



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 3

LOS ANGELES, CAL., FEBRUARY 10, 1919

No. 9

## “END OF OUR FINANCIAL ROPE”

### President Shoup Pertinently Asks Will We Fully Co-operate or Court Disaster

**P**RESIDENT SHOUP said yesterday with reference to the topics discussed before the National War Labor Board Examiners:

“The large majority of the employes of the Pacific Electric Railway understand the situation. The live question we have is to meet payroll under existing wage scales. It is not possible to increase wages any further. During the last six months we have had time and again to borrow money to keep going.

“Stockholders get nothing; they never did get anything out of the Pacific Electric. As to the bondholders, during the past few months there has been little, if anything, left, after paying operating expenses, for them. The people from whom we have borrowed money are not getting their interest.

“If any industry is to succeed, both the capital and labor employed must get a living wage. If such wage is not paid, the employe must seek work elsewhere. If some return is not made on money invested, then very soon no more is forthcoming. From childhood up everyone is taught the value of saving money. The principal inducement is that it will bring something to its owner. If the employes of the Pacific Electric had bought bonds in the Pacific Electric, as well as Liberty Bonds, with their savings, what would they think of the situation now? Would they wish to put in more money? And how would they feel about the money they had in it? We are getting along simply because we are not paying interest on a large part of the bonds. Certain of our bond-

holders, who are also the stockholders, are doing more than their share.

“The Pacific Electric Railway raised wages voluntarily. They are higher for street car men than the rates paid under National War Labor Board decisions in New Orleans, Atlanta, Savannah, Nashville and other Southern cities where climatic and living conditions resemble those here, though hardly as favorable. Who, for example, would not live in Los Angeles, or one of its surrounding cities, in preference to New Orleans?

“Our wage scales were increased without any outside suggestion; then we asked the State Railroad Commission to increase the rates to meet the expense. The Commission promptly met our request except as to street car fares. The increased revenue, however, has not taken care of the increased payroll. We must have an increase in street car fares to meet the wage increase already made.

“Our interurban employes receive a higher wage, than our street car employes. The difference is fairly adjusted. The freight men receive higher wages yet. A comparison, therefore, with Southern cities in the East is proper, starting with the street car scales. ♦

“Ninety per cent or more of our revenue comes from just one source: the people in these four counties that we serve. Even with permission of the State Railroad Commission, fares can be raised only so high, effectively. If they are put too high, then people will either ride in automobiles, patronize jitneys, stop trav-

eling so frequently, or move into town and quit interurban lines altogether. As for our freight business, through and local, it gives us only about one-fifth of our total revenue and if the rates are made too high, the motor trucks, already taking a large part of our local traffic, will take most of what is left.

“The Pacific Electric is simply a distributing agency collecting money for service rendered in these four Southern California counties, and paying it out to its employes and for necessary materials, for taxes, for damage claims, and, if there is anything left, for interest payments on what it owes. We can't pay out any more than the people in this section pay in for service given them. **That must be kept in mind.**

“I have heard statements made about the bonds of the Pacific Electric being largely water. These statements are mendacious lies. The valuation of the property is nearing completion under the rules laid down by the State Railroad Commission; it will show definitely and finally when completed, a valuation of many, many millions in excess of the face value of all bonds outstanding. There are few electric railways in the United States whose bonds were sold on more advantageous terms to the company, all conditions as to earnings, etc., considered, than the Pacific Electric. When a property does not earn a fair return on the investment, it is as easy as it is unjust to charge mismanagement in its financial affairs.

“The company has done all it can to meet the desires of its em-

ployes out of the money that it earns. Therefore, while willing to give the National War Labor Board all of the data at our command, we are not in position to consider further increases in wages. It is not worth while comparing the situation here with steam lines, electrified or otherwise. They live principally upon a valuable freight business, which gives them the major part of their revenue, with long trains and long hauls. And our employes are not so badly off if a comparison is made, considering advantages we have in living in Southern California, and being able to live at home. Not more than fifteen months ago the average wages of 51% of the steam line employes in the United States were less than \$75 per month.

"Our chief problem now is to keep the service going. With the increased cost of operating cars, compared with a year or two ago, the burden of operation of the weak lines is greater and felt more. The need is greater now than ever before, for increased revenue. The income and outgo of the Company is a family question, and if the outgo is to be maintained as at present, then certainly we all will have to hustle to increase the income.

"I wish every employe were thoroughly familiar with all the problems that confront the Pacific Electric. There would be a better understanding of the situation all around. Naturally the management would be proud and pleased if the Company were making so much money that it could distribute a lot more among its employes, but such is not the case.

"I repeat; we are at the end of our rope, financially. Only recognition of conditions as they are, not as we wish them to be, will save us from disaster. Only that and good team-work will enable us to maintain employment to the present extent. Our stockholders, already doing more than their share, cannot be called upon to do more, and seeking impossible things at this time can only do great harm. I speak earnestly because the situation is grave; I believe the employes of the Company will understand."

## A PLEA FOR SAFETY

To All Employes:

I shall consider it a personal favor if you will carefully read the following article by Mr. R. H. Doolittle, claim agent and chairman of General Safety Committee of the Colorado Southern Railway, which the Director General of Railroads of the U. S. approved and had published for distribution to all Government railway employes.

S. A. BISHOP.

We are launching the Safety Ship of the Colorado and Southern Railroad, and it is proper that we should have a basis upon which to work, as well as an objective toward which to strive, and success will depend upon the spirit of cooperation and enthusiasm we can put into each other.

If what we say here were to be construed as a sermon or lecture, we might fear the result; but if we accept it as a carefully prepared **constitution and charter**, and make it **our pledge, one with the other**, we then need not fear the success of "Safety First" on the Colorado and Southern Railroad.

When it comes to Safety, there is no distinction between us. We are all one, and together we make the safety body as a whole.

This work amounts to a religion. It should govern our moral obligation, as well as our physical body. It should create the atmosphere and environment with which we surround ourselves in our daily work.

**Promptness, thoroughness, co-operation, are the key words of "Safety First."**

In constantly working for Safety we are working for an insurance against the misfortunes that overtake and abide with the innocent and dependent **as a result of one careless action**. Each one of us should attend sharply to it, and assume a **personal responsibility** for the success of this work.

**Do not wait for someone to call your attention to matters affecting Safety.** Go after it and stay with it. Push it along. You will be the better for having done so, and will be surprised and happy if you make yourself really like to do it.

There should not be too much red tape in this organization. It should be simple, flexible and workable.

This Safety work must be taken seriously, and at the same time sanely. There is much we can do, and some things, although apparently necessary and advisable, cannot be done. Do not lose sight of this fact when your suggestions are not favorably acted upon. We must be patient, forbearing, yet persistent and aggressive.

We cannot **omit a single department** of the Railroad when we are finding the direct benefits of this work; so that **every employe**, regardless of where or how engaged is a **vital factor**.

We shall learn much, one from the other, while doing this work, and what we do will develop all of us and make us better men, better citizens, and will reduce to a minimum

the lost motion of life. Lost motion, of whatever kind, is waste, and may be the direct or contributing cause of our own ruin or destruction.

Let us work along lines of wholesome co-operation, honest, respectful criticism, only to the end that we may be ever moving forward.

This Safety work is up to you and me, individually and collectively. I am here to assist and direct, and, so far as I may be able, set matters right in your eyes, and entuse and encourage you into the high tension of your best working power. **This is your job**, and for your benefit and profit.

Let us pledge ourselves to get full of the earnest desire to "beat" this good work into line and push and whip it down the line to the goal we call our ideal of a great task well done—everybody in the harness and pulling at the same time in the same direction.

We cannot hope to reach the goal of success all at once, but we can work conscientiously and persistently in the direction of full accomplishment.

If we are Safety men only when sitting in these meetings we will do nothing, and the time and effort will be barren of result, and, really, much harm will come of it. If it does not succeed it will be a damaging failure and a **lasting reflection upon our intelligence**.

When you see a man working carelessly, do not hesitate to tell him so. If you are right in what you tell him he will learn something; if you are wrong you will learn a great deal.

Do not overlook the fact that the book of rules is still effective. It has **not been** rendered obsolete, optional or negative and is the basic principle upon which the railroad is operated and upon which your safety and the success of the organization depends.

The spirit and vigor behind the interest we manifest is what counts. Criticise in a kindly and firm manner and we will find ourselves pulling together in a most worthy work which is for our personal benefit and well-being and the good of all concerned. **Everybody has a right to profit by reason of such worthy work.**

If we know a man who cannot be made safe to work with and have done our best, whatever that may be, to correct him, it is our duty to turn him in as an incompetent. It is our duty to educate and correct each other, and not to ridicule and punish. **Correction is the watchword.**

**Every man** when properly attending to this work is **his own inspector** and will not "pass the buck" to someone else. We might go on with "dos" and "don'ts" forever and forever and still fall short of accomplishment and realization; and, truly, I would like to keep away from such words as far as possible.

If we will think before we act, our experience will tell us, most of the time, what to do and we will be in the clear. Simply do unto others as we would they should do unto us.

One great danger lies in "putting off" until some later time. Meanwhile, something happens that may

disable a man for life, render his wife a widow, or orphan his children, and it need not have happened at all. It only means that someone "put off" something, or did not stop to think before doing, or not doing, something. Many times it was only a small matter. **Think this over when you are alone.**

Safety in the proper sense carries with it the highest degree of efficiency, all around and through and through.

Safety means you and yours in the first instance, and just the same in the last analysis. It is, so far as your personal interest is concerned, not for the other fellow. Safety means you and yours, and the other fellow and his get in free.

Make Safety your personal pride. **Safety habits and Safety movements are strictly personal.** And while you are at it, you are practicing the finest kind of humanity toward your fellow-workman, and making stronger insurance for yourself and your family. Think what would have happened many times in your life if you had not practiced "Safety First."

Have we worked for, and paid the price of the Safety habit? **We will not get it until we do.**

**We will get no more and no better than we put into the work.** It behooves us to make Safety our constant co-worker and friend. A man cannot be made safe. **You will have to make yourself safe.** Do not overlook the fact that there are temptations to be careless, and quite often this carelessness may be called by another name—and we all know what that name is.

The **natural inclination** is to want to correct **mechanical defects, and defects in the other fellow.** We will want this and that changed, and this fellow and that fellow fixed and changed, or, possibly, all of them straightened out. While this is highly important, let us not forget that **the one particular person who will require a good deal of fixing is ourself;** and this fixing must be done before the human, which so vitally enters into this work, is brought up to such a standard of efficiency as will protect us against **our own acts** and the example **set by us** for others to follow. This example may be just as much what we do not do, as what we do.

The **human element** put in the right attitude and with the proper motive power (spirit) behind it, will travel further and easier in the direction in which we are working than all else combined. If the **human** is working all right, the **human** will see to it that all else is doing well. If we are careless or indifferent we suggest to the other fellow to be the same. If careless ourselves, we are not in a position to talk to others about being careful.

**Watch your own step and then watch the other fellow.**

We are today laying the corner stone of the foundation on which we want to build our Safety structure, and that I say here should mean just that to you.

There have been many ideas in the

past as to what this work means and what it is for, so far as you **personally** are concerned. I ask you to drop all of these. I am sure your employer has done so. Let us modernize and build a Safety house in which we may all live in peace, harmony and the successful spursuit of our happiness, **all intact and ready for business.**

I think more of your life and limb and individual well being than of any appliance or device. Machinery and things may be replaced, but life and limb are gone forever and leave behind them a large portion of the woe and suffering of the world to burden the innocent and helpless.

