departure. It isn't when you die that matters, but how; and when one of our boys is brought home wrapped in the stars and stripes he has served his country's call.

Clyde was only a soldier boy
Who answered his country's call,
To give his best to defend the flag
And give freedom to one and all.

He left the home of his childhood
days
And a mother's love and care,
To take the training that was required
To bring Victory "over there."

Before he had heard the cannon's roar
Or ventured across the seas,
The message "you need do no more"
Was delivered by grim disease.

This message said "lay down your
arms;
'Tis time for your drilling to cease;
You are going across to the other
shore
Where there is Eternal Peace."

He's done his share in this great
strife,
And thanks to him is given,
And may his memory be marked
By a golden star in Heaven.

F. B. S.

— PE —

THROUGH THE VALLEY OF THE SHADOW

Recently there came to us through the press of the city the news that Lieutenant Joseph L. Rodman had



succumbed to his injuries at the Walter Reed Hospital in Washington.

which place he was brought from the battle fields of France in the hope that surgical skill might repair the ravages of war upon his poor, shattered body, but without avail, and the knowledge of his death brought with it great sorrow to those who had known him while with the M. of W. Department of this company, and to those who had not known him personally, deep regret came also because of an acquaintance formed through the medium of letters passing between Mr. Rodman and his friends, extracts from which have been published in this Magazine as well as in much greater publications, such as the Literary Digest, that have reflected a degree of fortitude and patience; of fervid patriotism and love of humanity; of modesty of achievement and lack of self praise such as is rarely known.

Modestly Mr. Rodman entered the service of the nation as a private soldier early in the war, and through his own deeds won a commission as Lieutenant; not in self-sought spectacular deeds but by painstaking care with every detail entrusted to him; but it is in the last short period of his life that when tried by fire, the soul of the man revealed itself in all his words, none of which however betrayed a complaint. He was permanently injured late in January of this year, concerning which he said:

"I caught a falling box of ammunition in the first place and weakened a joint in my vertebra, kept on duty without much pain for several months, then was covered up in a caved in trench with my back over a stone or a head. It got me in the weakened part and after they dug me out my legs quit doing business for awhile."

From January to June he was in a hospital in France, and then sent to the Walter Reed Hospital, Washington, D. C., from which he wrote: "I am now at the world's best hospital for my particular kind of ailment. I have part of my old backbone dislocated and the loose bone rubbing on the nerves that run down my legs put the latter pretty well on the bum, causing a semi-paralysis and intense pain."

He had been decorated for bravery under fire which he explained as follows: "You ask how I came to win my medal. Well, I was fortunate enough to convince a large buck rooster that he really shouldn't scratch up his mama's garden seeds, that it really wasn't being done this season. Again when our ammunition train was bombed by aeroplanes I was so paralyzed with fright that I couldn't run! The French, anxious to shower honors on Les Americains decorated us on every occasion. I was kissed on both cheeks—God forgive me—by a Frenchman with mud in his whiskers; a Croix de Guerre was thrust upon me so hard that the prongs went clear through my uniform and some distance into my liver. Having had previous mention because of the rooster affair my cross bears the single palm."

Shortly before his death, in writing to a friend here, a copy of which letter appeared in our issue for last month, Mr. Rodman summed up his great experience in a few words that

ring with the pride in his soul for his race of men. Words that will be treasured in the memory of his friends and by the men of the Nation for years to come. "I have come back all busted up, likely for keeps, and all I have to show for it is a little chunk of French bronze, but believe me, dear friend, that had I returned legless and eyeless I would still be glad that I went. After having seen what I have seen, I am proud to the core of the fact that I am an American."

—PE—

A Commander's Commendation

It is not to be wondered at that our boys have chased the Hun almost out of France, when they are commanded by and led by such officers as they possess. Following is the commendation of Major General Charles T. Mencher, to the men of the 42d Division, A. E. F., in which are a number of our own P. E. boys: To the Officers and Men of the 42nd Division:

A year has elapsed since the formation of your organization. It is, therefore, fitting to consider what you have accomplished as a combat division and what you should prepare to accomplish in the future.

