



# The Pacific Electric MAGAZINE



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No. 3

## "THE LURE OF THE MOUNTAINS" ONE OF MANY SYLVAN DELLS NEAR OUR VACATION HOME



This month many of our fellows are vacationing, some of them for the first time in years and with many others as a regular annual habit. That it is a good thing for all of them is without question.

In a canvas of our friends as to "where will you spend your vacation" it is interesting to note the divergence of ideas among them as to what constitutes the ideal vacation, the opinions varying from "just staying at home and resting" to an elaborate tour of the whole United States with all the trimmings, and it is only after making an inquiry of this nature that we find how hopeless it would be for any poor mortal to take upon himself the task of allotting a rule of travel or mode of enjoyment for his fellows.

This year, Pacific Electric employees have had a wide range to choose from. The opportunity to apply for steam road transportation has

flooded the pass bureau with requests from those who desired to go north or east; to visit the old home back there and again clasp hands with "the folks." Others have gratified a long held desire to visit Yosemite, Crater Lake, Yellowstone or some one of the many famous places of Scenic America, and not a few have gone into our own beautiful mountains of Southern California for a season of rest and recreation, many of them going to our own delightful mountain camp, a scene near which is shown at the beginning of this article, where trail, trees, rocks and limpid like meet and form nature's paradise.

Our camp this year is more beautiful than ever. A number of things to add to comfort and pleasure have been added since last year, and from year to year additions and betterments will be made so that its reputation as a "rest-haven" will grow as

the years come on.

The object of the picture is to visualize for us, what we have in our own possession to make life more worth while; a place where we may shed the worries of the job and rest and play for a season.



# WAGE INCREASES AND WHAT THEY MEAN

One Thousand Additional Carloads of Passengers Per Day Must Be Handled Over Those in 1913

It is to be regretted that a few of our employes do not realize the importance and the truth of the official statements that are made to the Interstate Commerce Commission and the State Railroad Commission, all of which are summarized in our monthly Magazine. It should be the duty of every employe to go over this financial statement that appears monthly, and note particularly the last figures shown under "Net Loss."

This Pacific Electric property must, or should earn a fair return on the money invested. The general magnitude of this investment can best be grasped when we consider that we have 1100 single track miles of railroad. Some of this track, especially in streets that are paved and where girder rail is used, cannot be built today, including overhead, for less than \$50,000 a single track mile, or in the neighborhood of \$100,000 for a double track. The rights of way, buildings, bridges and track other than in the streets cannot be duplicated for \$50,000 a mile. An ordinary spur track built for an industry on the steam lines under Federal control, as well as the Pacific Electric, using second-hand rail, cannot be constructed for less than \$4.50 a foot. This is \$23,760 a mile. When we consider that new material goes into the construction of main lines, and that when the overhead and power lines are furnished this means substations, transmission lines and expensive copper, we could conservatively say the tracks and overhead of the Pacific Electric could not be duplicated, including all tracks and overhead of every description, for less than \$50,000,000. To this we must add in the neighborhood of 700 passenger cars that are worth at least \$10,000 apiece. We must not forget the Torrance Shops at \$1,500,000, the investments that we have in terminal properties, and our electric motors. In other words, a very conservative estimate would be far in excess of \$75,000,000 invested in this property, on which the owners should have some return.

On the other hand, the net loss, as shown in the statement which appears in the Magazine from month to month, only represents the interest on bonds and other miscellaneous debts, the bonds amounting to \$58,031,000. In other words, where we should have approximately \$320,000 monthly to pay our interest, we are in fact, paying only about \$173,000, or we are paying 54% of the \$580,000, or about 2.6% on this bonded indebtedness alone, to say nothing of the stocks which have never yielded one cent to the parties holding this security. It is safe to say that if any one of our employes was getting only 2.6% on a loan that he was making outside of a savings bank, there would be very few such loans made.

If any one of the employes would take the time to summarize the statements made for the five months of 1919, he would find some interesting figures, namely: The wages paid in the five months are \$2,357,280.61 out of a total gross revenue from all sources of \$4,695,418.11. This wage is very close to 50% of the gross. In other words, out of every dollar we take in, first of all we have to give our employes fifty cents. In addition to this our power bill for the same period was nearly 11% of our gross; this in face of the fact that we have practically as cheap power as could be furnished by any municipal plant in the State; and don't forget that the total money taken in by the Pacific Electric for passenger traffic was \$7,526,378.67 in 1913 whereas for 1918 this total gross was only \$7,469,558.62.

With reference to the wages, it is interesting to note that the increase in 1919 over the same five months of 1918, was \$617,339.57, or 35% in this year—and since 1915 this increase is approximately 53%.

It is interesting to note that in our train service on July 1st, 1913 the prevailing rates were 25 cents to 33 cents, or an average of about 27 cents per hour. Beginning August 1st, 1919, we are now paying from 40 cents to 52 cents, which is an equivalent average of nearly 48 cents, or approximately 80% increase in this wage alone, since 1913. In other words, if the same rate prevailed as in 1913, we would be now paying \$150,000 a month instead of \$278,000. This represents \$1,500,000 per annum for the trainmen alone.

You are familiar by this time with the voluntary increase that has been given by the Pacific Electric, effective August 1st, where we have considered the hourly and daily paid men as well as many other deserving employes. This increase to the trainmen alone represents an annual additional payroll of \$108,564; Mechanical Department, \$50,160; Maintenance of Way Department, \$18,012; Electrical Department, \$15,960; Accounting Department, \$5,700; Store Department, \$4,020, and to Agents and their helpers, \$15,468. Other miscellaneous increases will bring this grand total up to an excess of \$245,000 per annum. It must be remembered, also, that there was no increase to a monthly employe holding a clerical position, where his present salary was \$122 or more, and no increase to foremen or heads of department, where their present salary was \$150 or more.

This, simply to show that while we could ill afford from the financial end of it, to increase this payroll, nevertheless, we felt that our vast army of loyal and conscientious workers in every department were entitled to all the increase that could

possibly be arranged at this time. We must not forget that the increase to our payroll in June, 1918 amounting to \$1,500,000, in excess of that for the same amount of work based on December, 1915. The increase of October added \$340,000, and now the increase on August 1st of \$245,000. This is a total increase of \$2,085,000 in just a little over one year.

I can hardly believe some of the reports that reach me that many of our trainmen and agents, long in the service, are deprecating the financial statements that I have been giving out in all honesty and sincerity in the last few months. They point to the number of passengers that may be in a few cars. They call attention to the loaded conditions. But you must remember that our average rate of fare is only 11 cents, which would mean to earn an additional amount sufficient to pay the increased wages of \$2,085,000, we would have to handle nearly 20,000,000 additional passengers per year. When you stop and realize that this means 60,000 additional passengers per day, or if we stop and realize that if we load every car with sixty passengers, that it takes 1000 carloads of passengers additional per day to meet this increase in wages alone, you can have some sort of a conception of the tremendous problem that confronts the Pacific Electric officials and executives.

In other words, don't belittle the Company that is trying to do the very best possible for its men. Don't give out erroneous information. Those who persist in spreading dishonest stories or give out information that is knowingly dishonest, are certainly disloyal to the Pacific Electric Railway Company. Be fair. We have a splendid body of men with us. I know you are proud of your fellow workers as I am of the entire personnel of the Pacific Electric. Let us continue our good fellowship, our vacation periods, our picnics, our social activities and our Pacific Electric Club. Meet with us often. Do not hesitate to speak freely to me or to any of your officials at any time you may meet them; call for a departmental meeting of its employes at any time; but above all attend the open meetings that we have inaugurated for your betterment. Tell us your troubles, call attention to what are seemingly hardships and unreasonable conditions, and we will work with you to an honest betterment wherever possible.

