

Edw Sharp



The Pacific Electric MAGAZINE



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Vol. 3

LOS ANGELES, CAL., OCTOBER 10, 1918

No. 5

OUR NEW VICE-PRESIDENT

A NEW member has been added to the big Pacific Electric family since the last issue of the Magazine and has been duly received and welcomed by a number of the employes, but as many have not as yet been presented to him either formally or informally we

present herewith a very good picture of our distinguished member in order that all may recognize his face when they meet him. His appointment by President Shoup would of itself be a sufficient commendation to insure a warm welcome, but those who have known Mr. H. B. Titcomb for years, and there are many such with the company, speak in very glowing terms of him, and the press of other cities where he has resided, join most heartily in their commendation and compliment.

The brief biography that is available of Mr. Titcomb lead us to believe that the position he has come to occupy in industrial activity has been earned step by step through his own individual effort, and from this one is perforce led to believe that he has a very thorough knowledge of every phase of a railroad man's life and appreciates many of the rough places as well as the pleasant paths that all of us pass over and that we

may expect an interested and sympathetic listener when it is necessary to go to him with any of our griefs, as well as a just judge when a decision is required.

Mr. Titcomb was born in Indianapolis, Ind., Oct. 19, 1871, so that in a few days he will celebrate his 47th

birthday. As a small boy he came to California and located on a farm near Modesto with his parents and was a farmer lad until 1887. He graduated from Cogswell Polytechnic College in 1891 and in July of the same year entered the service of the Southern Pacific as draftsman;

was promoted to assistant engineer, construction division in 1898; was appointed roadmaster of the western division in 1899; and was successively roadmaster of the Shasta and Sacramento divisions from 1900 to 1904. He was assistant resident engineer from 1904 to 1905; resident engineer at San Joaquin from 1905 to 1906, and at Los Angeles 1906 to 1909; appointed district engineer at Los Angeles from 1909 to 1914, and maintenance of way assistant to the assistant chief engineer at San Francisco from 1915 to October 15, 1917, when he became superintendent of the Stockton Division; coming from there to Los Angeles to become Vice-President of the Pacific Electric—27 years of intensive service with the Southern Pacific Company.

Mr. and Mrs. Titcomb and their daughter, Miss Mildred, are now at home in Los Angeles.

The new member of our official family makes no pretensions

as being an orator, and at the big Loan Meeting held at the Club on Wednesday evening, Oct. 2d, he declared himself as having not acquired speech-making proclivities, but nevertheless his remarks during the evening would brank him as a first-class, single-handed "talker,"



H. B. TITCOMB, Vice President

though he does not indulge in soaring, rhetorical flights. The most of his remarks were directed at the Liberty Loan question, although he digressed occasionally to topics of company and personal interest. In part, he said:

"Our Chairman asked me to appear before you this evening, and the announcement says 'come to meet our new Vice-President,' promising that if he would show himself that would be all that was necessary to satisfy your curiosity.

"Many of you here know me, or you have seen my name on a spike box; or, possibly, heard me thoroughly lambasted, with possibly a few word of praise, from those that have worked for me, or rather with me; so I don't feel entirely like a stranger among you, and I am pleased and proud to stand before you tonight as a representative, not only of these fellow workers here, but representing one of the finest interurban electric systems in the United States.

"Mr. Shoup once said to me just after a meeting of the city council of this city: 'Do you realize Mr. Titcomb how many thousands of words are spoken daily and how few of them go down into history.' What few remarks I make this evening I don't expect to go down into history, and there will be many spilled words, but nevertheless I take great pleasure in appearing before you and having the opportunity to make a few remarks, which I hope in a small way will help to raise your patriotism in these trying times. In my position I will have many problems to meet, many bridges to build and many to cross; but these problems, as connected with the system that I represent, of course are puny and uninteresting as compared to the problems that confront our nation today. I feel that I have always been an optimist. I know that right will prevail, and we will now, as well as in the future, never regret as individuals or as a nation, the steps that have been taken in the last few years leading up to this calamity that has befallen the earth.

"Right here I wish to compliment the Pacific Electric employes for their splendid activities in the first, second and third Liberty Bond drives in which they subscribed a total of \$750,000 to the cause of this nation. I am proud to know of the activities of the women; of their Red Cross work, and their help to other charitable institutions in connection with the war work; for it is after all to them that we look for our inspiration for the greater things which happen in this life. What they undertake they do with their whole hearts, and in a whole-souled manner; therefore, we as men should be proud of them, and make a name for ourselves as well as for the company that we serve, that will be placed on the honor roll among the big industrial plants of the country.

"Now, as to the greater issue; the one that is before us tonight. You have been through the first, second and third loan, and are confronted with the fourth. We must come through. Uncle Sam is now having

his ship steered by that honorable man, that safe man, that loved man, President Wilson. He is not going to stop, and we will not let him stop, until every bloodthirsty and power-mad beast is beaten to his knees. I do not need to say who these are, it is all summed up in the one word when we hiss "HUN." We elected President Wilson to keep us out of this war. How hard he tried to keep his solemn word, his pledge to his people. He went the limit; almost defied public opinion; but he could not allow this humiliation, this ruthless slaughter not only of our own loved citizens, but the poor Belgians as well as our dearly beloved brothers, the French. How he swayed the unbelievers and how he drove to cover those weak-kneed Pacifists. Where can we replace him? Where will humanity ever give him his due credit. Only by history possibly, when he will be proclaimed by historians as the greatest man of this age. We shall stand by him. He has been our very best friend. He has his ear to the ground, his hand on his heart at all times for an honorable peace.

"Help him? Help him, yes! and how?

"**First:** Ferret out the spy, the skunk, the snake in your midst. Watch him. Take note of his sneers. Listen to his mouthings. Place what information you may have where it can be acted upon and he will be put out of the running.

"**Second:** Sing President Wilson's praises as you would sing the Star Spangled Banner, for in so doing you are helping this great cause. This leader deserves all our praises, all our credit, everything.

"**Third:** Furnish the coin. He must have it. Uncle Sam is in this for noble reasons, for a God-given cause, and Uncle Sam will fight. He is going to get the money, if not by this voluntary loan, he will take it by taxes or otherwise. We will all be glad of it, for after all our whole heart and soul is in this war. You do not give this money, you simply lend it. You are laying up for a rainy day, protection for your wife, your sweetheart, your children. It is imbuing in your makeup an idea of thrift. You must lend until it pinches. Must deny yourself all the luxuries of this world in order that there may be no backup in this war. There can only be one end. There will only be one termination, and when it is all summed up, it will be written that the war was carried on to an end, that we may all raise our voices and say 'Freedom for Humanity.'

"Now come through or Uncle Sam will take it.

"I want you to unite in making a splendid showing for the Pacific Electric Organization. As for the company I represent, it is simply a matter of pride that I take in urging you to make your subscriptions through the Pacific Electric. We shall give you the very best terms possible. We wish to, and we will. We know that the investment is safe, and you know that your earnings in our hands will be safe.

"I ask that we at this time forget all of our differences and join hands in this one proposition. Take stock. Go down in your jeans. Balance your bank book and loan the balance. Uncle Sam and you will never regret it.

"Now boys, we can't all go over there. Somebody must stay here. We are not slackers if we stay here. Of course you can see by my hair that do not have to carry a registration card. Nevertheless, when this war is over and when the boys come back you and I want to feel down in our hearts, that even though we could not go over there and fight side by side with those fellows, that we did what we could to help. So you can feel when the final analysis comes no regrets in your heart; no shame, in at least lending what you could for the building of ships, the making of ammunition and the procuring of food stuff and supplies in order that our boys may have had every opportunity that money could give them for the protection, and for giving them the opportunity of sticking a bayonet in the bloody Huns.

"Now don't cover up. Don't camouflage. I have received some very interesting letters from two of my friends over there. They are both the 31st Engineers in France. I just spoke of camouflage, and one of the writing me from France says: 'There are fully 300 perfume shops in the town, and only one bath house.' Your excuses now are the perfume. The bath house is the coin. Be true to yourselves. Come through."

