



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 4

LOS ANGELES, CAL. JULY 10, 1919

No. 2

## THE DEAN OF THE SERVICE RETIRES

**A**FTER forty-five years of active, intensive service with the Southern Pacific Lines and the Pacific Electric Railway, Mr. J. McMillan, General Manager, retired on July 1st, 1919.

The announcement officially was made on June 20th by President Shoup in the usual formal manner and to the mind of an uninterested party would probably compass all that was necessary in connection with the affair, but to the Pacific Electric Family, the incident means much more, notwithstanding the fact that while retiring from active duties. Mr. McMillan really remains with us due to the fact that he will be engaged for a portion of his time at least directing the activities of another company. His retirement means the laying aside of many strenuous duties that he has carried for years as the chief operating official of this company, to take up a lighter burden. To a man of the type of Mr. McMillan, idleness is an unthought of, impossible thing; for despite the years of endeavor or the fact that he has probably reached the three-score span of life, he is still rugged, energetic, optimistic and effective. The truth of the matter is that he has reached the time of life when conservation of his energies is to be considered and the remainder of his business career is to be directed along paths of more ease than those traversed in former days.

The service record of Mr. McMillan, is, to the mind of the writer, one of remarkable achievement. A guide-board that might well be adopted by the young men of today who might at times falter in the struggle for a place in the world. From the time Mr. McMillan entered the service of the Southern Pacific Lines at the age of fourteen years he has been continuously on the pay roll of that company with one month gap in the record, and in the record there is not to be found one step backward. It is the record of achievement of a fourteen-year old boy who had to make it by his own individual efforts, and the reading chorologically should serve as a powerful stimulus to our boys and convince them of what may be accomplished by application, loyalty and perseverance.

To a large number of our older employes, the retirement of the "dean of the service" will seem as a personal loss. During the earlier days of the Pacific

Electric, before we grew to such large proportions, the bonds of acquaintance were very much closer than they are at the present day and those earlier acquaintances have grown with the years into strong bonds of friendship. While always "strong" on discipline, there has never been a time but that any employe might reach him, present his case, and receive justice at his hands.

It was only those "hitting the ball" that had reason to fear his wrath. It was a well-known fact that he was always for the "under dog" and a sturdy champion of fair play.

The active presence of Mr. McMillan is going to be missed by all, and very much so by many who have worked with and for him for years; and chief among them are not a few who will remember with much gratefulness hard places along life's highway that he has tided them over not only with words of encouragement and cheer, but with his own personal financial means. He has been not only the Dean of the Corps, but has in reality been the Pastor of the flock; and now—he has been promoted; he has become Pastor Emeritus.

Following is the chronological service record of Mr. McMillan:

Sept., 1874 — Messenger and general utility boy around station of the H. & C. at Kosse, Texas, where he was employed in this capacity for one year.

Sept., 1875 to Sept., 1878—Promoted to handling freight, baggage, selling tickets, and studying telegraphy; also at Kosse, Texas.

Oct., 1878, to Dec., 1878—Extra clerk and telegrapher at Harwood, Texas, on G. H. & S. A.

December, 1878, to February, 1880—Clerk and telegrapher at Weimar, Texas, on the G. H. & S. A.

February, 1880, to March, 1880—Night ticket clerk and operator at Harrisburg, Texas, on the G. H. & S. A.

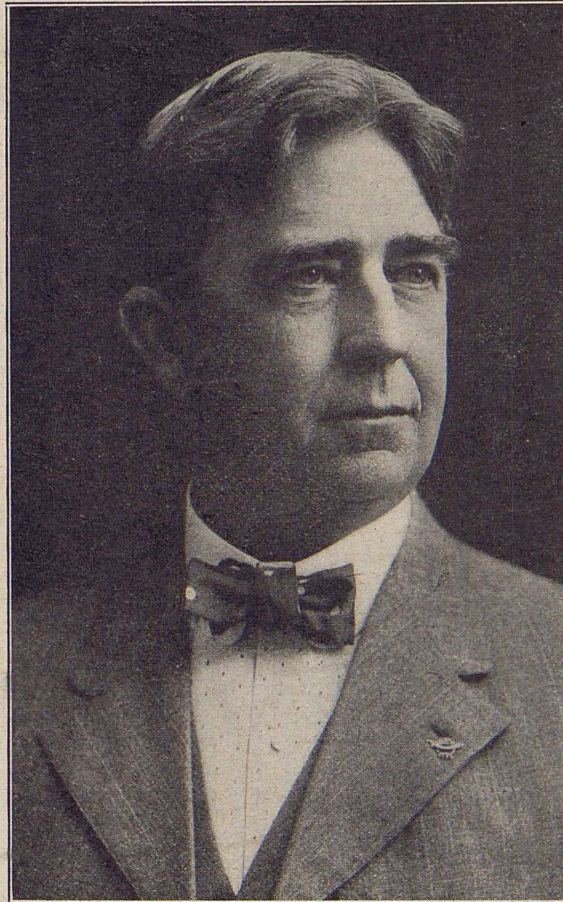
March, 1880 to October, 1881—Agent and operator at Rosenberg Junction, Texas.