H. B. TITCOMB,  
Vice-President.

## PE Decently Dressed

For years the poor man had hardly been able to earn enough money to clothe his wife and family, until one day he invented a new kind of depth bomb. The government paid him liberally and he went to his wife with tears in his eyes and said:

"At last, my dear, you'll be able to buy yourself some decent clothes."

"I'll do nothing of the kind," she retorted. "I'll get the same kind as the rest of the women are wearing."  
—B. C. "Buzzer."



# EMPLOYEES' DUTY IN ACCIDENT PREVENTION

By R. L. Hemingway, Chief Boiler Inspector,  
California Safety Bureau

It is generally recognized among employers that the California Workmen's Compensation, Insurance and Safety Act requires them to furnish their employees with a safe place of employment, and in quite a number of industries this degree of safety has been more or less clearly specified in the Safety Orders and Safety Rules issued by the Industrial Accident Commission. Compliance with these orders is required of employers and a great deal of stress has been laid on these duties which fall to the lot of the employers of the state.

The writer has felt for some time that sufficient importance is not attached to the duty required of the employee by the Act. One would imagine that if an employer not only is willing, but is compelled by law to expend money in order to make his place of employment reasonably safe for those on his pay roll, employees would at least take advantage of the safety devices that are provided. This is the reasonable burden which the Act lays upon the employees of this state, namely, that they shall make every proper use of safety devices and shall not remove or fail to replace any guard or safety appliance that may be provided for their protection, individually or collectively.

The Act goes further than this, and clearly imposes a penalty upon an employee for failing to comply with the rule. Notwithstanding this fact, it is noticeable that employees do not always make full use of the safety devices that are provided for their protection. It is the object of these few lines to endeavor to bring home to employees, first of all, their duty to themselves, to their fellow workmen, to their homes, and to their employers, and to impress upon them the necessity of making such use of all safety devices and guards as was intended to be made, bearing mind that these safety devices and guards are not required by the Commission's Orders or Rules at any haphazard guess, but are the result of careful study by engineers, and of actual knowledge and experience gained from investigations of accidents.

We are frequently told by employees that they have worked around this or that piece of machinery, or that they have performed this or that operation, for twenty or thirty years and have never met with an accident. To all such, the writer would call attention to what is known as the law of averages, and any employee who has taken an unnecessary chance for that number of years is, under the law of averages, probably very shortly due for a serious mishap. The unfortunate part of this law of averages is that it may not affect him personally, but it may affect his fellow workman, who may be the victim of the accident that really was coming to the neglectful one.

Each worker should remember that when an accident happens it is he who must put up with the pain and the suffering and, in many cases, with the disfigurement, or partial or even total disability. He is the one who is robbed by the accident of the one hundred per cent earning capacity with which he has been endowed. Those in his home are entitled to the benefits to be derived from that one hundred per cent earning capacity, and his failure to use every possible care to avoid accident is virtually robbing him, and those dependent on him.

If those who may read these lines will bear in mind that the price of safety is eternal vigilance, that the safety devices and guards which are furnished have a use and are furnished with the specific intention of preventing accidents, and, bearing these facts in mind, will but use a little patience until they have become accustomed to the devices, there is little doubt but that the long list of preventable accidents in this state will show a marked decrease.

It is reasonable to assume, within certain limits, that if an employer has complied with all the Safety Orders and Safety Rules of the Industrial Accident Commission, he has done his share, but the fact remains that the majority of accidents do not occur at points or places that can be guarded, or where safety devices can be used. This majority is composed of accidents that can be prevented by care and thought on the part of the employee, who, after all, is called upon to do the greatest share of the work in accident prevention.

PE

## P. E. BAND ON TOUR

by Earle Moyer, Asst. Mgr.

One of the best outings the Pacific Electric Band has had was the trip to our Vacation Home in the San Bernardino Mountains on Saturday and Sunday, July 26 and 27, 1919.

To most of the passengers in the depot Saturday morning the band looked like some movie outfit for a canned drama shoot instead of a band. There was every kind of clothes from some of our boys in overseas uniforms to an extra large sombrero and long slicker; there were suit cases, bundles, blanketrolls, packages, hand grips and anything else that would carry the necessary articles in a pile alongside the bunch. All together they sure were a queer looking lot.

We left Los Angeles at 9 a. m. and went to Riverside where we made a short parade. We again boarded the train and went around through Colton to San Bernardino, where everybody scattered to find something to eat. The first one off the train, and also the first one to hunt some place to eat was Ivan Cammack, the Jazz Saxophone soloist of our orchestra. The first thing we heard out of him when

we got on the train at Los Angeles was "when do we eat" and believe me he was always ready when meal time came (and so were the rest of us.) After lunch at San Bernardino we played a short parade and then started on the stage to the greatest place for a good rest and also a good time that one can find anywhere in this part of the country—"The Pacific Electric Vacation Home."

On the stage with the band were Mr. Max Green, Mr. and Mrs. Kelly, Mr. and Mrs. Stagg, Miss Josephine Fletcher and Mr. Peachy.

On the way to camp we stopped in Pine Crest and played a few numbers, after which we were served with ice cream, and for one I can say that it was sure good after that ride. From there we went to camp and got everything put away by the time they had part of our supper ready. Everything was cooked for us but the steak, and each one of the boys had to cook his own steak with a stick on a grate over live coals, out in front of the building; and from the way those steaks disappeared, it showed that they were fine. I know some of the boys went back and cooked the second one. Right here before we get away from the meal I want to take this opportunity to thank Mrs. Rixey on behalf of the band for the wonderful food she placed before us while at Camp, and I want to say that if anyone wants to get "SOME EATS" go to the camp—it sure hits the spot.

After supper everybody pitched in and washed the dishes while Saxby got the chairs ready for the concert. After the concert the band put away its work until Sunday afternoon.

As soon as the concert was over the Pacific Electric Jazz Orchestra, comprised of Mr. Mort Stuart at the piano, Mr. Ivan Cammack, saxophone, Mr. J. G. Hodges the banjo and Mr. E. Moyer at the drums started the ever popular game of "The Old Jazz Dance" and they sure did the dance. Owing to the fact that everybody was tired after the long day, also that two members of the orchestra had a fishing trip on for early the next morning, "Home, Sweet Home" was played at eleven o'clock and everyone turned in for a good rest.

After dinner Sunday the band was taken again by stage to Little Bear Lake where a concert of one hour was enjoyed by a good crowd. Miss Josephine Fletcher sang as a special number on the concert program, "Gray Days" and Cadmans "At Dawning," which were not only wonderfully rendered, but were received by the audience with a pleasing applause. We were very proud to have Miss Fletcher as a member of our big family.

Mr. Stagg took some moving pictures of the crowd dancing while the band played a popular number.

At 5 p. m. the stage left Little Bear Lake for San Bernardino, arriving there at 7:15 p. m., where we all made quick steps to find something to eat. At 7:50 the train once more started with the band for good old Los Angeles, everyone having had two wonderful days of good times.



# TRANSPORTATION MEN'S MEETINGS HELD

Series of Departmental Meetings Held by the Transportation Department at the Club on July 22d.

## Northern Division Transportation Meeting

The regular monthly meeting of the Northern Division Trainmen was held at the Pacific Electric Club on the above date, at 8 p. m., July 22nd.

