



The Pacific Electric MAGAZINE

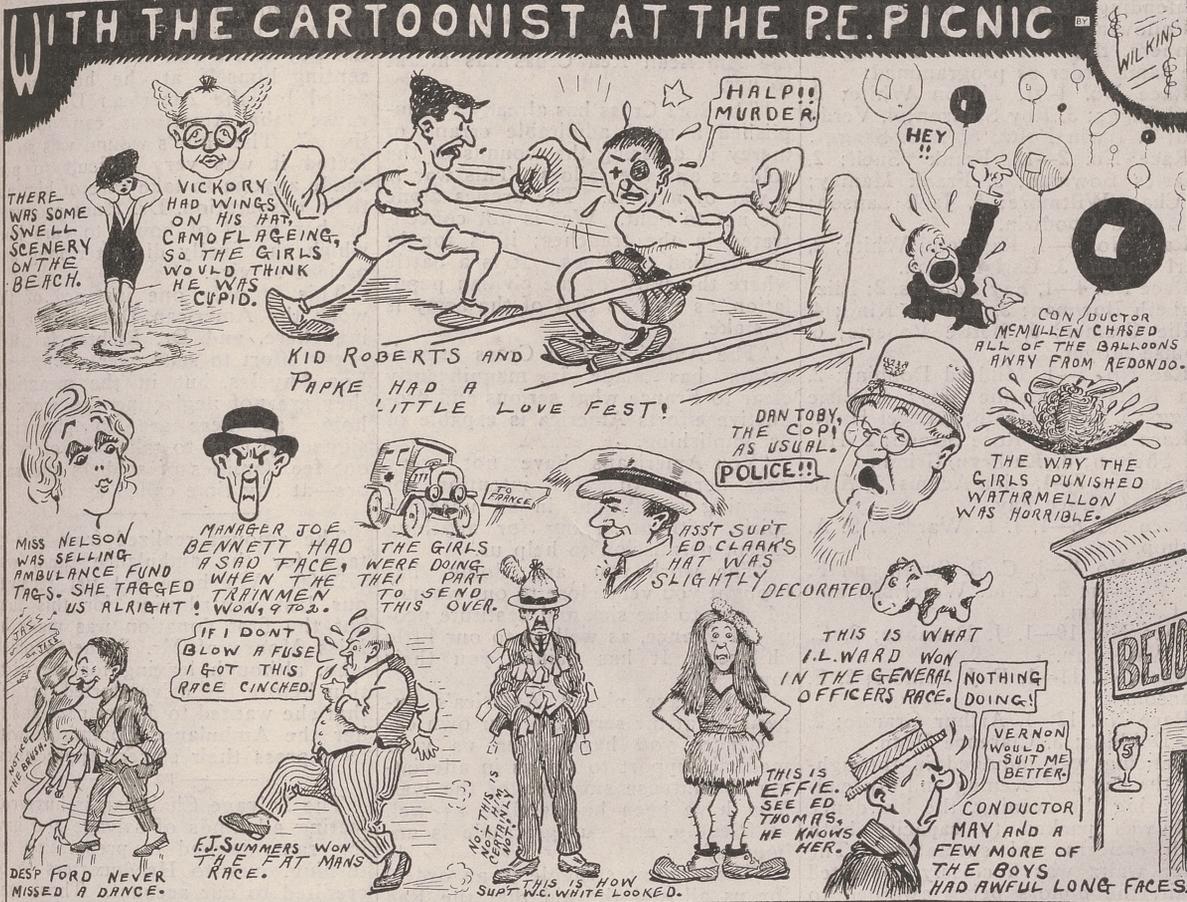


ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 3

LOS ANGELES, CAL., SEPTEMBER 10, 1918

No. 4



OUR BIG ANNUAL PICNIC

Our Annual Picnic at Redondo Beach on August 24th is now an event of the past, but as an event in our "family affairs" it will go down in history as one of the largest in point of attendance and in many respects as one of the most enjoyable ever held by the employes of the system.

The weather was of the made-to-order kind and the crowds began arriving early, and every mother's son of them had a lunch hamper that augured well for the inner man along about one o'clock. Over in a corner of the picnic grounds kettles were bubbling and before the morning had waxed old the savory fumes of the coffee began tantalizing the olfactory nerves and constantly reminded one of the approaching dinner hour when gallons upon gallons of the amber fluid with the alluring aroma would go trickling down awaiting throats.

The base ball game, that regular annual institution, without which it would be no picnic to "Uncle Jim" Clark and a few others, began as nearly on time at the ball park as

they ever do, and that is not saying much; and the devotees of the National sport, including largely Joe Bennett and R. C. May, whanged the horse-hide around the lot for an hour or more, greatly to the delight of the said May and to the everlasting disgust of Joseph Bennett and his cohorts. The official designation of the game was "Pacific Electrics" vs. "P. E. Trainmen" and the score is said to have been 9 to 2 in favor of the trainmen.

Our big band gave its concert at the bandstand beginning at 11:45 and it is somewhat difficult to tell whether it was the new uniforms that they have just received or the exuberance-giving occasion that was responsible, but nevertheless and notwithstanding, our band played better than we have heard them for many a moon, and they always could do SOME playing, and on this day every one of them was on the job, from the plaintive squeal of the claronets to the jazzy jazz of Tom Kendrick's trombone; while Jack Atkinson and the other fellows behind the big "oom-pa"

horns never missed even a "grace note." Some band; we'll say it was.

"Uncle Jim" Clark, the 1918 president of the picnic committee, called the proceedings to order at the appointed time, introducing Mr. Thomas, of the P. E. Club, who spoke on the work of the Club during the past year and the hopes of the organization for the year to come, presenting a proposal that was presented and endorsed by the executive committee that employes of the system voluntarily give one day of their labor each year for the relief fund. The Red Cross Auxiliary drive for funds to purchase an ambulance to send to France was also presented.

President Shoup, who had hastened home from New York in order to be present at the picnic, was introduced, and gave a very interesting talk, dwelling especially on war conditions as he found them in the East, and the part we are playing in the great conflict. He also gave a most hearty endorsement to the work and plans of our Club and asked for more earnest co-operative work from both the

officers and employes in order that more and greater good might be accomplished.

The sports ran off in great shape and were participated in by everyone, from "kiddies" to those not so young, the prizes being paid in Thrift Stamps. Everything was serene except the tug-of-war contest, carried off by the Electrical Department Team by a very narrow margin, and to the decision of which two of the contending teams did not agree.

Following is a list of the prize winners, the race numbers being in the same order as programmed:

Race No. 1—1, Milton White; 2, Paul Riggs; 3, Roy Stanson; 4, Verda Sell; 5, Irwin Foltz; 6, Wm. Skaggs.

Race No. 2—1, Frank Snell; 2, Charles Bowman; 3, Frank Manley; 4, Chas. Wiltmore; 5, Jack Sanson; 6, Harold Goodwin.

Race No. 3—1, Raymond White; 2, Earl Bacon; 3, Carl Morton.

Race No. 4—1, Fay Roberts; 2, Elizabeth Bowman; 3, Martha King; 4, Billie Cramer; 5, Bettie Roberts; 6, Louise Moyer.

Rec No. 5—1, Mildred Dobbins; 2, Ida Kitts; 3, Mamie May; 4, Elsie Briggs; 5, Lucile Heath; 6, Ethel Hunt.

Race No. 6—1, Rose Straub; 2, Hazel Shelton; 3, Kathryn Grimm.

Race No. 7—1, Lida Adams; 2, Alva Burke; 3, Grace Fay.

Race No. 8—1, I. L. Ward; 2, S. A. Bishop.

Race No. 9—1, C. B. Smith and F. W. Weaver; 2, C. M. Waterman and P. C. Wilson.

Race No. 10—1, J. Donahue; 2, C. M. Waterman.

Race No. 11—1, F. J. Somers; 2, F. Hanson.

Race No. 12—1, Arthur Granite; 2, W. Dobbins; 3, Clarence Penn.

Dancing was indulged in throughout the day and evening and especially during the evening, the big dance hall was packed to capacity both with dancers and spectators. The prize waltz was a closely contested affair, the honors being awarded to Mr. Henry Preston and Miss Verna Herkelrath.

The evening sports consisting of boxing and wrestling brought out the biggest crowd that has ever been present at this feature of the picnic, while the boxing and wrestling put on was the best and fastest ever seen in the beach city.

Each of the bouts resulted in a draw as did also the 30 minute wrestling match between John Humerich and Ike Blanton. The fighters and wrestlers were in the pink of condition and gave the audience about the best sport of the kind they have witnessed for a long, long time.