October, 1881, to February, 1882—At Honda, Sabinal, Uvalde, Eagle Pass Jct., as terminal agent at front of M. & P. extension, opening stations, etc.

February, 1882, to November, 1888—Agent at Flatonia, Texas, on G. H. & S. A.

November, 1888, to July, 1889—Dispatcher's operator and extra dispatcher at San Antonio, Texas.

July, 1889, to October, 1889—Depot Freight Agent at



J. McMILLAN

San Antonio, Texas, with G. H. & S. A.

October, 1889, to October, 1893—Commercial Agent at San Antonio.

October, 1893, to October, 1894—Commercial Agent and Acting Ticket Agent at San Antonio.

October, 1894, to September, 1900—Passenger and Ticket Agent of city and depots at San Antonio.

September, 1900, to March, 1901—District Passenger Agent, G. H. & S. A. at San Antonio.

March, 1901, to April, 1903—Division Passenger Agent of G. H. & S. A. at San Antonio.

April, 1903, to May, 1903—Chief Clerk and Assistant to Vice President and General Manager of the Pacific Electric Railway at Los Angeles.

May, 1903, to June, 1904—Chief Clerk and Assistant to the President, H. E. Huntington, of the Pacific Electric Railway.

June, 1904, to April, 1906—Traffic Manager of the Pacific Electric Railway.

April, 1906, to July, 1908—Traffic Manager and Superintendent of Transportation of Pacific Electric Railway.

July, 1908, to February, 1911—General Manager Pacific Electric Railway and L. A. I. Railway.

February, 1911, to September, 1911—General Manager of P. E. Railway; L. A. P. Company; L. A. & R. Ry.; San Bernardino Valley Traction Co.; Redlands Central Railway; Riverside & Arlington Railway.

September, 1911, to July, 1919—General Manager Pacific Electric Railway (Consolidated Lines).

PE

### WITH US AGAIN

Members of the Passenger Department, as well as hundreds of other friends throughout the Pacific Electric, have been putting in much of their time the last day or so, welcoming and rejoicing over the return of the battle scarred warrior, Harry O. Marler, just returned from overseas.

Harry has been through it all, and should be able to tell many interesting stories to the boys. He was formerly a member of the 316th Engineers in the 91st Division.

He expects to return to the Passenger Department some time this week to resume his duties as senior traveling passenger agent.

PE

### THE DEATH BATTALION

The famous generalless was rallying her wavering troops. "Women," she cried, waving her suffragette hat aloft, "women, will you give way to the mannish fears?"

A faint murmur ran through the lines, but still they wavered; whereupon the generalless played her last card.

"Women!" she shouted fiercely, "will you show the white feather in a season when feathers are not being worn?"

The effect was magical. "Never!" roared the troops, and with a cheer they once more hurled themselves upon the foe.

## Transportation Department Meetings

### Western Division Transportation Meeting

Los Angeles, Cal., June 13th, 1919.

The regular monthly Transportation meeting of the Western Division was held in the Auditorium of the Pacific Electric Club at 8:00 p. m. on the above date.

The business session was preceded by a short musical entertainment, which was very much appreciated. The meeting was called to order at 8:40 p. m. by Chairman W. L. Jenks.

The attendance numbered about 35, including General Superintendent Annable, Asst. General Supt. McPherson, Supt. Davis and Asst. Supts. Clark and Belt.

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

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

In the absence of Supt. White, who was to report on this matter, Asst. Supt. Clark stated he could not say as to what Mr. White's report was to be and matter was carried over to next meeting.

Mr. Pierce asked to be informed as to when the proposed rules governing seniority of trainmen were to be voted upon by the men. He said he understood that discussion of these rules, so far as the Western Division was concerned, was completed at last meeting.

Mr. Annable stated that the rules were still up for discussion by both the Northern and Southern Divisions, but that he hoped this discussion would be completed at the June meeting, when the proposed rules would be re-written to include the changes and additions recommended by the men and would be submitted for a vote. He thought this would be the latter part of this month.

Mr. Jenks brought up the question of cars equipped with motorman's cabs being used on the Sawtelle line, and asked if 550 and 800 class cars now on the Western Division were to be changed to bulkhead cars instead of cab cars.

Mr. Annable stated that no more of these cars were to be equipped with cabs but with bulkheads instead. He agreed with Chairman Jenks that cars fitted with motorman's cab were not very convenient for local service. Asst. Supt. Clark said he would arrange to keep these cars out of the Sawtelle service.

There being no further business, upon motion of Mr. G. T. Galvin, seconded by Mr. Brown, the meeting adjourned at 10:20 p. m.

### Northern Division Transportation Meeting

Los Angeles, Cal., June 17, 1919.

The regularly monthly meeting of

the Northern Division trainmen was held in the Auditorium of the Pacific Electric Club at 8:15 p. m. on the above date.

The business session was preceded by a short entertainment consisting of two musical numbers and some very interesting card tricks.

In the absence of Chairman Selk, also Secretary Grace, Supt. Bradley, after conferring with some of the men, requested W. T. Snyder to act as joint Chairman-Secretary for this meeting only.