In the absence of Chairman Drew, Motorman G. W. Dwyer presided.

There was no unfinished business carried over from the previous meeting.

None of the trainmen present had any recommendations to offer for consideration of the meeting, although the chairman called on each one present.

General Counsel Karr gave a talk on the handling of U. S. mail, explaining what was needed to make this service pay on the Pacific Electric. He requested that trainmen familiar with handling mail, give him in writing any suggestions that might be beneficial to the Company's interests when the case comes up for hearing before the Interstate Commerce Commission.

There being no further business, meeting adjourned at 9:00 p. m. to the Auditorium where a very good entertainment had been arranged for.

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## Southern Division Transportation Meeting

Los Angeles, Cal., July 22, 1919.

The regular monthly meeting of the Southern Division Trainmen was held on the above date at 8:00 p. m., in the Auditorium of the Pacific Electric Club, Chairman A. D. Tolle, presiding.

Change of schedule, Pine and Magnolia Ave. line, Long Beach:

Mr. Davis stated that this had been delayed on account of contemplated change in other schedules in Long Beach.

Communicating signal between Clement Junction and Amoco:

Mr. Davis stated that Mr. Florence was working on the matter but that it had not been ascertained whether the Southern Pacific Co. would agree to have this done.

Giving yard office advance information on the arrival time of freight trains:

Mr. Davis stated that conductors are now notifying Dispatcher when trains leave Terminal, and this information is being furnished the Yard Master.

Recommendation of Chairman Tolle that all Divisions hold meetings on the same evening:

This was carried out on the above date, and after business meetings were over, all assembled in the Auditorium and enjoyed a very excellent entertainment provided by the Company.

Appointment of a watch inspector at 8th and Hemlock:

Mr. Davis stated that Mr. Ball had been requested to either arrange with

Mr. Flaherty to be down there each pay-day, or to have an inspector appointed in that vicinity.

Mr. Rich stated that stop sign at 36th and Pacific Avenue, San Pedro, should be moved about 200 feet south of its present location, so as to better accommodate passengers.

Mr. Packer called attention to the necessity of oiling track between Newport and Huntington Beach in order to keep down dust and sand.

Mr. Rich stated that there were two banks of lights, one at First Street, Wilmington, and the other at the old Banning Wharf stop, that are not needed at the present time, and suggested that they be removed.

Chairman Tolle called attention to the fact that it was time to select a new Chairman, he having served his three months. On motion duly seconded and carried, he was appointed to serve for another three months.

There being no further business, the meeting adjourned.

PE

## Western Division Transportation Meeting

Los Angeles, Cal., July 22, 1919.

The regular monthly trainmen's meeting for the Western Division was held in the Committee Room, Pacific Electric Club, at 7:45 p. m. on the above date, with Mr. W. L. Jenks in the chair.

Upon motion, the reading of the minutes of the previous meeting was waived.

Suggestion of Conductor Galloway that trainmen handling U. S. mail or newspapers be allowed two minutes time for each sack of mail and one-half minute for each bundle of newspapers handled, in addition to regular time.

Supt. White stated that the entire question of handling U. S. mail on the system was being considered, that the investigation would probably extend over several months, and that he was unable at this time to make any report and asked that the suggestion be filed for the present at least.

Mr. Karr, Chief Counsel, stated that the question of handling U. S. mail had been taken up with the Postoffice Department several times, first in March, 1916; that he was conducting the investigation mentioned by Mr. White, and said he would be very glad to hear from any trainmen handling mail as to what inconveniences they were put to, etc., so that he could include it in his investigation.

Chairman Jenks stated that the first new business to come before the meeting was the election of a chairman.

Asst. Supt. Clark placed the name of the present Chairman, W. L. Jenks, in nomination to serve for the ensuing three months. This nomination

was seconded by Mr. Brown and Mr. Jenks was unanimously elected to serve for three months.

By Mr. Jenks: That the passenger stops at Vineyard be changed so that the passengers would be loaded at the safety stop now made by inbound Sawtelle cars.

Mr. White stated that the point was well taken. He could see no objection to this except that it would require passengers to cross Venice Short Line tracks. He would look into the matter, however, and see if the change could be made.

By Mr. Jenks: That cars in making stop at S. P. crossing, Sawtelle and Westgate, be required to pull clear of Santa Monica Boulevard. Under the present arrangement, automobile traffic obstructs the view.

Mr. White said he would look into the matter, and have the change made if it could be arranged.

By Mr. Jenks: That a landing be provided for passengers at Gun Club station on the Sawtelle line, as travel is increasing from this point.

Mr. White said he would look into the matter and report.

By Mr. J. G. Critchley: That the present system of advertising and fastening a bunch of hand bills by string in the cars be changed, as he did not think it was effective; they would tear loose from the strings and be blown about the cars. He suggested that they be pasted on to the glass partition between the open and closed sections of the cars.

Mr. Smith stated this was not considered advisable as it obstructed the view of passengers; that it had been done at the request of the Red Cross or of Government agencies, during the Liberty Bond Drives, but that it was not considered advisable and that the present system it had been found brought very good results.

By Mr. A. J. Speak: that towels and soap be provided in the wash-room at Hill Street. He stated that conductors were required to handle trolley ropes, fenders, switch chains, etc. and that at present the wash-room lacks facilities to keep the hands clean.

Mr. White stated that he would look into the question and see that something as suggested was provided.

On motion of Mr. Pierce, seconded by Mr. Brown, the meeting adjourned at 8:50 p. m.

PE

## APPRECIATES TRAVEL COURTESY

The following tells its own story completely: "The Shakespeare Club of Pasadena wish you to know that as a club we greatly appreciate the splendid way in which Mr. Pestor, assistant agent at Pasadena, handled our recent outing excursion to Long Beach. He was courteous, kind and thoughtful of our comforts, and in every way helped to make our trip a most enjoyable one. Sincerely, Mary E. Sears, Corresponding Secretary."

PE

## An Advertisement

Patronize the Hotel Bolsheviki; two thousand rooms and a bath.—Purple Cow.



## OBITUARY

### CHARLES R. CROOKS

Death invaded the telephone division of the Electrical Department since the last issue of the Magazine and removed from our midst Mr. Charles R. Crooks who has been one of our members for the past six or seven years, and who was held in high esteem by all who knew him.

Mr. Crooks was born at Sullivan, Indiana, February 4, 1886, his death occurring from heart disease July 27, 1919. In his demise he leaves a wife and one-year-old baby to mourn his loss. The deceased was a brother of Lee Crooks, of the M. of W. Dept.

Interment was made at Hollywood Cemetery.

— PE —

### GEORGE E. PILLSBURY

After an illness of many months, George E. Pillsbury, 62 years old, died at his home, 1242 Orange street, August 5, 1919. Mr. Pillsbury has been ill since last fall, when he suffered a nervous breakdown, following long service with the Pacific Electric Company as chief engineer.

Mr. Pillsbury was born at Tewkesbury, Mass., in 1857, was educated at the public school there and later attended the Lawrence Academy, where he graduated as a civil engineer. He practiced civil engineering at Lowell, Mass., until 1880, when he became division engineer of the Mexican Central Railway Company, in Mexico. He remained there several years, moving to Los Angeles in 1885, since when he has resided in this city.

For a number of years Mr. Pillsbury practiced civil engineering here, in 1895 becoming chief engineer of the Los Angeles Electric Railway Company, which position he held until the Pacific Electric was organized and he became chief engineer of that company. He held this position until last April, when he was forced to resign because of continued ill health.