Following were winners in drawing for uniforms, etc.: R. W. Lamphere, Conductor Western Division, uniform donated by Desmond's; C. S. Rudert, Motorman Southern Division, uniform donated by Harris & Frank; A. Julian, Conductor Western Division, hat, donated by Mr. Shoup; F. B. Patrick, Conductor Northern Division, cap, donated by Mr. Shoup; W. H. Vaughan, Motorman Western Division, hat, donated by Mr. Shoup; E. A. Turner, Motorman Southern Division: cap, donated by Mr. Shoup



THANKS FROM FRANCE'S PREMIER

"France will never be able to express to America what the coming of the American Red Cross has meant to her.

"The Red Cross has already accomplished a most admirable errand of mercy in dressing the wounds of the soldiers and the sailors. This war is a war of nations. The armies alone are not to fight. War is not concentrated in the trenches; it is fought also behind the lines. It is a battle where the spirit of the civilian population, as well as that of the army is at stake.

"The American Red Cross organization has made it magnificently clear to France what serious and productive efforts America is capable of accomplishing.

"You Americans have not come over here with the intention of claiming credit, but in an unselfish spirit, without asking for anything except permission to help us.

"The work you are doing has brought you very close to our wounded men, to the sick and destitute people of France, as well as to our little children. It has gained you their love.

"You have placed America's experience at the service of our own experience; you have given us your medical support to aid us in alleviating the intense suffering of the war. You have been businesslike as well as friendly, and our gratitude is unbounded.

"The present struggle is an ordeal for us all and the aid that the Red Cross has given France is invaluable to us, because it shows America's true spirit, which, more than ever, is united to the spirit of France, and gives us the assurance that you will be with us to hold to the end.

"George Clemenceau,
Premier, Minister of War."
—From the "Red Cross Magazine."

On September 3rd our Auxiliary had the privilege of having with us Dr. Hunt and Dr. Richter—both of whom are working in the interest of the American Women's Hospital. Dr. Hunt has just returned from four years service in France and she very kindly consented to tell us something of her work there among the refugee children, whom she described as the "children who never laugh; children from the invaded districts being driven like waves towards Paris by the Germans."

Dr. Hunt gave instance after instance of her work among these crippled children brought to her for aid; their bodies beaten and bruised, their limbs amputated; many of them blind. One old man of seventy years traveled hundreds of miles, bringing with

him his small grandson for treatment. Neither had had anything to eat for days until reaching Paris, where the old man bought a cup of coffee for the boy and a roll for himself. Presenting himself at the hospital, he asked for the American Doctor because "the Americans can do anything." The child's wound was so infected it was very difficult to persuade anyone to take care of him until in desperation, Dr. Hunt promised on her word of honor to cure him which she finally did after long and patient service.

This is only one instance of the work the American Doctors are doing there, and Dr. Richter is using every effort to send over a unit from Los Angeles, but in the meantime they are not neglecting the work at home, as there are 46 physicians signed up here to take care of, without fee, families of soldiers and sailors—at any time called upon.

PE
The amount realized from sale of tags for the ambulance fund, was \$720.00. We have not yet received our last contribution for this fund but the first donation was made by Miss Moore of Mr. Burnett's office who, although leaving for her vacation before the drive started, yet felt that she wanted to do her part, and her the Ambulance Committee wish to express their sincere appreciation.

PE
The Salvage Chairman is busy collecting all kinds of salvage and having same tagged in preparation for turning over to Headquarters to be credited to our account. Those who do not have salvage lists may obtain from Mr. J. G. Van Houten, 454 P. Bldg.

PE
Finished garments turned in to our Auxiliary for month of August are as follows: Aviator's Jackets, 10; Comfort Bags, 27; Men's Undershirts, 12; Children's Dresses, 10; Children's Underskirts, 20; Socks, 10 pair; Sweaters, 7.

PE
Following employes are now at Crocker Street, Hospital, and would appreciate calls from friends:

W. E. Odell
E. P. Bates
S. S. Shibley
M. J. McGrath
J. M. Shanley

PE
C. A. Merrill, of the Mechanical Department, who is so well and favorably known to many of our employes, has taken a vacation and is recuperating rapidly at our "rest-haven" in Monrovia. It is hoped by his friends that within a few weeks Charlie will be again in the old place as bright and fresh as a new-dollar.



The "grand-stand" at the swimming pool has been started, and should be finished by the time the Magazine is out.

— PE —

The wild, wild-cat that roamed the hills and prowled about camp proved to be of the Airedale variety and belonged to the neighbors.

— PE —

"My Mother told me to tell unto you." It is some game, especially when Robert of the Accounting Department gets thoroughly warmed up to the work. No fair laughing, though, while you are playing it.

— PE —

Carl Mills and a staff of assistants built a fence around the swimming pool last week as a further protection to the little folks in camp. It was quite an improvement and makes the camp all the more safe for the "kiddies."

— PE —

One of our own boys, now at the Aviation School near Riverside, took a flier over camp a short time ago. He did not stop or even hesitate, but dropped a message that was not received. We are not permitted to give his name, but there was sunshine that day.

— PE —

Miss Kovernan or Miss Ann Carroll will give free instruction to all who contemplate going to camp this or next year as to how, properly, one may make an anchored horse move. Special instruction given where horses have formerly been employed on milk delivery routes.

— PE —

Williams, of the Western Division, can now give you the exact distance from the camp to the crest via Burnt Mill Canyon, returning via Dailey Road. He got this information by going astray on a little hike last week. He also claims that his young daughter, whom he carried, weighed at least 100 pounds more when he returned to camp than she did when they left; while his wife charges him with trying to walk her to death. Such are some of the joys of the mountains.

— PE —

Closing time for the Camp has been fixed at September 22nd. Reservations sufficient to justify running the camp for an additional week have been made, so the last week for the camp to be open for visitors for the present season will begin on September 15th. There is still room for quite a number in camp during that week, but reservations should be made at once so that the management may be able to estimate the food supply necessary to have on hand. No reservations can be accepted for a date beyond September 22d, as on that date all tent houses and equipment will be packed into winter quarters.

Two hold-up men made a raid on camp one night last week, armed to the teeth, and demanding real, honest-to-goodness money. The big crowd in the dance hall was very busily engaged with a "taffy pull" when they arrived, all hands nicely gummied up with taffy, so resistance was out of the question. Everyone was searched or made to dig up. The result will be a number of new waltz records for the Victrola. The action was very realistic and added a new thrill to the camp life.

— PE —

Poaching fishermen; beware. trouble awaits you. For some time past a few people have been visiting the private trout pool south of the camp near where the old saw mill used to be, and caught a number of the speckled beauties much to the dislike of the owner. Last week a couple of bear traps were set for the marauders and two full grown men caught. It was necessary to break the traps to pieces in order to free them. Neither of the men were badly injured. We are glad to state that they did not belong to the P. E. family.

— PE —

What do you think of a man who would play a "snipe hunt" game on his wife and sister. Well, it happened in camp last week and was a complete success. We will not give the names of the ladies who participated for fear of getting shot, but the way one of them held the sack and the other carefully protected the lighted candle from being blown out, in order that the poor little birds might find the way into the sack was rich. One of them is said to have remarked, "Don't you think it a shame to disturb the poor birds at this time of night." Of course it was; didn't it.

— PE —

AU REVOIR

The many friends of Mr. Frank Mulks will regret to learn of his departure for San Francisco, where he goes as assistant to Mr. Shoup in connection with the latter's new duties with the Southern Pacific Co. Mr. Mulks has served the Pacific Electric Company during many years with rare fidelity and all unite in wishing him unlimited opportunities for success in his new field of endeavor.

— PE —

New passenger station at Whittier was opened on September 1st. The new station is handsomely fitted up and provided with rest room for ladies, lavatories and other conveniences which the old station did not have.

— PE —

Commencing September 3rd, the 6:01 a. m. train for Torance departs from the surface track instead of from the elevated station.

PACIFIC ELECTRIC CLUB CALENDAR

Sept. 10 to Oct. 10

Tuesday, Sept. 10—
Pacific Electric Red Cross Auxiliary (Third Floor), 1:30 p. m. to 9 p. m.

Wednesday, Sept. 11—
Band Rehearsal, 8 p. m. in Auditorium.
Executive Committee Meeting of the Club, 2 p. m.

Thursday, Sept. 12—
Dancing Instruction Class in Auditorium, 8:30 p. m.

Saturday, Sept. 14—
Agents' Association Meeting, 8 p. m.

Monday, Sept. 16—
Band Rehearsal, 8 p. m. in Auditorium.

Tuesday, Sept. 17—
Northern Division Safety Committee Meeting, 2 p. m.
Southern Division Transportation Department Meeting, 8 p. m.
P. E. Red Cross Auxiliary (Third Floor), 1:30 p. m. to 9 p. m.

Wednesday, Sept. 18—
Northern Division Transportation Department Meeting, 8 p. m.

Thursday, Sept. 19—
Moonlight Dance in the Auditorium, 8:30 p. m.

Friday, Sept. 20—
Western Division Transportation Department Meeting, 8 p. m.

Monday, Sept. 23—
Band Rehearsal, 8 p. m. in Auditorium.