Your first elements entered the trenches in Lorraine on Feb. 21st. You served on that front for 110 days. You were the first American division to hold a divisional sector and when you left the sector June 21st, you had served continuously as a division in the trenches for a longer time than any other American division. Although you entered the sector without experience in actual warfare, you so conducted yourselves as to win the respect and affection of the French veterans with whom you fought. Under gas and bombardment, in raids, in patrols, in the heat of hand to hand combat and in the long dull hours of trench routine so trying to a soldier's spirits, you bore yourselves in a manner worthy of the traditions of our country.

You were withdrawn from Lorraine and moved immediately to the Champagne front where during the critical days from July 14th to July 18th you had the honor of being the only American division to fight in General Gouraud's Army which so gloriously obeyed his order. "We will stand or die," and by its iron defense crushed the German assault and made possible the offensive of July 18th to the west of Rheims.

From Champagne you were called to take part in exploiting the success north of the Marne. Fresh from the battle front before Chalons, you were thrown against the picked troops of Germans. For eight consecutive days, you attacked skillfully prepared positions. You captured great stores of arms and munitions. You forced the crossings of the Ourcq. You took Hill 212, Sergy, Meurcy Ferme and Seringes by assault. You drove the enemy, including an Imperial Guard Division, before you for a depth of fifteen kilometers. When your infantry was relieved, it was in full pursuit of the retreating Germans, and your artillery continued to progress and support another American Division in the advance to the Vesle.

For your services in Lorraine, your division was formally commended in General Orders by the French Army Corps under which you served. For your services in Champagne your assembled officers received the personal thanks and commendation of General Gouraud himself. For your services on the Ourcq, your division was officially complimented in a letter from the Commanding General, 1st Army Corps, of July 28, 1918.

To your success, all ranks and all services have contributed, and I desire to express to every man in the command my appreciation of his devoted and courageous effort.

However, our position places a burden of responsibility upon us which we strive to bear steadily forward without faltering. To our comrades who have fallen, we owe the sacred obligation of maintaining the reputation which they died to establish. The influence of our performance on our allies and our enemies cannot be over-estimated for we were one of the first divisions sent from our country to France to show the world that Americans can fight.

Hard battles and long campaigns lie before us. Only by ceaseless vigilance and tireless preparation can we fit ourselves for them. I urge you, therefore, to approach the future with confidence but above all with firm determination that so far as it is in your power you will spare no effort whether in training or in combat to maintain the record of our division and the honor of our country.

—PE—

THE INFLUENZA EPIDEMIC

The following suggestions have been made to be followed by those who desire to avoid Spanish Influenza (a new name for our old enemy la grappe).

Avoid all indoor crowds.

Drink plenty of water.

Adopt a plain diet. Do not overload the stomach.

Bathe frequently.

Get all the fresh air you can. Open wide your bedroom windows at night, keeping properly protected.

Secure free action of the bowels daily.

Avoid the person who persistently coughs or sneezes into the air instead of covering his mouth or nose with a handkerchief.

Assist in enforcing health laws, especially that against spitting in cars, on sidewalks, on station platforms and other public places.

—PE—

During the "flu" epidemic on request of the City Health Department the Club has been closed, as well as the assembly rooms at Los Angeles St. Terminal, Macy Street, Sherman, and Long Beach, and the Calendar of Club Happenings suspended until the embargo is removed.

—PE—

Donations of ferns and other house plants will be cheerfully and gratefully received by the Club from its members and friends. A committee of our ladies will receive such plants as may be given and properly install them so that our newly decorated home may be made all the more homelike.

ROLL OF HONOR

REVISED TO
NOV. 10, 1918



PACIFIC ELECTRIC RAILWAY EMPLOYEES IN THE SERVICE OF OUR NATION

Transportation Dept.