In 1905 Mr. Pillsbury was appointed a member of Gov. Pardee's staff, as an aide to the commander-in-chief of the State's military forces, a position he held during Governor Pardee's term of office.

He leaves a widow and two grown children.

The Assistant Treasurer has just received a supply of Victory Notes (5th Loan) sufficient to make deliveries to all who now desire to complete payment on this issue. These notes have heretofore been available only to those who originally placed cash subscriptions. All who now desire to change their subscriptions from "Installments" to "Cash," as well as those who subscribed cash but have not yet paid, are urged to make payment and get their notes.



### OUR NEW TROLLEY TRIP

On August 1st the new combination Trolley Trip which will be known as the "Old Mission-Balloon Route Trolley Trip" began its regular schedule with a capacity load, and the indications are that it will prove more popular than any of the previous \$1 trips for the reason that it combines the best of the sight-seeing features of the two former trips in one and permits seeing really two day's feat-

ures in one and at one half the expense entailed before.

The new trip leaves Main Street Station at 9 a. m., visiting San Ga-

### RECEPTION TO THORBURN

"Johnny's in Town" means nothing to the boys of the Store Department unless transposed to "Thorburn's in Town" and to know how much this means to them just happen around the Store Department during working hours and see for yourselves. Then find some one who was fortunate enough to be there and entice him, or her, to tell you all about the banquet given by the employees of the Store Department in honor of Mr. and Mrs. Thorburn Wednesday evening, July 16th, at the Rosslyn Hotel, with seventy-five present including guests from the Mechanical Department and Clifford Curle of the Store Department who returned from France the latter part of June after eighteen months service overseas.

After dinner the guests laughed at the wit and joined in the most serious thoughts of Mr. Sutton, who, as Toastmaster of the evening gave a hearty welcome to Mr. Thorburn.

Mr. Thorburn responded to this welcome with words of gratitude for what the employees of the Store Department with their wives and friends had done for him, saying he appreciated it more than he could tell after waiting ten months on the other side, which ten months seemed more like five years. He told some of his experiences of the past year which were in no wise romantic or exciting in the daily routine of work where the soldier is waked by the "horn" in the morning when it is already daylight and retires with the "horn" before

brief Mission, Pasadena, Ostrich Farm, through Los Angeles, Hollywood, Soldiers Home, Santa Monica, Ocean Park and Venice, returning to Los Angeles about 5 p. m. Numerous stops are made enroute and a number of free attractions are provided.

Employees are requested to call attention to this new travel opportunity to any visitors to Southern California. They will not only be helping to increase the traffic, but actually conferring a favor on the visitor.

dark at night, so he does not know just how long it really is dark. He gave a vivid description of the French system of transportation which, he said, is wonderful, the French keeping their locomotives in a much better condition than do the Americans. Their wonderful block system which was operated very successfully and safely proved the efficiency of the French transportation and he said there had never been a rear-end collision until the Americans began operations in France. The work of the supplies and transportation departments he praised very highly, but, in his opinion, no one should detract any credit from the man who was on the firing line, the man who laid the bomb, the man who was on hand with the ammunition. In conclusion Mr. Thorburn said the Americans did not win the war but were instrumental in winning it, for, to quote his words, "The biggest thing they did, and you people on this side were just as responsible as anyone over there, was to put pep in the armies of France and England just at the time when the Allies were practically beaten. The watchword of the A. E. F. was 'Let's go; make it snappy,' and this spirit of action was due mostly to the cheerful letters which he boys received from the women at home."

During the remainder of the evening the guests adjourned to the Club where Francis Clark entertained with jazzy melodies on the piano while others enjoyed a good game of billiards or cards.





# THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

August 10, 1919

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

## A FALSE STATEMENT

Statement without foundation has been circulated that the Pacific Electric is advertising for trainmen in the East.

The Pacific Electric is not advertising for employees for any department anywhere and has not been during last twelve months. The company with the employees now in service fill all requirements. Vacancies are filled from applications normally on file and received without solicitation.

F. L. ANNABLE, General Superintendent.

## RATING THE ELECTRIC LOCOMOTIVE

The electric locomotive since entering the field of freight railroad operation has demonstrated conclusively two things:

**First:** Its complete reliability under all conditions of service.

**Second:** Its low maintenance cost as compared with the steam locomotive; the maintenance of an electrical locomotive will average about 55 per cent of that of a steam locomotive of equal weight.

One of the interesting and most important features in connection with the operation of electric locomotives is that they are available for service approximately 90 per cent of the time, and are able to maintain rated speed and tonnage capacity irrespective of weather conditions.

Reliability of operation of equipment and continuous service are two of the most important factors freight transportation today, and the ability of the electric locomotive to meet these conditions is well established.

There are many factors, some of them seemingly important, which must be considered in fitting a load to, or rating an electric locomotive and its equipment for a given service, and to get just the right rating requires some study.

The method of determining the load for an electric locomotive is not quite so simple as in the case of the steam engine.

To pull a trailing load of cars weighing a certain number of tons, the motors of a locomotive must be capable of exerting a certain number of pounds tractive or pulling force at the driving wheels.

Experiments have shown that it requires a tractive effort of 15 to 25 pounds per ton of trailing load to start and bring up to speed a free running train on straight level track; about 7 pounds tractive effort per ton of trailing load is required to hold this same train at a speed of 25 miles per hour under the same conditions.

Motor capacity or output is largely a matter of temperatures; a relative small motor may exert a comparative-

ly enormous tractive effort for an instant, but the heat developed in its windings would be so great that it would burn up if operated continuously.

A motor equipment may be large enough to haul a train at scheduled speed on a long stretch of level track and remain at a safe temperature, yet if grades, sharp curves, or low voltage were encountered the temperature of the motors would rise to dangerous degree. It is apparent then to correctly rate a locomotive over a division, track, grade, power and traffic conditions, together with a knowledge of the service, the locomotive has been previously performing, and the temperature of the motors at the start of the run, should be fully understood; and after a rating is established it should be rigidly adhered to by operating crews.

The effect of overloads on the electric locomotives is very different from that produced on the steam locomotive; an overload on a steam engine is simply a load that it cannot pull, an overload on an electric locomotive does not necessarily stop the train, or even slow it down, the locomotive keeps going but the motors are burnt out due to excessive heating.

The Pacific Electric 1601-class freight locomotives weigh approximately 63 tons; they have a continuous tractive effort of 11,520 pounds; an hourly rating at 17.6 m. p. h., of 21,600, and a maximum tractive effort of 30,000 pounds. On straight level track they will pull 2,250 tons at a speed of 18.4 m. p. h. They will pull 750 tons up a 1 per cent grade at a maximum speed of 17.6 miles per hour, and on a dry sanded rail have a maximum tractive effort of very close to 40 per cent of their weight on drivers. This rating is computed with an average voltage at the motors of not less than 350 volts, and any reduction in line voltage less than 350 volts on a 600-volt section or less than 700 volts on a 1200-volt section will require a proportional reduction in load to be hauled.

W. T. SNYDER.

## VICTORY LOAN DEDUCTIONS.

By S. A. Bishop

This month you will have made your last payment on bonds of the First Issue. You will also have made the final payment on bonds of the Fourth Issue in August. Therefore, the Company has arranged that the first deduction for bonds of the Fifth Victory Liberty Loan shall be made in September, on the pay day of the 25th. It will cost this Railway Company \$575 on each \$100,000 worth of bonds that employees buy of the Fifth Liberty Loan in deferring the first deduction from May to September. This loss is realized through the fact that the Company borrows the necessary funds with which to purchase these notes at 6% interest and realizes 4¾% on the coupons clipped from these bonds at the expiration of the first one-half year period.