Tuesday, Sept. 24—
P. E. Red Cross Auxiliary (Third Floor), 1:30 to 9 p. m.

Wednesday, Sept. 25—
Trainmen's Motion Picture Instruction Night, 8 p. m.

Thursday, Sept. 26—
Dancing Instruction Class in Auditorium, 8:30 p. m.

Monday, Sept. 30—
Band Rehearsal, 8 p. m. in Auditorium.

Tuesday, Oct. 1—
P. E. Red Cross Auxiliary (Third Floor), 1:30 to 9 p. m.

Wednesday, Oct. 2—
Rod and Gun Club Meeting, 8 p. m.

Thursday, Oct. 3—
Dancing in the Auditorium, 8:30 p. m.

Friday, Oct. 4—
Southern Division Safety Committee Meeting, 2 p. m.

Friday, Oct. 4—
Western Division Safety Committee Meeting, 2 p. m.

Monday, Oct. 7—
Band Rehearsal, 8 p. m. in Auditorium.

Tuesday, Oct. 8—
P. E. Red Cross Auxiliary (Third Floor), 1:30 to 9 p. m.

Thursday, Oct. 9—
Dancing Instruction Class, 8:30 p. m. in Auditorium.

— PE —

C. S. Lawrence, who for years has been the company's official photographer at Echo Mountain, has come down from among the stars to reside in the valley. Incidentally he is to be found in charge of the stationery department now at Sixth and Main.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

September 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.

"MONEY TALKS, BUT CAN YOURS SING THE STAR SPANGLED BANNER?"

The above is from the fertile brain of A. S. Johnson of the payroll department, and we believe it is a rattling good heading for our Magazine's announcement of the Fourth Liberty Loan drive that is due to begin on September 28th and run for thirty days.

The record of the past three loans so far as the Pacific Electric employes are concerned left nothing to be desired; and, in proportion to the number of employes, will compare favorably with the record of any corporation in the west. As to what the result of the coming drive will be we can only conjecture. In the Third Loan we set our objective at \$300,000 and passed it in great shape and it seems, in viewing the past events, we got better as we went along. We didn't think so much about the matter in the first instance as the war and our conception of it was in infancy. In the second call, we got warmed up to a much greater degree, and when we went to bat for the third time how we did "swat the Kaiser." Now for the Fourth inning.

Events as reported by the press and by letters from our own boys overseas show that for the last three batches of bonds we put over we have gotten our money's worth. At the last little "fuss" on the Marne our laddies knocked almost all the "Ki" out of Kaiser and are running the Clown Quince until his tongue is hanging out. Von Hindenburg is very much BO, while Von Ludendorf is busier than a long haired dog in flea time explaining to his constituency why his salients became saucers. About 200,000 Hunians captured and killed since July 1st, to say nothing of the over 2000 cannon and about 30,000 machine guns together with munitions and supplies garnered in. Have we had our money's worth? Well, we should say so; even if it were a gift to Uncle Sammy. But when we think of the fact that at a certain, specific time he is going to send our money back to us with from 3½ to 4¼ per cent interest; well, that's entirely too much. Of course he can have more if he wants it.

Where shall we put the limit this time? Shall we say \$400,000, or just make the limit the blue sky and go to it. We've chalked up a pretty high batting average so far and have got to live up to our reputation, which has also been pretty middlin' high, thank you.

Come on, you hard-handed huskies, as well as you tender palmed pencil pushers. Last time we covered the bet on our 300 fellows in the service at the rate of better than a thousand dollars to the man. We've got over 400 of 'em "over there" now, so to keep up the proper ratio we've simply got to go better than \$400,000.

Bet your first, second and last name we're going to do it.

OUR MORTUARY FUND AND ITS OBJECT

At the instance of the Executive Committee of the Club some time since a Mortuary Fund was placed in existence through the voluntary application of employes for membership; blanks being provided for such application on which each member requested the deduction from payroll of 25c for each death occurring among the membership; it being agreed that the plan would not be effective until members enrolled numbered 1000, sufficient members being secured in the first brief canvass to place the plan in effect August 1st.

The object of this feature in our company was to provide a quick, sure relief for those who participated in the plan, at a time when in ninety-nine out of one hundred cases help was most needed, that time being when the head of the family was called from earth's activities. The amount of cost to each member in case of the death of another member (25c) being so small as to not be felt by any member, but in the aggregate would be of great assistance to the bereaved family in the time of their need.

The first test of the Fund came on September 3rd, when Mr. Harry W. Delbridge died suddenly while at his work. It was not necessary to know whether or not his family needed the assistance of the Fund; the money that was there available was theirs by right, and as the membership at the time of the first deduction was 1134, there was in the fund for immediate use \$283.50. Mr. Delbridge's death occurred about 9 a. m. and at 2 p. m. the warrant for the money was ready for delivery to his beneficiary.

The prime object of this article is to call attention of employes who perhaps do not as yet know of this feature in the hope that they will avail themselves of it, and, by an increase of numbers in the membership, automatically increase the amount beneficiaries may receive, as the plan is, that upon a death the beneficiary will receive all the money contained in the fund from the previous deduction. In other words, if there were 2000 members, the payment in case of death would be \$500. If 3000, it would be \$750, etc.

A supply of application blanks is now being printed and by the time the Magazine reaches its readers each department will be fully supplied. If you care to join, ask your department head for a blank or procure one from any of your Club committeemen, fill out, and mail to the Club.

RULES GOVERNING VACATIONS

The management of the Company has formulated the following rules governing vacations, and they should be read closely by all concerned:

1. During the period of twelve months' regular employment there shall be granted to each employe an annual vacation of twelve working days, under pay, except that before being eligible to any such vacation under pay the employe shall have been regularly employed for a period preceding the year of the vacation of at least twelve months.

If the affairs of the company permit a longer vacation to be granted and the employe desires such longer vacation, then the additional time will be without pay.

2. Employes must take the twelve days' vacation within the twelve months' period. Vacation cannot be made cumulative by carrying them over from one twelve months' period to another and thus gaining a longer time. The only exceptions to this rule will be when special causes make it to the interest of both the company and the employe to forego the vacation during the twelve months' period. If such exceptions are made, they must be determined upon within twelve months' period, the reasons recorded and the written approval of the head of the department secured. In no instance will an accumulation of more than twenty-four days, that is, the vacations due in twenty-four months' period, be allowed. It is wholly desirable wherever the plans of the company and the employe make it possible, to take the vacation each year.

3. Seniority shall govern in selecting vacation periods but application for such vacation period, in order to secure seniority, must be filed within ten days after the completion of the year of service.

4. The vacation periods must be subject to the needs of the service as we have obligations in that direction which have to be maintained. I feel the employes will willingly adapt themselves thereto. It may be that tentative promises will be made as to vacation periods that cannot be carried out, but these no doubt will be only in special cases.

5. The purpose of this plan is to insure to every employe a period of rest during the year to which he may look forward and which will bring him back to his work refreshed physically and mentally. It should be considered as a dollars-and-cents measure at all. The payment of wages during the period is simply an incentive to make it possible to take a vacation. If then the employe does not take the vacation, there is no any alternate provision.

Further, continued service is necessary up to the time the vacation is actually taken. If an employe neglects it to his personal interest to resign from the service before the time allotted for his vacation, then his right to the vacation lapses. The company from its viewpoint in granting the vacation, looks forward to the employe returning from the period

PACIFIC ELECTRIC RAILWAY COMPANY
Operating Revenues and Expenses, Taxes and Income Accounts
Month of July, 1918

REVENUES

Passenger Revenue	\$720,382.08
Freight and Switching Revenue	210,955.35
Other Revenue	38,996.28

Total Railway Operating Income..... \$97\$,333.71

OPERATING EXPENSES

Way and Structures:	
Wages	\$ 64,522.60
Other Charges	37,954.39

102,476.99

Equipment:	
Wages	\$ 60,197.86
Other Charges	39,005.28

99,203.14

Power:	
Wages	\$ 19,181.06
Other Charges	86,612.15

105,793.21

Conducting Transportation:	
Wages	\$288,527.78
Other Charges	44,672.79

333,200.57

Traffic:	
Wages	\$ 4,553.81
Other Charges	5,407.87

9,961.68

General and Miscellaneous:	
Wages (including P. E. Bldg. Operations).....	\$ 39,434.66
Other Charges	31,782.09

71,216.75

Transportation for Investment—Credit..... 1,562.38

Total Railway Operating Expenses:	
Wages	\$476,417.77
Other Charges	243,872.19

720,289.96

Revenues less Operating Expenses

\$250,043.75

Depreciation	\$ 22,560.76
Taxes Assignable to Railway Operations.....	42,873.99

Total Depreciation and Taxes..... \$ 65,434.75

Railway Operating Income

\$184,609.00

Non-Operating Income

8,486.38

Gross Income

\$193,095.38

Interest on Bonds and Other Debt.....	\$284,160.95
Rents and Miscellaneous Income Deductions.....	25,231.68

Total Deductions

\$309,392.63

Net Loss

\$116,297.25

H. A. CULLADAN, Auditor.

Los Angeles, California, August 15, 1918.