PE

SPEAKING OF EFFICIENCY

The president of one of the Eastern railroads last year started an efficiency campaign on his system. He figured out a plan of bonuses and promotions for the men who had shown capability and promptness and energy in the discharge of their duties. To him was brought the name of one employee who, in twenty-five years of service, had never been late and had never missed a day from his duties and had never been reprimanded for inattention. Highly pleased, the president sent for the model to come to headquarters to be questioned, complimented and finally rewarded.

Next day the paragon was shown into the chief's office. He proved to be a shaggy-headed, middle-aged individual in rough clothing.

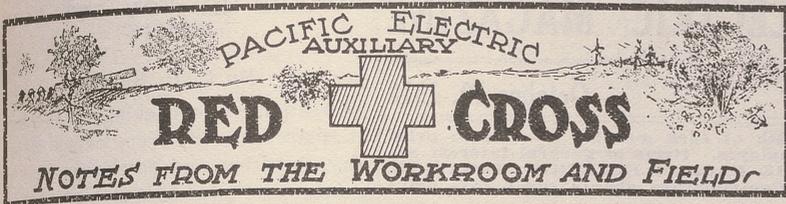
"I've heard splendid things about your record," said the great president. "Now tell me, just what are your duties?"

"Well, sir," stated the visitor, "my job is to stay on the platform here at Holidayville and every time a train pulls into the station I walk down along her and rap on all the wheels with a hammer. I've been doing that stiddy ever since I went to work for the road."

"In the name of heaven, what do you do that for?" demanded the astonished president.

The efficient one scratched his head.

"Boss," he answered truthfully, "I'm dam' ef I know!"



THE RED CROSS CARNIVAL

The Ambulance Fund now totals approximately \$1500.00; the amount raised picnic day being augmented by sum realized from the Carnival and Dance held on Olive Street between Sixth and Seventh on September 27th. California nearly went back on us by producing rain at the last minute, after threatening us with black clouds and showers all day. However, the last shower came just after the chairs had been placed for the band and the ladies were busily engaged in transporting cakes, candy and dolls from the storeroom to the booths. There was a "near-panic" for a few minutes but when the atmosphere cleared, found the result to be nothing more serious than a few "brain storms" and everyone settled down to the serious business of extracting coin for the good of the cause.

Roulette wheels played an important part in this, as there were very few people who were not willing to risk a spot on their immortal souls by taking a chance on winning a cake, a box of candy or a fat kewpie.

We would not say that the special preparation used on the dancing space had anything to do with it, but the fact remains that the KREMAL BAR was doing a rushing business up until midnight, or, perhaps it might have been Mrs. Bishop's Hot Dogs that kept N. B. Vickery and his assistants so busy quenching that thirsty feeling.

We can always depend upon "Our Band" for assistance in any emergency, and this was no exception to the rule. They seemed perfectly willing to play until morning, if necessary, and even when the last strains of "Home Sweet Home" were dying away, the director standing on one foot, the crowd was still clamoring "Please give us one more, Professor." In fact, few people realize how lucky the P. E. Auxiliary is, for no matter what money making scheme we propose, we are sure to receive the hearty co-operation of officers and employes in general, and while time and space do not permit us to thank each individual personally whose ready response made this affair the success that it was, we do extend to Mr. Mort Stuart, our most sincere thanks and appreciation. It was he who secured the endless chain of permits from Red Cross Headquarters, Board of Public Works, Fire Department, Police Department and War Department; arranged for the music, special officers and all concessions. In fact, no detail was too small to be overlooked that had any bearing on the success of this fete. He probably does not wish us to thank him at all and while we know that "Mercy is nobility's true badge," we still feel that honor should be bestowed where honor is due.

- Finished Garments Returned to Headquarters—Month of September
- 13 Day Shirts.
 - 6 Children's Dresses.
 - 46 Children's Petticoats.
 - 6 Surgeon's Jackets.
 - 22 Aviators' Jackets.
 - 36 Pair of Sox.
 - 3 Sweaters.

— PE —
The Ambulance Fund is richer by \$1.60, being a contribution made by several little girls all under fourteen years of age. Being very ambitious, they gave a play entitled "Snow White," charging 10 cents admittance and presenting the P. E. Auxiliary with the proceeds.

FLAG RAISING AT TORRANCE

Several weeks ago some of the boys at the new freight car construction shop at Torrance started a collection among the employes for the purpose of buying an American flag to be floated from the mill building. All were generous, cheerful givers, so we now have a beautiful 12 ft.x18 ft. flag.

A steel flag pole, finished in white enamel and ornamented with a large gilded ball, rigged in "A1" shape, was erected in the mill, and on September 16th we held the flag raising; among those present were: Mr. W. E. Stewart, General Foreman; Mr. C. A. Elmquist, Mill Foreman; and all the employes of the Torrance shops.

Mr. J. N. Badgett, a fellow workman, was called on for a speech, he paying eloquent and inspiring tribute to our nation and our flag, and impressing on his fellow workmen that their labor should be the best they could produce, and that American labor was just as essential as American money and American soldiers, and that we should all sacrifice in every way possible for those that are sacrificing their lives for us, our country, our flag and our liberty.

As the flag was raised by Mr. Stewart, much patriotism was shown, for the shrill of the blowing whistle was drowned by the loud cheering, as "Old Glory" was hoisted and unfurled her beauty to the blowing breezes.

Mr. Stewart, our General Foreman, gave an appreciative talk, thanking all for their thoughtfulness, and the patriotic spirit shown, declaring that the event would never be forgotten.

After purchanisg the entire outfit, a nice sum was left over which will be turned over to the P. E. Red Cross for war work.

W. W. DYER.
— PE —

Today the old office of the Pacific Electric at Sixth and Palos Verdes is empty except for the men engaged in making alterations, and the Pacific Electric is doing business at its new place at the foot of Fifth.—San Pedro Pilot of Sept. 19th.

THE GIRL BACK HOME

(The following poem is from "The Spiker," published by the Eighteenth Engineers (Railway), in France.)

Who sends us Christmas cheer, boys?
Who sends us dainties sweet?
And tobacco all the year, boys?
Who puts socks on our feet?
Whose chatty, cheerful letter, boys,
Drives away our gloom?
We'll answer all together, boys—
"The girl back home."

Who, when winter's winds are here,
boys,
And through the snow we plough,
Knits garments of warm wool, boys?
Who's thinking of you now?
Who makes the fight worth while, boys,
When far o'er ocean's foam?
Who gives us powers to smile, boys?
"The girl back home."

The girl back home, boys,
The girl back home—
She's true to us for aye, boys,
No matter where we roam,
She sends us precious gifts, boys,
And letters, best of all,
To tell us of a welcome home,
After the Kaiser's fall.
We've seen French damsels fair, boys,
But tuck this in your dome,
There's not one can compare, boys,
With the girl back home.
—Pvt. Bryant Hall, Co. A.
— PE —

Following is copy of letter received by the Salvage Department of the American Red Cross in San Francisco. This letter is not a "fake" but was written in pencil on cheap paper and the gold crown referred to was enclosed with the letter. The envelope was tied with red, white and blue ribbon:
"Gents:

Somebody told me that you was after old stuff like old jewelry and such, and I got a gold tooth that I can get along without as I guess the Red Cross needs it more than me. I got two so I loosened this one and broke it off. The dentist charged me 10 bucks for it so I guess maybe it will bring you 1 buck. I don't think he made more than 9 on it, of course, it was new then but I just used it a little better than two years.

I miss it a lot but the price of vitels is going up so I guess I won't need it so much for mush and hamburger as I did when we was used to getting stake for 18 cents a pound and a chunk of liver threw in. As I said, I got another tooth I might spare if the war gets worse."

(Signed) JAKE THOMPSON.
"P. S.—Lots of men could spare a crowned tooth to help win the war."

MURPHY'S IDEA

An officer on board a warship was drilling his men.

"I want every man to lie on his back, put his legs in the air, and move them as if he were riding a bicycle," he explained. "Now commence."

After a short effort one of the men stopped.

"Why have you stopped, Murphy?" asked the officer.

"If ye plaze, sir," was the answer, "O'im coasting."—Pittsburgh Chronicle-Telegraph.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

October 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.