The reading of the minutes of the previous meeting was waived and the matter of Unfinished Business was immediately taken.

This consisted of a further discussion of Paragraphs 3, 5 and 11 of the proposed seniority rules.

Superintendent Bradley stated that it was the desire of the management to submit these rules to the men for vote at as early a date as possible, that he understood the Western Division had finished their discussion and were ready for vote, and that he hoped the Northern Division would be able to finish their discussion at this meeting. He asked the Secretary to read Paragraph 3, the first paragraph for discussion, concerning two seniority lists, one for freight and one for passenger men.

Conductor Barron read a statement of some length, which he had prepared, setting forth his views on this subject, and in which he advocated one seniority list for both passenger and freight service. He followed the reading of his statement with a motion, "That Paragraph 3 of the proposed seniority rules be changed to create one list only for both passenger and freight service." The motion failed for want of a second.

Conductor Aney stated that Paragraph 3, as proposed and as at present in force, was satisfactory to him, that he had talked with a number of the men and they all seemed to be in favor of two seniority lists, and he moved, seconded by Conductor Kingsley, "that Paragraph 3 be submitted for vote as read by the Secretary." The motion was carried when put to a vote.

The Secretary then read Paragraph 5, governing the right of a trainman to displace another.

Mr. Barron stated that he did not think it just that a senior man should be deprived of the right to displace a junior man at one of the outside terminals, if he so desired. He admitted it would probably work some hardship on men who had established homes at these points, and said he would be willing to have Paragraph 5 changed to read, "where a man owns his own home or is purchasing a home" instead of "where he has established his home." He also stated he did not understand why a rule creating such terminals was ever made.

In explanation, Mr. McPherson

stated that the rule was originally made with a view to help both the trainmen and the Company. It was found that men with seniority would not bid on and did not want runs tying up at outside points; the younger men also did not care for them unless some assurance was given that they would not be displaced. He stated that the management felt that the men operating these runs were the most interested and that any arrangement satisfactory to the men would be satisfactory to the Company, but the Company must be assured that they would have men to protect the service.

Conductor Kingsley stated that he thought Paragraph 5 as read by the Secretary, which is practically the rule at present, was satisfactory to the greater number of the trainmen, and moved, seconded by Conductor Aney, that this paragraph stand as written in the proposed seniority rules. The motion was carried when put to a vote.

Paragraph 11, governing the amount of change in time considered necessary to throw open a run, was read by the Secretary, the Secretary also stating for the benefit of those present, that both the Southern and Western Divisions had agreed, at previous meetings, that a change of 30 minutes would throw a run open to bid.

Conductor Aney moved, seconded by Conductor Kingsley, that Paragraph 11 be changed to read 30 minutes instead of 15 minutes. The motion was carried when put to vote.

In the course of a short talk by Mr. Annable, he stated that a suggestion had been made that the regular monthly trainmen's meetings for all three divisions, Northern Southern and Western, be held on the same evening, not as a joint meeting, but as three separate meetings held in different rooms at the Club, that the meetings be called to order sometime before 8 o'clock that business might be finished by 8:45 or 9 p. m. and that a joint entertainment, including vaudeville acts and moving pictures to which the families would be invited could be started about 9:00 p. m.

After discussion, it was decided that the Northern Division go on record as approving Mr. Annable's suggestion and asking that it be tried next month.

The consensus of opinion was that the meeting should be held on a Tuesday evening, if agreeable to the other divisions.

The term of office of Chairman Selk having expired, Conductor Aney offered Mr. F. Drew's name in nomination for chairman for the ensuing quarter, seconded by Asst. Supt. Belt.

When put to vote, Mr. Drew was unanimously elected Chairman for the coming three months.

There being no further business, upon motion of Mr. Farmiloe, seconded by Mr. Barron, the meeting adjourned at 10:25 p. m.

#### Southern Division Transportation Meeting

Los Angeles, Cal., June 24, 1919.  
The regular monthly meeting of

the Southern Division trainmen was held on the above date at 8:00 p. m., in the Auditorium, Pacific Electric Club, Chairman A. D. Tolle, presiding. The attendance numbered about forty, including Assistant General Superintendent McPherson, Superintendents Davis, Bradley and White, and division staff members.

The business session was preceded by a short, enjoyable entertainment.

Revision of seniority rules.

Disposition: Rules will be submitted to all trainmen of all divisions for vote.

Relocation of circuit breaker on lead to car house tracks, Watts.

Disposition: Mr. Wilson reported that breaker is placed at that point for fire protection and cannot be moved.

Change of schedule, Pine and Magnolia Avenue Line.

Disposition: Mr. Davis stated has matter up with the Long Beach city officials.

Mr. Clendenning recommended that a communicating signal be provided between Southern Pacific tower at Clement Junction and Pacific Electric tower at Amoco to expedite movements of interchange freight trains.

Mr. Davis will take up with Southern Pacific people and ascertain if agreeable to them.

Mr. Deckman suggested that some way be provided for giving yard office advance information as to arrival of long freight trains at Eighth and Hemlock, so arrangements could be made to keep main tracks cleared.

Dispositions: Mr. Davis will arrange to have trains reported when leaving terminals.