I want to ask you to accept these remarks as coming from one who is in a position to really know how these accidents occur, and the results following them. I want to be responsible for the statement that nearly every accident is due in the **first instance** to the **human mistake or negligence,** or the **human mistake and negligence** combined contributing directly or indirectly to the accident. We have either done something that we knew better than to have done, or we have failed to do, or have postponed the doing of something we should have done, **and done on the spot.**

I want to tell you this fact with all the power and all the force possible, and to impress it on your minds so frankly that you cannot mistake its meaning, and in a manner, also, that it will not be forgotten, viz.: We are all liable to follow the natural, **human** instinct of trying to place the blame on the other fellow (that used to be scientific railroading; but it don't go now), or postpone the doing of something that should have been done, or to argue that some machine, tool or device was defective, when, as a matter of fact, **all these conditions were primarily due to human defect and indifference.**

We all like to feel that, while we regret the occurrence of an accident, it was not our fault; and when these accidents occur and some poor fellow is seriously injured and is made to suffer, and, in consequence, all those who are dependent suffer likewise, or when he meets with his death and his wife is a widow and his children orphans, we still think it is the other fellow's fault.

**But think of the man whose fault it was.** He has not legally committed a crime, but his conscience pricks him to the end of his days and he **silently suffers** as a result of his mistake. **If the human element had been properly and wisely invoked there would have been no defect or wrongdoing to cause the accident.** If the **human** had done his part, the defect or condition, whatever it may have been, would have been corrected **before anyone was made to suffer.**

Let me again say that the most important thing in this **whole scheme** is in the **human being,** who at best is so weak, and is only efficient and alert when working under the **best self-discipline** and acting upon the **best dictates of duty and conscience,** for the betterment of people and things.

Our associates are entitled to our **best efforts.** Really, if we do not give

them what is coming from us we are dishonest. We are as dishonest by withholding as if we took it away from them.

Safety is self-preservation, the first law of nature. Safety puts man before and above appliances. Safety is our spirit, which must act rightly before the appliance or practice is effective and becomes an efficient part of our daily work.

Let us hold fast to these ideals and make them our motto: **Co-operation, correction, tolerance, sincerity, efficiency, protection, respect one for the other, and the general good of all.**

Therefore, let us watch our step carefully, because **we want** to do so, and not because someone has asked us to do so, and we shall have the best Safety organization, the best results and the **best insurance** that our **family circle** will remain intact, that exist in the United States.

PE

#### SANDAU VERY MUCH ALIVE

Rumors reached Los Angeles some time ago that Private Otto A. Sandau, formerly of the Mechanical Department, had died in France, and we are indeed glad to know that the information was in error, and that this one of our boys will undoubtedly soon return to us in good shape, although he has sustained wounds. Letters received by his parents thus give us the truth of affairs:

"Much to my surprise, when I rejoined my company a short time ago I discovered that everyone had long since given me up as dead. Well, I fooled them, didn't I? It is only a matter of a short time until my wound is O. K.

"Just now we are near Thielt, Belgium, and it is surely cold. Gets dark awfully early, too. It's only 5 p. m. but I can scarcely see to write. I was at La Mans when we heard the good news on Nov. 11, headed towards the front once more. It took the French people about two minutes to get out the tri-colors and almost instantaneously the streets were decorated.

"We moved out of town into a field about six kilometers away and pitched tents there. All of the soldiers were following us and shouting 'The war is finished.' They evidently thought we had just landed and began telling us all about the front. We had great sport with them, especially when we discovered they had only landed the day before.

"You should have seen them when they found out we were of the Ninety-first Division. They were certainly out after souvenirs, though. As an English officer at the hospital told me in a joke: 'The English fight because they hate, the French for revenge, and the Americans for souvenirs.'

"I have surely had great experiences over here. I hiked across No Man's Land when the Huns were using their first poison gas. Everywhere I have seen towns in ruins. Once in five days' time we marched 75 kilometers. Anyway, I have seen enough to make me know that the U. S. A.—and Los Angeles, California, at that—is the only place in the world

## TRANSPORTATION MEN'S MEETINGS HELD

Second of the Series of Departmental Meetings Held by the Transportation Department at the Club on January. 5 and 12

### WESTERN DIVISION TRAINMEN'S MEETING

The Western Division Transportation meeting was held in the Committee Room, Pacific Electric Club, at 8:00 p. m., January 15, 1919, Motorman Jack White occupying the chair. The attendance numbered about 40, in addition to the following officers: Vice-President Titcomb, Asst. Gen'l Supt. McPherson, General Counsel Karr, Electrical Superintendent Anderson, and Superintendents White, Bradley and Davis.

The minutes of the last meeting were read and approved.

Suggestion of Motorman Worden, at the September meeting, that full time should be allowed from Sherman to Gardner Junction, to absorb waiting time.

Superintendent White stated that the allowance of ten minutes dead head time seemed to be sufficient to meet the situation on the majority of the runs, but there were probably a few cases where more time allowance would be justified; that the matter would be further looked into, with a view of adjusting any great discrepancies. The question was therefore continued until the next meeting.

Mr. Titcomb stated that the meetings are to allow everyone a chance to discuss these questions, and, after decision has been reached, everyone should feel free to further express his views. It is occasionally necessary to hold some matters over from meeting to meeting, account unavoidable absence of officers interested, and this is particularly true during the influenza epidemic.

Motorman Snell's question as to standing watch every third week on line car, from 5 p. m. to 9 p. m., was taken up for consideration.

Supt. White said he understood some change had been made by the Electrical Department whereby the standing watch had been dispensed with, and he asked Mr. Snell if any change had been made.

Mr. Snell said he was still standing watch.

Mr. White asked that the matter be held over until next meeting that further time be had to look into it. The question was carried over accordingly.

Conductor Creighton asked for a ruling as to procedure in case where city passengers boarded interurban trains, and object to being put off at safety stops, either beyond or short of destination.

Mr. White stated that on inbound trains stop will be made at the next safety stop. The same will apply on outbound trains, except where last safety stop has been made, stop will be made at next street stop, and transfer issued to local cars.

Conductor Caskey called attention to confusion in car signs on Santa Monica Boulevard and Hollywood-Santa Monica cars; intending passen-

gers unable to determine local from interurban cars.

Mr. Titcomb stated that some way should be found to make car signing definite and reliable, and requested Supt. White to look into the question and have the signs changed where needed.

Conductor Speak called attention to the variety of ticket books, transfers and cash fare receipts which conductors are required to carry with them, and thought that with some study of the matter some of them might be combined and thus lessen the number.

Mr. Titcomb asked everyone to submit their ideas to the proper officers if they could improve on the present ticket situation. It must be borne in mind that the company's service is based on satisfaction to the public, regardless of personal inconvenience. The State Railroad Commission has ordered that we must sell tickets to destination. If anyone can simplify the matter by devising composite ticket, let us know. Call on Superintendent White and go with him, acting as a committee, to General Passenger Agent Smith, and submit your ideas.

Conductor Galloway thought the ticket forms now used were very satisfactory; that he never had any difficulty in using them.

Trainmaster Taylor stated that he had worked in conjunction with the Traffic Department several years ago, devising the present ticket system and thought that any less ticket and transfer forms would not meet the requirements of the traveling public.

Supt. White said he would put the matter up to the General Passenger Agent for study and betterment if possible.

The Chairman called for further suggestions or recommendations, and none being forthcoming, Mr. Titcomb was asked to address the meeting.

Taking the floor, Mr. Titcomb expressed his satisfaction at having the meetings resumed after more than two months postponement on account of Board of Health regulations in connection with the epidemic. It was to be regretted that postponement was necessary after getting nicely started, and he hoped he boys were not going to lose interest in the meetings on that account.

Everyone should appreciate the value of them in view of the fact that Superintendents and other officers may hear first hand, what is being done and exactly how things are going. Don't be afraid to speak out; it is much better to talk over matters here than at outside places, and we will all realize this as the meetings go on. It is not considered improper criticism or insubordination to present your views.

Assistant General Superintendent McPherson being called on, expressed his pleasure at being back again in

the service, after an absence of five or six years with other lines, and was glad to note that the splendid policies initiated by Mr. Shoup were being carried out. Mr. Shoup's policies are second to none on the Pacific Coast, and he was sure that Mr. Titcomb would see to it that they would be adhered to.

Conductor Galloway asked Mr. Titcomb why the Government appointed a board to adjust wage conditions.

Mr. Titcomb replied that he did not consider the meetings were held for the discussion of such subjects; that they were held for the purpose of finding out where hardships existed among the employes and it was his purpose to make things as easy as possible.

He had no quarrel with anyone but we must not lose sight of the Company's financial condition, and it could not reasonably be expected that we should put ourselves in a position which would force the Company to go out of business. The situation confronting the Company is clearly set forth in my article on the first page of the January, 1919, Magazine, and we should all think seriously of any action which will kill the goose that lays the golden egg.

The Chairman called for nominations for chairman for the next regular meeting.

Supt. White suggested that the Chairman should be elected to serve for a term of three months, instead of one month, so that he could become familiar with the duties and keep in better touch with the proceedings.

A motion was made and seconded that the Chairman be elected for a term of three months and that the present incumbent, Jack White, be re-elected to serve for the next three months.

The Secretary put the motion, which carried unanimously.

The Chairman suggested the selection of a permanent entertainment committee.

Mr. Titcomb suggested that it might be advisable to occasionally secure some real good outside talent for entertainments, so that the families might enjoy them and the Company would be willing to respond quite liberally in meeting the expense.

Supt. White suggested that the chair appoint the committee, having in mind the qualifications of those to be appointed and with due consideration of their hours of duty so that they would be able to get together and arrange the program.

Trainmaster Taylor embodied the suggestion in a motion, which was duly seconded and carried.

The chair appointed the following to serve as entertainment committee:

Conductor S. R. Riley.

Conductor Don Milne.

Club Manager E. C. Thomas.

Mr. McPherson suggested to the committee that he would be very glad to help out in any way, as would the other officers if called on.

He would be glad to give a short talk on his experiences abroad with the United States military forces if the committee so desired at any time.

Mr. Titcomb directed attention to

the many cases of illness among the employes due to the prevailing malady, and asked that each one take a personal interest in reporting to their respective heads of departments cases of sickness so that none might be overlooked.

The Medical force had been nearly doubled so that all employes should have adequate medical attention and advice to which they were entitled.

There being no further business before the meeting, adjourned at 9:15 p. m.

#### NORTHERN DIVISION TRANSPORTATION MEETING

The regular monthly meeting of the Northern Division Trainmen was held on January 18, in the Committee room of the Pacific Electric Club, Chairman Smith calling the meeting to order at 8:00 p. m.

The attendance numbered about 25, including Superintendents Bradley and Davis, Electrical Superintendent Anderson, and General Freight Agent Day.

The minutes of the previous meeting were read and approved.

Vacation Periods. Charts will be made up by Terminal Foremen to be ready for mark up according to seniority, by February 1st, 1919.

At Macy Street. The number of men to be let off per week during period June 15th to September 15th will be limited to eight conductors and eight motormen; and as many freight men as possible.

At Pasadena: Eight conductors and eight motormen.

At Pomona, San Bernardino and Riverside, as many men as the extra lists will justify.

Requests for additional time over two weeks to be taken up with Superintendent by letter.

Line cars and express cars in freight service. This question also up with Southern Division at meeting of October 9th, when it was suggested that both freight and passenger lists be thrown together and only one seniority list govern. Definite action not taken and question held open for further discussion.

Superintendent Bradley asked for a discussion as to the most suitable day of the week to hold the monthly meetings, commencing on the small attendance and asking if it was due to holding it Saturday night.

Terminal Foreman Wiggam stated that Saturday night was undoubtedly not the best time account men wishing to take advantage of stores being open in the evening and doing necessary shopping. Also some extra service on Saturdays, which kept more men on runs. He suggested that future meetings be scheduled for Tuesday night as the more suitable.

Disposition: Future meetings will be held on Tuesdays.

Conductor Harvey Smith recommended that an old box car be set out in State Street yard and fitted up as a yardmaster's office with counter, built-in desk, etc., the other end to be fitted up on both sides with a double tier of lockers to provide accommodations for freight men in caring for their overclothes, lanterns, supplies, etc.

Disposition: Mr. Bradley concurred in the recommendation and stated he would take the matter up at once with the management with request that authority be given to provide the accommodations.

The Chairman called for nominations for chairman for the next meeting.

Mr. Bradley moved that the chairman be elected to serve for three months instead of one month, so could follow up the various matters brought up for discussion and keep in better touch therewith. The motion was duly seconded and adopted.