MUST OUR FIGHTERS SUPPORT THEMSELVES

By S. A. Bishop

When the American Expeditionary Forces in France served notice on President Wilson through General Pershing that in the event the people at home did not subscribe in full for the six billion dollars worth of bonds that they themselves might be depended upon to make good the deficit, they also served notice upon us that in the event they are not fully assisted in winning a victory over Germany they will do the job themselves, regardless of sacrifices of lives and money. This means that while the soldier may need his small balance of pay after insurance and family allotments have been deducted, he is nevertheless willing to give it up in order that his country may find the means to maintain him on the fighting front. Also, in the event of your failure or my failure to buy these bonds liberally, a man who has put all things else aside and is facing the enemy is willing to buy a bond for us. Now, this doesn't mean that if you and I have bought one \$50 bond some soldier may not be called upon to buy in part for us, since one \$50 bond for each person will not raise the six billions needed and someone else must buy a \$50 bond for such a subscriber. Our duty is so very plain to furnish the money to purchase ammunition and maintenance for our fighting men that those of us who fail to do our full part are going to find it extremely difficult to account to ourselves, our fellows and those very same fighting men upon their return, as we may inevitably expect to be confronted with our bond buying records. Every member of the civilian population who buys a bond is recorded by name, address and vocation in the Treasury Department at Washington. A list is being made also of those who buy no bonds. In my opinion there may be good reasons on the part of some unfortunate for failure to buy bonds, whereas any man in good health who is following a vocation should subscribe up to the full measure of his ability to pay, since our payments extend over a 10 month's period, and any such person ought to be willing to go further and pledge himself in excess of the amount he believes he can comfortably pay for and make an extraordinary effort to take care of the payments for a larger subscription.

Will you submit to a deduction of ten dollars from your pay each month in payment for bonds or shall the humiliating word be sent across seas that a soldier boy must give up the whole balance of his pay in order to take up that bond?

PACIFIC ELECTRIC WAR SAVINGS SOCIETY

By G. H. Grace, Secretary

We have just received our certificates of affiliation with the National War Savings Committee, which has been suitably framed and hung in the lounging room of the Pacific Electric Club.

It is essential that greater activity be shown in spreading the gospel of war savings through the purchase of thrift stamps and war savings stamps and attention is directed to the necessity for missionary work by each of us in our respective communities and in the office and shop, to the end that every man, woman and child shall become a systematic purchaser of war savings and thrift stamps.

The aid to the Government is not alone in the use of the money so saved, but also accrues through the consequent saving of food and other living necessities, such savings being the logical result of more careful buying, more frugal use and less waste.

The arbitrary reduction of living expenses to the extent of \$1.00 per week for the average family and the amount invested in thrift stamps would mean a saving of many thousands of dollars per year for Pacific Electric families alone, the Government having the use of the money and in addition, benefiting by at least an equivalent amount in food and other supplies saved.

This illustration refers to families only; in addition, we have many employes without dependents, whose savings should readily amount to two or three times as much more.

Here are seven good reasons for saving as taken from "The Commonwealth":

1. Save for your country's sake, because it is now spending millions a day and must find most of the money out of savings.
2. Save for your own sake, because work and wages are plentiful, and, as prices are high now, a dollar will buy more after the war.
3. Save, because when you spend you make other people work for you and the work of everyone is needed now to win the war.
4. Save, because by saving you make things cheaper for everyone, especially for those who are poorer than you.
5. Save, because by going without you relieve the strain on ships, docks and railways, and make transportation cheaper and quicker.
6. Save, because by saving you set an example that makes it easier for the next man to save. A saving nation is an earning nation.
7. Save, because every time you save you help twice, first when you don't spend and again when you lend to the nation.

"WHERE DID YOU GET YOUR FACTS?"

By C. H. Burnett

In addition to backing up the boys at the front with every ounce of loyalty, devotion and patriotism that we possess, we must fight the same enemies here that they are fighting over there.

We've all heard these stories without suspecting that they were "Made in Germany"—stories that the Government is holding back news of terrible disasters to troop ships, rumors of mysterious sickness in the training camps, charges that all the good military appointments go to Roman Catholics, whispers that this is England's war or that it is a rich man's war, tales of wholesale drunkenness in the American Army, and wholesale immorality among Red Cross nurses—the cleanest men and noblest women that God ever made! They're all lies—they're all German lies—and they're told for only one purpose and that is to slow up our war work and prepare us for the next German "peace offensive," which will seek to enlist on the side of the Kaiser every pacifist, every slacker, every coward and every I. W. W. in this country.

Now the reason why our soldiers successfully meet the German gas attacks is because they're always on the lookout for them, they know exactly what to do, and they do it.

And that is precisely the way we must meet these poison gas attacks at home. Our own common sense will tell us that whenever we hear a story that is calculated to weaken our confidence in our Government, to make us distrust our Allies, or to work upon our fears or our prejudices, no matter if the story is told by our dearest friend, whose loyalty is beyond question, it is ten chances to one that the story was started by a German spy, and the thing for us to do is to come right back with the question, "Where did you get your facts?" and insist upon a definite answer. If he says somebody told him, let us find out who it was, hunt him up and ask him, "Where did you get your facts?" and so on down the line to the original source, and when we find the sneaking, lying, slinking yellow dog who started the story, let's report him to the local office of the Department of Justice and they will do the rest.

And for our country's sake, and for our conscience's sake, let's stop repeating these silly stories, which some of us are doing merely from love of gossip, but we're doing the Kaiser's work just as surely as though we were in the Department of Justice, Room 615, Federal Building.

And here is a good wartime motto to solve: To always be on the lookout for poison gas, to learn to recognize it under the most clever camouflage and to always have this gas-mask ready: "Where did you get your facts?"

UNIFORMS

Because of the growing scarcity of wool and the fact that all woolen mills have been commandeered by the Government to take care of the war needs of the nation, it has been increasingly difficult for the local stores to secure uniforms at moderate price and about the first of August Harris & Frank and Desmond's, who have been furnishing uniforms for a number of years past, found it necessary in order to continue in the business at all, to notify us of a raise in price to \$27.50. This figure was fixed after much discussion, the firms feeling that they could not in justice to themselves, handle any uniforms for less than \$30.00. Later, they advised that they would be unable to secure additional stock at all at this price and that if the standard was to be kept up it would be necessary for them to raise their prices to \$30.00 or more immediately.

Realizing the importance not only to the Company in having neatly dressed men on the cars but to the men in securing suitable clothing at a reasonable figure, representatives of the Los Angeles Railway, which was also affected, and this Company, made a very careful study of the situation in an effort to get a more favorable proposition from the uniform people. Finally, after referring the matter to a large number of trainmen privately for their opinion, arrangements have been made to purchase at this time from one of the largest uniform manufacturers in the United States 2000 uniforms of Middlesex cloth, 16-oz. weight, which has been one of our standard uniform cloths for many years. These uniforms, which have been purchased outright by the two Companies, are purchased at a price which will enable us to keep the cost to trainmen down to the present price, \$27.50, throughout the ensuing year. A joint uniform department with proper supervision and attendance, will be opened after January 1st in the Pacific Electric Building where these uniforms may be secured on orders from the Superintendent's office, as uniforms have heretofore been purchased, installment deduction plan to continue as at present. Purchase of uniforms at this place is not obligatory, and the accounts will be kept in such a way that employes may be satisfied that the Company is not attempting to make any profit out of the business. The investment and cost of running the department will be included in the price of the uniform, \$27.50, which will not include any middleman's profit.

The prices of woolen goods for civilian wear are advancing almost from day to day and it seems probable that by midsummer 1919 it will be a practical impossibility to purchase an all wool suit of the grade of these uniforms for less than \$40.00.

Until the first of January, Harris & Frank and Desmond's will handle uniforms, and deductions will be made from payrolls in their favor the same as heretofore.