Northern Division

R. F. Brown
F. H. Bayliss
B. G. Brock
L. T. Bashore
G. M. Carlson
W. M. Clark
Ralph Clanton
Raleigh Clanton
O. E. Davis
J. E. Davis
C. A. Dunfield
G. N. Fleagle
H. C. Gorman
R. B. Hile
O. M. Hazard
R. C. Harris
C. H. Johnson
C. G. Jones
J. F. Jester
E. Kohler
F. C. Kull
J. A. McLellan
E. F. Mann
B. Medley
Edward Miller
F. W. Nichols
L. L. Papst
L. L. Frewitt
W. B. Philip
F. P. Ream
O. L. Reiser
A. V. Rivera
H. K. Riordan
P. E. Riordan
A. Stafford
F. B. Smithson
M. H. Smith
W. F. Smith
W. E. Schwartz
John Stewart
M. Sigler
L. E. Thompson
J. K. Tinsley
S. L. Thomason
L. J. Vigneau
R. H. Watkins
H. B. Wilson
G. C. Wilson
J. A. Wear
K. H. Young
H. E. Dearing
H. Dunkley
H. H. DeZara
W. J. Frawley
O. I. Gough
A. P. Long
W. Lyons
E. E. Leffen
R. C. Pleasant
G. H. Priory
J. F. Shepley
G. L. Spence
H. A. Thorman
M. B. Woods
C. J. Wheat
H. B. Rhoades
J. F. Durand
E. A. Reeves
A. Lawrence
G. A. Kidwell
S. J. Kernick
W. L. Moore
E. V. Martin
E. R. Locke
W. F. Shugg
H. B. Stoddard
Ross Johnson
R. S. Peterson
John W. Wood
D. S. Goldsbury

Southern Division

E. F. Hamuack
D. L. Beal
G. M. Loving

W. A. Ham
G. W. Ogdan
R. L. Vaughan
R. M. Allen
E. W. Silvers
F. A. Prouty
J. W. Packer
H. Joslin
F. J. Steiner
J. C. Clifford
C. E. Brown
Ernest Packer
J. W. Clay
C. A. Kelly
W. R. Grider
H. G. Scott
A. J. Kammer
J. A. Murray
J. S. Nunn
R. H. Prouty
J. W. Robinson
E. M. Salter
G. Schmidt
E. M. Cole
J. C. Borsch
C. J. Shaul
Thos. Fisher
E. S. Gann
F. C. Williams
H. A. Lawrence
G. A. Morse
T. S. Powell
J. M. Pierce
C. R. Steckel
G. E. Sleeper
E. J. Kreider
R. Roepke
J. E. Fagin
G. W. Moore
J. D. Starkey
W. H. Twomey
C. F. Anthony
L. V. Baker
A. E. Stevens
E. J. Howard
B. W. Curry
A. L. Woodruff
C. M. Sturgeon
J. W. Krejci
W. A. Wilson
C. F. Brockett
G. A. Gould
R. T. Blakely
F. J. Kreidler
H. L. Solomon
W. E. Henley
M. Smith
J. H. Morrell
Oliver Phlegley
H. M. Howard
R. C. Holland
Chas. T. Rosendahl
C. A. Norman
F. W. Martineau
V. Antista
F. C. Schaperkotte
Muri T. Reed
R. J. Keith
J. W. Stanley
A. G. W. Chenoweth
R. H. Hill
C. A. Bantham
H. E. McGrath

Western Division

R. O. Anderson
O. R. Birnead
E. V. Brown
W. E. Cambron
J. E. Clabaugh
W. O. Duncan
M. L. Duvall
H. W. Edmonds
E. Edwards
G. E. Foster
F. G. Gelatte
L. H. Gorsline
C. E. Hand
W. R. W. Hart

W. F. Hile
F. T. Hudson
C. F. Irvine
R. A. Jordan
V. A. Kirby
G. J. Kiss, Jr.
R. W. Korf
W. J. Loudy
J. R. Leslie
D. R. Lowen
O. L. McKee
C. Manley
D. Mead
R. Middleton
F. M. Miller
S. E. Parker
C. A. Pollock
G. A. Probasco
A. B. Reeves
H. H. Reynolds
E. J. Rogers
J. J. Rodrigue
G. R. Robbins
F. E. Steele
G. D. Stacy
B. Stahl
H. H. Strader
B. J. Roundtree
B. B. Starr
J. H. Toft
C. Will
E. E. Worden
L. T. Smith
C. P. Kyle
F. M. Mills
W. Earl Tyler
P. A. Timm
U. M. Tanner
R. W. Lamphere