Mr. Harvey Smith was nominated for re-election, but declined on account of not always sure of being able to attend.

Mr. Bannon and Mr. Wilkes were each nominated in turn, but declined account unfamiliarity with the duties.

Mr. Grant Darling was nominated, and no other nominations appearing, was on regular vote duly elected.

Mr. Bradley suggested that the new chairman select his own entertainment committee, and report names to the Secretary.

Mr. Day was asked to address the meeting for the good of the service, and stated he was very glad to state that freight business was apparently picking up. Last year was pretty good, but hoped for much better showing in 1919; orange business particularly promised large traffic.

He stated as his opinion that passenger business is about at a standstill and any increase in revenue must come through freight earnings, and all employes should boost accordingly. The next five years should show a heavy freight increase, and while war time regulations barred competitive solicitation of business, nevertheless there was no objection to keeping the Pacific Electric facilities and service prominently before the public in order that we might not be overlooked when business was in sight.

Mr. S. H. Anderson stated he was quite interested in the meetings and complimented the motormen as being very good coasters, many of them showing exceptionally fine records.

There being no further business before the meeting, adjourned at 9:00 p. m.

#### SOUTHERN DIVISION TRANSPORTATION MEETING

The regular monthly meeting of the Southern Division Trainmen was held at 8:00 p. m. on January 22nd, 1919, in the Auditorium of the Pacific Electric Club.

Preliminary to the business session, a short entertainment was given by talent furnished by the Parks Vaudeville Exchange, consisting of dancing by the McMartin Sisters and character songs by Craig Lewis.

The regular order of business was then taken up.

In the absence of Chairman R. C. May, F. J. Clendenning was appointed chairman pro tem.

The minutes of the previous meeting were read and approved.

Mr. Clendenning stated that Southern Pacific exchange of cars at Clement Junction not entirely satisfactory, although some improvement since

last meeting. They frequently fill the transfer, making it necessary to take cars to Shultz siding and even to Graham to store them. They set out bad order cars at Shultz siding and leave it to P. E. to bring them in, resulting in several days delay.

They also set out cars on our coach track.

Mr. Day stated that Southern Pacific not required under traffic agreement involved in the lease of the Air Line, to interchange cars at Clement Junction, especially when billing reads via Los Angeles.

Suggested that Superintendent Davis take matter up with Superintendent Whalen of the Southern Pacific and come to some understanding on the matter. The Southern Pacific would doubtless be agreeable to any reasonable agreement which would help expedite the interchange of business and save switching time and inconvenience.

Disposition: Mr. Davis will take the matter up with the Southern Pacific Company.

Mr. Clendenning asked if it were permissible to store cars on Pacific Electric tracks at Clement Junction.

Disposition: Mr. Day stated we had the right to so use our tracks, care to be taken that they were not left so as to block leads to industry tracks or transfer.

Mr. Burton of the Local Freight Depot suggested that arrangements be made to keep a couple of empty flat cars in the yard to be available on short notice. Frequently, shippers send trucks down with heavy load of iron pipe, and if no car available for loading, the pipe is unloaded on freight platform and then has to be rehandled by station force when car is available.

Disposition: Mr. Davis will arrange to have two or three flats held in yard for such contingency, same to be stored on new lumber or inside team track.

Mr. Clendenning asked that some arrangement be made so as to permit delivery of car load freight to Los Angeles Foundry Co. on Sunday; their yard is locked and tracks obstructed by runways; this also happens at other times and necessitates switchmen raising runways so as to set cars in. It was suggested that gates be provided with double locks, one of them a switch lock.

Disposition: Mr. Davis will take up the matter of double locks and also request the foundry people to leave tracks clear when their employes go off duty.

Mr. H. T. Bennett recommended that a trolley wire be installed over crossover at El Poso to expedite train movements at that point.

Disposition: Mr. Davis will have the matter looked into.

By Mr. Bennett, that the ground be leveled up at telephone booth so trainmen can have better access to the phone.

Disposition: Mr. Denton, of the Maintenance of Way Department, stated there were some track changes contemplated at that point at which time the matter would be attended to.

By Mr. Bennett, that the three main line switches at El Nido be standard-

ized. At present, two are spring type and one rigid. Confusing to new men.

Disposition: Mr. Denton stated the question of spring switches in main tracks is now under investigation and check being made on system as to number and location. Soon as data completed, the question to be submitted to management so that whatever action taken it may be comprehensive of the system and not for any particular point.

By Mr. Bennett, that street crossing in El Segundo is deep with mud in rainy weather, filling the flange-ways of rails and offers chance for derailment.

Agent Donaldson stated he had taken the matter up with the town authorities, but nothing has been done to remedy.

Disposition: Mr. Davis will take up with Maintenance of Way Department to handle with the local authorities.

Mr. Clendenning was nominated and elected Chairman for the next three months.

Unfinished business carried over from October 9, 1918.

By Yardmaster Deckman, that more help is needed in Los Angeles yard.

Disposition: Extra men put on from time to time as business demanded.

By Conductor J. K. Blake, that in handling equipment between Sixth and Main street terminal and Macy street, arrangement be made to operate in 5-car trains, instead of in 2 and 3-car trains.

Disposition: Taken up with City Council and permission secured to handle 5-car trains after 6 p. m. While this relieves the situation to some extent, it would be much better to begin the operation at 5 p. m. instead of 6.

By Mr. Clendenning, that the Southern Pacific Company causes much delay and unnecessary switching by setting out cars at 8th and Alameda instead of at Clement Junction, and vice versa; also uncertainty in movement of freight trains from Macy Street transfer.

Disposition: Question taken up with Southern Pacific Company and some improvement has resulted. In regard to switching at the Wholesale Terminal, this has also been taken up with a view of providing some definite arrangement not yet fully worked out.

By Mr. Clendenning, that, where possible, cars should be iced in the Wholesale Terminal; he understood Wells-Fargo Co. would agree to so handle the matter.

Disposition: This is now being done.

By Mr. Clendenning, that the Southern Pacific Company be required to deliver empty U. T. L. tank cars at Clement Junction, in order to save switching time of from 25 to 45 minutes daily.

Disposition: This matter taken up with the Southern Pacific Company and deliveries will be made at Clement Junction when possible to do so.

By Mr. Burton, that arrangement be made to have more house track room to meet the shortage in box cars.

Disposition: Maintenance of Way storage track has been abandoned but is still lined with materials. Maintenance of Way Department requested to make track available for team track.

By Mr. Clendenning, that disposition be given for Maintenance of Way car 1878, loaded with macadam, received in the yard without billing. Also 2 more cars arrived night of 8th.

Disposition: Car 1878 has been unloaded. This car was brought in by Conductor Cook account broken train line. Every time car was reported O. K. it was again found to be bad order when work motor went after it. The other two cars were likewise brought in by work train and a few days later taken out and unloaded.

By Conductor V. Watson, that the first San Pedro-Long Beach train out in A. M. be permitted to make turn at 3rd Street and Riverside Ave., Long Beach, which will save delay and considerable power by not having to climb the hill. Additional delay would be saved by having a light circuit at that point. Should also have a light circuit at Morgan Ave. to lessen delays to shipyard trains.

Disposition: Only remedy lies in installation of light circuits, which, considering the investment involved, is not warranted for the benefit to be derived.

By Mr. Deckman, that two motors are needed in Los Angeles yard after 12 o'clock midnight, to take care of rock trains.

Disposition: Rock deliveries from Northern Division have been better; extra crew has not been put on.

By Motorman E. G. Grant, that skip stops be arranged at several points on the San Pedro via Gardena line.

Disposition: This matter will receive the attention of the General Passenger Department at an early date.

By Conductor E. L. Jacobson, that some indicating colors be applied to fare registers as under the new registering system lettering is scarcely distinguishable from the end of the car.

Disposition: Nothing further has been done, but will be given consideration as soon as possible.

By Conductor Blake, that a 1000-ft. board be provided at Gamewell.

Disposition: Board has been placed.

Mr. Davis, that two or three trainmen familiar with Long Beach local service help him on a revision of the Long Beach local runs.

Disposition: Account so many men off account sickness, nothing has been done.

Conductor Mulligan, that now that the summer travel had fallen off, the Long Beach line schedules be changed to 30 minute service with two-car trains, instead of 20-minute service with one-car trains.

Disposition: After due consideration by management, not considered advisable to make any change in this service at this time.

By Conductor Watson, that express runs should be held in passenger schedule so the passenger men could have something to look forward to.

Disposition: Still open for discussion.

## THE NEW UNIFORM DEPARTMENT

The October Magazine contained an article regarding Uniform Department, in which it was stated that the Company, in conjunction with the Los Angeles Railway, had purchased two thousand uniforms of Middlesex cloth, 16-oz. weight, at a price which, without profit, would enable them to be sold at \$27.50 each. At that time it was expected that these uniforms would be on hand so that the Uniform Department could be opened up on or about January 1st. However, the uniforms were not received until the middle of January and the Uniform Department was opened on February 1st in Room 421 Pacific Electric Building, where a large number of the suits have been placed on racks and are ready for inspection.

The method of purchase will be the same or very similar to that which has heretofore been used, that is, orders for uniforms will be obtained from the Superintendent's office. Uniforms may be purchased on the installment plan or for cash, but in each case an order from the Superintendent's office is necessary.

This special department of our system is in charge of Mr. L. C. Hart, who for a number of years has been a merchant tailor in this city, and he is assisted by Mr. Fred Arthur, who has also had extensive experience in the clothing business.

All employees desiring to inspect the new stock are cordially invited to visit the department at 421 Pacific Electric Building between the hours of 8:00 a. m. and 5:00 p. m., whether they desire to buy a uniform at this time or not.

## PE JOBS

There come times to everyone, no matter what his calling, when his job seems irksome, undesirable, difficult. When the impulse to throw it up and move to pastures new—to greener-looking hills farther away, is strong. Then it is important to hesitate and investigate.

I am reminded of the railroad man who reached such a period in his experience and decided that he would replace his strenuous life with one of quiet and repose, and carried out the idea by establishing himself on a bee ranch, where all he had to do was to sit in the sun while the busy little bees brought in the honey. In puttering around among the hives one day he upset one of them and then and there discovered that there were some points in that business which he had not figured on.

## PE

Lady: Can't you find work?  
Tramp: Yes; but everyone wants a reference from my last employer.  
Lady: And can't you get one?  
Tramp: No, mum. Yer see, he's been dead twenty-eight years.

## PE

It is by imitation, far more than by precept, that we learn everything; and what we learn thus, we acquire not only more effectually, but more pleasantly.—Burke.

## INCREASING COST OF POWER

A decision recently rendered by the California State Railroad Commission dated December 21, 1918, and effective Jan. 1, 1919, in reply to the application of the Southern California Edison Co. for a general increase in power and lighting rates in the territory where that company serves in Southern California, will increase the cost of the electrical energy purchased by the Pacific Electric Railway Co. by a surcharge equal to approximately 16½ per cent of the present cost, amounting to an increase of between \$13,000.00 and \$15,000.00 per month, or an average of between \$430.00 and \$500.00 per day, depending upon the electrical energy requirements of the period.

The cost of the electrical energy purchased and used is the largest single item of the total operating expenses, exclusive of wages, and averages \$110.00 per hour for the entire 24 hour period of the day and with the addition of the surcharge will average \$130.00 per hour. This is a fact not generally realized.

While the electrical energy purchased by this Company is used in the form of 600 and 1200 volts direct current, it is purchased in the form of alternating current at 15,000 volts, and therefore the Company must stand all of the transmission and transforming losses from the main delivery points where the energy is metered, to the various substations and thence over the feeders and trolleys to the car. These inherent transmission, conversion and distribution losses amount to approximately 50 per cent of the total electrical energy purchased; therefore it is self-evident that for every kilowatt hour of electrical energy actually used at the car or other point of effective use, it is necessary to purchase two kilowatt hours. A saving of one kilowatt hour at the point of effective use will practically result in the saving of two kilowatt hours at the main delivery point, or point of purchase.