Chairman Tolle recommended that in line with recommendations of other divisions the Division meetings each be held on same evening, preferably Tuesday.

Mr. Davis stated that General Superintendent Annable would make arrangements for a good entertainment for the meeting night open to all employes and their families, to be held immediately after the several meetings adjourned.

Disposition: Moved and seconded that all Divisions hold their meetings on the same evening. Carried.

Mr. Deckman suggested that arrangements be made to appoint a watch inspector convenient to Eighth and Hemlock for the accommodation of freight crews; they get out too early and back too late to come up town.

Disposition: Mr. Davis said the idea was a good one and he would see what could be done.

Chairman Tolle again called attention to the light attendance and the lack of suggestions from those present. Evidently things must be going along satisfactorily or some one would have something to say.

He thought the trainmen should boost the meetings and if they found any man disposed to "kick" to urge them to attend the meetings and do their "kicking" there.

There being no further business, adjourned.

#### TECHNICAL ENGLISH

Technical terms, especially those that emanate from the scientific departments of an electrical company, are enough to "ball up" anybody, so the editor can readily sympathize with the young woman stenographer in the company who has had a bit more than her share of tough words to take down. She wrote a letter to a friend about her troubles—and through force of habit made a carbon copy of it—which one of the reporters on the staff of *HERE WE ARE* swiped for publication. It follows:

"You remember when I last wrote you I was trying to decide if I should go to work or not, and what kind of work I would select in case I did make up my mind to become a 'business woman.' Well, I decided on a business course and graduated high up in the class, which gave me the choice of a number of positions in companies which had applied to the school for help.

"I chose a position with the engineering department of an electric company, and thereby hangs a tale. I am having the time of my young life. They are awfully nice fellows, and are so considerate of my abject ignorance of their ridiculous technical terms.

"I sometimes imagine that they are having fun with me, when they perfectly soberly dictate about 'butterfly valves,' 'monkey wrenches,' 'alligator wrenches,' 'rat-tail files,' 'goose necks' and 'cranes.' Sounds like a circus or a menagerie, doesn't it?

"It's the funniest thing in the world what mental pictures unconsciously form themselves, as I write about these different things. Now what's your idea of a butterfly valve? Don't you see a wonderfully colored, iridescent, fluttering thing floating around in space, touching here and there for a moment and then gone? I wonder if it is any more useful than its prototype. And what's a 'mandrill?' I always think of a straight-backed soldier, drilling an awkward squad. Then there is a 'rat-tail file.' I should think it would be a box-like drawer, like a letter file, but instead of being full of letters I suppose its full of rat-tails. Ugh! But queerest of all is this: These business men talk very often of 'aprons.' What do you suppose they do with them? I'm sure that they don't like them, because they nearly always refer to them as 'dam aprons,' and they ordinarily make an effort not to swear, at least where I can hear them.

"And trolley ear! Now what do you suppose that it for? I wonder if it is a something the company put on the street cars to listen to all the things that are said about the company when the cars' late or overcrowded. I know those ears burn sometimes.

"This is a very queer sort of a letter, but it's all I can think about at present. I hope next time I write I will be able to tell you the meaning of all these things which are so absurd now.

"Yours with love and bewilderment,  
"GRACE."



# THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

July 10, 1919

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

## MORE FIGHTERS RETURN

### ELECTRICAL DEPARTMENT

L. Sunshine  
O. E. Whitesell  
L. R. Burkhalter  
C. Holcomb  
J. B. Butcher  
A. C. Smith  
W. A. Barnes  
H. F. Cordes  
S. H. Patrick

### MECHANICAL DEPARTMENT

Martin Magnus  
C. R. Harrington

### GENERAL PASSENGER DEPARTMENT

F. E. Billhart

### MEDICAL DEPARTMENT

Dr. J. E. Hill

### ACCOUNTING DEPARTMENT

E. Moyer

### TRANSPORTATION DEPT.

#### SOUTHERN DIVISION

H. G. Scott  
J. E. Fagin  
J. W. Packer  
T. Fisher

#### WESTERN DIVISION

O. R. Birkhead  
R. O. Anderson  
M. C. Mardis  
F. T. Hudson  
R. Middleton

## FREE TRANSPORTATION GRANTED EMPLOYEES TO AND FROM WORK

In the month of April, 1919, the matter of the Company extending the courtesy of free transportation to and from work to its employes was suggested to the Executive Committee of the Pacific Electric Club, which Committee submitted the question to the management for such consideration as might be deemed consistent.

Through the courtesy of our Vice President, Mr. H. B. Titcomb, the issuance of free transportation in the form of "Coupon Trip Pass Book" was authorized effective July 1, 1919. These books contain 180 rides entitling the employe to two free trips per day to and from work, when living on the lines of the Pacific Electric and are good within the time limit shown on cover, unless otherwise ordered.

The Company feels that its employes will appreciate these courtesies for they effect closer co-operation and greater loyalty.

These books may be had on proper request from the head of your department.

## NEW "JUNK" LAW GIVES STIFF PENALTY

Senate Passes Bill to Prevent Improper Acquisition of Junk Metals or Second-Hand Materials by Junk Dealers and Others.