— PE —

Less than \$15c a day will pay for a \$100 Liberty Bond. At the average rate per hour it would take about one-quarter of an hour of your time per day. And, it is not giving; merely lending; to be returned to you with something more than thanks.

— PE —

"I pledge allegiance to my Flag, and to the Republic for which it stands; one Nation, indivisible; and with Justice for all." Make your dollar **sing** the Star Spangled Banner. Get ready for the **FOURTH LIBERTY LOAN**.

— PE —

What a satisfaction it is to know that we are helping to pay for the fire-works this side of Berlin that are only a "two-line ad" for the hell the Hun is going to get soon.

— PE —

What are YOU doing for our boys over there. Every minute of the day he is risking his life for YOU. Are you unwilling to lend your sordid dollars for such a sacrifice?

— PE —

The "slacker" is the fellow who could, but won't. His species is unknown in the P. E. family.

— PE —

"W. S. S."—means Wilhelm's Swan Song.

ready with renewed energy to take up his work. Further, if an employe, before his vacation is taken, violates rules in such manner as to be dismissed from the service, his vacation rights lapse, irrespective of whether or no any date therefor has been set.

Of course the heads of departments naturally will do all they can to meet the wishes of employes with respect to vacation periods, just as the employes will very properly adapt their plans to the needs of the company.

PAUL SHOUP.

— PE —

OBITUARY

Harry Walter Delbridge, faithful employe and faithful friend, passed from the association of his fellows to the reward of his Creator on the morning of Tuesday, Sept. 3, 1918, at 8:50 o'clock, the transition from earth to the great beyond being but a moment, death being caused by heart failure. He had left his home at 788 Maple Avenue, Pasadena, in the early morning in apparently good health and spirits; had taen out his run and was at Newton crossing when the summons came in the way he had often expressed the hope it would.

For a quarter of a century Mr. Delbridge has been an employe of the Pacific Electric Railway, was the oldest man in point of service on his division and held the implicit confidence and esteem of every official and employe of the system who new him. He was a Man's man—loyal to every duty; honest and conscientious to the highest degree; the soul of kindness; generous to a fault; and whose memory will long survive him. An instance of his unflinching, charitable thought is to be found in the establishment recently of our Mortuary Fund, as when signing the order enrolling himself as a member he remarked, "I may not need such a thing as this for some time to come, but my little, added to that of others, may help some other fellow's wife," and as the wheel of fate turned, he himself was the first of the membership to be chosen, and those he loved most dearly, the first ones helped.

Mr. Delbridge was born on a farm near Springhill, Iowa, July 25, 1867. At the age of 25 he came to California, entering the service of the Pacific Electric Railway April 11, 1893, being employed as driver of one of the horse cars, the first type of P. E. equipment.

Funeral services were held on Thursday, Sept. 5th, at the Elks Club in Pasadena, of which he was a member of long standing, the services being participated in also by the Odd Fellows and Maccabees to which orders he also belonged; followed by cremation at the Pasadena Crematory.

To his wife, daughter, son and other sorrowing relatives goes out the sympathy of all employes of the entire system.

— PE —

On account of the removal of Mr. Frank Mulks to San Francisco, Mr. G. H. Grace has been appointed Secretary of the Pacific Electric War Savings Society.


SCRAPS FROM THE SCRAPPERS
 OVER HERE AND "OVER THERE"



Harry J. Tosch, formerly with the Mechanical Department, writes from Camp Gordon, Ga., to George Jenkins that he has recently been transferred to another division and is making up for the time lost in drilling during the first two months of his service. He acknowledges receipt of Magazines through his friend and says he enjoys news of the Pacific Electric very much.

Herbert G. Scott, formerly of the Southern Division, now with the American Motor Ambulance Assembly Base, A. P. O. 701 Am. Exp. Forces, writes from Saint Nazaire, France, that he has been in hospital for a short time on account of illness but is out again and busy at the motor base. Was on the front in Flanders for quite a while. Says Roy Allen dropped in to see him a few days previous to his writing and that he had heard from Roepke a short time before and would no doubt see him in a few days. In conclusion he says, "everything is going fine and we are sure turning out motor equipment. We have plenty of food and troops here now and hope to finish

the job and get back to the Pacific Electric Organization where all my interests are and always will be."

Henry Glines, formerly substation operator, is now a corporal in the 822d Aero Repair Squadron, Air Service Production Center No. 2, American P. O. 713, France.

Harold L. Solomon, formerly of the Southern Division, writes from Camp Fremont announcing his safe arrival, passage through quarantine, and being now in training with the hope of going "over" soon. The boys at his camp are all very "fighty" and impatient for the time of departure to arrive.

J. E. Fagin has successfully jumped from the Southern Division to France, has become acclimated and likes it, but likewise reports that he will be quite pleased to resume his labors for the old road whenever the events turn again in that direction. His friends will reach him with letters by addressing Pvt. John E. Fagin, Supply Co. 363rd Infantry, Am. Exp. Forces, P. O. 776.

H. K. Riordan, of the Northern Division, who is with Uncle Sam's Navy and last heard of in Pacific waters, reports from Philadelphia, where he has been taking a course in the navy school for cooks and has been given a rating as 2nd Cook which will be made 1st Class as soon as he has had 30 days sea experience.

A note was received this month from M. M. McGeary, who is at Y-5, Camp Kearney, reports that for the past nine weeks he has been confined to hospital in a very serious condition, and for about five weeks his recovery was very much in doubt. His many friends, especially around Burbank and among the agents will be glad to know of his return to health. Mac will be very glad to hear from any of his friends, and mail should be addressed as shown above.

Last month we printed a wail from L. J. Kreider because he got left in New York when his regiment went on to France because of quarantine. A letter from him to his brother some time since said that he had passed all inspection, had been fully equipped and awaited transport overseas. He seemed very cheerful over the prospect as he was anxious to get back to rail-roading and he thought France was the nearest chance. On account of being separated from his regiment Kreider and his pals in the same condition were woefully short of cash, his check having gone across ahead of him, but just think what he will do when he gets all those "simoleons"

converted into "francs." He'll have wad that will set some of the boys crazy, and require an orderly to get his roll. Later:—Kreider has arrived in France, being reported by George Sleeper.



George S. McClure, well-known assistant engineer of the Engineering Department, received a commission, First Lieutenant, 70th Engineers, and left on August 17th for Camp Humphries, Accotink, Va. Mr. McClure entered the employ of the Pacific Electric on July 1, 1903, as chainman, was promoted to levelman two years later. In 1912 he became assistant engineer, which position he occupied until he entered the service of the nation. He has always proved himself to be most efficient engineer, and popular with his fellow workers, and when we are all glad to hear of his commission, we shall miss him very much and hope for a safe and happy return to the Pacific Electric fold.

George Sleeper, formerly of the Southern Division, writes to Stephen Davis from France as follows: "I am over here in this country that call France. I have met L. J. Kreider, conductor of Gasolins Gus that San Pedro switching run. I met him in San Francisco and we came on together. This country is all right for railroading, but I would much rather be back with you again. The cars here are called wagons and are about 25 or 30 feet long. I could tell you quite a bit about the French system of railroading, signals, etc., as you would laugh much at what I would say, nevertheless, I am learning things I never dreamed of. In case you are down where the boys are, tell them there are P. E. boys over here who would give their names for a copy of the Magazine. My regards to Billy Rich and the rest of the boys." Mr. Sleeper's address

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

TRANSPORTATION DEPARTMENT

Northern Division

Chas. A. Runfield
Otto L. Reiser

A. V. Rivera
F. C. Kull

W. B. Phillips Southern Division

Oliver Phegley
C. F. Albright
Ben Sepulveda

H. M. Howard
P. E. Adams
R. C. Holand

Western Division

Ulysses M. Tanner
Frank E. Steele

John R. Leslie
Ray Middleton

Hary H. Strader

MECHANICAL DEPARTMENT

Albert McCrea
Chas. W. Herrick
Harold S. Lynn
Chas. M. Selman

Clarence L. Neary
Chas. H. Keeling
D. J. Burns
L. Godwin

MAINTENANCE OF WAY DEPARTMENT

William O. Wesendorf

Elmer J. Thomas

ELECTRICAL DEPARTMENT

R. L. Brown

Gerald Hudson

Roy King

TRAFFIC DEPARTMENT

R. D. McClelland

Henry Eggert

F. E. Billhardt

ENGINEERING DEPARTMENT

Geo. S. McClure

MEDICAL DEPARTMENT

Dr. Joseph Monteleone

STORE DEPARTMENT

C. Thorburn
E. A. Gilks

Ray Lee
Geo. Cobler

EXECUTIVE DEPARTMENT

Fred Garrigues

is "Private Geo. Sleeper, Co. C, 31st Engrs., care of D. G. T., A. P. O. No. 718, Am. Ex. Forces.