The arrangement set forth ought to be highly satisfactory, particularly to all of us who are desirous of buying as many of these notes as we can possibly arrange to pay for, which are now being passed around for the last time. We are going to belong to one class or the other, namely: the employee who has bought all that he can afford, or the employee who regrets that he did not buy as many as he could pay for, thereby passing up the last chance to invest his money wisely and profitably, with the possible result that he may not save at the rate that he has accumulated heretofore and even if he does save as much, he may purchase some other commodity not nearly so safe and sound as Liberty Loan Notes and which may even turn out a partial or total loss. What can you buy with your savings that is better than these Government notes?

PE

## SERVICE CHANGES

Effective July 24th, schedule on the Long Beach-Seal Beach Line has been changed to provide 30-minute service between the hours of 1:00 p. m. and 9:00 p. m., instead of hourly as heretofore.

Effective August 6th, slight changes were made in San Bernardino Line service, whereby the Riverside paper train will be operated via Rialto instead of via San Bernardino; also the 9:00 a. m. train out of Riverside will be operated through to Los Angeles instead of only to connection at Rialto with inbound train from San Bernardino.

Effective August 9th, schedule was rearranged on the Euclid Avenue Line, frequency of trips being reduced slightly and running time between Upland and Ontario lengthened five minutes on account City Ordinance requiring stops at certain business streets and reduced speed over all other crossings in Ontario.

PE

## How to Do It

"We have been married ten years without an argument."

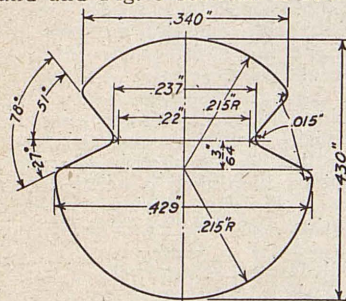
"That's right. Let her have her own way. Don't argue."—Boston Transcript.



## TROLLEY CONTACT WIRES

By L. H. Appel

In the early stages of electric railway development copper was used almost exclusively to form the overhead contact wire from which electrical energy was delivered to the car. Numerous sections or shapes for the wire were devised in order to obtain a wire which could be satisfactorily clamped to a hanger and at the same time provide a free running surface for the trolley wheel. Among the most satisfactory shapes that were devised at the time were the round and Figure 8 sections, but even these shapes had certain operating objections, and experience and practice led to the development of what is known as the American Standard Grooved Section and which was subsequently adopted as a standard by the American Electric Railway Engineering Association, the American Society for Testing Materials and many wire manufacturers. Wire with round and Fig. 8 sections is still ob-



3-0 Wire

tainable, but in general the American grooved section is used by the electric railway industry as a whole. The figure shows very clearly the section of the wire and its desirable characteristics. The section while providing a very satisfactory clamping feature also retains its ruggedness which prevents it twisting or buckling. Owing to its round cross-section it is readily unreel and retains all the advantages of a smooth under surface. The dimensions indicated on the figure are for 3-0 trolley wire.

Hard drawn copper wire is used principally by electric railway companies for the overhead contact wire but both steel and copper alloy wires are also used to considerable extent. The Pacific Electric Railway Co. uses both copper and steel wire of standard section. The wire used is principally 3-0 in size (168,100 circular mils) which weighs 2690 pounds per mile. The steel trolley wire is 4-0 in size (201,600 circular mils) and weighs 3386 pounds per mile. There are over 1093 miles trolley wire on the Pacific Electric Railway system which weighs, based on an average of the weight of 3-0 copper wire, approximately 2,940,000 pounds, having a value at the present price of nearly a million dollars.

PE

### A Real Hero

Little Willie—"Gee, you're awful proud of your grandpop, ain't you?"  
Bobbie—"You betcha! Why he used to lick pop reg'lar."—Widow.

## PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—JUNE, 1919

Passenger Revenue .....	\$ 731,445.46
Freight and Switching Revenue .....	225,438.74
Other Revenue .....	46,402.01

Total Railway Operating Income.....\$1,003,286.21

### Operating Expenses

Way and Structures:		
Wages .....	\$ 60,787.69	
Material, Supplies, etc.....	43,750.63	\$104,538.32
Equipment:		
Wages .....	\$ 72,488.20	
Material, Supplies, etc. ....	55,417.87	\$127,906.07
Power:		
Wages .....	\$ 19,523.24	
Mat'l, Supplies, Power Purchased, etc. ....	87,543.32	\$107,066.56
Conducting Transportation:		
Wages .....	\$278,355.95	
Material, Supplies, etc.....	27,123.76	\$305,479.71
Traffic:		
Wages .....	\$ 4,290.74	
Advertising and Mat'l, Supplies, etc. ....	9,814.18	\$ 14,104.92
General and Miscellaneous:		
Wages .....	\$ 34,392.94	
Injuries and Damages, Mat'l, Sup., etc. ....	35,507.12	\$ 69,900.06
Total Railway Operating Expenses:		
Wages as above.....	\$469,838.76	
Other charges as above.....	259,156.88	\$728,995.64

Transportation for Investment—Credit.. 4,448.77 \$ 724,546.87

Revenue Less Operating Expenses.....\$ 278,739.34

Depreciation .....

Taxes Assignable to Railway Operations..... 51,117.47

Total Depreciation and Taxes.....\$ 70,899.63

Revenue Less Operating Expenses, Dep. and Taxes.....\$ 207,839.71

Non-Operating Revenue .....

Net Revenue .....

Interest on Bonds and Other Debt.....\$285,962.81

Rents and Miscellaneous Income Deductions..... 23,658.81

Total Deductions .....

Net Loss .....

H. A. CULLODEN, Auditor.

Los Angeles, California, July 21, 1919.

### JULY ACCIDENTS

	Northern Division		Southern Division		Western Division	
	1919	1918	1919	1918	1919	1918
Interferences with vehicles.....	70	77	45	58	53	57
Collisions and interferences with cars .....	3	6	4	10	3	6
Persons struck by cars.....	3	6	5	3	1	6
Derailments .....	6	11	10	10	8	4
On and off moving cars.....	13	22	14	23	14	25
Miscellaneous .....	26	24	11	28	12	20
	121	146	89	132	91	118
		1919		1918		
Interferences with vehicles.....		168		192	12.5%	Decrease
Collisions and interferences with cars....		10		22	54.5%	Decrease
Persons struck by cars.....		9		15	40.0%	Decrease
Derailments .....		24		25	4.0%	Decrease
On and off moving cars.....		41		70	41.4%	Decrease
Miscellaneous .....		49		72	31.9%	Decrease
		301		396		



# PACIFIC ELECTRIC CLUB NOTES

## P. E. CLUB CALENDAR

August 10th to September 10th

- Monday, August 11—**  
Band Rehearsal, 8 p. m.
- Tuesday, August 12—**  
Moving Pictures in Auditorium for Club Members and Families, 8:15 p. m.
- Wednesday, August 13—**  
Transportation Department Meeting of All Divisions. Divisions will meet separately in Club Building at 7:45 p. m. and adjourn at 9:00 p. m. to reassemble in Auditorium for entertainment, accompanied by members of families.
- Thursday, August 14—**  
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Friday, August 15—**  
General Operating Staff Meeting, 10:00 a. m.  
Northern Division Safety Committee Meeting, 2:00 p. m.
- Saturday, August 16—**  
Agents' Association Meeting, 8:00 p. m. (Postponed from Saturday, August 9th).  
Class "A" Pool Tournament Challenge Contest between L. H. Covell and R. A. Covell, 8:30 p. m.
- Monday, August 18—**  
Band Rehearsal, 8 p. m.
- Thursday, August 21—**  
Moonlight Dance in Auditorium, 8:30 p. m.
- Saturday, August 23—**  
P. E. Employees' Annual Picnic at Redondo. Club closed all day and night.
- Monday, August 25—**  
Band Rehearsal, 8 p. m.
- Thursday, August 28—**  
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Wednesday, September 3—**  
P. E. Club Executive Committee Meeting, 2:00 p. m.  
P. E. Rod and Gun Club Meeting, 8:00 p. m.
- Thursday, September 4—**  
Novelty Jazz Dance in Auditorium, 8:30 p. m., in honor of George Barclay, P. E. Club Dancing Instructor returned from military service.
- Friday, September 5—**  
Southern Division Safety Committee Meeting, 2:00 p. m.
- Monday, September 8—**  
Band Rehearsal, 8 p. m.  
Western Division Safety Committee Meeting, 2:00 p. m.