A kilowatt hour is the practical unit of electrical energy and is equivalent to one kilowatt of electrical energy used continuously for one hour. Expressed in the more familiar terms of horsepower, a kilowatt hour is equivalent to 1.34 horsepower hours.

Over 13,500,000 kilowatt hours per month are purchased, of which 95½ per cent are used for the operation of the cars, the balance being used for the operation of the shops and other purposes, and in the utilization of this vast quantity of electrical energy, considerable opportunity is naturally afforded for wasting the power through unskillful operation of equipment, wasteful use of heaters and lights and other sources. The important question of coasting enters here and advantage is taken at this time to point out that for each percentage increase in coasting obtained a decrease of one per cent in the energy consumption of the car takes place. This has been satisfactorily demonstrated by extensive tests on a number of Electric Railways.

With the above facts brought to our

attention it is hoped that the importance of taking advantage of every opportunity where it is consistent to avoid wasting electrical energy will be taken by all concerned in order to aid in reducing operating costs.

The rising operating costs have materially affected the decreasing income of all electric railways throughout the United States, and records indicate that 1918 was the worst year that the electric railway industry has experienced in the way of receiver-ships, and abandonment of lines, among the companies being the New Orleans Railway and Power Co., Brooklyn Rapid Transit Company and the Spokane and Inland Empire Railway.

— PE —

## ALL UPSET

The following from the Los Angeles Times, of Jan. 15, undoubtedly faithfully portrays a condition existing in many homes in this country. Yours may be the exception and if so you are really living in a novel atmosphere:

"The war is over. John, who has been getting \$7.50 a day in a shipyard at San Diego, is out of a job. He has plenty of chances to go to work at \$4 a day; he was even offered \$6.50 a day—for ten hours' work. But he thought he might be able to do better. With the present price of beefsteak, butter and eggs, he says he can't possibly feed a family of four on \$33 a week. Then he didn't believe in a ten-hour day, either.

Our boy, Dan, has just come home from Camp Lewis. He is a lieutenant, and he is a sight to make any woman's heart beat faster in his uniform. I'd like to see him wear it always. And I know it's going to be dreadful hard for him to take it off and put on overalls and go back to his old job of fixing the insides of somebody else's fine car. He's had such a good time down at the Enlisted Men's Club and out at the dugout, where he was treated just the same as the college boys and the son of his employer, and danced with girls who will never recognize him when he gets back into plain store clothes. I can't blame him for not being in a hurry to stop swelling around the streets and playing with nice girls. But I am mortally afraid his boss won't hold the job open for him all the spring—and Dan really doesn't seem to care whether he does or not—says he hasn't made up his mind whether he wants the old job.

My daughter, Kate, was in the High School—we had always planned that she was to go to the Normal and be a teacher—I was a teacher myself before I was married. But after the boys were called last spring, my Katie was offered a job in a wholesale candy factory as book-keeper. She was getting \$125 a month and her hours were easy, when the man that held the job before he was drafted came back. She declares she will never go back to school again—a teacher's life is too confining, she says. She is hunting another place at \$125 a month.

And myself—I was the president of

our Red Cross chapter, and I did enjoy getting out and planning work for other folks to do. And I helped with all the drives and sold Thrift Stamps and Liberty Bonds. I made a better record at it than any other woman in our neighborhood, too, if I do say it. And it's no use lying—just plain, everyday living does seem mighty dry and untempting now.

Even the daily papers somehow are stale nowadays. We've got so used to looking for exciting news—big victories or awful losses, or a revolution or something like that—just plain shipwrecks and automobile accidents and strikes don't give us any thrills.

Of course, we are glad the war is over—we can't be glad enough, except Dan—he never will be glad it stopped before he got a chance to chase a single Boche. But it does seem like we didn't know what to do with ourselves—we've gotten so shaken out of our old life and our old ways that we can't get back into the old comfortable ruts. We don't want the things we used to have and to do, and we haven't found out new things to take their place.

And I know lots of other folks in the same fix. I suppose it's what they call "readjustment" and "reconstruction" and all that, and maybe we old folks will settle down and drop back to just earning a living and keeping house after awhile. But I don't believe Katie will ever stay at home and bring up a family, as I've done, and I know Dan isn't going to be satisfied to be bossed by anybody that doesn't begin to know as much as he does—like his father has always done. War is certainly upsetting.

"MRS. JENNY HOME."

— PE —

## MASQUERADE BALL, MARCH 6

Our big musician, Mr. Stuart, has decided that a masquerade dance would "go good" and has included that feature in the next calendar, the date being Thursday evening, March 6th. It will be a strictly masked affair and only those en mask will be permitted on the dance floor. Prizes will be awarded to both gentleman and lady; one each for best costume, and one each for best sustained characters. For the benefit of those who may be unable to attend in costume, but who must obtain mask in order to enter the Auditorium, masks will be offered for sale at the Club office on this evening. Rig yourself out proper, come and have a big time. It is not necessary to go to large expense. Frolicsome fun is the end desired.

— PE —

## A Long Hill

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

After a short effort one of the men stopped.

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

"If ye plaze, sir," was the answer, "O'im coasting."



# THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

February 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.

## PACIFIC ELECTRIC CLUB CALENDAR

February 10—March 10

- Monday, February 10—  
Band Rehearsal, 8 p. m.
- Wednesday, February 12—  
P. E. Club Executive Committee Meeting, 2 p. m.
- Trainmen's Motion Picture Instruction, 8 p. m.
- Thursday, February 13—  
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Friday, February 14—  
Northern Division Safety Committee Meeting, 2 p. m.
- Monday, February 17—  
Band Rehearsal, 8 p. m.
- Tuesday, February 18—  
Western Division Trainmen's Meeting, 8 p. m.
- Thursday, February 20—  
"Washington's Birthday Dance" in Auditorium, 8:30 p. m.
- Monday, February 20—  
Band Rehearsal, 8 p. m.
- Tuesday, February 25—  
Northern Division Trainmen's Meeting, 8 p. m.
- Wednesday, February 26—  
Southern Division Trainmen's Meeting, 8 p. m.
- Thursday, February 27—  
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Saturday, March 1—  
Athletic Organization Meeting, 8:30 p. m.
- Monday, March 3—  
Band Rehearsal, 8 p. m.
- Wednesday, March 5—  
Southern Division Safety Committee Meeting, 2 p. m.
- Rod and Gun Club Meeting, 8 p. m.
- Thursday, March 6—  
Masquerade Ball in Auditorium, 8:30 p. m.
- Western Division Safety Committee Meeting, 2 p. m.
- Saturday, March 8—  
Camp Fire Reunion Meeting in Club Auditorium, 8:30 p. m.
- Agents' Association Meeting, in Lecture Room, 8 p. m.
- Monday, March 10—  
Band Rehearsal, 8 p. m.

## CALL FOR ATHLETIC MEETING

A desire for the formation of an Athletic Association has been manifested by a large number of our fellows, and for the purpose of bringing the matter to a conclusion a meeting is called for Saturday evening, March 1st, at 8 o'clock at the Club for the purpose of discussing the matter and if found desirable to form an association. All employees who are interested are requested to meet at that time.

## EXECUTIVE COMMITTEE PROCEEDINGS

The executive committee of the Pacific Electric Club met in regular session on Wednesday, January 8, 1919, and upon roll call the following members were noted as absent: Messrs. Darling, Whitney, Lucia, Vanderbeck, Covell, Wilson, Snell, Brown, Hershey, Swartz, Clark, Appel, Mills, Blankenbiller, Cole, Leonard, Spencer, Vickrey, Annable.

Minutes of the previous meeting were read and approved.

Report was made by the Assistant Manager, C. M. Stuart, in the absence of the Manager on account of illness, as follows:

Relief Fund:

Total receipts	.....\$838.80
Expenditures	..... 238.33
Balance	.....\$601.47

Membership Report:

Members (not incl. military service)	.....1984
Members in military service	... 245

Total membership	.....2229
Gain during month	..... 37
Total net loss during past 3 months	..... 29

Mortuary Benefits paid since last report:

W. Wyatt, mechanical dep't.	\$399.00
Wm. H. Tremayne, mechanical dep't	..... 399.00
Frank F. Schmidt, mechanical dep't	..... 428.50

In the matter of vacancies on the Executive Committee, caused by resignations and deaths, the following new members were reported as successors on the departments named:

- Western Division (Transp.)—E. C. Brown.
- General Offices—C. W. Hershey.
- Maintenance of Way—M. L. Rodda.
- Mechanical Department—Walter Smithen.
- Mechanical Department—Guy Wooley.
- Mechanical Department—A. F. Cole.
- Engineering Department—Fred H. Hanson.

On the request of the Manager the following members were chosen for a term of one year to act as an Advisory Committee of the relief fund, the committee to serve upon call of the Manager as advisory in the matter of relief reporting, and distribution of assistance: Transportation Department, S. E. Toles; Mechanical Department, M. T. Spencer; Maintenance of Way Department, M. L. Rodda; General Offices, J. L. Smale; Electrical Department, L. H. Appel.

Matter of meeting day for the executive committee was discussed, the object being to consider changing the date thereof in each month in order that the proceedings might appear in the current number of the Magazine.

After discussion, the matter was laid over to the next regular meeting.

The matter of subscription papers being circulated among the employes for the relief of other employes was brought up for discussion, and it was the sense of the committee that such practice be discouraged and that known cases of distress among employes be referred to the Relief Committee for investigation and action. The committee of the whole was appointed by President Bishop to endeavor to discourage the practice. The chief cause for this action is to avoid confliction in relief work, to centralize effort and thereby promote more effectiveness of the work.

President Bishop gave a talk on the importance of Liberty Bond holders retaining their bonds, and when vitally in need of funds in place of disposing of them outright to take the bonds to a reputable bank and secure a loan with the bond or bonds as security.

No further business appearing, the committee adjourned.

PE

## Camp-Fire Reunion March 8th

It has been some time since we had a regular Camp Fire Reunion, but we are going to have a good one on the evening of Saturday, March 8th, and there will be some features that will make it more than usually enjoyable. Up at the camp last summer one of the most famous minstrel performances ever witnessed was produced by Mr. Lee Arthur Myers and Company. Those who were present are laughing yet. Those who were not there and who have heard about it, have been sore ever since because they didn't see it. At the behest of great popular demand, Mr. Myers, who by the way is quite prominent in the Engineering Department, has promised to re-assemble his famous company of players, amplify it with other brilliant dusky stars, and present his great show on the day and date named above. There will likewise be decorations for the "inner man" provided, and you do not have to even bring your spoon. An admission will be asked from each person in attendance. Now don't get cold feet when you read this; read further. The admission fee asked is that you will bring some one article of clothing, that is in good condition, that you have outgrown or grown tired of. The size of the garment does not matter. It can range from a baby's layette to a full-grown suit. We can use them. We have folks who need them. Now, you know you always enjoy things more when you pay for them, don't you; and isn't this a pleasant way to pay for a good show and a happy time? Mark this date down LARGE on your calendar and come sharp at 8 o'clock.

PE

The Club will welcome contributions of clothing from the members of our family who have outgrown some of theirs. There is especially a need of garments for children and if your youngsters have outgrown any garments, that are clean and in good condition, send or bring them to the Club and they will be placed in use where needed.



# IN MEMORIAM

## Samuel W. Claridge

Samuel W. Claridge, of the Mechanical Department, died at his home in Santa Monica on February 1, 1919, from the effects of influenza-pneumonia.

Mr. Claridge was born June 28, 1871, at Dubuque, Montana. He entered the service of the Pacific Electric Oct. 25, 1909, as a switchman of the former L. A. P. system, was promoted later to be car repairer and has continued in that capacity up to the time of his demise.

Mr. Claridge in his death leaves a wife and five children, Alice, aged 21; Elizabeth, 19; Winchester, 12; Eastman, 10; and Hattie, aged 5.

Funeral services and interment was held at Santa Monica in the presence of numerous sorrowing friends.