The last session of the legislature of the State of California enacted into law a measure calculated to throw a large amount of fear into the hearts of certain dealers in junk as well as to others who have acquired the habit of removing and selling metals and other materials belonging to public utility corporations. For the information of all Senate Bill No. 477 relating to the subject is published below:

Section 1. A new section is hereby added to the Penal Code to be numbered four hundred ninety-six "a" and to read as follows.

496a. Every person who, being a dealer in or collector of junk, metals or second-hand materials, or the agent, employe, or representative of such dealer or collector, buys or receives any wire, cable, copper, lead, solder, iron or brass used by or belonging to a railroad or other transportation, telephone, telegraph, gas or electric light company or county, city, city and county or other political subdivision of this state engaged in furnishing public utility service without using due diligence to ascertain that the person selling or delivering the same has a legal right to do so, is guilty of criminally receiving such property, and is punishable by imprisonment in a state prison for not more than five years, or in a county jail for not more than one year, or by a fine of not more than two hundred and fifty dollars, or by both such fine and imprisonment.

## AT THE HOSPITAL

The following employes are now located at Crocker Street and would be pleased to receive calls from their friends:

W. S. McKnight.  
W. E. Odell.  
A. R. Wilson.  
C. O. Wilson.  
R. M. Fisher.  
Emily Woodbridge.

## Embarrassing

"Mother," said an exasperated young lady, "I wish you would not hang that old parrot up in the parlor." "Why not, my dear?" asked her mother. "Why, I think he must have belonged to a conductor before you bought him. Every two or three minutes, when Arthur is here, he chirps out, 'Sit closer, please!' It is too embarrassing for anything!"

## DEPARTMENTAL MEETINGS OF EMPLOYEES

June 30, 1919.

Mr. F. L. Annable, General Supt.:

"It is gratifying to note the interest taken in the divisional meetings, and the results you are obtaining in that direction. I believe you should give wide publicity to our employes of these meetings, as our employes can bring to our attention, without fear or favor, matters that are of vital interest to them and their welfare, as well as the bettering of their services to the Pacific Electric.

"There is a splendid spirit manifest in our Agents' meetings and the Pacific Electric Club meetings, and I wish it understood by all that any department or any class of employes can, upon petition to me and by giving sufficient notice, have an open meeting at the Pacific Electric Club rooms at any time, where they can meet the head of their department as well as the officials of this Company for an open and frank discussion of things of mutual interest."

H. B. TITCOMB.

PE

## HOMER JOHNSON AT OLD HOME

Homer Johnson, one of the best known of the Southern Division trainmen, who for the past twenty-eight months has been at our rest home at Monrovia, left a few weeks ago for his old home at Waterford, Canada, for a protracted visit to his parents, being accompanied by Vivian Watson. A letter received from Homer says he is enjoying his visit very much and has improved somewhat since his arrival there. Our best wishes are extended for his continued gain on the road to health.

PE

## NICHOLS RUNNING "BUS"

A letter received a few days ago from Fred W. Nichols announces that he is still in the service of Uncle Sam at Camp Lewis and for some time past has been operating the line of motor busses between the camp and Tacoma. This is another way of using a perfectly good man of railway experience in the interest of war transportation. Fred says it is very wet in that part of the country in spite of the national "dry" spell and that up there a fellow reaches for his rain coat as instinctively as one reaches for his hat in this country every time he steps out doors.

PE

## EARL BROWN IMPROVING

For some time E. V. Brown, formerly of the transportation department, but for the past year and a half connected with our armed forces, has been in the hospital in Georgia in a very serious condition. Information was received a few days ago that he has at last recovered and was on his way to New York for discharge. His many friends here will be glad to know of his return to health and that he will soon be returned to his service with us.

**CLUB MANAGER THOMAS  
ADVANCES**

The Executive Committee of the Club at its meeting on July second accepted the resignation of Manager E. C. Thomas to permit him to return to the Traffic Department as General Agent, from whence he was drawn more than two years ago to organize and launch the Pacific Electric Club.

How well that task was performed is known to all the employes of the Company, and particularly to the officers and members of the executive committee, who have been in close touch with the many activities for which he has been responsible. The Club home with its cheerful, friendly atmosphere; the Mountain Camp, that joy-compelling resort in the pines; the hospital work, particularly the tubercular ward at Monrovia; the relief fund, the mortuary fund, the Magazine, and all the helpful and pleasurable ideas which have been worked out through the Club will be associated in their minds with Ed. Thomas, its guiding star. With characteristic modesty he declined to have anything said about him in this number of the Magazine, so this brief note is smuggled in through connivance with the printer in place of a learned article on brake-shoes or some such important topic.

Mr. Thomas is in his early forties, full of energy, and both by experience and aptitude eminently fitted to handle the work of business promotion, including advertising, which the position of General Agent demands. He has been connected with the Pacific Electric Railway and its predecessor, the Los Angeles & Redondo Railway, since 1905 in various capacities, previous to that time having been in newspaper work.