Who doesn't remember R. D. (Bob) Corey, at one time in the president's office and later in the M. of W. Dep't. Genial Bob. He is over in France now and writes most interestingly to his former associates. A letter recently tells of his trip over on a transport. He says he failed to reserve accommodations before sailing and bunked so far below the water line that an aeroplane would have run out of gas going from where he slept to the top deck. After landing he stayed several days in a barracks once occupied by Napoleon. "This was very romantic, but the floors have softened none since his time. You see beds are an unknown article in this country anyway. They are not the fashion this year, so we use floors and ground. Stayed several days in this place and then started on a long trip through France. France at this time of the year is a beautiful country. Everything is all green and the quaint valleys make it most interesting. We have had fine weather all the time, in fact, it is just like a summer day in Southern California. We can hear the big guns from where we are located for we are not far from the front." We hope to have more interesting news from "Bob" soon. His address is Pvt. 1st Cl. R. D. Corey, Co. C, 322d Field Signal Corps, Am. Exp. Forces.

Bristling with humor and cheery satire comes a letter to Miss Vine Cahoon and his many other friends in the Maintenance of Way Department from Lieutenant Harold W. McGee, who at the time of writing was located at Fort Benj. Harrison, Indiana, but which stated that everything was packed and marked ready for shipping, and who by this time is doubtless in France. Mack's letter is a perfect gem of friendliness, but too personal in many respects to be published entire, and it must have been a great big chunk of sunshine to the office force. His personal satire against himself and description of his adjusting regulations to himself is rich beyond description. It reminds one in many ways of the articles that have been recently running in Collier's entitled "From Baseball to Boches." As an instance, we quote from his letter a short squib relative to a celebrated conversation: "Had quite a conversation with the Brig. General in command of the whole brigade and I am the only officer he has ever talked to in the 48th. It was just about dusk and I couldn't see his stars when I passed him and he said to me, "Young man, don't you know that all junior officers are supposed to salute their superior officers?" I said, "Y-Y-Yes, sir; it was so dark I couldn't see your insignia, sir," and he replied, "No excuses go in the army, don't let it happen again." I replied "Very well, sir," and with that the conversation closed." We have built up great hopes of receiving some news from France via Mack that will rank with

the classics, for publication in the Magazine.

Sergeant Roy T. Weston writes from "Somewhere in France" as follows: "Just a few lines to say that yesterday I received a P. E. Magazine here in France and it almost created a riot. We are billeted in a little French village a few miles back of the lines and never get a thing to read or a bit of amusement. I am billeted with nine other sergeants and when I got the Magazine a fight was started at once to see who would read it first after I finished. We are all California boys and the pictures of the Vacation Home, etc., sure looked good to us. We all devoured every word in it and hope to get it each month. The boys were especially pleased with the pictures of the girls in the plunge. The French girls are all right but we will be mighty glad to see a real California girl, you bet. We read the letters from the other P. E. boys in France and as we are all in about the same boat, there isn't much new to tell. My outfit came over in seven days in one of the largest ships in the world and we had a fine trip. We stayed one day in England and then came to France, and we sure had some ride in France. Our "Pullman" was marked "8 horses, or 40 men." We rode for 48 hours in these push carts and part of us had to stand up while the rest slept. After we detrained we hiked 12 miles into the hills and valleys to the vil-

lage where we are billeted now. All feeling fine and looking forward to dear old California when our "job" here is done." Mr. Weston was substation operator at Brea during 1917 on the afternoon shift. Letters from his friends will reach him if addressed to Co. E, 364th Infantry, A. P. O. 776, American Exp. Forces.

In a letter to Dispatcher Walker, of the Southern Division, under date of June 16, J. W. Clay writes as follows, and in view of what has transpired since the date of his epistle his prediction of events there are proven very true: "I am of the opinion that the German drive is at an end. The fighting has been the fiercest of the war. The German losses have been something enormous, but how many men they lost will never be known until after the war. It is safe to say that their losses are greater than has been published either by our newspapers or the German officials. When our newspapers publish 500,000 German losses it is always possible that it should have been 600,000. The reason for this is that perhaps some of our fighting men, thinking that the German forces had been so reduced, might get careless and become less cautious. Taking this into consideration I am led to believe that their losses are much greater than we are allowed to learn. We have never entertained any anxiety as to the outcome. From the beginning we were confident and it was that confidence

that caused the men to face the enemy so coolly, and inflict the enormous losses. The Germans are not the wonderful fighters we have been led to believe them to be. To put up a fight they must feel the touch of their comrades, that is, the German must be in a large gang. Take them singly or in small groups and they surrender as soon as possible; and as for the bayonet, you may never fear that one of them is going to put up a difficult fight, because just as soon as Fritz sees the point of the cold steel he gives up the ghost and then all you have to do is to make a few passes and ram the steel home. The American is different and fights best when he is cornered, when he gets his back against the wall, when he is outnumbered, or when he can mix it with Fritz in hand to hand combat. He has no taste for long range fighting, and these things Fritz has learned to his sorrow. We should be delighted if orders were issued, "no quarter given or asked." France has government owned railroads. I never was a believer in this, and since coming to France I am convinced that after the war we should not have government owned roads. Cannot tell why now, but upon my return will be only too glad to tell you of my observations. When in England I learned all I could about English roads and since coming to France have made a close study of the roads here. No country can compare to the American railways, and as I study railways I appreciate the splendid system of the Pacific Electric."

FOR ALL OF US TO ENJOY

From Saumus, France, comes one of the most interesting letters it has been our pleasure to read for a long time and through the courtesy of Supt. O. P. Davis, of the Southern Division, we print it entire in order that Mr. Roepke's fellow workers and many friends may also enjoy it:

We do not say over there any longer as we are in sunny France. We had a fine trip all the way over. Was on the high seas at the time you wrote to me.

We found conditions in France just as we heard they were before we left the states, and were not surprised at what we saw when we landed. The French people are very good to us, and are glad to have the American soldiers with them. They always speak to us, tip their hats, or salute us, when they meet us. And the little children run out to the roadside to shake hands with us as we pass. We are the first American soldiers to settle in this part of France, and our officers are giving us strict attention to see that we respect all of the people around here, and make a good impression on them. Well, I guess we are doing it alright for on Sundays the camp is full of visitors that come in to see us, and talk to us. Well, they can see us alright, but the talking is a difficult task; but we make signs at each other, and finally come to an understanding. Not being able to talk French is our greatest handicap. When we go into their homes there is

nothing too good for us, especially if we give them a few American cigarettes.

Markland and I go out to a farm house about a mile from camp and get us each a big wine bottle full of milk. It costs 4c per bottle and is sure some milk. The first night that we went there and told them that we were Americans and came from California, the old lady went into the house and got a map to see how far we had come. Then she showed us a picture of four of her boys that had already died in the French army. All that is left of her family was her husband, her daughter and herself. Every time we leave them to come back to camp they always shake hands with us and asks us to come back again.

The houses and barns are all built out of stone and some of them are several hundred years old. They all have a big fireplace and an oven in them. The French bake their bread in loaves about two and one half feet long and about one foot wide, and four or five inches thick. It is not baked in a pan, but is laid right in the oven. It is very good bread and I like it better than white bread.

The roads are very crooked and narrow and have big shade trees on both sides of them. Around here the land is about the same as it is in Southern California, only that the land is more fertile than some of the Southern California land. They have good crops here this year. They raise wheat, rye, oats, beans, potatoes, and all kinds of vegetables. The farming is most all done with ox team. You should have seen me look at the first ox team I ever saw.

The French most all wear wooden shoes, but their other clothing is similar to ours. If you noticed I gave the name of the city that we are near. That is because this is to be our permanent camp, as we are all going to work out of here as fast as we get lined up.