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

Revenues	
Passenger Revenue	\$715,755.22
Freight and Switching Revenue	222,028.14
Other Revenue	38,772.63
Total Railway Operating Income	\$976,555.99
Operating Expenses	
Way and Structures:	
Wages	\$ 67,838.83
Other Charges	32,384.74
	100,223.57
Equipment:	
Wages	63,248.89
Other Charges	29,701.89
	92,950.78
Power:	
Wages	18,741.73
Other Charges	85,578.83
	104,320.56
Conducting Transportation:	
Wages	298,957.07
Other Charges	38,967.91
	337,924.98
Traffic:	
Wages	4,465.37
Other Charges	3,089.85
	7,555.22
General and Miscellaneous:	
Wages (including P. E. Bldg. Operations)	35,327.68
Other Charges	36,001.09
	71,328.77
Transportation for investment—Credit	2,995.02
Total Railway Operating Expenses:	
Wages	488,597.57
Other Charges	222,729.29
	711,326.86
Revenues less Operating Expenses	265,229.13
Depreciation	22,764.58
Taxes Assignable to Railway Operations	42,877.60
	65,642.18
Total Depreciation and Taxes	65,642.18
Railway Operating Income	199,586.95
Non-Operating Income	8,469.46
	208,056.41
Gross Income	208,056.41
Interest on Bonds and Other Debt	288,044.50
Rents and Miscellaneous Income Deductions	24,690.89
	312,735.39
Total Deductions	312,735.39
Net Loss	\$104,678.98

Los Angeles, Calif., September 23, 1918.

H. A. CULLODEN, Auditor.

SEPTEMBER ACCIDENTS

	Northern Division		Southern Division		Western Division	
	1918	1917	1918	1917	1918	1917
Interferences with vehicles	80	75	40	30	62	49
Collisions and interferences with cars	6	5	6	7	5	5
Persons struck by cars	8	3	6	6	3	2
Derailments	7	6	26	9	3	6
On and off moving cars	21	22	21	9	17	24
Miscellaneous	18	12	29	12	22	15
	140	123	128	73	112	101
	1918	1917				
Interferences with vehicles	182	154	18.2%	Increase		
Collisions and interferences with cars	17	17				
Persons struck by cars	17	11	31.8%	Increase		
Derailments	36	21	71.4%	Increase		
On and off moving cars	59	55	6.7%	Increase		
Miscellaneous	69	39	76.9%	Increase		
	380	297				



SCRAPS FROM THE SCRAPPERS

 OVER HERE AND "OVER THERE"

R. C. Holland, of the Southern Division, is now located in Co. 8, Detention Camp, at Camp Bowie, Texas.

Ross Johnson, who has been ticket agent at Pomona for some time, left recently for San Francisco where he enters the merchant marine service.

Chester S. Binkiewicz, of the Mechanical Department, in a post card received by C. H. Swint recently, announces his safe arrival overseas in France.

O. W. Montgomery, more familiarly known as "Monte," formerly work order clerk in the Electrical Department, graduated from the U. S. School of Military Aeronautics at Berkeley on Sept. 21, 1918.

Captain Jas. C. McPherson writes from France that he has arrived safely overseas, and we hope to receive some very interesting letters from him after he has become settled in the harness "over there."

From Sgt. Geo. L. Barclay comes a copy of the "Stars and Stripes," a newspaper published by our forces in France, that is full of interesting news "over there." George is with Company A, 38th Engineers, and from information gleaned aside from the paper received, is getting on famously in the "Land of the Lily."

Robert M. Allen has been promoted to Sergeant of Co. D, 25th Engineers, in France, and his address is in care of A. P. O. 701. He reports a recent visit of General Pershing to his base, and a splendid address to the troops there by our great military leader. "Bob's" letter rings loud of courage and contentment among our boys, and proclaims the firm assurance they have of an ultimate and triumphant victory.

Dan Tobey, our own Dan, known to every P. E. man, woman and child as the Sheriff in charge of the festivities at every P. E. Picnic for the past five years, left on Tuesday of this week for the Y. M. C. A. Training School at Chicago, from which he goes direct to France as a baseball trainer and Y. M. C. A. entertainer in the camps. We know he will help to drive the blues away and make cheer for thousands of our boys.

Geo. Sleeper, Co. C., 31st Eng., A. P. O. 718, Amer. Ex. Forces, France, is finally heard from direct, and reports the presence there of some of our other boys. He says "we are having a hot time of it, but the Huns have turned their faces homeward." He desires to be remembered to all the old home gang, wishes he were with them again, and says the French

railroad rule book works tail-end-to and he's not a little bit stuck on the French "frogs" they have to work with.

Jimmie Farmer is now Corporal of Co. A, 60th Eng., over in France, and sent back a short letter the other day, beginning it, "Aug 10, 1918—Pay day on the P. E." That would indicate very concisely the trend of his mind. He is located somewhere in South-eastern France about 100 miles from where Kreider reports from. Recently he met Walter Thompson of the Western Division and Hackathorn, of the Southern, so that gives us an approximate location on these two boys of our big family.

S. E. Parker, formerly of the Western Division, has landed safely in France and is with the 51st Engineers, writing when heard from by Supt. White at Tours. Parker recently saw Brown, also of the Western Division just as he was sailing from New York but was separated from him and has not seen him since although he is certain that he is now in France. Parker's address is Co. B, 51st Engineers, A. P. O. 717, Amer. Ex. Forces, France, via New York.

Fred Garrigue, for some time with General Superintendent Annable and later of President Shoup's office, writes from Camp Kearny that he has been assigned to the office of the Divisional Surgeon, and is pounding the keys of the trusty typewriter regularly; not that he particularly cares for that branch of the service, but because his training made him more useful to the country there than elsewhere. He is getting along fine and evidently enjoys the camp life.

Sgt. Claude J. Shaul is in Ireland, and has been there for some time. He says, in a letter to Supt. Davis, that it is a very pretty country, in a way, but that the party who wrote that song about Ireland being just a little bit of Heaven certainly got hold of a bum geography and had never seen California. The English and Irish railways have appealed to Shaul very much, especially when he is feeling a little sad, for although he has been there two months or more, he never sees one of the trains without having to laugh. He evidently pines some for the red home cars, for he says, "I will sure be glad to get back, get on my old clothes and just work. I don't care if it's the poorest run on the board, I will sure be satisfied." He says he has not yet received a single letter from the States. Now come you Southern Division fellows had better write the old boy a few good ones. Address him in care of 309th Aero Squadron, Amer. E. F., England, via New York.



Capt. Emory L. Harris, Q. M. R.
Formerly Mechanical Dept., Now
France

Corporal James A. Murray has been trying to get a letter by the censor some time, but evidently he wanted to tell too much, and didn't "get by" with it until August 26th, when he cooled down and got a few words through to Supt. Davis. He has recently been detached for special service at an auto school in France, and writes from Clermont-Ferrand, he will rejoin his company soon. A post card comes with his letter showing type of street car used there, and says that "some cars have no seats at all. Mail will reach Corp. Murray if addressed to Co. E, 316th Am. Trans. Amer. Ex. Forces, France, via New York.

L. J. Kreider, as everyone remembers, was side-tracked in New York by quarantine when his regiment was over the briny deep to France. After recently received announces fully that he has rejoined his pals, now only thirsts to get up "close to the big game." He says he can't stand the big guns fussing, but they can't serve to tantalize him. He mentions meeting Roy Roepke, Geo. Sleeper, Floyd Markland, C. A. Brown and S. Powell after rejoining his regiment. Has not had mail for two months and asks that his friends write him, addressing "Headquarters Detachment, 31st Engrs., A. P. O. 718—clo. D. T., Amer. Ex. Forces, France.

A note has just come from Al E. Stevens, of the Southern Division now at Camp Humphreys, Va., and a few items from him will be of interest to us all. Among other things he says: "Am working on the standard gauge railroad, the only one built and maintained exclusively by soldiers in this country. It is about six miles long; big cuts and fills; three high trestles; single track; no block signals; verbal orders, telephone system; and has the honor of being the roughest piece of track in the United States; even rougher than the S. A. Line. The traffic is quite heavy and we use three steam and

gasoline engines. Also have narrow gauge road to most sections of camp, the same as is used in France and they are cute, but not a plaything. Camp Humphreys is about twenty miles from Washington and covers about 31,000 acres."