Arrangements have been made for Mr. Thomas to continue the general supervision of the Camp, at least during the present season, and of the Magazine. Also he was, by acclamation, elected an honorary member of the executive committee of the Club for the remainder of the present year, so that there may be no interruption of his official connection with the organization.

We have not lost him, but we could not longer ask him to sacrifice his personal advantage for our gain, so we return him to the Traffic Department with thanks.

— PE —

**SERVICE**

On June 14th summer schedules on Newport Line were made effective. The South Coast beaches are showing much activity this summer.

— PE —

Redondo Beach (via del Rey) Line summer timetable was effective June 21st, this involving also a complete rearrangement of service on the Lagoon Line.

— PE —

A Sunday only service between Inglewood and Venice was inaugurated June 22d for the summer months.

**PACIFIC ELECTRIC RAILWAY COMPANY  
OPERATING REVENUES AND EXPENSES, TAXES AND INCOME  
ACCOUNTS—MAY, 1919**

Passenger Revenues .....	\$717,482.26	
Freight and Switching Revenue .....	248,819.97	
Other Revenue .....	43,333.09	
<b>Total Railway Operating Income.....</b>	<b>\$1,009,635.32</b>	
<b>Operating Expenses</b>		
<b>Way and Structure:</b>		
Wages .....	\$ 63,892.85	
Material, Supplies, etc. ....	50,456.65	\$114,349.50
<b>Equipment:</b>		
Wages .....	\$ 75,755.63	
Material, Supplies, etc. ....	47,825.93	\$123,581.56
<b>Power:</b>		
Wages .....	\$ 19,104.00	
Material, Supplies, Power Purch., etc.	82,239.33	\$101,343.33
<b>Conducting Transportation:</b>		
Wages .....	\$283,588.77	
Material, Supplies, etc. ....	24,624.69	\$308,213.46
<b>Traffic:</b>		
Wages .....	\$ 4,180.94	
Advertising and Mat'l, Supplies, etc.	11,491.28	\$ 15,672.22
<b>General and Miscellaneous:</b>		
Wages .....	\$ 35,046.56	
Injuries, Damages, Mat'l, Sup., etc...	38,175.59	\$ 73,222.15
<b>Total Railway Operating Expenses:</b>		
Wages as above .....	\$481,568.75	
Other Charges as above.....	254,813.47	\$736,382.22
Transportation for Investment—Credit...	2,511.70	\$733,870.52
Revenue Less Operating Expenses.....		\$275,764.80
Depreciation .....	\$ 19,814.16	
Taxes Assignable to Railway Operations .....	51,346.88	
<b>Total Depreciation and Taxes...</b>		<b>\$ 71,161.04</b>
Revenue Less Operating Expenses, Dep. and Taxes..		\$204,603.76
Non-Operating Revenue .....		10,520.14
<b>Net Revenue .....</b>		<b>\$215,123.90</b>
Interest on Bonds and Other Debt.....	\$286,822.98	
Rents and Miscellaneous Income Deductions .....	30,769.48	
<b>Total Deductions .....</b>		<b>\$317,592.46</b>
<b>Net Loss .....</b>		<b>\$102,468.56</b>

H. A. CULLODEN, Auditor.

Los Angeles, California, June 18, 1919.

**ACCIDENT STATEMENT FOR JUNE, 1919**

	Northern Division		Southern Division		Western Division	
	1919	1918	1919	1918	1919	1918
Interference with vehicles .....	75	64	36	29	62	54
Collisions and interferences with cars..	6	8	7	5	4	8
Persons struck by cars .....	3	3	3	1	3	3
Derailments .....	5	10	19	16	7	6
On and off moving cars .....	8	18	13	12	23	19
Miscellaneous .....	15	27	17	16	16	15
	112	130	95	79	115	105
		<b>1919</b>		<b>1918</b>		
Interference with vehicles .....		173		147	17.7%	Increase
Collisions and interferences with cars....		17		21	19 %	Decrease
Persons struck by cars .....		9		7	28.5%	Increase
Derailments .....		31		32	3.1%	Decrease
On and off moving cars .....		44		49	10.2%	Decrease
Miscellaneous .....		48		58	17.2%	Decrease
		322		314		