— PE —

## E. F. Bond

Since 1911 Mr. E. F. Bond has been serving the patrons of the Pacific Electric at Santa Ana and Compton in the capacity of agent and had formed many warm friends both among the patrons and with the employes who will regret deeply to learn of his death which occurred at Compton on January 16th, after an illness of several weeks, the immediate cause of death being influenza-pneumonia.

Mr. Bond's first railroad service was rendered to the Southern Pacific, beginning in 1892, and as before stated he came to this company in 1911.

In his death he leaves a wife, two sons and one daughter who have our greatest sympathy in their bereavement.

— PE —

## Harry E. Shafer

An accident at Hill Street Station about 11 o'clock p. m., on January 16th was the cause of the death of Harry E. Shafer, trainman of the Western Division, who had been in the service of the company since June 19, 1912, his demise causing much regret to be expressed by his fellows of the system.

Mr. Shafer was born in Adams county, Pennsylvania in August 1888, and at the time of his death was in his 31st year. No near relatives survive him. His body was shipped east on the day following the accident and interment occurred at Germantown, Pa.

## Frank D. Wellman

The death of Motorman Frank D. Wellman caused extreme sorrow in the Pacific Electric family in Pasadena.

Frank, as he was always called by his fellow-employes, entered the service of the Company January 8, 1903, and died Sunday, January 26, 1919, after a continuous and faithful service for over sixteen years. He was a man of sterling qualities, conscientious in his work, with a friendly word for all his acquaintances. His death is deeply regretted by all who have known him.

Funeral services were held at the parlors of Reynolds and Van Nuys at Pasadena and was largely attended by Pacific Electric officials, employes, and friends. The floral designs were numerous and elaborate.

— PE —

## Stephen W. Dyer

Stephen W. Dyer, trainman of the Western Division, who entered the service of this company in July, 1903, died at Thermal, California, on Jan. 10, 1919, to which place he had recently gone in the last hope of benefit to his health that had been failing for a long time, the direct cause of death being tuberculosis.

In his death Mr. Dyer leaves an aged mother, wife and three children to mourn his departure, and to them the sympathy of the entire employe body is extended.

— PE —

## Peter E. Bogardus

Peter E. Bogardus, well and favorable known Northern Div. trainman, passed from earth's activities on January 23rd after an illness of short duration. He was born at Eldorado, Kansas, Nov. 22, 1892; coming to the service of the Pacific Electric May 31, 1918. Sympathy of all is extended to his surviving wife in her hour of great sadness.

— PE —

## Ignaz Blasnek

Ignaz Blasnek, night janitor of the Pacific Electric Station at Sixth and Main streets, died on the night of January 25th, after an illness from pneumonia of short duration; interment occurring at the Catholic Cemetery, Los Angeles, on January 27th. He leaves a wife and several children to whom sympathy is extended.

## BOWLING

At the present time the Pacific Electric Club team stands in first place in the Southern California Bowling Association, having won 16 games out of the 24 games played.

In our last issue we gave an account of our defeat by the Harris & Frank team. We are happy to state that on the evening of Jan. 30th we met this team again, turning the tables on them by taking all of the games played, giving us four of the six games played by the two teams.

The scores:

Harris & Frank		Totals	
Neal .....	182	157	207
Mullenix .....	171	191	176
Adams .....	200	169	181
Rawlins .....	153	174	186
Meador .....	166	179	174
		872	870
		924	2666

Pacific Electric Club		Totals	
Belt .....	181	157	224
Sunderland .....	170	192	229
Young .....	170	179	161
Fisher .....	215	185	188
Walter .....	192	233	168
		928	946
		970	2844

Our home alleys are located at the new Majestic at the southeast corner of 6th and Spring. Come and boost for us. You will find it a nice clean place to bring your wife and lady friends.

— PE —

## OUR FOLKS AT MONROVIA

Some of you folks are overlooking a duty as well as a privilege in not visiting the members of our family at Monrovia where some of them have been for some time past. Following are the persons with their addresses:

- M. F. Arelanes, Freight Department, 504 East Lemon St.
- C. E. Larivee, Southern Division, 504 East Lemon St.
- Homer Johnson, Southern Division, 432 West Palm St.
- Miss Lillian Ferguson, Accounting Dept., 432 West Palm St.
- George DeHaan, Western Division, East Wild Rose St.

— PE —

Now that the "flu" has seemed to run its course, and Dr. Weber has authorized the tilting of the lid a little, we will proceed to get busy, as will be seen by the calendar for the coming month. We have nearly all of us "flued" to a more or less extent and under orders Club activities have for the past three months been reduced to the minimum, but the continuance of good health permitting we are going to endeavor to have more good, social times in the near future than we have had in the not far distant past.

R. L. Vaughan, of the Southern Division, writes from Portsmouth, New Hampshire, under the date of January 11th, and his letter reflects a large-sized desire to return to the land of sunshine and flowers. He reports the ice on the lakes as being about a foot thick, the weather very cold and disagreeable. We look for him home very soon.

## MORTUARY FUND CLAIMS PAID

Claim No.	Name	Department	Beneficiary	Amount
9	Ignaz Blasnek	Building	Wife	\$428.50
10	F. D. Wellman	Transp. (Northern)	Wife	428.50
11	Sam'l L. Claridge	Mechanical	Wife	428.50

Note:—Since the establishment of the Mortuary Fund, death claims have been paid up to February 1, 1919 in the amount of \$4046.00. The membership is still growing gradually, but there are yet many of the employes who are without this protection. Members will be doing their fellows a favor by calling this insurance feature to their attention, for nowhere will they find a greater amount of benefit at so small a cost. Protection against the fatal day that must at some time come to all of us, is an absolute duty to one's family.



## THE PRAISE OF THEIR FRENCH COMMANDER

We are in receipt of the following order of commendation of the Commanding General of the Allied Army in Flanders, France, to the soldiers of the 37th and 91st Divisions of the American Army who participated in the final crushing blows of the war. The 91st is composed almost entirely of Pacific Coast boys, the larger proportion being Californians and to this famous division is attached the greater number of our Pacific Electric fellows. The tribute is a most glowing one and makes us swell with pride over our boys who gave their all for us in these great battles, the intensity of which we will never be able to realize. All glory, honor and praise to them. May those who survive return to us quickly in order that we may manifest the esteem and honor in which we hold every one of them.

VI FRENCH ARMY.

H. Q. 11th December, 1918

General Order No. 31

In addressing the divisions of the United States of America, who covered themselves with glory in the Chateau-Thierry offensive I said that orders given by a commander were always complied with, whatever might be the difficulties encountered or the sacrifices made.

I have found in the 37th and 91st Divisions the same spirit of duty and discipline freely given which makes valient soldiers and victorious armies.

The enemy intended to hold "to the death" the heights between the LYS and the SCHELDT. The American troops of these divisions, acting with the French divisions of the Group of Armies of Flanders, forced him back on October 31st, 1918, and after hard fighting, threw him over the SCHELDT.

Then, in a manoeuvre of unheard-of audacity, the American units crossed the flooded Scheldt under the fire of the enemy and maintained themselves on the opposite bank, notwithstanding counter attacks.

Glory to such troops and to their commanders. They have valiently contributed to the liberation of a portion of Belgian territory and to the decisive victory.

Their great nation may be proud of them.

THE GENERAL COMMANDING THE ARMY.

(Signed) DEGOUTTE.

### CHAPTER THREE FROM EDMONDS

#### The Latest Installment from Our Major in France.

Since starting this series of letters I recall so many little incidents of more or less interest connected with the different phases of the Argonne offensive as participated in by this regiment, that I am almost tempted to write it all over again. However that would never do as it would deprive me of the pleasure I am sure to enjoy when telling of them on my return.

We arrived at the town of Revigny, France (glad I can now mention the names of towns and cities) after a three-day hike from the front. Here we went into bivouac for a day while the trains were being made up there. On the 17th of October we entrained for Belgium. Seems that King Albert had requested a couple of divisions be sent up here to help with the push on this end of the line, the 37th Division (Ohio) being selected to accompany us. We detrained at Vlaratighue, a little village some six kilometers from the town of Ypres—or what was formerly the town of that name. The following day (Oct.

20) we marched to a point within four kilometers of Roulers.

Twenty kilometers of the twenty-five was through the most devastated country imaginable. It carried us through the towns of Ypres, Zonuebeke and Passchendaele. The only thing one sees in the two last named that would cause you to realize that a thriving little town of five hundred inhabitants had been doing business there five years ago, is the name painted on a sign board at the roadside. For instance, along in the afternoon I decided that we must be nearing Passchendaele. I had my map but that didn't mean anything as it had been printed before the war. I expressed my opinion to my adjutant, who was marching with me. He seemed surprised and replied, "We just passed through the burg, didn't you notice that pile of brick back at the road crossing?" I was forced to confess that I had not, and was beginning to fear that the strain I had been laboring under the past two weeks had affected my powers of observation, when he added, "Well, there wasn't exactly any brick there but I saw some brick dust and a sign with the name on it." And I'll vouch for the correctness of his statement for as I drove through there a few days

later in an automobile I took particular notice of the place. Not one whole brick could be seen where five years ago many homes built of brick had stood.

Ypres was a small city of some 28,000 before the Germans and the Allies began to struggle for its possession, and while the Germans never really occupied the town after the third month of the war they made it practically untenable for anyone else. Of the many large buildings, homes, etc., of brick, nothing but a few dreary looking old walls remain to tell the story, and such a story of perfect destruction they tell. So perfect was the destruction that it is in a way sadly beautiful, if such a thing can be. No doubt in the near future you will see pictures of the place in the movies, then you will realize how very impossible it is to picture such conditions by pen. Along the 24 kilometer hike the roadside was strewn with the usual debris left by a rapidly retreating army, for the Germans had only been kicked out of their holes beyond Ypres ten days before. Dead horses, badly swollen, broken down wagons, artillery, an old tank here and there, fierce-looking things, half buried in the mud where they had been abandoned by their crews; trenches—miles of them—great massive concrete dug-outs, and strong points literally shot to pieces. I can say that there was not five square yards of ground to be seen anywhere that had escaped a shell hole. Trees, the bare stump showing, every branch having been shot away during the four years of bombardment they had undergone. New freshly made graves here and there—French, Belgian and English—recognizable by the helmet over the little mound. Our spirits were quite low by this time and I recall remarking to one of my officers at one of our ten-minute rests, "Cheer up, John, we will soon be out of this. I see signs of civilization," pointing to a little bush across the road on which could be seen a few leaves, and as a matter of fact the next hour brought us in sight of a few farm houses in the distance and to where the shell holes were quite recent. That night I established my P. C. in a house that had only been vacated by some German officer eight days before. He had believed in living, evidently, as there remained a real bed, mirror, stove, many chairs and other things that go to produce comfort. However, I refused to accept the comforts of the bed inasmuch as I had so far escaped the forced acquaintance of our little friend "cootie." I wasn't going to take a chance with even a German officer. I have noticed that "cootie" doesn't recognize rank and has displayed a special fondness for Germans. We remained here about six days. The regiment received some 900 recruits from the replacement depot, a fine class of young men from the Middle Western States, Kentucky, Indiana, Illinois, Ohio.