## SPECIAL NOTICE

It is requested that all the office men who either have or can get Saturday afternoons off and who would care to play base ball with the new Office Ball Club, send their names to E. Moyer, 272 P. E. Bldg., before Friday August 15, 1919. Get busy boys and let's show them that we can have the best team that the P. E. has ever had.

## PACIFIC ELECTRIC PICNIC

The Big Annual Family Event to Be Held Saturday, August 23d.

Our annual gathering of the clan will be held at Redondo Beach on Saturday, August 23d, the date and place having been decided by the Club Executive Committee at its last special meeting, and J. L. Smale, our paymaster was chosen as president of the picnic committee for the present year's festivities.

The various committee chairmen are busy lining up their part of the work and getting the program in shape. It's going to be about the best event of the kind ever held and every member of our big family that can possibly get away from work is going to be there with bells on.

President Smale has sent to the Magazine a few notes relative to the big affair for the information of those interested.

1. Information booth will be maintained all day opposite Pavilion in charge of Chairman Rodda. Programs will be distributed from this booth.

2. Reception committee in charge of Chairman Spencer.

3. Drawings for preliminary Tug-of-War Contest will be held by team captains day before picnic. Meeting to be arranged by Chairman Goepart.

4. Fat mans race. **Must** be at least six contestants, otherwise race annulled.

5. Fat ladies race. Conditions same as for men.

6. Police and Order. Chairman Florence with the cooperation of Redondo Police Dept., will be in full charge of the race course and policing of all events. Employees will confer a favor on the committee and the company by cooperating with Mr. Florence in his efforts to maintain discipline.

7. Nursery will be located upstairs in Pavilion where Chairman Somers will have a competent nurse on duty all day. Mothers do not be afraid to leave your baby there.

8. Check room open all day on second floor of the Pavilion.

9. Merry-Go-Round tickets for children under 14 will be provided on **Badges Only** at Information Bureau by Chairman Appel. Tickets may be used at any time during the day.

10. Kindergarden—Chairman Harris will again welcome the youngsters to his kindergarden opposite Bath House. Do not hesitate to leave your children there and spend the day enjoyably. Plenty of ice cream for the kiddies.

11. Badges of both Guests and Employees will be honored throughout the day at the Bath House.

12. Pacific Electric Club will be closed from 6 a. m. August 23d to 6 a. m. August 24th 1919.

## PACIFIC ELECTRIC CLUB NOTES

Miss Josephine Fletcher of the Purchasing Department presented to the Club a beautiful colored picture of the view in front of the P. E. Camp, and will be placed in the P. E. Camp Room in the Club.

Placing an Arrowhead ice water cooler with Arrowhead water and individual drinking cups in Club's office for the members of the Club has been one of the most popular additions to the Club, judging from the remarks of the members.

Benjamin McCartney, who takes pride in making our Club quarters the cleanest club in the city, has just returned from San Diego, where he spent a week's vacation with his son, spending much of his time on the bay sailing with friends.

Charlie Hill, Night Assistant Manager at the Club, left Saturday, August 2nd, for a two weeks' vacation, dividing his vacation between Catalina and the P. E. Camp, for a much deserved rest.

The Club register shows that sixty-six visitors were introduced into the Club during the month of July.

Albert F. Stukeby is acting as relief man at the Club during the summer months.

All dependent members of the Club must show their cards upon entering the Club. Dependent members cannot introduce friends into the Club quarters, but may bring a friend, either lady or gentleman, to any entertainment or dance given in Club auditorium for Club members.

Thursday, September 4th, a Novelty Jazz Dance will be given in honor of George Barclay, the popular dancing instructor of the P. E. Club, who has just returned from France and we hope to have him at our future Club dances.

PE

## POOL TOURNAMENT

Class "A" Challenge game between Champion Covell and L. M. Kohler was played on Saturday, July 12th, and the champion retained his title, after a very closely played game, the final score being 162 to 146.

The champion has been challenged by R. A. Covell, and this promises to be some interesting contest. The game will be played on Saturday, August 16th, 8:30 p. m.

Class "B" Challenge game between Motorman Burk and Dispatcher Ford on Thursday, July 10th, resulted in the championship being taken away from Burk. Burk, in turn challenged Ford, and won back his title on July 25th, winning the game 150 to 146, only four points deciding the contest.

Champion Burk was challenged by Ray Pollard, and the game, which was played on Saturday night, August 2nd, resulted in a defeat for Pollard by the score of 90 to 150.



## MOVING PICTURE NIGHT AT CLUB

Tuesday evening, August 12th, at 8:15 o'clock, the Club will give its first moving picture show for members, families and their friends. The following program has been arranged:

Burton Holmes' Travelogue "Yesterday in Samoa"

Mack Sennett Comedy "The Kitchen Lady"

Bray's Pictograph Comedy "Bobby Bumps on Dough Nut Trail"

George Beban in the five-reel main feature "One More American"

**Cast for "The Kitchen Lady"**  
Louise Fazenda.....

.....The Downtrodden Servant Girl  
Slim Summerville.....Landlady's Son  
Glen Cavender.....

.....An Animal Trainer and Boarder  
Alice Maisson.....The Pretty Girl Roomer  
Eva Thatcher.....Mercenary Landlady

**Cast for "One More American"**  
Luigi Riccardo.....George Beban  
Maria, his wife.....Camille Ankewich  
Tessa, his daughter.....May Giracci  
Lucia, working for him.....

.....Helen Jerome Eddy  
Bump Rundle, her admirer.....  
.....Raymond Hatton  
Sam Potts, a reporter.....Jack Holt  
Boss Regan, a politician.....

.....H. B. Carpenter  
Dr. Ross.....Hector Dion  
Mrs. Ross.....May Palmer  
Mr. Fearing.....Ernest Joy  
Piano Player.....Signor Buzzzi  
Director, Wm. C. DeMille

Both of the pictures presented are of the best produced by several of the leading directors, and will beyond doubt be much enjoyed by our Club members.

PE

## AN APPRECIATION OF CAMP

One of many who have spent happy times at our Vacation Home writes to President Bishop of the Club conveying in writing his appreciation. The letter is from Conductor J. L. Semans, of the Southern Division, as follows:

"After just returning from a two weeks' vacation at the P. E. Vacation Home my family and myself feel so deeply indebted to the P. E. Club management for their consideration of the employees in establishing a place so well and beautifully located where they can rest and enjoy their vacation as a vacation was intended, that we wish to express our thanks to each one who is responsible for the many pleasures which the Vacation Home affords. You can surely tell any of the boys that they don't know what they are missing if they do not take advantage of their opportunity.