Theodore F. Whitehead of the Mechanical Department, who left the Winding Room in July for Camp Lewis, is now at the Officers' Training School, Camp Grant, Illinois. This is quite a record, Mr. Whitehead having been in the service only six weeks when he received the appointment to the Officers' School. He has had military experience, however, having been an officer in the L. A. High School cadets and taken military work at the University of California. He entered the Company's employment at the close of the last college year, not intending to complete his university course until the close of the war. In his letters he has nothing but praise for Camp Lewis and the army life, saying: "It is surprising to see how quickly the new men drop into the military way of doing things. They are an amazing contented lot, this fact being due largely, I believe, to our excellent mess sergeant." Martin Shakely, a friend of Whitehead's, has held a commission as Second Lieutenant in the army for some time. He left the Auditor's Department to attend the R. O. T. C. at the Presidio in San Francisco.

PE

HIS SOUL SHINES THROUGH UNTARNISHED

The following, from Joe Rodman, formerly with the M. W. Dept. on the Newport Line, is one of the most graphic accounts of a submarine attack we have ever seen:

"I arrived here at the army hospital some time ago, after a tempestuous crossing, the adjective being due to U-boats rather than wind and storm. We sustained three separate attacks and whipped the stuffing out of them each time. At least four of the subs were destroyed for certain, and it is thought that five more of them went where the good subs go. I had a box seat at the performance, so to speak, having been standing on the boat deck ready to make a wild, despairing leap for a lifeboat the moment anything said 'Bing!' around me.

"I had just gotten to 'Now I lay me,' when one of our shells busted through the roof plates of a U-boat, and I changed my law to appreciative cuss words. The water was stained black and disturbed for a few moments. The Dutchman stuck his tail out of water and his head down. Adios, Hans!

"One of our destroyers sighted another submarine, stationary and submerged about thirty feet in the clear water. One depth bomb would have been enough, but they dropped four in a bunch, and left the spot at the speed of lightning. Though only about thirty seconds it seemed about an hour before anything happened. Just as I began to think that all four of the bombs were 'dads' all hell blew a hole in the Atlantic. Our ship quiv-

ered and rocked and apparently leaped clear of the water. The violent rocking of the ship knocked my wobbly pins from under me, and I sat down violently in time to see water, oil, machinery, iron, cloth, a whole mattress and a human leg with a boot still on it ascend toward high heaven. One more depth bomb in that spot and the Atlantic never again would have been the same ocean.

"A whitening line of bubbles headed toward us. The ship, which had been curving and zig-zagging since the attack started, made a sharp turn and the torpedo passed just a few feet from our starboard. Immediately two destroyers of the convoy backtracked on the line of the torpedo and dropped depth bombs in a widening circle. One of them found the sub, as was evidenced by the oil and wreckage.

"Not one of our ships was touched. Our well-trained crew went about their business as if it were a commonplace happening. Every move they made was cool, deliberate and well-ordered. No one seemed excited.

"One mere boy said to me: 'Hell, if them damn Dutchmen's agoin' to keep this up I won't get no forty-eight hours of liberty in the States. They can't get us. What they want to keep on delayin' us for?'

"The Lincoln was torpedoed out of convoy, and the significant truth remains that not one ship has been torpedoed while under the consort of American destroyers--but the subs that try it are goin' fast.

"I am coming 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 over the fact that I am an American. Like thousands of us, I went to war with more thirst for change and adventure than any degree of altruistic patriotism.

"Now the first desire is satiated, but in the process of its insatiation I have seen the Kings of the earth, the Americans, go laughing and joking into death and the victory that is due invincible men. I have seen a few here and there trembling at the sight of blood and shredded flesh, sickened at pain and suffering, and weak with pure fear. But they were Americans of good heart, every one of them, and their thoughts were always on the road ahead. And, darn their hides, they always kept on going.

"Sherman was right, but so was Patrick Henry. 'Essayon' (We will try), say the French 'You bet we can' should be the slogan of our American boys. And--they can.

"They are trying to make me over. I understand I will have to borrow part of the backbone of a sheep or some other animal. I have two aunts living here and another at Washington, while their husbands are fighting over there. The things you sent me while in France were sure life savers. Keep on sending things to the boys on the firing line."

FROM CAPTAIN EDWARDS, IN FRANCE

Quite an interesting letter came to Supt. W. C. White of the Western Division this past week, from Capt. H. W. Edmonds, formerly trainman of the Western. It presents some phases of the war now before presented by our boys "over there" and we publish it in full below. The Captain's address is 362nd Infantry, Amer. Exp. Force, A. P. O. 776, via New York:

"Thought you might like to know how 'Mac' and I and other P. E. members of this Division, are getting along over here, and also to know something of our trip over, which I might say was a very uneventful voyage indeed. I had expected to find the Atlantic rough and a great deal of seasickness enroute, but such was not the case; it was even as peaceful as our own Pacific, with but a very few cases of seasickness.

"Did not sight a 'Sub' on the way over, although I heard a number say that they wished we had, (this was after we had landed safely). Strange how brave some get after the danger is all over. Personally I am quite thankful that we did not, as I was in command of the life rafts on the after deck with something like 800 men to get safely off in case we were torpedoed; also my section was the last to leave the ship in order that the rafts would not interfere with the launching of the life boats, and myself and four assistants (Lieutenants) were assigned to the last raft. Believe me, I had visions of a long, long swim back to New York.

"Our Chaplain volunteered to help me, so thinking that he might prove to be a handy person to have around in case of an emergency I took him on; his idea being that he would rather be doing something useful than sitting quietly by in a perfectly good lifeboat while others were working (or sinking). It developed in the course of our boat drills that he was a real 'HE' man, judging from the way he got results. He was quite a character; a graduate of a big eastern school (Harvard); enlisted at the outbreak of the war and when he received his commission, was serving as a Corporal in one of the regiments at Camp Dodge, Iowa. It is a safe bet that when this outfit goes 'over the top' he will have a rifle in his hand.

"The regiment is now billeted in a little French village in a very pretty section of the country. Over here there are no farmhouses in the country, the farmers all living in little settlements or villages, from a mile to three miles apart, farming all the land lying between. In these little places a man's wealth is known by the size of the manure pile in front of his door. My first two days here I had tons, and tons, of 'wealth' carted out to the fields, thereby decreasing the population of flies by several million.

"I being in command of the battalion was assigned to a billet with the Town Mayor, whose big business is that of running the leading wine shop in the town, which is just under my room. I go to bed at night perfectly sober and wake up next morn-

ing with a beautiful headache resulting from having inhaled a gallon or so of wine during my sleep.

"Captain McKee is in command of the supply company and is located in a little town on the railroad four or five kilometers from me. I saw him as I was coming through there last Friday as I was returning from a day on manoeuvre and had hiked about 20 miles in heavy trench boots; toes skinned, blisters on my heels and about all in. Took me a good hour to talk him into hitching up a wagon and hauling me the remaining four miles to my billet, contrary to every regulation in the BOOK, but in view of our former acquaintance on the Pacific Electric he consented to save my life this once.

When in the front line we must depend on 'Mac' for all supplies and munitions, as he is in charge of all transportation within the regiment. The work of getting up supplies is equally as dangerous as service in the front line trench, for it is natural that the enemy will try to prevent supplies getting forward.

"I saw Sergeant Shea over at Division headquarters a few days ago. He was a member of the Club committee with me. He is a mess sergeant in one of the Military Police Companies and getting fat on the job. I understand that Harry Marler is their Battalion Sergeant-Major.

"I have been in command of this battalion well onto three months, the Major having left for school in the latter part of May, and I understand that he is not due back for some time. I am still in command of my own company as well, although I have a good First Lieutenant on the job, I try to keep an eye on them, which leaves me with no time at all at my personal disposal.

"I received our second mail yesterday. Had a nice long letter from my wife telling me how you all are interested in the men over here. Keep the interest alive and we will 'bring home the bacon.' I have seen samples of the soldiers of all nations participating in this struggle and I can say that the American is the equal of any. Modesty prevents me saying more. A few days ago I had the pleasure of talking with a few of our wounded who were less than twenty hours out of the trenches and while I have spent a great deal of my life around soldiers I must confess that I was astonished at the morale displayed by these men. It was encouraging to hear them talk of the 'Huns' they had gotten. Oh how they had them on the run, and many other things the rules of censorship will not let me discuss. However, it is not all over, and I can say that this outfit will be in the line by the time this reaches you and I may have something more interesting to tell next time I write.