# PACIFIC ELECTRIC CLUB NOTES

## CLUB CALENDAR

July 10 to August 10

- Thursday, July 10—**  
Moonlight Dance in Auditorium, 8:30 p. m.  
Challenge Pool Tournament between Burk and Ford. (Class B.)
- Saturday, July 12—**  
Agents' Association Meeting, 8:00 p. m.  
Challenge Pool Tournament between Covell and Kohler. (Class A.) 8:30 p. m.
- Monday, July 14—**  
Band Rehearsal, 8 p. m.
- Tuesday, July 15—**  
Northern Division Safety Committee Meeting, 2 p. m.
- Wednesday, July 16—**  
Trainmen's Motion Picture Instruction Night, 8 p. m.
- Thursday, July 17—**  
Dancing Instruction Class in Auditorium at 8:30 p. m.
- Friday, July 18—**  
General Operating Staff Meeting, 10 a. m.
- Monday, July 21—**  
Band Rehearsal, 8 p. m.
- Tuesday, July 22—**  
Transportation Department Meetings of all Divisions. Divisions will meet separately in the Club building at 7:45 p. m. and adjourn at 9 p. m. to reassemble in the Auditorium for entertainment, accompanied by members' family.
- Thursday, July 24—**  
Novelty "Jazz" Dance in Auditorium, 8:30 p. m.
- Monday, July 28—**  
Band Rehearsal, 8 p. m.
- Thursday, July 31—**  
Dancing Instruction Class in Auditorium, 8 p. m.
- Monday, August 4—**  
Band Rehearsal, 8 p. m.
- Wednesday, August 6—**  
Southern Division Safety Committee Meeting, 2 p. m.  
P. E. Club Executive Meeting, 2 p. m.  
P. E. Rod and Gun Club Meeting, 8 p. m.
- Thursday, August 7—**  
Dancing in Auditorium, 8:30 p. m.  
Western Division Safety Committee Meeting, 2 p. m.
- Saturday, August 9—**  
Agents' Association Meeting, 8 p. m.

PE

## CLUB EXECUTIVE COMMITTEE MEETING

The Executive Committee of the Pacific Electric Club met in regular session in the committee room on Wednesday, July 2, 1919, and roll call of members showed the following absentees: Warren, Darling, Lucia, Toles, Hershey, Brennerman, Vickrey and Anderson.

Minutes of the last regular meeting were read and approved.

Report of the Manager was as follows:

### Membership:

Members not incl. Military Service .....	2,111
Members in Military Service .....	136
Total .....	2,247
Loss during month .....	30

### Club Funds:

Balance last report .....	\$377.02
Receipts .....	581.25
Total .....	\$958.27
Bills and Expenses paid.....	\$833.50
Balance on hand June 30..	\$ 34.77

### Relief Fund:

Balance on hand last report.	\$ 53.20
Receipts .....	103.00
Total .....	\$1560.20
Paid out in relief .....	\$100.00
Balance on hand June 30.	\$ 56.20

The Manager also reported on the numerous improvements that have been made at our Vacation Home in the San Bernardino Mountains, such as the completion of the out door fire-place, employes' dormitory, extension and betterment of water system and beautifying of the grounds, and urged that the members of the committee instruct employes with regard to making reservations for camp as early as possible in order that the management would be advised in the purchase of supplies.

President Bishop as committee on free transportation for employes to and from work submitted a letter from Mr. Titcomb relative to the matter in which the request was granted. Elsewhere in the Magazine under the heading "Free Transportation Granted Employes to and from Work" will be found a copy of the circular issued.

Committeeman Snell reported on matter of physician at Sherman, that himself and the balance of the committee had called on Dr. Weber who had promised to investigate further and report, but that as yet no reply had been received. Mr. Bishop stated that he would take up the matter again and report at the next meeting of the committee.

Mr. Annable, of the Terminal facilities committee, reported that the new terminal at Riverside had been completed; that estimates were being prepared by Chief Engineer Johnson on the one at Pasadena; that the one at Sixth and Los Angeles streets had been held up pending the consideration of the new overhead railway features by the city and the railway commission, and that it was not considered feasible to make any further investment on the present location which was only designed as a temporary terminal. He announced that orders had been placed with the telephone company for an outside phone at Sixth and Los Angeles Terminal for the benefit of trainmen.

With reference to the matter of transportation over foreign lines for employes, Mr. Annable announced that a ruling had been made by the management and circular with reference thereto had been issued. Elsewhere in the Magazine will be found further data with regard to this matter.

Under the head of new business, Manager Thomas presented his resignation as manager of the Club for the reason that effective July 1st he has been recalled to his former position as General Agent Passenger Department by the management. The resignation was accepted; nominations for his successor bringing only one candidate into the field, and Mr. C. Mort Stuart was chosen as Manager.

On motion Mr. Thomas was chosen as honorary member of the Executive Committee for the present year.

Mr. Bishop spoke with reference to employes selling Liberty Bonds and recommended that where employes found that for any reason it was necessary to sell that they visit only such brokers as were members of the Los Angeles Stock Exchange where they would receive the market price; and to beware of sharks who were misrepresenting the market price and who had adopted a scheme for fleecing holders of the bonds.

The matter of the Annual Pacific Electric Picnic was called to the attention of the committee and on motion it was decided that the President should call a special meeting of the committee some time between the middle and last of July for the special purpose of considering the picnic and if decided to hold same to arrange for its program, etc. Mr. Bishop was appointed as a special committeeman to interview the Management with reference thereto.

Inquiry was made with reference to employes purchasing supplies through the store department, the practice of which was discontinued some time since. Mr. Bishop was asked to look into this matter also.

No further business appearing, the committee adjourned subject to call of the president.

PE

## TRANSPORTATION COURTESY

### Conditions Under Which Granted to Pacific Electric Employes

It was arranged several years ago through the courtesy of the various steam and electric lines, to grant such free and reduced rate transportation, as this Company considered it consistent to request, under reasonable rules and regulations, merely as a COURTESY and NOT as a right of any of its employes.