We were near Roulers, at a little place called Oostmenwerke—some name, eh?—had to look at my map to spell it—"Oost" is simply "East" in Belgic, don't see why the devil they didn't spell it that way in the first

## HOMeward CONQUERING HEROES COME

### ADDITIONAL LIST OF OUR "BOYS" RETURNED

#### MECHANICAL DEPARTMENT

F. T. Atkinson	M. R. McKemy
A. L. Estes	C. S. Binkiewicz
Jesse Gardner	T. R. Trujillo
D. J. Burns	T. L. Cassidy

C. R. Cunningham

#### ELECTRICAL DEPARTMENT

E. E. Peoples	Dan McDonald
B. V. Loftin	F. W. Warman
E. J. Oltman	N. Gilbert

Robert Nores

#### HOSPITAL DEPARTMENT

Dr. J. H. Hull  
Dr. W. W. Robles  
Dr. J. M. Burlew

#### MAINTENANCE OF WAY DEPT.

J. M. Gowanlock  
J. L. Smith

#### ACCOUNTING DEPARTMENT

Carl W. Hoefener

#### ENGINEERING DEPARTMENT

Wesley Z. Shaw  
George S. McClure

#### TRANSPORTATION DEPARTMENT

##### NORTHERN DIVISION

H. H. deZara  
B. C. Brock  
O. L. Reiser

H. B. Wilson  
O. L. Reiser  
Geo. C. Heaney

J. F. Sheley

##### SOUTHERN DIVISION

F. T. Blakeley  
C. J. Shaul  
C. A. Kelley

F. C. Williams  
J. H. Morrell  
M. T. Reed

##### WESTERN DIVISION

S. Jones  
F. E. Steele  
D. L. Lowen

W. J. Loudy  
P. A. Timm  
F. Irvine

#### LOS ANGELES FREIGHT HOUSE

A. G. Bennett

Paul Umberger

place. At this place we came across a priest who had "stuck it out" and who stated to my chaplain that he did not know the Americans had gotten into the war. Further on we found some who said the Germans had told them that America had only sent over a very few thousand (5 or 10) and still others who knew our actual strength, having found papers dropped by our aeroplanes. From here a day's march brought us to Isheghen on the 27th, we were closing up on the battle line, here we could see the observation balloons, and at night see the flashes of the artillery firing. Here on the night of the 28th I realized what it was like to hear that peculiar hum of the Bosche bombing plane so lazily flying about in the darkness overhead—such a sensation, one of suspense, and fear—would he drop it on our shack. The "Belgics" beat it for a cellar somewhere but neglected to give me the directions, so I put on my steel helmet, ha! ha! as an added protection, and went out into the street to watch and wait. I didn't have long to wait for he soon dropped them three in a bunch, and such a tearing crash—kind of long and drawn out crash. While I would have sworn he remained directly over me—and I suppose everyone else within five miles of there felt the same—his bombs fell harmlessly in a field some two kilometers away. A few minutes later he dropped three more still further away and I felt quite relieved to hear his motors growing less strong in the

distance. Next day I learned that was a regular nightly performance, trying to reach one of their own ammunition dumps they had been forced to leave in such a hurry that they had failed to destroy it.

The next afternoon I received a hurry call to Regimental Headquarters and found that our regiment was to relieve a French outfit in the line that night and that I had been selected to do the honors with the Third Battalion in support (Major Sutphen). We with the Colonels and a French Liaison Officer (who by the way while born in France went to school at San Jose, Cal. and speaks English better than I) were loaded into a big 7-passenger car and headed for the line to go over the situation with the French commander while the Brigade was hiking up with a guide. We stopped at the headquarters of the French Brigade to which I found myself attached, then on to the headquarters of the French Colonel—some headquarters, too—but here I was no longer fascinated with the thought of "going to war in a big automobile." It had all been "very charming" up to this point, but as we neared his P. C. a couple of 155s hit in the field a hundred yards away and I at once lost all interest in the beautiful scenery I had been admiring and woke up to the fact that the United States was once more at war. Every one else being in the same frame of mind we halted the old buss behind a farm house and there we left it to hike the remaining five hundred yards to the

Colonel's P. C. Here I learned after much "par-la-vou-ing" that I was to take over the sector held by a French Brigade, the 143rd Brigade Alpine Chausers, (Aped). The "Aped" meaning dismounted cavalry, or that they can march on foot as fast as their brother cavalryman can ride, or something to that effect, and believe me they can do it, for an hour later and dark as the hubs of hell, I had to follow two of them, guiding me to the P. C. of the Battalion Commander I was to relieve, on what seemed to me like a cross country race with me bringing up the rear. Many times I was all in but I dared not lose sight of those two fleeting forms or shadows that threatened to disappear at every stumble I made and there were many places the lines were only three hundred yards apart. I could hear the Bosche machine guns and if I lost those birds I know I'll never find my way back so I hung on for dear life, even though I felt they were themselves lost and heading straight for Berlin. Just then I heard a "halt"—yes, the Frenchmen say "halt" very much like our own sentries, and I heaved a sigh of relief.

The Division starts moving back to France on the 28th. Have had an awful time trying to get transportation. We go near LeMaus, about 150 "K" southwest of Paris. Hope to be on the road by Jan. 1st.

I take this occasion, though late, of wishing you, the company, and all my fellow employes, a Happy and Prosperous New Year.

#### CHAPTER IV.

I think my last letter ended just as I arrived at the P. C. of the Commander of the French Battalion I was to relieve that night (Oct. 29), so I will take up the story of our last fight from this point.

I was met outside by an interpreter—who fortunately was one of the very few who could speak a little English—and conducted into the P. C., which had been up until the past 48 hours the home of a well-to-do Belgian farmer, who finding the Germans falling back and bringing the battle line with them had gathered up his family and fled beyond the range of the Allies' artillery. I have noticed that the well-to-do Belgin generally did that, while the one of lesser means invariably took his family into the cellar and "stuck it out."

Here I met Col. (Lieut.-Col.) "Umpstump"—many French and English battalions are commanded by lieutenant-colonels—a very dignified person with a raft of campaign badges, Croix de Guerres, etc., adorning his chest, as was a long-pointed, well-waxed mustache his rugged face—the very picture of a typical French war chief—had been through many campaigns in French Colonies, wounded, decorated, cited and all that, dressed and polished to a "queen's taste." While I—a private's uniform that I had gone through the Argonne in, slept in for weeks, it seemed, as we had been traveling about two weeks ahead of our bedding roll—unshaven and all of that, looking the part of anything but that of a major

of the U. S. infantry—even though I introduced myself as such—however, that's another story. With the aid of the interpreter we soon went over the situation, which left nothing to be done except sit quietly by and await the arrival of my battalion, which was marching up under command of the senior captain and was due to arrive about 2:00 a. m., when the relief would be completed.

Major Sutphen of this regiment dropped in shortly afterwards. His brigade was to support mine. "Would we have dinner with the Colonel?" Most certainly we would—and some dinner it proved to be, soup, roast lamb, potatoes, carrots, cabbage, turnips, pickles, onions (small white ones), lima beans—like those we grow in California—and large delicious apples for dessert, followed by "Bo-Koo" wine and more wine, such a treat to us after living on "iron rations" for weeks. Why, after such a feed I believe Sutphen and I would have tackled the whole German army single-handed. Hereafter I'm going to advocate feeding soldiers to make them fight. While we were seated at the table Fritz managed to put a "75" through an adjoining outbuilding that came near spoiling the dinner so far as Sutphen and I were concerned. Of course we both jumped—we hadn't fully recovered from our experiences in the Argonne—then felt quite foolish, as we seemed to be the only ones at the table who had noticed the incident. Never even jarred the tips of the old file's mustache to any noticeable extent. From what I have seen of the Frenchman in action I would say that he hasn't the slightest knowledge of the meaning of the word nerves, and in addition that he knows better how to fight a war and derive more real comfort and pleasure from it than any nation on earth. Yet I do not say that I approve of that policy.

My battalion had been bombed by a Boche plane on the way up and their arrival was delayed until about 4:30 a. m. As it was getting light by 6:30 we had to "speed up" in order to get into position before daylight. The front line was some 800 kilometers in advance of the P. C. and the Boche line only 300 yards beyond that. I placed two companies in the line, relieving one French, and two in support at 300 yards, while the third battalion went in support of my brigade at about 800 yards. In getting into position we unfortunately ran into a "75" (German) and as a result lost two killed and one wounded in "H" company.

All day of the 30th our men amused themselves with sniping at the Huns every time they saw a movement across a little irrigation ditch held by the "Huns," and judging from the firing coming from across the ditch the "Huns" were having an equal amount of fun, with few casualties on either side.

On the night of the 30th about 8:00 o'clock I received orders to report to the regiment P. C., where I was handed orders for the attack, which was to take place early the following morning. For some unknown reason



**CAPT. O. L. McKEE**

**The Good Angel of the 364th who kept our boys so well fed and fit to fight**

the zero hour was not known at that time and I did not get the hour at my P. C. until about 2:00 a. m., when I moved my headquarters up to the right of the line, where I gathered all company commanders and went over my plan of attack with them. Remember, we were then and had been since arriving under more or less continuous shell fire. Just as I arrived on the line a complete section holding picket post had been wiped out. Sixteen men and one officer in an old shack were struck by a shell and 14 men wounded. (Co. "F.") The conference over, the C. O. of Co. "E" and his first sergeant were killed by a shell before they reached their Co. P. C., which started me off kind of bad. The zero hour was 5:30, and as we started the Huns laid down one hell of a barrage. Rockets went up from everywhere in our front, calling for a barrage, and it came. Seventy-five per cent of our men had not been in action before. We had received several hundred recruits at Roulers October 21—several new officers. At 5:30, dark as hell, shells bursting everywhere, air seemed full of them; support companies had to walk over dead to get into position and advance in proper formation. I'll tell you it was enough to take the pep out of an old "vet," much less the untried; but God! they are all alike—they went out and into it. A runner comes up, reports lieutenant (first) killed, also first sergeant of same company, leaving a second lieutenant with less than a month's commissioned service in command of the company. Wounded

coming in all the time, but lines still moving forward. Another runner reports lieutenant (first) wounded. They are carrying him in. He sends for me. I was out behind a mound of earth where I could follow the advancing lines and see the progress made as they moved forward. The brigade was in columns of platoons in waves 200 meters distance, and would require 40 to 45 minutes to pass me. I went in. All John said was: "I just wanted to say, Major, that I wouldn't have come back if I could have walked," and he said it in such a simple, childish manner that it was touching. I told him it was all right, patted his head and went out. Two surgeons were working over him. I could see a hole in his back that I could easily have put my hand into. He had been struck by a piece of shrapnel. A few minutes later my adjutant came to me and reported that Lieutenant — of the same company had been wounded—shot five times—which left this company without an officer. The adjutant knew as well as I what was coming. He also knew that he didn't have a 50-50 chance of reaching that scattered company through that hail of shells, and in the instant I hesitated I felt that I was sending him to his death, but only an instant—for it had to be. I had raised him from a pup, in a military sense he and Lieutenant — were of my old company, but it was war. I told him to take command of "H" company. He saluted in the most dignified military manner and passed on out. I watched him for a few minutes as he went about his work in such a fearless, courageous manner to inspire the men to follow. He was shortly afterwards struck in the face by a piece of shrapnel, which tore away a goodly portion of his lower jaw, chin and tongue. However, he writes me from a British hospital that the surgeons are building a new face for him and that in six months one would not know he had been injured. A new second lieutenant who had arrived was sent to take command. We soon had the line moving, and by nightfall had pressed them back about two kilos, after meeting stubborn resistance all the way. My adjutant (former), one captain and several men received the Belgian Croix de Guerre for their splendid day's work.

That night one of my companies found a party of seven Huns in a hole they had dug not 25 yards from their lines, just on the crest of a little hole. They killed one, took the remaining six prisoners. Seems that the Huns had remained by their machine gun too long and were afraid to attempt to make their get-away. Several German prisoners had been taken that day and many killed and wounded on both sides. On one prisoner we found a bulletin from the brigade commander dated the day prior announcing the arrival of the 91st division U. S. troops before them, and saying that we would attack the next morning; also offering 18 days' extra leave to each man that took an American prisoner—an example of their wonderful spy system. So far as I

have been able to learn the only Germans that received a leave on account of that fight were those we took prisoners and those who went to the "happy hunting grounds" and hospital.

We were relieved next morning by the 361st infantry, who the next morning (Nov. 1- advanced ten kilometers without firing a shot, every Hun son of a gun having pulled out for the river Scheldt sometime during the night. My regiment followed in close support in what was the most wonderful advance in history. I hoped it would continue without end. Through farm and village and not a shot to be heard; little children playing in the streets. It was quite warm, and some of the men stopped to have a glass of beer—can you imagine it? Along about noon the play ended and we got down to business. The 361st had run into their rear guard. Here they lost their colonel, (who drove to battle in his auto) and a brigade commander with whom he was talking. Here we also dug in to hold until the engineers could get pontoons across the river, as all bridges were down. We were withdrawn on the 4th and again placed in the line on the morning of the 11th, when another attack was to be launched. The signing of the armistice on that date was the means of saving my life. No man could go through many such battles and live—of that I am fully convinced.