"We have a very interesting little weekly paper published over here that I shall subscribe for and have sent to the Club Library. Know everyone will enjoy it.

"Give my kindest regards to all my friends and say that we are in the game to win."

ADDITIONS TO OUR ROLL OF HONOR OUR BOYS TO THE FRONT FOR "LIBERTY"

TRANSPORTATION DEPARTMENT

Northern Division

K. H. Young Wm. B. Philip G. W. T. Roberts
S. L. Thompson Herbert B. Rhodes

Southern Division

Ross Johnson Albert Bennett F. C. Schaperkotter
Chas. T. Rosendahl Frank W. Martineau Murl T. Reed
Clyde A. Norman Vincent Antista Robert J. Keith

MECHANICAL DEPARTMENT

Wilbur F. McGaugh William E. McMahon Albert Fox
Lynn Smith Earl L. King Ira F. Burken
R. W. Stewart George E. Mulder Gae M. Smith
Jas. C. Luke H. Shockley

ELECTRICAL DEPARTMENT

Stanley M. Fair

MAINTENANCE OF WAY DEPARTMENT

C. K. Bowen

PACIFIC ELECTRIC BUILDING

John Riepen

ENGINEERING DEPARTMENT

G. T. Roberts

REAL ESTATE, TAX AND RESORT DEPARTMENT

Chas. Lenhart

ACCOUNTING DEPARTMENT

Clyde W. Burgher

TRAFFIC DEPARTMENT

M. B. Davis

ANOTHER ONE FROM MCGEE

Writing to Mr. S. A. Bishop, our general claim agent, Lieutenant H. W. McGee, formerly of the Engineering Department (M. of W.), now of Co. A, 48th Engineers, A. P. O. 712, Amer. Ex. Forces, France, says, under date of Sept. 5th:

"Not long ago, your letter reached me, and yesterday several letter from my wife arrived, in which she spoke gratefully of the many little kindnesses that you and some of my other good friends at the Pacific Electric had extended to her.

"I wish I could let you know just what a comfort it is, for a fellow some 6500 miles from home to know that back there his dear ones are properly looked after. You may not know it, or modesty may cause you to deprecate it, but nevertheless, you men who stay at home and by such little personal kindnesses, make it possible for some of us, who are fortunate enough to have youth, to perform our allotted tasks over here without worry as to the fate of our loved ones, are just as truly serving your country, as are we.

"We are now performing the duties we came over to perform and I feel a little better about the whole thing. Until I arrived in France, my duties were purely military in character and as that part is necessary I did not exactly feel like a slacker. Since arriving, however, and until we took over our maintenance work, the duties I have had could just as easily have been handled by any of the P. E. office boys, and the part I took in the Cause were about as important as 'hose patented fenders on high speed track.

"After looking over the yards here and seeing the endless trains of troops going 'up there' and the train after train of supplies and materials that make possible the cheering news you have been getting recently concerning those khaki lads who don't know the meaning of the word 'quit,' it makes a fellow see how absolutely essential a smoothly running railroad system is to Victory and now I feel that in a very small way, we men of the 48th have a part.

"I wish, Mr. Bishop, that you could come over and see the wonders accomplished by our Engineers and supply men. First of all, of course, come those boys who daily offer their lives that decency may not perish from the earth, but I have only heard of their work—the work of the engineers, supply men, salvage departments, and medical men I have personally seen and as I have often said in letters home, there is no need to ask, France, what has become of the Liberty Bond money.

"The American spirit amongst the troops is another sight that makes an officer proud that he commands them. The wounded men are cheerful, will never a groan, the 'gaudy dancers,' they call the working details, are never too tired to joke and sing. They kick occasionally when 'cauliflower willie' (corned beef) comes too often.

"In our present location we are more than safe—too blamed safe, in fact, to be entitled to any credit for rare good fortune I saw one small act of action, but even there I was comparatively safe, so I can't qualify for the Hero class. I am sure of coming back, for while I am not particularly religious, I have firm faith that God who has thus far provided, will continue to look after me.

TRANSPORTATION MEN'S MEETINGS HELD

Second of the Series of Departmental Meetings Held by the Transportation Department at the Club on Sept. 17, 18 and 20

The regular monthly meeting of Southern Division trainmen was held September 17th in the Club Auditorium, C. E. Deckman presiding. The business meeting was preceded by several well rendered piano selections by Master Crenshaw, son of Conductor F. W. Crenshaw, and a boxing bout between Joe Burns of the Electrical Department and Motorman Rudolph, which was followed by a wrestling match between John Humerich, of the Mechanical Department and Ike Blanton, of the Southern Division. Both events proved very interesting.

About forty trainmen were present besides Vice-President H. B. Titcomb, General Manager McMillan; General Superintendent Annable, Superintendent White, Superintendent Davis and members of his staff.

Mr. Titcomb stated he was very glad to be present and was there to get acquainted and appreciated the opportunity to hear the men's troubles and problems firsthand and to help adjust them.

Mr. McMillan made a few remarks emphasizing the importance of the men understanding the objects of the meetings so that all would derive some benefit from them. He referred to matters introduced at the last meeting and enquired as to what was being done to fix them up.

Mr. Goss stated he had taken his twelve days vacation and that his hours of duty had been shortened. He understood the difficulties confronting the officials on account of shortage of men and that it was necessary sometimes to work overtime to take care of the business.

Mr. Deckman reported the line up board for freight men had been fixed up, but as there were not enough freight men to fill it, had to keep up the old system.

Mr. Annable asked how the yard check worked out.

Mr. Deckman stated he was still doing the checking; that a yard check clerk was put on but on account of conditions, it did not work satisfactorily.

Mr. Davis stated that he had the matter in hand and a car card system would be put into effect just as soon as possible.

Mr. Annable called attention to the new fare schedules, effective September 18th, which meant radical changes in registration and accounting.

Under the head of "New Business" Motorman Tolles asked if train crews could not be relieved of flagging main line at 3d and 7th streets, Long Beach. Thought it could be done by requiring safety stops by main line trains.

Mr. Davis stated he would take the matter under advisement and give a decision later.

Mr. Tolles also suggested the dis-

continuance of flagging Southern Pacific tracks in Long Beach. Mr. Annable stated the matter had been taken up with the Southern Pacific management but they would not consent.

Mr. Clendenning suggested that the yardmaster be notified as to number of cars in inbound freight trains, so as to prevent blocking yard and main line tracks.

Mr. Clendenning called attention to practice of Mechanical Department employes switching passenger cars and leaving them on long siding at Ninth street without notifying yardman, causing extra switching.

Mr. T. J. Clendenning was elected chairman for the next meeting, and F. W. Crenshaw, E. O. Hollowell and M. L. Bostic appointed to act as a program committee.

After the meeting, sandwiches and coffee were served.

— PE —

The regular monthly meeting of the Northern Division trainmen was held September 18th in the Club Auditorium, Chairman Grant Darling calling the meeting to order at 8:30 p. m.

General officers present were Vice-President Titcomb, General Manager McMillan, General Superintendent Annable, Chief Counsel Karr, Mr. Burnett, Manager Real Estate and Taxes, Superintendent White, Superintendent Bradley and members of his staff. Trainmen in attendance numbered about fifty.

Mr. Bradley suggested that the matter of vacation assignments be taken up for consideration and that the periods be arranged in January of each year, selection to be governed by seniority.

After considerable debate, the suggestion was adopted on regular motion.

Mr. Titcomb addressed the meeting, stating that he wanted all to feel that he was one of the Pacific Electric workers and wished to take part with them in all their activities. He stated he had no changes in policy to announce nor were any changes contemplated in the executive force.

Mr. Burnett called attention to patriotic duty of every one to back up the Administration in the war work. Our army will soon be fighting on German soil and they must be backed up to the last man. And while they are fighting the enemy abroad, we at home must fight the enemy at home. Watch out for false rumors which are the result of German propaganda.

Conductor Harvey Smith called attention to matter of line and express cars being scheduled in passenger service, and suggested they go back under freight schedule.