Los Angeles Freight Terminal

Harry Miller
Alfred Bennett
Roy Baumberger
A. K. Sisson
C. F. Albright
Harold Lampshire
Stuart Price
F. E. Meine
M. S. Algo
P. B. Barlow
R. H. Henshaw
Ben Sepulveda
Ben Stoloff
E. W. Craine
D. W. G. Roberts
Geo. Temple
Paul Umberger
F. V. Cooney
O. E. Rountree
C. B. Cowgill

Mechanical Department

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A. Vivalda
T. Wixted
G. L. Sommers
R. R. Ursprung
T. A. Valdez
A. Lenz
Fred R. Barrows
A. M. Holst
H. T. McMorrin
W. E. Panton
J. E. Mixer
M. H. Miller
W. D. Armstrong
E. H. Heinecke
E. E. Yale
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C. S. Binkiewicz
C. C. Rice
E. W. Dombrower
E. L. Harris
J. W. Haughton
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L. B. Freedman

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E. A. Grothjan
C. Rohfeld
A. D. Goble
G. B. Smalley
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A. Monks
W. J. Mildoon
J. G. Seaberry
J. A. Sinnott
C. Choolock
L. Otterstedt
T. L. Cassidy
F. T. Atkinson
C. W. Neir
O. R. Poor
R. N. Steward
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E. Beaird
J. Pagona
M. E. Power
M. E. Taylor
R. H. Orth
John Loew
Jesse Gaidner
C. R. Cunningham
T. H. Green
B. W. Cramer
A. L. Estes
T. J. Clifford
H. H. Lagergren
A. J. Tosch
L. I. Hunstock
Loren Godwin
J. C. Schneider
T. F. Whitehead
C. B. Bell
H. Shockley
D. J. Burns
C. H. Keeling
C. M. Selman
H. S. Lynn
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A. McCrea
R. W. Morton
I. W. Haywood
E. L. King
E. Rippe
J. R. Stringer
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T. R. Trujillo
A. H. Wilhite
R. Wright
Ralph E. Moor
H. A. Peterson
N. R. Smith
W. Rizzo
W. E. McMahan
A. Fox
Jas. C. Luke
Lynn Smith
Richard Hughes
W. F. McGaugh
I. F. Burken

Maintenance of Way Department

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Karl F. Biehler
Chas. K. Bowen
Ray G. Buford
Earl K. Burdick
Burt J. Carpenter
Robert D. Corey
Chas. J. Cronin
Claude E. Culver
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E. O. Custer
Roy T. Davis
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E. S. Johnson
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Otto Vincent
Wm. O. Wesendorf
Wm. G. Woods

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Paul J. Hartman
John Lansdale
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Geo. S. McClure
G. T. Roberts
Wesley Z. Shaw
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A. C. Barney
H. F. Cordes
C. B. Stull
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R. T. Weston
T. L. Melton
A. C. Smith
Allen Ferguson
B. F. Loftin
M. O. Dennis
N. D. Gilbert
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Karl R. Day
H. W. Glines
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Dr. Jos. Monteleone
Dr. G. A. Fielding
Dr. W. W. Robbce
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Lester Blette
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Earl McCall
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Raymond Lee
Harold C. Guffin

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Fred Garrigues
Theodore Wright

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Chas. Lenhart
Ed. Alexander

P. E. Building Dept.

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Russell Gates
Earl Emery
Clarence Farrell
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Legal Department

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Claim Department

Archibald
Treasury Department
Carl Beahm

Accounting Department

Harman Grentke
Clyde Burgher
Earl Moyer
Carl Hoefner

Pacific Electric Camp

Earl Bruck