The division marched in the direction of Brussels for several days, then countermarched to a point near the French border, where we were held for a month awaiting transportation to this point, 150 kilometers south of Paris. We are under orders to sail for the States some time in February, so hope to see you all soon. I was just handed a seven days' leave (outside of travel) which I'm going to spend in the south of France.

Truly,  
EDMONDS.

PE

Sergeant F. E. Billhart, formerly traveling passenger agent, but at present with Co. A, 337th Bn. Tank Corps, in France, writes to Mr. Smith, G. P. A., under date of Jan. 13th, announcing his continued good health and the hope that within a few weeks he will be en route for the good old U. S. A. "Bill" did not arrive in France in time to take an active hand in the big mix-up, and relative to that subject he says: "Before leaving the States I was a corporal and acting company clerk, and was made a sergeant shortly before leaving. A sergeant in the Tank Corps is supposed to be a Tank Commander, but we have had very little training along that line, so am not able to tell you much about it. About all we have had is machine gun practice in the tanks, but no battle formation. From what I know now about the tanks, guess I am very lucky that the war ended, as it sure would have been soft music and flowers for me. Henry Eggert is with the 302nd Tank Corps, which is located at Bourge, one mile north of Longeau. I see him every week or so."



**PAUL UMBERGER**  
Just Returned to the Freight Department

#### HARRY MARLER IN BELGIUM

We have waited a long, long while for an interesting letter from Harry O. Marler, who before going to Uncle Sammy was Traveling Passenger Agent of the road. He went first to American Lake where he first served on the Military Police, then become Sergeant, and has graduated in France as Sergeant-Major of his regiment. The letter from Marler came last week and is one of the most interesting we have received during the war and will be read with great interest by not only all who knew him personally here but by every member of our big family. His letter is dated from Rousbrugge, Brussels, Dec. 31st:

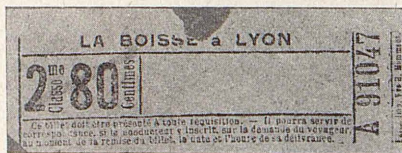
"I will try and give you a little account of my sojourn over here from the time I left Camp Lewis, June 27th, 1918. We had a great trip across the continent, and stopped off in Chicago for some little time, where we went to the Y. M. C. A. and had a plunge, and from Chicago went direct to Camp Merritt, N. J. Along the road we were met at every town by the Red Cross or some other organization interested in War Relief. We stayed at Camp Merritt, New Jersey, until July 13th, embarking from Pier 13, Hoboken, N. J., on the S. S. Adriatic, the convoy consisting of thirteen ships and a cruiser, so you can see that our division started out under the unlucky thirteen, but you will see from my story that we have scattered superstition to the four winds. The S. S. Adriatic is one of the largest of the boats plying across the big

pond, and they were all wonderfully camouflaged. In the convoy were the Great Northern and the Northern Pacific, the large boats that used to ply between the Pacific Coast and Honolulu, but with their camouflaged sides and funnels, were hardly recognizable. After we left behind the Statue of Liberty, we were followed for two days by aeroplanes and dirigibles, the dirigibles being attached to dirigible boats, so you can imagine that I was prepared to see an exciting trip across; however, outside of one or two storms at sea, and the funeral of a boy that had died aboard ship, there was not much excitement. The funeral aboard ship was certainly a sad affair. The boys clambered all over every conceivable object to view the ceremony, and consequently, the Military Police got lots of work to do right off the bat. We were compelled to wear our life-belts all the way over, a courtmartial offense if we didn't, and had regular boat drills, which were to prepare us for our course of procedure in case we were attacked by submarines. This all helped to make it a little exciting, especially when we were in the different danger zones.

We arrived safely at Liverpool on July 26th, and entrained immediately for Southampton, at which point we laid over at a camp, where we were supposed to have a three weeks rest. It was called Rest Camp No. 1—well we hiked with our heavy packs for about an hour through sweltering heat, and were prepared to take a much needed rest, but had only been there three or four hours, and during which time we had been kept busy at this or the other thing, when we received orders to pack up and get on our way. We departed for Le Havre, France, on July 28th, and, in crossing the English channel, I noticed the S. S. Yale, which formerly ran between Los Angeles, San Francisco and Seattle, and the old boat sure reminded me of home. Certain sections of the channel were full of mines, and, of course, we had quite an exciting trip across, and, being unable to have lights of any kind, we anticipated something doing almost any minute. We were packed on the boat like cattle. However, we arrived safely. We went to Rest Camp No. 2 at Le Havre, and stayed there for two or three days, leaving there in cars, eight men to a compartment, and at night we were obliged to sleep four in the racks on the side of the walls, and four on the seats and floor. We passed near Paris and rode along the river Marne, through Langres to Andilly, arriving there about 6 p. m., July 21st, where we bivouaced for the night along the railroad track. Early the following morning we marched from Andilly to Montigny-le-Roi, at which point we stayed until September 6th, outfitting the company and receiving our Field equipment. On September 6th we departed from Montigny-le-Roi, and marched to Foulain, a distance of approximately twenty-four kilos. On September 7th we entrained in box cars (45 in a car). We arrived in Gondrecourt the same day, at which place all of our horses were issued to us. We remained here

until the 11th of September. Here was located a large training school for officers, and it was a common matter to walk down the street, saluting an officer ever second. We left Gondrecourt for Sourcie, marching a distance the first night of thirty kilos, and during a heavy rainstorm. We always hiked at night, never starting out for our bivouacing area for the night until about 8 o'clock—this on account of the constant danger of aeroplanes hovering around, getting our bearings and shelling roads. We arrived at Sourcy the night the St. Mihiel drive started, and afterwards found out we were in reserve. Of course the front lines were a great distance off, but we could hear the distant roar of the cannons and the volcanic glooms of the sky ahead of us. The barrage lasted all night long and more shell was fired this night by our army than had been fired by the French during the whole four years of the war in this sector. We stayed here a day or two and then left for Vavincourt via a large town called Bar-le-Duc, staying here for a few days and then left for a hike of thirty kilos to a town called Evers—this is one hike we will never forget—we all had heavy packs, and amid a pouring rain started out about 9 p. m. I was fortunate enough in having received a motorcycle side car at Vavincourt, and can consider myself pretty lucky, however, I was kept pretty busy going on ahead of the column and driving back and forth trying to find our objective bivouacing point for the night—there was such an absolute secrecy about every movement we made that one often just had to work on his own initiative and figure things out for himself, but I will venture to say that even the officers didn't know whether we were on our right road or not, but we kept on, every once in a while stopping to rest and to read sign posts along the road, but at 1 a. m. were none the wiser—the fellows hiking were in anything but the best of spirits, but we had to be off the road by 5:15 a. m., at which time the daylight appeared, and marching troops on the open road after this hour would under no circumstances be allowed, so, hoping by that time we would reach our objective point, they kept us on and on—all the time ahead of us the big guns kept belching forth, the sky a mass of red—rockets going here and there over the lines. We passed through several towns enroute that were completely pulverized, which brought us to the realization that we were finally reaching the front lines, a time we were all looking forward to. We finally landed at a little town about 5:30, and after a lot of hesitating and debating the higher ups decided to march the poor tired fellows back to some woods, at which place we should have stopped earlier in the morning, and they lay down for a much needed rest. In the afternoon they hauled us to Autrecourt, a town where we all got our first taste of cooties. Here we saw our first aeroplane battle, and it was some sight, our planes and our allies chasing the Boche plane back to his nest. We left this town for Hill 290, stopping for a few hours at Aubreville, which had been shelled

1 <sup>er</sup> Cl <sup>o</sup> des Omnibus et Tramways de Lyon		
17	Belmont	0.05
18	Pont de Chéroy	0.10
19	Lorette	0.15
20	St-Romain-de-Bonpas	0.20
21	Grégoire Est	0.25
22	Grégoire Ouest	0.30
23	Grégoire Nord	0.35
24	Grégoire Sud	0.40
25	Grégoire Est	0.45
26	Grégoire Ouest	0.50
27	Grégoire Nord	0.55
28	Grégoire Sud	0.60
29	Grégoire Est	0.65
30	Grégoire Ouest	0.70
31	Grégoire Nord	0.75
32	Grégoire Sud	0.80
33	Grégoire Est	0.85
34	Grégoire Ouest	0.90
35	Grégoire Nord	0.95
36	Grégoire Sud	1.00
37	Grégoire Est	1.05
38	Grégoire Ouest	1.10
39	Grégoire Nord	1.15
40	Grégoire Sud	1.20
41	Grégoire Est	1.25
42	Grégoire Ouest	1.30
43	Grégoire Nord	1.35
44	Grégoire Sud	1.40
45	Grégoire Est	1.45
46	Grégoire Ouest	1.50
47	Grégoire Nord	1.55



Which would you want, a "gat gun" or a bucket of honey if you had to make your passengers show these tickets every time the car stopped, and had to separate your load into about three grades and make 'em sit according to grade.

that day by the Germans, and while resting there, some shells came over us, and I can't explain to you just the feeling I had—I was scared, of course, anyone would be to hear those enormous shells whizzing through the air, its loud shrill whistle and finally its mission fulfilled—the explosion and bursting—no I wasn't scared—OH! NO! but it only led me on as well as the rest of us more eagerly to get at them. Well, we finally got to Hill 290 in the Forest de Hesse, where we bivouaced, and I was fortunate enough to find a good dugout at the top of the hill for an office. It was infested with rats, some of them as large as cats—they had been occupied by the French for four years in their endeavors to drive the Germans out of this territory—they gave it up to us entirely and we moved in on the 20th of September. There was considerable enemy artillery fire between the 21st and the 23rd, the majority of shells, however, lighting in towns about four or five miles off, Clermont en Argonne and Parois, and on Sept. 25th the enemy started a bombardment—this was about 5:30 a. m., and I cannot tell you how this, our first bombardment by the enemy, startled me. Every second a big shell coming over, its whistling noise being heard many miles away as it approached nearer and nearer. On this hill was an observatoire, and through it could be seen the towns of Varennes and Cheppy, both occupied by the Germans, but I must confess I could not distinguish a single Boche—he must be pretty good at keeping concealed—at 11 p. m. this night we started a bombardment, and at 2 a. m. increased it (IT WAS SOME NOISE) and at 5 a. m. our boys went over the top, driving the enemy out of territory they had occupied for four years. I shall never forget the sight of our guns firing—the intense noise and the terrible congestion of traffic; ambulances, ammunition, artillery

of all kinds and marching troops. The firing was very intense until noon, at which time the infantry reached their objective in good shape, and advanced to a few kilos of Very, however, there were some casualties. We moved on that night to the Bois de Cheppy, where we established our post command and where we remained until the 29th. Here many prisoners were brought through and our wounded were evacuated on litters by these prisoners, to nearby aid stations. I had heard so much about the wonderful dugouts the Germans had in these woods that one day I set out to explore some, and it was sure a sight unbelievable—all modern improvements—telephone system, tile floors and tile walls, bathrooms, pictures—War was home, sweet home to them. On the night of the 29th, we moved up to within a few hundred yards of Epinonville, where we bivouaced until October 3rd—here we were constantly under heavy shell fire, and on the 30th of September, a day long to be remembered, three men were wounded and six horses killed—we were just standing in line for mess, about 4:45 p. m.—the Boche had evidently had their range set on it, and only missed it by a few feet, or there would have been a hundred or more killed—three shells burst right within a few feet of us; previous to this there had been an air battle in which the allied planes had brought down a Boche, and about 6 p. m. four enemy planes flew over, circled about and dropped any number of bombs, they lighting across the road from us mostly, killing about eighteen men and several horses. We endeavored to mangle their machines by firing our rifles, pistols, but they kept out of reach, even our machine guns couldn't reach them—there were no anti-aircraft guns here in this sector, so we were helpless. That night we were gassed several times, and it was anything but pleasant to lie there in our

tents, listening to the shrill siren, and the guns fired by the different posts on guard, a sign of gas, with our masks adjusted tightly to our heads. Well, the next day, the higher ups got their heads together and thought we were in a pretty dangerous place, so orders came to move back a little farther, as the Germans by this time must have had a pretty good idea just how to get their range after these four planes had circled around above us for about a half hour taking pictures of our bivouacing area perhaps, which was unprotected entirely from foliage, etc. It was good news to know we were going back a little ways anyway, as that night surely the Germans were figuring on having a nice party with us. So we started back, and after traveling about a couple of hours, a courier came riding along, announcing that our Division had been relieved from the lines and were returning to a rest area. This was a rumor again we thought—we heard from at least one million to two million per day all the time, so no one believed anything they heard, but it was finally confirmed, and we were relieved to go back to a rest area—the ninety-first Division had done itself great in driving out the enemy, and were entitled to a rest—the battle lasted from September 26th to October 4th, and was called the Meuse-Argonne. I learned from some of the boys who had to go back to our bivouacing area to pick up stray horses and look after the dead, etc., that our camping place the morning after we left looked like a piece of Swiss cheese—just one mass of shell holes, so it was fortunate we left there when we did. The Germans had it in for us right from the first—they knew we were a fighting lot of Yanks—the Wild West Yanks—and in some confidential papers I was privileged to see during the war, I noticed a copy of some German documents belonging to an officer of high command, who had been captured, which document contained the following sentence: The Ninety-first Division is on our right, so you can see that they had us in mind anyway.