Saumur is the name of the town or city. It has a population of about thirty thousand, and has many pretty streets and homes in it, also a big castle that was built in 850. Markland and I visited this castle July 4, and it is worth a fellow's time to go through it. It is up on a hill, is six or seven stories high, and covers several acres of land. It was occupied by Napoleon and his troops for a few months in the latter part of the 1700s. Our camp is near a double track railroad, and believe me, it is sure a busy one, too, as there is a train about every (censored) one way or the other. These trains consist of from twenty to sixty cars. The old cars only have four wheels and no air at all. But the new ones are double truckers, and are about the size of our 5500 class gons, all equipped with air. But the coupling is the queerest thing you ever saw. The coupling is made with a hook and link that looks like a hook and eye; that is what we call it. Then the bumpers are on each corner of the car. The freights make pretty good time, about thirty to forty miles per hour. The passenger equipment is coupled the same way, and does not have air either. But the engineers handle them so easy that you

would not know whether they were using air or not if you did not know anything about railroads yourself. The passenger trains run about twenty cars to the train. They are about the size of our 5500 and 800 class, but instead of getting into them at one end and walk up the aisle as we do, they are divided into sections with a door on each side, where the windows are in the cars. The seats are arranged so that the passengers face each other. Each section holds eight people, forty people to a car. There are no Pullman sleepers. The block signals and interlocking plants are somewhat similar to ours, only that they have different semaphores, switch stands and signals. The hand signals used on the road are all different, too. The conductor rides back in the caboose, the cars behind the engine. He only has charge of the train between stations. When he arrives at a station the depot master or station agent takes charge of the train, and when the work is all done he tells them to leave. You do not carry a watch to run the train but at every town there is a big clock for you to go by. Whenever a train stops, other than at a regular stopping place, the rear brakeman or fireman drops off to flag, and he keeps walking back until he meets another train. No matter how far he has to go, he never comes back to his train unless he is relieved by the train walker or a station agent. His train goes on and picks up another man at the next town.

I guess you think it queer that the track walker would relieve the fireman. Well over here no one but the train crews and trackmen are allowed on the tracks.

The French people have it on us thousand ways when it comes to protecting crossings, some of them are overhead, some under, and the great crossings are all protected by a big iron gate that is locked all the time and is only opened by the gate-man (which is usually a woman). Well, I guess this is all I can say about the railroads for probably the censor will blot some of it out. Well it is a better time now so I will let up for a few moments and eat.

I let Markland, Brown and Sleep read your letter to me and they were all glad to hear from you, and told me that when I wrote to you for me to remember them to you. We are here together and are enjoying life to the fullest extent. Len Kremer has not got here yet, but we are expecting him here most any day.

Well, Mr. Davis, I have just about run out of any more news to write and I guess that some of this will be blotted out before you get it, as it is a hard matter for a fellow to write a letter over here and say just what he would like to say.

Tell all of the boys that you hear from me, that I am well and happy and would be glad to hear from them at any time.

ROY ROEPKE

Co. E, 31st Engineers, A. P. O. 718, American Ex. Forces, care of G. T.

TRANSPORTATION MEN'S MEETINGS HELD

First of the Series of Departmental Meetings Held by the Transportation Department at the Club on August 14, 16, 21.

In accordance with a circular issued by President Shoup some time ago, in which he expressed the desire that departmental meetings be held at about monthly intervals for the purpose of arriving at better acquaintance and better understanding between all the employes, a bulletin was issued by General Superintendent Annable early in August, calling meetings of the transportation department employes for the Southern Division on August 14th; the Northern Division on August 16th; and the Western Division on August 21.

The proceedings as recorded by Secretary Grace follows:

The Southern Division trainmen held their initial session in the Auditorium of the Pacific Electric Club, South Hill Street, Los Angeles, Wednesday evening, August 14th, at 8 p. m., approximately seventy-five trainmen being present. There were also present General Manager McMillan, General Superintendent F. L. Annable, Superintendent Davis, Assistant Superintendent S. E. Wilson, and Superintendent White of the Western Division.

Preliminary to the business session several musical numbers were rendered, followed by several rounds of boxing by Joe Burns of the Electrical Department and Conductor Rudolph of the Southern Division, this part of the program closing with some clever wrestling by John Humerich of the Mechanical Department and Ike Blanton of the Southern Division.

The business session was called to order by General Superintendent Annable, who explained the purposes of the meeting and announced that these would be held monthly hereafter by each Division for the purpose of discussing the various problems involving runs and other conditions, to the end that more satisfactory working conditions might result and greater efficiency promoted thereby.

Motorman C. A. Newman was elected chairman of the meeting, and Mr. Grace, of the Efficiency Bureau, Secretary.

The chairman called on Superintendent Davis, who took the floor and made a few remarks on the difficulties of the other fellow's job, stating that, while everything appeared to be smooth sailing from one viewpoint, nevertheless the individual directly concerned had in many cases many difficulties which were real and not fancied, and that it was the object of these meetings to talk over these difficulties and by co-operation and team work smooth them out as far as possible.

Conductor W. E. White called attention to the split in his run, and thought that an improvement might be made whereby the split might be eliminated and continuous time allowed.

Mr. Davis said that that was one of the principal reasons for the monthly meetings, the discussion of run conditions; and he further stated that he had been authorized to make the announcement that the men would be allowed to select one man from each line to confer with the Superintendents and other division officials, with a view of going over the runs on such lines and, if possible, arrange them more satisfactorily.

Mr. McMillan stated that the only way these unsatisfactory conditions could be brought to the attention of the officials was by taking them up and talking them over in a friendly spirit at meetings of this kind and he hoped everybody would feel at liberty to speak freely on any subject in connection with their work so that, if it were possible, better working conditions might be secured. That in discussing the question of runs, we should not lose sight of the fact that the first consideration was taking care of the needs of the public and when the majority of the people preferred to travel in the early morning hours and in the late afternoon hours, it was a serious problem to arrange the runs so that everybody would have a straight run.

He stated, however, that by getting together and by having some of their own men from the various lines work in conjunction with Division officials on runs and schedules, no doubt considerable improvement could be worked out.

Conductor W. R. Goss called attention to the fact that there was no mark-up board at 8th and Hemlock, it being necessary for freight men to call on the terminal foreman in order to find out their assignments for the next day; that it was usually the case that it was impossible to get hold of the terminal foreman except after a long wait, and he suggested that a mark-up board be provided at 8th and Hemlock so that when crews came off their runs their line-up would be shown on the board.

Terminal Foreman McCulley agreed that there should be a board at 8th and Hemlock, and line-up could be arranged for so that the yardmaster could make it up at 4 p. m.

Assistant Superintendent Wilson stated that the delays in getting the terminal foreman were due entirely to 'phones being busy and at that particular time of day the heavy traffic was moving and everything was under rush.

Mr. McCulley said that the line-up was sent down to 8th and Hemlock every day so that it might be made up if a board were provided and that freight men coming in off their runs could see the line-up without having to telephone.

Yardmaster C. E. Deckman stated that Mr. McCulley was probably right, but usually the line-up was not put off at 8th and Hemlock, but was

carried on to Long Beach or San Pedro, being returned late in the evening or possibly the next day.

As far as the Yardmaster having time to make up the board at 4 p. m., he stated that he was too busy checking the yard at that time, and he suggested that the checking of the yard in the afternoon be taken care of by the force from the freight office, the same as during the morning hours.

Terminal Agent Joe Bennett stated that he could arrange to have the yard checked in the afternoon the same as was being done in the morning, relieving the Yardmaster of that work.

Mr. McCulley stated that sometimes it was necessary to use passenger men on freight work, usually at short notice, and delay might ensue if all the freight men were taken care of at 8th and Hemlock.

Mr. Wilson stated that he did not see any reason why there should be delay in such cases, as the terminal foreman could supply the information over the 'phone.

Conductor Goss called attention to his run, stating that the hours are too long, that he worked usually 14½ to 15 hours every day, and had been doing so for the last three years. He suggested that some arrangement be made for an extra freight list so that some relief might be afforded. Under present conditions the regular list is so short that he had to fight to get a two-day lay-off.

Mr. McMillan admitted that such conditions were unreasonable, and asked what remedy could be offered.

Mr. Goss thought it would be a good idea to shorten up the freight runs, possibly using a crew part of the time from one of the other divisions.

Motorman J. A. Severance stated that he concurred with Mr. Goss on the question of runs being made too long, that he had put in 872 hours on oil trains during a period of sixty days, and for his part he would be very glad to let someone else have part of his work.

Mr. McCulley suggested that the runs might be cut down to ten hours and use three crews instead of two, but was not sure whether a ten-hour run would be popular.

Mr. Deckman suggested that possibly some of the extra passenger men might be used to fill out short runs.

Conductor White called attention to the need of a feed wire or some means of improving power conditions out to Pt. Firmin, that at six o'clock in the morning, with an 800-class car handling 100 to 150 passengers, he has been unable to make the hill, resulting in a great deal of complaint from passengers getting to work late. He also called attention to the fact that since the establishment of Fort MacArthur more stops are necessary and that some of these stops should be designated so that all concerned would know what to do.

Mr. Annable stated that arrangements were already under way to designate the regular stopping places.

Motorman L. A. Wilson recommended that more definite destination signs be provided on Pt. Firmin cars, the wording to also include Fort

MacArthur in addition to Pt. Firmin. He also stated that there are no toilet facilities at either end of the line and this causes considerable inconvenience.

Mr. Annable stated that new depot plans now under way included a trainmen's room, which will afford all comforts and facilities for the men.

The chairman called for nominations for chairman to serve at the next meeting, and C. E. Deckman was nominated. No more nominations appearing, Mr. Deckman was elected unanimously.

It was moved and seconded that the chairman appoint a program committee of three to arrange for entertainment features at the next meeting. Chairman Newman stated that he believed the new chairman should appoint the committee and called upon Mr. Deckman to make the appointment.