Fishing is fairly good and there are lots of big salmon trout in the lake and anyone liking to "hike" can surely get a chance to straighten out his legs on the trails for there is no end of interesting places to go. So no one should get it into their heads that their vacation will be monotonous at the P. E. Camp."

PE

## ONE MORTUARY CLAIM PAID

The Mortuary Fund was drawn upon only once during the past month. The claimant being the widow of Charles R. Crooks, who received \$538.00.

PE

## Hits the Mark

Husband—"It is a strange thing, but true, that the biggest fools have the most beautiful wives."

Wife—"Oh, you flatterer!"—Judge.

## CLUB COMMITTEE PROCEEDINGS

Executive Committee, Pacific Electric Club, met in regular session on Wednesday, August 6th, 1919. Roll call of members showed following absentees: Peachy, Warren, Darling, Lucia, Covell, Wilson, Toles, Hershey, Swartz, Brown, Appel, Mills, Spencer, Hanson, Vickery, Annable, Small, Anderson, Thomas.

Minutes of meeting for month of July read and approved.

Managers report as follows:

### Membership:

Members, not including military service ..... 2092  
Members in military service.. 111

Total membership ..... 2203  
Lost during month ..... 38

### Relief Fund:

Balance on hand last report.\$ 56.20  
Receipts since last report... 93.00

Total .....\$149.20  
Paid out in relief ..... 49.95

Balance on hand July 31st.\$ 99.25

### Club Fund:

Balance on hand last report.\$ 34.77  
Receipts since last report... 409.00

Total .....\$443.77  
Bills and expenses..... 120.66

Balance on hand July 31st.\$323.11  
Relative to question of employees purchasing supplies through Purchasing Department of the Company: Chairman Bishop having taken the matter up with the Management reported that the company, because of the detail involved, could not consider the matter of purchasing minor items, but would render assistance to employees where the amount involved would show a gain in favor of the employee sufficient to justify the effort; for instance, bill of material for construction of home or all similar purchases involving an expenditure of \$100 or more, the Purchasing Department would be glad to render any assistance possible.

Relative to employment of resident physician at Sherman, matter of which was discussed and referred to Dr. Weber: Chairman reports that Dr. Perry having returned from service he was reappointed resident physician at Sherman, effective July 3rd.

Mr. Smith, in Mechanical Department, presented request that cars make stop in front of Mechanical Department office between Central avenue and Alameda street on Seventh street, for a half hour preceeding working hours of department and half hour following closing hour of department, for convenience of employees at shop. Matter referred to Chairman Bishop to take up with proper authorities.

Committeeman Blankenbiller, Mechanical Department representative from San Pedro, reported case of distress at San Pedro. Matter referred to Club Manager for investigation and action.

Motion made and carried that Manager be instructed to print names of

## MORE FIGHTERS RETURN

### MECHANICAL DEPARTMENT

Jesse Gardner  
H. Shockley  
B. W. Cramer  
A. D. Goble  
L. C. Oliver  
E. L. Harris  
K. Kincheloe

### ELECTRICAL DEPARTMENT

F. N. Lake  
G. B. Stull  
H. W. Glines

### MAINTENANCE OF WAY DEPARTMENT

Ivan Schenefield  
Adrian Popoff  
H. W. McGee  
Claud Culver  
G. L. Barclay

### MEDICAL DEPARTMENT

Dr. Arnold M. Scholz  
Dr. J. R. Perry  
Dr. W. W. Roblee

### LEGAL DEPARTMENT

C. W. Cornell

### REAL ESTATE, TAX & RESORT DEPARTMENT

Anthony Hock

### GENERAL FREIGHT DEPARTMENT

Russel H. Henshaw

### STORE DEPARTMENT

Clifford Thorburn  
Clifford Curle

### TRANSPORTATION DEPT. NORTHERN DIVISION

J. F. Haddow  
J. Richardson  
A. W. Simms  
R. F. Brown  
Jos. A. Wear  
Grover C. Wilson  
Benj. Medley  
Lynn L. Popst

### SOUTHERN DIVISION

E. H. Knox  
G. A. Gould  
E. M. Salter  
R. L. Vaughn  
W. H. Twomey  
M. H. Hackathorn  
H. C. Ainsworth  
Robert M. Allen

### WESTERN DIVISION

Fred. G. Gelatte  
Daniel Mead

### LOS ANGELES FRT. HOUSE

Audley K. Sisson  
Harold Lampshire  
D. W. G. Roberts  
Ernest Packer

department committeemen at head of Monthly Bulletin for information of employees.

Relative to conduct of relief fund and benefits to be given employees in distress, it was moved and carried that Manager be instructed to decline relief to all employees who had resorted to services of physicians outside of company before making application for relief.

No further business, meeting adjourned until next regular date.



# FAIR PLAY TO ALL

H. B. Titcomb, Vice-President, Pacific Electric Railway Company, when interviewed last Thursday, stated that he was in receipt of a communication from some of the employes of this company as follows:

"Los Angeles, Calif.,  
"August 7, 1919.

"Mr. H. B. Titcomb, Vice-Pres. and General Manager, Pacific Electric Railroad Co.

"Dear Sir:

"The undersigned committee representing Motormen, Conductors, Yardmen, Brakemen and Trolleyemen, employed on the Pacific Electric Railway, demand an immediate conference for the purpose of discussing rates of pay, working conditions, and right of collective bargaining.

"If this demand meets with the same fate as that of our request under date of September 16th, 1918, the employes will take it for granted that the management of the Pacific Electric Railway Company refuses to deal with the undersigned committees who have been regularly selected by the men to represent them.

"Will expect an answer not later than one o'clock P. M., August 7th, 1919.

"Address your communication to C. D. Rountree, Eagles Hall, 320 South Main Street.

"Yours truly,  
(Signed) "J. F. STRONG,  
"W. W. SNELL,  
"J. W. LYONS,  
"A. T. PARKER,  
"C. D. ROUNTREE,  
"W. M. PETERS."

Mr. Titcomb does not know whether this is the preliminary of an attempt to tie up the service of the Pacific Electric Railway Company on Fleet Day or not, but thinks not.

As he stated, it is his opinion that most of the employes of the Pacific Electric Railway Company are very well satisfied with their working conditions and are making as much, and in most instances, considerably more, than they could in any other line of employment in this community.

Mr. Titcomb replied to this letter as follows:

"Los Angeles, Cal., August 7, 1919.  
"Mr. C. D. Rountree,  
"Eagles Hall, 320 S. Main St.,  
"Los Angeles, Cal.

"Dear Mr. Rountree:

"I have communication before me dated August 7, from yourself and other employes of the Pacific Electric, demanding an immediate conference and an ultimatum that an answer must be had not later than one o'clock P. M., August 7, 1919. This communication was received by me in my office at 10:15 A. M., this date.

"The Pacific Electric does not refuse to deal with its employes singly or collectively. Monthly meetings are held by the Divisions affected, at which meetings the employes have their own chairmen and bring to the attention of their immediate superiors

any alleged grievances or working conditions, runs, rates, etc. The results obtained by these meetings have been very flattering. Open expression has been had, and many concessions have been granted by the management of the Pacific Electric through the medium of these meetings.

"The same is true of the Agents' Association, where similar dealings have been had.

"It is also well understood by all employes of every craft that any department may, upon request, have an open meeting whereby the conditions surrounding the working of our men may be gone into thoroughly, and amicably settled.