We moved back day by day, getting finally out of the battle area, away from the No Man's Lands and back into civilization, far away from the roaring guns and shell streaked skys, and I can assure you it was certainly appreciated by yours truly. We finally arrived at our rest area, and thought we would have a good long rest, but had not been there long when we received orders to move—where, none of us knew at that time, but after traveling for three days in box cars, loaded in like cattle, but passing through some very beautiful country, and also some very historical country, Chattieu-Thierry, Noisy-le-Sec, Calais, Dunkerque, Dixmude—Dunkerque is on the North Sea and this town was the recipient of shells from Big Bertha, the 75-mile range guns you heard so much of. They claim the concussion from these guns would be registered at Washington, D. C., over in the States on the recording instruments. They claim the flash of this Big Bertha could be seen this distance, and as it only fired once

per day at regular time, when this flash was seen, the posts on duty would phone in to Dunkerque, warning them, when the sirens would start, and the people would swarm to the caves. Dunkerque was noted for the number of air raids it received—a total of five hundred and ninety-three raids having been made on it—they tell the story of a building being bombed one night, next day cleared away and another one built—this might seem a little exaggerated but it isn't—there is nothing that can be exaggerated upon in this terrible war. After leaving Dunkerque, we hiked to our bivouacing place for the night which turned out to be our usual dirty dugouts, infested by big rats, and the next day (this was about the 21st of October) we continued our hike, marching over the worst No Man's Land the war has ever produced—it is called the world's burying ground. The St. Jeans d'Ypres sector (Belgium.) This comprises the Flanders front, the famous Paschendale ridge, Messines ridge and Vimy ridge—here in August, 1917, in one month alone, the British alone lost 27,000 men killed—those must have been terrible days—here the Germans used for the first time gas—the English were unprepared for it, and it is plainly to be seen from the burying grounds—they are just piled up—they didn't have time to bury their dead—every here and there legs and arms are sticking up—this gas turned the body a dead black, and in talking with some of the Englishmen that had been through it, it must have been hell in all its meaning. Never have I seen so many shell holes—large enough to hold a good sized bungalow, and some of them would hold a couple. All kinds of big tanks demolished. Ypres, a city of fifty thousand, is now a pulverized mass, as well as all the other small towns in this vicinity—all there is left to show that a town once existed is a signboard. We stayed here and there in different towns, that is, what remained of the towns, getting more cooties all the time and with nothing very much exciting happening—we were on our way to the front lines which we would reach in about a week, hiking for a day or so and resting two or three, visited by night by the enemy aeroplanes, which kept us at a pretty high pitch, until one night while we were billeted at a town called Waereghem, after we had finished our supper and were preparing our beds for the night when I heard a fluttering noise of motors overhead. This house we were in was a great large place, that had formerly been occupied by a veterinarian, and who had been taken along by the Germans when they retreated a day or so before we arrived there. It was of a white color, and must have showed up pretty plain to the planes over us—all of a sudden the lights went out—I say lights, but I mean one candle here and there, protected by heavy curtains on the inside and wooden shutters on the outside of the windows to keep the lights from showing on the outside. I remember I was standing near a door, and stayed there, thinking the falling walls would not injure me as much by having the door as a protec-

tion, but all I could hear was the falling glass—in a few minutes it was over with and as soon as I secured my speech, I asked in regard to the other fellows who had been in the room with me—they were all there and uninjured, but had it not been for the heavy linen curtains, we all would have been cut pretty badly—then someone yelled gas, and I couldn't find my mask—now it was impossible to even light the candles as the windows were unprotected from the planes' sight, so I fumbled around, and thanks to the fact that it wasn't gas—it was just the odor of the falling plaster mixed in with a little bit of imagination. We then began to look for the rest of our men and found several missing—through the piles of debris we searched and searched, finally finding a dead body, which afterwards turned out to be one of our cooks and a boy that had come up with me from Los Angeles. We then found two or three more, who happened to only be wounded, although severely. This incident made me realize more and more that our mission must be fulfilled, as it did all the rest of the boys. The next day we moved on, continuing to stop here and there on our way finally billeting at a place called Grotenkerr Farm not far from Audenarde—here the last battle between the allies and the Boche took place. This battle we also have to our credit, called the Lys-Scheldt, October 31st-Nov. 4th. Here at this place we first heard the joyful news of Finerre le Guerre. We proceeded on to Audenarde and all one could hear Finierre la Guerre (meaning the war is finished)—band concerts by our different company bands—the first music I had heard for five months outside of the music of the shells—some music. We were bivouaced or rather billeted in Audenarde in an old castle occupied by some baron or other, who was also picked up and taken along by the departing Germans who had used it for their own during their four years of occupancy—it contained some wonderful paintings and tapestries. We stayed here quite a while and were looking for orders almost every day that we were to be in the Army of Occupation, but they did not come, so we started on another long hike, where, we did not know—just figuring from day to day where we were going and what we were to do—we finally, after circling around and around got back to Iseghem, a town we had been in just previous to our last battle, so I figured we were going back and probably on our way home—we proceeded on to Roulers where we stayed a few days and from there we hiked to Denterghem. While at Denterghem, fearing I wouldn't get a chance to see such a place again, took a day off and went to Brussels, about forty miles away, and my only regret is that I could not spend more time there. Was unable to get to Ghent or Antwerp or the battlegrounds of Waterloo, which Napoleon lost to the Duke of Wellington. At Brussels I saw an enormous cathedral, and went in to view it, and found the people at mass—the place was so enormous, the ceilings so high, I felt almost a pin.

These countries all belong to the same faith, practically, the Catholic, each town having but one church which is entirely out of proportion to the town—a little village having an enormous cathedral looming up. During my trip to Brussels, I happened to be the only American soldier there, and as they had seen very few, most of the boys on their march to the Rhine going through the outskirts, or some other route, and naturally I was quite a curiosity to the populace, and the kids would tag along at my heels yelling American, American. Brussels is a city now of a million population, and their cafes and hotels are great places to visit—and while at one of the largest cafes, was the recipient of quite a few remarks and glances, being the only American there. It was surely wonderful to see the beautiful women and I can now see where all our styles in America come from—I have heard that Brussels has a little bit of an edge on Paris—have heard this from fellows that have been in both places several times. I expect to get leave of absence soon, as I learned the other day we are leaving this little town of Rousbrugge, Belgium, for LeMans, France, where we hope to receive sailing orders for home. While there, I am going to endeavor to see Paris and also go over to London.

Well, we are leaving here for Over There with three battles to our credit, about which I have told you, and also will have six months overseas service credited to us, so feel we have done our bit and are ready to depart for home.

Have seen considerable of Major Edmonds as well as Capt. McKee, and they are fine and send their regards.

PE

### IS HE LONGING FOR HOME?

George Sleeper is having "some railroading" over in France, but notwithstanding the fact that he is a very busy guy he is beginning to long for the old home and the road of his former days. Here is what he wrote to his old boss:

"Just a line to let you know we Pacific Electric boys over here are doing our bit railroading, and railroading with the French is some fun. Something new every minute. The war is over now, and on just that account railroading has become all the worse for us.

It is nothing to run from station to station with flat wheels and running a chance of leaving the irons. The roadbed is all run down. We have got our own cars and locomotives here now, and the poor little French cars or wagons as they call them are sure going to the rip track fast. They put one or two of these said cars in with our train and after we make a trip the poor little things tie up for a long rest.

Well, Mr. Davis, give me the good old pike back and I think I will try and stay. All we boys wish we were back, and I think we will be in a very short time. I really do figure I will be with every one of you again in July. I will be sure then that I will

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

Passenger Revenues .....	\$627,966.78	
Freight and Switching Revenue.....	218,516.16	
Other Revenue .....	42,477.20	

Total Railway Operating Income.....\$888,960.14

### OPERATING EXPENSES

Way and Structures:		
Wages .....	\$ 59,877.42	
Material and Supplies.....	43,849.72	103,727.14
Equipment:		
Wages .....	68,037.65	
Material and Supplies.....	36,182.05	104,219.70
Power:		
Wages .....	19,779.95	
Power Purchased and Material and Supplies.....	76,718.88	96,498.83
Conducting Transportation:		
Wages .....	281,238.33	
Material and Supplies .....	26,125.08	307,363.41
Traffic:		
Wages .....	4,375.96	
Advertising and Material and Supplies.....	11,832.37	16,208.33
General and Miscellaneous:		
Wages .....	35,920.14	
Injuries and Damages and Material and Supplies..	34,049.77	67,969.91
Transportation for Investment—Credit.....		2,712.53
Total Railway Operating Expenses:		
Wages .....	467,229.45	
Other Charges .....	226,045.34	693,274.79
Revenue Less Operating Expenses.....		195,685.35
Depreciation .....	22,639.78	
Taxes Assignable to Railway Operations.....	117,942.64	
Total Depreciation and Taxes.....		140,582.42
Railway Operating Income .....		55,102.93
Non-Operating Income .....		5,270.03
Gross Income .....		60,372.96
Interest on Bonds and Other Debt.....	279,121.05	
Rents and Miscellaneous Income Deductions.....	25,006.69	
Total Deductions .....		304,127.74
Net Loss .....		\$243,754.78

H. A. CULLODEN, Auditor.

Los Angeles, California, January 20, 1919.

### ACCIDENTS DURING JAN., 1919, AS COMPARED WITH JAN., 1918

	Northern Division		Southern Division		Western Division	
	1919	1918	1919	1918	1919	1918
Interferences with vehicles.....	89	68	43	42	55	53
Collisions and interferences with cars .....	4	12	6	4	3	2
Persons struck by cars.....	7	5	7	6	2	3
Derailments .....	12	8	9	1	9	2
On and off moving cars.....	17	25	17	14	25	29
Miscellaneous .....	18	20	25	19	22	15
	147	138	107	86	116	104
		1919	1918			
Interferences with vehicles .....		187	163	14.7%	Increase	
Collisions and interferences with cars.....		13	18	27.8%	Decrease	
Persons struck by cars.....		16	14	14.3%	Increase	
Derailments .....		30	11	172.7%	Increase	
On and off moving cars.....		59	68	13.2%	Decrease	
Miscellaneous .....		65	54	20.4%	Increase	
		370	328			

be able to make a round trip without the fun of a torn-up track.

The present address of the writer is

Pvt. Geo. E. Sleeper, 3 Co. 14, Grand Division, R. R. Transp. Corps, A. P. O. 718, France.