Mr. Deckman stated that he was not sufficiently familiar with the qualifications of those in attendance, without some study of the matter, and did not feel competent to make the appointment, and suggested that Supt. Davis select the committee.

The motion was amended accordingly and the question being put, carried unanimously. Mr. Davis appointed Conductor F. W. Crenshaw, Motorman C. A. Newman and L. H. Covell of the Claim Department.

There being no further business, adjourned to meet in about thirty days; notice of the exact date to be given later.

The business meeting was followed by a social session, at which pipes and tobacco were in evidence, together with hot coffee and sandwiches.

The Northern Division trainmen held their first meeting on the above date, in the Auditorium of the Pacific Electric Club on South Hill street, Superintendent Bradley calling the meeting to order at 8:00 p. m. There were present General Manager McMillan, General Superintendent Annable, Superintendent White of the Western Division, Assistant Superintendents Rodenhouse and Peachey, Trainmasters Kuderna and Farmiloe and other members of the Northern Division official staff, in addition to about eighty trainmen.

Mr. Bradley made a few introductory remarks, calling particular attention to the objects of the meeting and stating that these would be held monthly hereafter with a view of getting everyone together as far as possible and talking over the various problems and difficulties affecting the Operating Department with the view of overcoming them as far as possible and thereby securing better working conditions.

At the close of his remarks he called Terminal Foreman H. L. Wiggam to the chair and requested him to take charge of the meeting as chairman. Mr. Grace, of the Efficiency Bureau, was asked to act as secretary.

Chairman Wiggam, in assuming the chair, asked the different members present to take an active part in the discussions of the evening and

hoped that no one would be backward in expressing his views on such subjects as might be involved in his work.

Motorman S. F. Dunn took the floor and called attention to his run, which spread over fifteen hours, with two splits, his total working time being eleven hours, and gave it as his opinion that a condition of that kind should be remedied, and believed it could be done if the matter were brought to the attention of the officials.

Mr. Bradley stated that that was one of the objects of the meeting, that such conditions might be discussed freely so that remedial measures might be taken up. He stated that he was authorized by the management to allow one man from each line to meet with the division staff for the purpose of rearranging and making more satisfactory, if possible, the runs on such lines, full time to be allowed while engaged on this work.

The Chairman asked Mr. McMillan to address the meeting, who stated that he hoped to see the men take an interest in these meetings and wanted them to feel free to discuss the various propositions which would come up and which undoubtedly could be satisfactorily solved if all concerned would co-operate and give some thought and time to the problems at hand, adding that at the meeting of the Southern Division trainmen a few nights previous many good suggestions were presented and he was very sure that if the proper interest be taken and the discussions entered into in a friendly spirit much good would result.

Mr. Annable called attention to the difficulties involved in making time-tables and fixing runs, and stated that while the work of making time-tables for steam lines always developed difficulties, yet the preparation of steam line train schedules, according to his experience, seemed mere child's play compared with the difficulties experienced in laying out time-table schedules such as were in use on the Pacific Electric.

After the time-table had all been nicely and smoothly worked out, a hundred more difficulties would appear in adjusting the various runs to fit the time-tables.

He stated, however, that most difficulties could be overcome if everyone put their efforts into the task and he hoped to see much good result from the division meetings.

The Chairman stated that it would be necessary to elect a chairman for the next meeting to be held in about thirty days, and called for nominations.

Conductor Grant Darling's name was placed in nomination, and no other nominations appearing, upon regular motion Mr. Darling was elected by acclamation.

The Chairman suggested that a program committee be provided to arrange entertainment features, etc., for the next meeting, and asked if it was the pleasure of the members that the chair appoint such committee or have them elected.

Trainmaster Farmiloe gave it as his

opinion that these meetings should be in the hands of the trainment, and suggested that the program committee be nominated and elected by the members present.

Nominations for the Program Committee being called for, Conductor D. Hall, Conductor G. F. Kuder and Motorman F. J. DeGuire were placed in nomination.

No other nominations appearing, the election was proceeded with, the three members being duly elected.

Chairman Wiggam asked for information in connection with the annual vacations, stating that on account of the large number of men involved there was considerable difficulty in satisfying everybody as to the period in which their individual vacations could be taken. He suggested that the system of handling the matter in use by the Los Angeles Police Department impressed him quite favorably, stating briefly that the names of the police force were all placed in a box and then drawn out, the first name drawn being assigned the first period, the second name the second period, and so on. Under this system, after all the names had been drawn every man knew in advance exactly when his vacation period would begin. At the present time there are fifty-four men off on vacation and that is about as many as could possibly be spared at this time of the year.

Mr. Annable called attention to the fact that vacation periods are due during the entire twelve months and that all concerned should figure accordingly. That it would be manifestly impossible to let all of the men of any division off during the summer months, for during that period the Company handled its heaviest business.

That while vacation periods were being arranged for, there was also many men leaving the service on account of the draft and that it was the intention, in providing for vacations, that a certain number of men would necessarily have to take vacations each month in the year and the matter should be considered accordingly.

Manager Thomas of the Pacific Electric Club, spoke of the difficulties in booking vacation periods at the Camp at Little Bear Lake, and stated that in view of the comparative short season and limited transportation facilities offered by the steam company, certain rules had to be rigidly lived up to and he hoped that would lend a helping hand in order that the Camp activities might be handled effectively.

Conductor Oakes then referred to the matter of rearranging runs, and suggested that the men who would work with the Superintendent's office should be elected by the men on the line and that each employe on line have the privilege of sending sealed ballots for three schedule men who would work with the Division Superintendent and trainmasters time-tables and runs. He stated that it occurred to him that these men might also fix the vacation periods for all the men on

runs so as not to interfere with adequate service.

Mr. Bradley thought this idea was a very good one.

Conductor H. B. Nutt stated that it might be a good idea to have the trainmen acting on the Division Safety Committee accept suggestions as to run changes, etc., instead of electing men on the various lines.

Mr. Bradley stated that this plan would not work in view of the fact that trainmen members of the Safety Committee were appointed by the Superintendent and that it was desirable that the men elect their representatives where run changes and other working conditions were involved.

It was thereupon moved and seconded that the men on each line cast their ballots for three committeemen to act as representatives with the division officials in fixing up runs and run changes.

The motion carried.

Motorman F. G. Volkhart suggested that ten or twelve crews might be assigned as a vacation relief force and allow extra men to bid in the list.

Mr. Wiggam called attention to the lateness of the hour and suggested that any further discussion of the matter be carried over to the next meeting.

Adjournment was taken at 9:30 p. m.

At the conclusion of the business meeting an entertainment feature was presented in the way of a three-round wrestling bout between John Humerich of the Mechanical Department and Ike Blanton of the Southern Division, which was followed by a short social session in which pipes and tobacco and sandwiches and hot coffee were passed around, closing a pleasant and profitable evening for all present.

The Western Division trainmen, pursuant to notice issued by Superintendent White, inaugurated their first monthly meeting on August 21st, with about seventy members present. The session was held in the Auditorium of the Pacific Electric Club on South Hill Street, and preliminary to organization and the taking up of routine matters those present enjoyed a short entertainment, consisting of instrumental music and a very interesting boxing match between Conductors Mulvaney and Brown of the Western Division, and a three-round wrestling bout between Motorman Burk of the Western Division and John Humerich of the Mechanical Department.

The regular business session was called to order at 9:00 p. m. by Superintendent White, and in addition to members of his official staff there were present General Manager McMillan, General Superintendent Annable, Superintendent Davis of the Southern Division, General Counsel Frank Kerr, and Mr. Mulks of the President's office.

In calling the meeting to order, Mr. White stated that the purpose of these meetings was to discuss subjects of material interest to both the men and the Company and to smooth

out as far as possible any difficulties involving working conditions; in other words, to get the other fellow's point of view. He stated that these meetings were to be entirely in the hands of the trainmen and he called Motorman J. A. Schenk to the chair to act as chairman for the occasion. Mr. Grace of the Efficiency Bureau, undertook the duties of secretary.

Mr. White suggested that before proceeding further with the order of business, the chairman for the next meeting be elected.

The Chairman asked for nominations to fill the office, and Mr. Schenk was placed in nomination.

Motion was made to close the nominations, which unanimously carried, and there being no further candidate, Mr. Schenk was elected chairman by acclamation, to serve at the next meeting.

The Chairman called upon Mr. McMillan to address the members, and taking the floor, Mr. McMillan stated that he was there to listen rather than to indulge in speech-making but that he wanted to assure everyone present that very much good could be gained from meetings of this kind where all could get together and discuss their various problems and troubles.

He stated that the usual way was for the men to talk over their difficulties with each other and outsiders, which made it a hard matter for the officers to know the difficulties experienced by the men under their working conditions, etc.