Mr. Annable stated that the matter would be looked into and a report submitted next meeting.

Mr. Karr spoke briefly on the matter of questionnaires and offered to aid all concerned in making them out properly. He stated that the Company was engaged in essential war work and would be justified in claiming exemption for many of its employes.

Conductor Harvey Smith was elected chairman for the next meeting.

Conductor Lucia, Motorman Larson and Jno. McMillan were elected to serve as a programme committee.

After the business meeting Mr. Jack Birmingham, of the Traffic Department, favored the assembly with several vocal selections.

Sandwiches and coffee closed the session.

— PE —

The trainmen of the Western Division held their second monthly meeting September 20th in the Auditorium of the Pacific Electric Club, Chairman Schenk presiding.

The business meeting was preceded by a short entertainment, including a recitation by Miss Funk, niece of brakeman Baker, and vocal numbers by Miss Brown, daughter of Conductor E. C. Brown; boxing bouts between Joe Burns and Conductor Blodgett and Conductor Mulvaney and Motorman Ormston closed the entertainment.

Superintendent White stated that in connection with run changes, the men on the Venice Short Line had elected Motorman Bass and Conductor Noe as their representatives, and these two had been working on Venice Short Line runs which were now up for consideration by the men on that line and would be acted upon as soon as ratified by all concerned.

Motorman J. E. Garner suggested curtains be provided behind motorman so as to shut out light from interior of car, in the interest of safer operation.

Mr. Titcomb called attention to the desirability of making definite disposition of all questions brought up and when necessary to take under advisement through lack of sufficient information, question should be continued for discussion at next meeting.

He spoke of the great good to be accomplished through safety committees and stated that the Company will provide and safety device that can be installed within reasonable economic means.

Motorman W. W. Snell stated that a committee of 18 trainmen had been appointed to take up all questions with the management; six men from each Division. The Western Division representatives include two each from Sherman, Ocean Park and Hill street.

During the debate on this subject Mr. White stated that there seemed to be some misunderstanding as to the Committee idea; that it was quite manifest that men from other divisions could not act intelligently in the matter of run changes or local conditions on the Western Division, and for the same reason men on one line could not work out run schedules on another line.

Mr. Titcomb called attention to the importance of these meetings which

enable the men to meet and act as a committee of the whole, and offered the suggestion that the committees representing the various lines should be appointed at the meetings.

Mr. White asked that a committee consisting of two motormen and two conductors, four in all, be selected from the Santa Monica Blvd. and Hollywood Lines to revise the runs on those lines.

Motorman W. W. Snell and Conductor D. S. Calloway, J. E. Croft and W. Lozier were placed in nomination, and upon regular motion, were duly elected as such committee.

The question brought up at last meeting by Conductor Knauer, that insufficient deadhead time was allowed on some runs was referred to Mr. White, who stated that if delays were noted on time cards when sent in, the proper time would be allowed by timekeeper. In the absence of explanation on the time card, no extra allowance could be made.

Motorman Worden suggested that full time should be allowed from Sherman to Gardner Junction to absorb waiting time.

Mr. White said this would be taken under advisement and reported on at next meeting.

Motorman Smits' suggestion at last meeting that motorman not be required to wear uniforms, was again referred to.

Mr. Annable stated that the uniform question had been up many times. He had made many enquiries as to practice with other roads and on trip East a year or so ago found only few cases on lines east of Mississippi where motormen did not wear uniforms, and in those cases, motormen handled baggage and express which made it necessary to protect clothes with overalls.

As a general proposition, motormen who stand with passengers should be in neat uniform and he believed most of the men would agree with him that this was right.

Discussing the uniform question recently with largest uniform manufacturer in the country, he was informed that Butte, Montana, was the only city west of the Mississippi where motormen wore overalls; and in some cases, conductors also.

He further stated that he felt that self respecting men should want to be respectably dressed.

The question of uniforms was getting serious on account of Government using all the wool. We have always kept away from serge on account of its not wearing well and have always insisted on clothing men keeping price down. Dealers in Los Angeles at present have stock of about 1000 uniforms, which are held at \$27.50 and when these are gone, hard to say what will be done.

Conductor Calloway moved that the subject be tabled, which was adopted.

Under nominations for chairman for the next meeting, two candidates were presented, W. J. Burk and John White.

Upon vote being taken, John White received the majority on a rising vote,

and was declared elected.

Under the head of new business, the following subjects were discussed:

Motorman G. T. Marshall suggested that overhead be replaced on approximately 100 feet of track between Sherman station and the hotel so that cars may be put away from west end instead of pulling down through lower end of yard.

Mr. White stated that the track referred to was used as a team track and cars liable to be placed for loading or unloading at any time.

Mr. White called for a discussion as to assignment of Short Line runs, whether by line committee or general shake-up.

After considerable debate, a motion prevailed to the effect that no action be taken until run changes on all lines were fixed up and then would be brought up for general shake-up.

In this connection Mr. White called attention to matter of outside terminals such as Van Nuys and Redondo, which runs cannot be bumped.

Conductor Knauer suggested that a relay crew be provided at Hill Street station to protect delayed runs.

Assistant Superintendent Clark stated this would be taken care of under new schedules.

Attention was called to new system of cash turn in, to the effect that it takes about 15 minutes longer than under the old system.

Mr. White stated that like all new systems, it takes a little time to get familiar with it. A new bulletin had just been issued which he believed would help the matter out.

Mr. Titcomb suggested that to expedite the business, when matters come to their attention, they be jotted down and a memorandum handed in to the Secretary so if possible the matter might have prior consideration and answers be ready for the next meeting.

Mr. White called attention to assignment of vacation periods; other divisions favor selection by seniority list, chart to be fixed up early in year.

This question was handled under debate, Mr. Pierce suggesting that during period from June 15th to September 15th no man be granted leave of absence longer than 12 days; so that all might have chance for vacation during period when schools are closed.

Mr. White thought there would not be many cases of this nature and each could be handled satisfactorily by the superintendent.

Motorman M. L. Snell called attention to present requirement of having to stand watch every third week on line car from 5 p. m. to 9 p. m., no time allowed unless actually called.

This question taken under advisement and will be reported on next meeting.

Motorman Pierce offered the following resolution:

That a vote of thanks be extended to President Paul Shoup for granting vacation periods under pay and many other favors. That a committee be appointed to confer with other Division employes and the several Departments to prepare a suitable acknowl-

edgement to be sent to him, which shall be spread on the minutes of the Division meetings and published in the Pacific Electric Magazine.

The resolution was adopted.

The business meeting was followed by social session, attended by families of many of the men. Coffee and sandwiches were served. This meeting proved most interesting, the attendance being exceptionally good over one hundred trainmen being present, and many of the members of their families.

Among the General Officers present were Vice-President Titcomb, General Manager McMillan, General Superintendent Annable, General Agent Bishop, Superintendent White and Davis.

Coffee and sandwiches were enjoyed after the business session.

ELECTRO-MAGNETS AND MAGNETISM

The Naval Consulting Board of the United States has issued a bulletin from which the following is abstracted, calling attention to some of the popular misconceptions as to certain fundamental principles which are most frequently misunderstood by the layman, in order to facilitate the elimination of impractical ideas presented to that body for consideration for assisting the Government in the present war.

The electro-magnet, the magnetic needle, permanent magnets and magnetism have been carefully studied in many years; and the laws governing their application may be found in a book on the subject.

Although these laws are generally known, and applied in a practical manner, in a multitude of devices in common use, even the man of experience will be astonished at the limited range of practical effect of electro-magnets of large size. For instance, the magnets used in our manufacturing plants for lifting heavy masses of iron or steel are designed to exercise maximum magnetic effect and for operation require a very considerable amount of electrical energy yet a magnet that can lift twenty tons when placed in contact with a metal plate of that weight, will not lift two inch cube of iron or steel if separated from it a distance of two feet. Therefore proposed devices that depend on the attractive power of magnets for their operation in deflecting or arresting torpedoes, mines or submarines, must be governed by the simple laws of magnetism. A torpedo weighing approximately 2,500 pounds and traveling at a speed of 25 to 30 miles an hour, will not be deflected any practical degree by any known application of magnetism; and it is not believed that an enemy torpedo mine or submarine will ever be fixed in a position to be interfered with effectively by any electromagnetic means.