"The last meetings of the Division men were held on July 22, 1919, at which time there was no indication of any condition of employment that was not satisfactory to our men. Furthermore, the last meeting of the Executive Committee of the Pacific Electric Club, at which there was a representation of one man from every one hundred employes from every department, there was nothing to indicate that there was any condition applying to the employment of our men that was not entirely satisfactory to them.

"I resent the inference that your communication of September 16, 1918, was not answered openly. By referring to the Minutes of the meeting of the Western Division held on September 20, 1918, in the Auditorium of the Pacific Electric Club, with Chairman Shenk presiding, you will find: '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 these meetings.' Motorman Snell, Conductor Calaway, J. E. Croft and W. Lozier were duly elected as such committee. On September 23rd, as you know, this committee declined to serve, for reasons of their own.

"The result of these trainmen's meetings, agents' meetings, Pacific Electric meetings, and others, has prompted me from time to time to grant many betterments for the Pacific Electric employes as a whole. The spread of runs has been greatly curtailed. Individual grievances have been ironed out. The guarantee of \$90.00 was greatly increased. The waiting time payment was increased from 15 cents to 30 cents per hour. The increases granted on October 1, 1918, which amounted to \$360,000 per annum for the employes of all departments of the Pacific Electric, were a direct result of these meetings. We allowed extra men additional compensation. The increase of August 1, 1919, amounting to \$245,000 per annum, was a result of these meetings, as the expression given and the study of conditions generally prompted the action taken. In other words, the direct results obtained by the employes

of the Pacific Electric since June 1, 1918, have been to increase the payroll of the Pacific Electric Railway \$2,085,000 per annum.

"We have earnestly and conscientiously asked for greater increases for our fares, and were granted an increase last September, which amounted to only \$1,200,000 per annum, or over \$800,000 less than the increase in wages alone, to say nothing of increased cost of materials. This increase was asked of the Railroad Commission in May, 1918, and was not granted until September.

"On February 25 we petitioned the State Railroad Commission for increase of our street car fares, but up to date we have not received any relief, and as you are well aware, there is an organized determination on the part of the City Attorneys and City Governments to frustrate the plan to earn more money by the Pacific Electric.

"Following the general policy of this Company in fair dealing with all of its employes, I have today issued instructions to the Superintendents to call an open meeting of their respective Divisions, separately, for Wednesday, August 13, at 8 p. m., in the hall of the Pacific Electric Railway Club, at 4th and Hill Streets, at which time I will be prepared to listen to any complaints or any grievances that you or the other gentlemen signing your letter of even date or any of our employes may have with reference to the working conditions of the Pacific Electric Railway.

"Yours very truly,  
(Signed "H. B. TITCOMB."

PE

## MR. SHOUP PAYS TRIBUTE

"The death of Colonel Pillsbury marks the passing of one of the pioneers in the work of Pacific Electric construction. From the very inception of the road he was one of its officers and to his ability, faithful service, unflinching patience and great capacity for making friends is due in a very considerable part the creation of this system as it now is.

"His illness during the last few years had kept him from active work. But his death comes as a shock nevertheless to all those who have been long in the service. Outside of the service he had a large circle of friends, who, with us, will miss him greatly."

PAUL SHOUP.  
PE

## WORD FROM VLADIVOSTOK, SIBERIA

Four copies of the First American paper published in Russia, entitled "Here and There with the 31st," has been received from Allan Ferguson, Sgt. Inf. Hqt. Co. A. E. F. Siberia, formerly substation operator in the Electrical Department.

PE

The tailor measured him, calling out the dimensions to a clerk with a book. After the measuring, the tailor said:

"Married or single, sir?"

"Married," replied the customer.

"One pocket concealed in lining of vest," the tailor bade the clerk.



## RAISE IN PAY GIVES CHANCE TO SAVE

The signing of the armistice was the greatest and most welcome news we heard in many years, but for the Pacific Electric Employees it did not carry half the personal significance of the recent announcement of a raise in pay.

Filling the pay-envelope has filled the hearts of all employees with joy.

But now that the raise is definitely granted the question arises as to whether each individual on the force is really going to make the most of it. Ask yourself these questions.

Will I be any better off one year from today because of this raise? Will the increased income be entirely spent, just as in the past, leaving me really in no better position from the standpoint of cash assets?

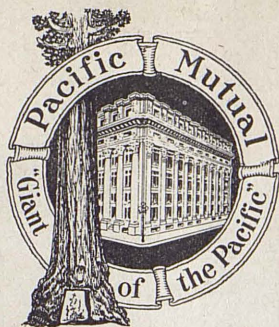
This extra money in the pay-envelope is going to give every man on the force a chance to demonstrate his ability to get ahead. You have been living on a certain definite income. That income has been automatically raised so that each employee can live just the same as he has in the past and still have an excess to regularly and systematically put away.

Look ahead! Build for the future! Save part of your income each pay-day. You have never had a better opportunity to start the thrift habit RIGHT than right now.

Go down to the GUARANTY TRUST & SAVINGS BANK, at Spring & Seventh Streets on next pay-day. Open a 4% Term Account and deposit your increase regularly with what you have been able to save in the past. \$1.00 opens an account, and if you wish you can borrow free a little steel Home Bank in which you can put away small amounts and thus save frequent trips to the bank.

You will be surprised at the self-confidence and self-respect that you will gain in even a year of regular, systematic saving. Start now! You cannot afford to put it off!

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## WITH THE JOKESMITHS

### CAMEL'S TROUBLE LOCATED

A commercial traveler, on leaving a certain hotel, said to the proprietor: "Pardon me, but with what material do you stuff your beds in your establishment?"

"Why," said the landlord, proudly, "with the best straw to be found in the whole country!"

"That," returned the traveler, "is very interesting. I know now whence the straw came that broke the camel's bac."—Tit-Bits.

—PE—

### PRIZE LIAR, ANYHOW

Sunday School Teacher—Name a fisherman mentioned in the Bible.

Tommy Tuffnut—Ananias.—Judge.

—PE—

"It's just as wrong to gamble when you win as when you lose."

"Yassah," asserted Mr. Erastus Pinkey. "De imomorality is jes' as great, but de inconvenience ain't."

### Worse

Tytempist—"Is there anything more exasperating than to have a wife who can cook but won't do it?"

Dyspeptic—"Yes—to have one that can't cook and will do it."—Boston Transcript.

—PE—

### Cheering Him Up

Bevis—"I've got a beastly cold in my head."

Miss Whitty—"Never mind, Bevis. Don't grumble. Even if it's only a cold, it's something."—Tit-Bits.

—PE—

### Decided Too Soon

"Was papa the first man who ever proposed to you, mama?"

"Yes; but why do you ask?"

"I was just thinking that you might have done better if you had shopped around a little more."—Louisville Courier-Journal.

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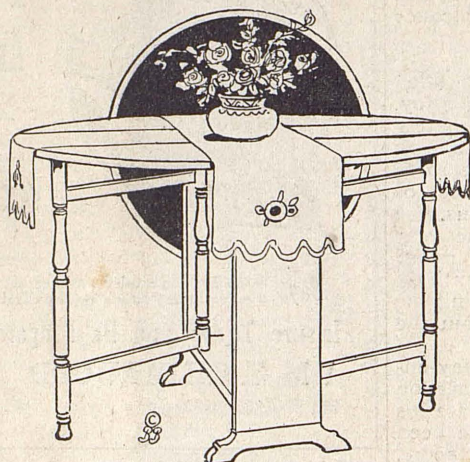
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