Many problems confronting the men failed to receive proper attention by reason of not being taken up systematically and many of the men may think that transportation officers should see these things and it should not be necessary to have specific attention called to them.

However, it should be understood that general and department officers have a great deal to do and many details to look after; and after all, at meetings of this kind run conditions, hours of service, etc., may be freely and impartially discussed, memoranda made of the discussions so that investigation may be made with a view of bringing about a remedy if possible.

None of us should lose sight of the fact that electric roads have many difficulties to contend with that steam roads do not, and that fact should not be lost sight of when matters come up for discussion, particularly where run conditions and hours of service are concerned. The bulk of the traffic with electric lines is handled during the early morning and the early evening hours, requiring a large force at these times, with correspondingly light traffic during the middle of the day and during the evening.

He stated that during his experience of fifteen years with the Pacific Electric, he always found the run situation very difficult of solution and he was satisfied that the men concerned would be able to offer many good suggestions which might be thoroughly discussed at the monthly meetings, and that everyone should feel free to speak out and go into

details in a friendly way just the same as though talking with their fellow trainmen. It was only by co-operation of this kind that the best results might be hoped for.

The Chairman then called on General Superintendent Annable, who upon taking the floor, stated that he agreed with Mr. McMillan that he would rather listen than talk, and after having listened to Mr. McMillan's remarks he did not believe he could offer anything new.

He knew all of us had our troubles, either now or at some time during our career, and, like any individual with a burden to bear, there was no better way of easing the situation than to talk our troubles over. He expressed the hope that the day might come when we could all get together and none of us would have any troubles to discuss; but in the meantime, in view of the fact that there were troubles confronting us all, we should welcome the opportunity to talk out in meeting.

Motorman Jack White stated that he believed these meetings would bring about some good, and suggested that trainmen be consulted by the division officers when schedule or run changes were about to be undertaken, as they were familiar with conditions in detail that perhaps the officers did not understand. He stated that he realized that in the operation of public service corporations there were three parties vitally concerned, namely the Company, the public and the employes, and by proper co-operation all three could be benefited.

He stated that there are some runs that are too long—so long in fact that the men hardly have a chance to become acquainted with their families, and he thought by digging into the matter some reforms might be consistently worked out.

Superintendent White, taking the floor, stated that that was exactly the purpose of the meeting, particularly to discuss run conditions and hours of service, and it had been planned to have two or three men on each line selected to act with the division officers in the matter of run changes and, if possible, to effect a reasonable revision of runs and schedules so as to improve working conditions. The men should be selected by the other men holding runs on the lines so that all would get a square deal; full pay to be allowed while serving on the committee.

Conductor Galloway, upon taking the floor, stated that he had worked at many different jobs during his school days and since, and had always put in long hours; that men have to be educated to any line of business if they are to be of any good to themselves or to their employers. He further stated that he had been with the Company about six years and had never heard of meetings of this kind having been held during that period. He recognized the fact that everyone could not have a first-class run and in his opinion the new men should properly take the poor runs so they would have something to look forward to as their terms of service lengthened.

He stated that his run required him to be on duty from 5 a. m. to 6 p. m. and that it was an hour later in the evening before he could reach home and that he had not had time off Sundays either for recreation or to attend church; and under the circumstances, he thought there was a chance for improvement in his particular run if investigation were made.

Conductor Knauer called attention to the fact that on some runs where men were required to deadhead there was not sufficient time allowed, and he believed it was only justice that these cases be looked into and revised accordingly.

Motorman Smits suggested that motormen be allowed to wear overalls instead of uniforms, while on duty, as it would save them considerable expense in the matter of clothes during the year.

Conductor Brown suggested that the operation of coasting clocks and the coasting work be as fully explained to conductors as in the case of motormen, stating that he had not realized the assistance a conductor might be to his motorman in avoiding delays at stops and giving stop bells sufficiently in advance to enable the motorman to get in a little coasting.

Motorman Fitzpatrick brought up the question of passing up passengers on Sunset Boulevard, and stated that when the cars were late and get the crowd, it is necessary to pass up some passengers in order to make the time and not keep falling behind in the running time.

Superintendent White stated that that was all right from his point of view, but on the other hand passengers waiting for a car usually did not know that another car was closely behind and in many cases they might be waiting for a Vineyard car, which would pass them up and in some cases two cars would pass them up, resulting in a complaint being turned in, not always through the Company officials but usually to the Board of Public Utilities. The traveling public were not concerned in trainmen's or the Company's difficulties but each individual thought only of himself and in order to avoid complaints it is quite necessary that trainmen watch the loads all the time and know that another car is close behind before attempting to run by waiting passengers. The whole situation might be summed up in three words, Use good judgment.

Mr. Fitzpatrick further stated that, in his opinion, Hollywood-Vineyard runs should be revised so as to allow more time leaving Laurel Canyon.

Motorman Cruse stated that there was a run at Venice he would like to bid in if arrangements could be made to get from Sherman on Sundays and allow deadhead time; that during the week train service afforded him plenty of time to get to Venice but with some of the trains cut out on Sundays he did not see how he would be able to reach there in time to take the run; he owned his home at Sherman and therefore did not like to move.

Superintendent White said that he would have the matter looked into and see what arrangements might be made.

Conductor During suggested that the run book be revised and the runs all rearranged; that this had not been done for some time and that many runs have been changed and tinkered with so often that they cannot be recognized as the run originally bid in.

Mr. White stated that this matter was now under consideration and that it was the intention to revise the run so as to, if possible, improve them considerably; that the work, of course, was one of considerable magnitude; however, it would soon be taken in hand.

Conductor Speak stated that there was a general feeling among the men that after five years of service, at least, they should be entitled to straight runs; that in many cases, after runs had been bid in, other schedule changes had apparently necessitated run changes, which eventually changed the run to such an extent that it was not at all satisfactory nor what it was when originally bulletined. He further stated that, in his opinion, when runs were changed in any way, after being bid in, the men holding such runs should have another chance to bid, as the run was not the one originally bid in even though the same number be retained.

He called attention to his particular case; that with a seniority of seven years he is now holding a split run, while many two and three-year men held straight runs, these latter having been fortunate enough to bid in runs that it had never been necessary to revise or change in any way; in other words, the runs in question had not been mutilated.

Mr. Annable stated that the original idea that lead up to the practice now existing was only to open bids on the line affected and not to disturb other lines on the system. Probably some reforms could be introduced to straighten out the conditions complained of.

General Counsel Karr stated that he was very glad to be present at the meeting and the various discussions had brought to his mind two or three things which he would like to speak of, particularly concerning the financial aspect of the Company. He stated that there seems to prevail in some quarters an idea that the financial standing of the Company was not so bad as the Company would have the people believe; that he wanted to say that if there was anyone among those present who entertained such an erroneous opinion, if they would come to his office or would delegate a committee of trainmen to come to his office, he would be very glad to show them original documents as to the receipts and expenses of the Company, which would fully prove the severity of the Company's financial losses during the past four or five years.

As a measure of relief, the Company had an application now before

the State Railroad Commission for an increase of rates and it was expected that decision would be rendered in the near future.

These increased rates, however, granted, would only increase the revenue approximately \$1,000,000.00 per year, whereas the increase in wages recently granted would amount to an increase of \$1,500,000.00 during the next twelve months, leaving still a large deficit to be taken care of some way.

These figures concern wages alone and do not include very large increases in the cost of material of all kinds entering into railway operation and maintenance.

And to make matters worse, the power companies, from whom we purchase power, have now gone before the State Railroad Commission asking that they be allowed an increased rate in the selling price of their output, which, while the increase in unit cost in so far as the Pacific Electric Railway is concerned is low, in the aggregate will amount to a large increase in the annual power bill; and under the circumstances, he believed it was in order to call particular attention to this fact, and urge upon the trainmen that they use all economic methods in the operation of cars so that the power cost might be held down and nothing be wasted.

We should all realize the fact that the Pacific Electric, in line with other public utilities, is quite strictly regulated by the State Railroad Commission and that the Commission has only had its eyes on the Company as a corporation but it also had its inspectors and examiners traveling and down the State keeping an eye on the individual employes as well. There may be an inspector on your car at any time watching your operating methods and whether you are observing safety rules or not, and is within the province of the commission to require the Company to operate its railway only with men whose operating methods are safe.

In conclusion, Mr. Karr stated that he sometimes thought the solution of the financial question might lie in the direction of securing an extreme heavy increase in rates, the abolition of round-trip tickets and other reduced rates of fare. This would be the effect of reducing travel, which in turn, would mean the reduction of service, and with the reduction of service would follow logically the reduction of force and a decreased payroll, together with a decrease in other operating and maintenance charges. In any event, the railway are facing a tough problem, which possibly only time will solve.

There being no further business before the meeting, adjourned at 10 p. m.

The business meeting was followed by a social session, during which pool and tobacco were passed around. Mr. Thomas, with the assistance of some of those present, served coffee and sandwiches.