There is a general misconception regarding the "electrification" of water and the atmosphere. There is no known method of "charging" water with electricity, or "shooting" the atmosphere with electricity, or "charging" the atmosphere with electrocuting currents.

P. E. CLUB CALENDAR

Oct. 10 to Nov. 10

- Thursday, Oct. 10—**
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Saturday, Oct. 12—**
Agents' Association Meeting, 8 p. m.
- Monday, Oct. 14—**
Band Rehearsal in Auditorium, 8 p. m.
- Tuesday, Oct. 15—**
Pacific Electric Red Cross Auxiliary (Third Floor), 1:30 to 9 p. m.
Northern Division Trainmen's Meeting, 8 p. m.
Northern Division Safety Committee Meeting, 2 p. m.
- Wednesday, Oct. 16—**
Trainmen's Motion Picture Instruction Night, 8 p. m.
- Thursday, Oct. 17—**
Moonlight Dance in Auditorium, 8:30 p. m.
- Monday, Oct. 21—**
Band Rehearsal in Auditorium, 8 p. m.
- Tuesday, Oct. 22—**
Pacific Electric Red Cross Auxiliary (Third Floor), 1:30 to 9 p. m.
Western Division Trainmen's Meeting, 8 p. m.
- Thursday, Oct. 24—**
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Monday, Oct. 28—**
Band Rehearsal in Auditorium, 8 p. m.
- Tuesday, Oct. 29—**
Pacific Electric Red Cross Auxiliary (Third Floor), 1:30 to 9 p. m.
- Thursday, Oct. 31—**
Dancing in Auditorium, 8:30 p. m.
- Monday, Nov. 4—**
Band Rehearsal in Auditorium, 8 p. m.
- Tuesday, Nov. 5—**
Southern Division Safety Committee Meeting, 2 p. m.
Pacific Electric Red Cross Auxiliary (Third Floor), 1:30 to 9 p. m.
- Wednesday, Nov. 6—**
Western Division Safety Committee Meeting, 2 p. m.
Rod and Gun Club Meeting, 8 p. m.
- Thursday, Nov. 7—**
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Saturday, Nov. 9—**
Agents' Association Meeting, 8 p. m.

GIVES US A BEAUTIFUL PICTURE

The Club is in receipt of a most beautiful pastelle picture, the subject of which is "Morning—Little Bear Lake" that is the work of Mary B. Bemus, who spent some time in our Vacation Home this summer as the guest of Mr. and Mrs. Truesdale. Both the picture and the lovely note of commendation that came with it are very much appreciated and the reminder of pleasant days in the mountains will soon find place upon the walls of the Club.

PE

Don't fail to set your timepiece back an hour on October 27th. That is the day Uncle Sam has set for turning the clocks back.

THE CLUB'S NEW OFFICERS

The annual election for members of the Executive Committee of the Pacific Electric Club was held on Sept. 9th, with a meeting of the new committee on the 11th, at which time officers of the Club were chosen for the ensuing year. The following were chosen:

President.....S. A. Bishop
Manager.....Ed. C. Thomas
Treasurer.....C. A. Mills

Executive Committee

Northern Division:

F. E. Peachey J. F. West
C. F. Boehme J. A. Warren
Grant Darling George Whitney
N. J. Lucia

Southern Division:

R. C. May L. J. Vanderbeck
L. H. Covell S. E. Wilson
A. L. Hartman E. L. Jacobson

Western Division:

W. W. Snell W. H. Huff
A. F. Wilkins S. E. Toles

General Offices:

G. H. Grace L. J. Smale
N. J. Roberts

Store Department:

C. F. Swartz

Maintenance of Way Department:

H. E. Brannerman J. G. Clark
H. H. Burton

Electrical Department:

W. H. Brown L. H. Appel
Joe Wooderson

Mechanical Department:

Los Angeles Shops
C. A. Mills M. R. Tyler
Ed. Leahy G. S. Green
Frank Fremgen
M. T. Spencer, Sherman
F. V. Marsh, Pasadena
Heber Blankenbiller, Torrance
L. B. Spaeth, Macy Street
Nathan O. Leonard, San Pedro,
Long Beach and Redondo.

Governing Board

F. L. Annable S. A. Bishop
F. F. Small H. S. Anderson
C. A. Mills L. H. Appel
Jas. G. Clark F. E. Peachey
J. G. VanHouten C. W. Atkinson
G. H. Grace

PE

FEDERAL RULING ON TRANSPORTATION

Supplement No. 1 to Circular No. 29, issued by United States Railroad Administration Regional Director of the Central Western Railroads, reads as follows:

"Transportation now in the hands of officers and employes of railroads not under Federal Control will not be withdrawn, but no additional exchange transportation will be issued."

I regret, therefore, that we will be unable to secure free or reduced rate transportation from railroads under Federal Control in the future.

The information above is from a circular issued by Vice-President Titcomb dated Sept. 30th.

PE

Our Vacation Home closed for the season on September 22d, and an approximation made shows that about 800 were cared for there at an approximate average cost of \$4.16 per person. A more detailed statement of the camp's operation will be made in the Magazine for next month when all the accounts have been adjusted.

HATS OFF TO THE Y. M. C. A.

By C. H. Burnett

Now that a lot more of us are being called for military service, including boys of eighteen and nineteen, special interest attaches to the work that is being done by various organizations to provide proper entertainment and recreation and clean home-like surroundings for our soldiers in the training camps and at the front, many of whom will leave home for the first time and who are likely to suffer severely from homesickness and temptation but for the friendly hands stretched out to them by the Y. M. C. A., the Knights of Columbus, the Hebrew Young Men's Association, the Library Association, and other organizations which are doing splendid work and are co-operating cordially with one another in an absolutely non-sectarian and broad-minded way for the benefit of our soldiers.

It is impossible to speak more highly of one of these organizations than of the others, but as the Y. M. C. A. is known to everyone a little account of the work they are doing may be of special interest.

The first thing the Y. M. C. A. did was to establish club houses in all the training camps where the men can spend their leisure in writing letters, reading, playing games, listening to music, smoking and chatting, just as they would at home. These club houses are open to all without regard to religion. In every one of the sixteen big cantonments, such as American Lake, there are from eight to fourteen Y. M. C. A. buildings, including a big auditorium, seating three thousand people, where they have all kinds of free entertainments for which the very best talent of the country volunteers.

This work does not stop at the training camps in this country. It follows the soldiers to France and Italy and not only furnishes the same service there behind the lines but also in the trenches, where there is always a Y. M. C. A. dugout, and where the percentage of killed and wounded among the Y. M. C. A. Secretaries engaged in that work is even greater than among the soldiers, because they are on duty continually while the soldiers are relieved from time to time and sent to the rear.

While this work is important for the happiness, pleasure and contentment of the boys who are risking their lives for us, it is still more important from the standpoint of efficiency because it helps to bring about what military experts call a good morale, which simply means good spirits and a healthy state of mind. Napoleon said that the importance of a good morale in an army as compared with good physical condition was as three to one, and it is the aim of our Government not only to make the training of our soldiers pleasant and helpful to them, but to send them to the firing line with such spirits, such health, and such enthusiasm that they will not only make the world safe for democracy but that they will come back stronger, healthier and more useful men than when they went away.

VICTORY

Oct. 19	#
Oct. 18	#
Oct. 17	#
Oct. 16	#
Oct. 15	#
Oct. 14	#
Oct. 13	#
Oct. 12	#
Oct. 11	#
Oct. 10	#
Oct. 9	#
Oct. 8	#
Oct. 7	#
Oct. 6	#
Oct. 5	\$ 218,400.00
Oct. 4	\$ 208,450.00
Oct. 3	\$ 189,250.00
Oct. 2	\$ 163,250.00
Oct. 1	\$ 135,850.00
Sept. 30	#
Sept. 29	#



PREVIOUS
LIBERTY
LOANS

THE TIDE IS RISING

FOURTH LIBERTY LOAN

PACIFIC ELECTRIC EMPLOYEES
BOND SUBSCRIPTION



E.B.W.