The rules governing requests by the Heads of Departments for such transportation in favor of a deserving employe in recognition of loyal and faithful service, were as follows:

1. After service of one (1) year or more, half rates may be granted to an employe over foreign lines.
2. Five years of service, or more, request may be made for trip pass

transportation (not more than one each year) within the discretion of the Head of Dept. for an employe over the lines of the Southern Pacific and Sunset Central—half rates on other roads.

The above, of course, included wholly dependent members of the employe's family.

During the operation of the steam lines under Federal Control, some roads in some cases have gone further than heretofore by furnishing free transportation (trip passes) when requests only called for half rates. This has resulted in a certain amount of dissatisfaction on the part of some employes who have not been so fortunate as others, possibly having less years of service, in being favored with free transportation over the same territory, in many instances, although such condition has occurred through no fault of such employes or the officers making the request in accordance with the rules applicable to all employes.

With the hope of lessening the chance of such apparent discrimination, one deserving employe as against another who has been long in the service of the company and loyal to the Company's interests, requests may be made only during the Federal Control of the Railroads) on the following basis:

1. One to five years of service: Half rates.

2. Five years of service or more, one trip pass during the year (for one continuous trip) on all roads.

The Company does not attempt to guarantee compliance with such requests, for as stated, it is entirely a matter of COURTESY, not only on the part of the foreign lines, but this Company as well. It is hoped that all employe will so understand it and appreciate it accordingly. There are still some roads which do not care to extend such courtesy to the employes and officers of the Pacific Electric, and on the other hand, it may be that this Company does not care to exchange transportation with some of the foreign lines. When such courtesies are extended, it means that the Pacific Electric is to reciprocate, so in the end we are not getting something for nothing.

Therefore, please remember it is a courtesy and not a right of any employe to receive free or reduced rate transportation, even over our own lines.

— PE —

#### MANAGER STUART

By electing C. Mort. Stuart as manager of the Club, succeeding Mr. Thomas, the executive committee did the logical as well as the popular thing. Mr. Stuart's genial personality, his willingness to be of service to others and his acknowledged musical ability have made a place for him in the Pacific Electric family second to none. Both as director of the Pacific Electric Band and as Assistant Manager of the Club he has shown what he can do, and in his new and more responsible position he will have the heartiest support and co-operation of the Club membership.

## POOL TOURNAMENTS

### L. H. Covell Is Class "A" Champion

The Class "A" Pool tournament proved to be very interesting. All participants, and, by the way, these are classed as our very best players, fought desperately in every game played, and some of the games were won by only a few points. R. A. Covell secured the best percentage in number of games to his credit, having won every game, and then played his brother, L. C. Covell, of the Claim Department, who had won the last tournament for the Class "A" championship. L. H. Covell finally won after a very closely contested game, score 160 to 133, and he is now holder of the Class "A" silver trophy. The tightness of this game is illustrated by the fact that eighteen consecutive safety shots were played off one object ball. Rack pool was played throughout this tournament.

The champion has been challenged by L. M. Kohler, of the General Superintendent's office. This challenge for the silver cup will be played off on Saturday evening, July 12th, in the Club rooms. This game will be hotly contested and will, no doubt, be witnessed by an enthusiastic crowd.

### Class "A" Pool Tournament Box Score

	Kohler	Covell	Germain	Harris	Butler	Won	Lost	Percentage	High Run
Kohler .....	x	62	100	100	100	3	1	75.	13
Covell .....	100	x	100	100	100	4	0	100.	31
Germain .....	93	90	x	36	100	1	3	25.	14
Harris .....	56	50	100	x	100	2	2	50.	25
Butler .....	59	72	98	96	x	0	4	00.	11

### W. J. Burk Winner of Class "B" Tournament

There were only four registered in the Class "B" Tournament. They were, however, all evenly matched and all of the games were hard fought and were enjoyed by those who witnessed them. W. J. Burk, motorman on the Western Division, finally won out, winning all games played, and is now holder of the silver trophy presented by the Club. Line-up pool was played throughout this tournament.

Champion Burk has been challenged by Frank Ford, Dispatcher Western Division, and this challenge for the cup will be played off in the Club rooms Thursday evening, July 10th. The game should be a big drawing card.

### Class "B" Pool Tournament Box Score

	Burk	Pollard	Ford	Brooks	Won	Lost	Percentage	High Run
Burk .....	x	100	100	100	3	0	100.0	14
Pollard .....	67	x	70	100	1	2	33.3	17
Ford .....	81	100	x	100	2	1	66.6	16
Brooks .....	80	80	40	x	0	3	00.0	18

Mr. Stuart has been associated with the Pacific Electric since 1912, first as cashier terminal freight office, Los Angeles, and then with the Club, always having a lively interest in the band and during most of the time being its conductor.

— PE —

A negro who had an injured head entered a doctor's office.

"Hello, Sam! Got cut again, I see."

"Yes, sah, I done got carved up with a razor, Doc."

"Why don't you keep out of bad company" said the physician, after he had dressed the wound.

"Deed I'd like to, Doc, but I ain't got 'nuff money to git a divorce."

### SERVICE

On July 4th travel on all beach and mountain resort lines was heavy, but was handled without accident and with a minimum of discomfort both to patrons and employes. The willing co-operation of all made what might have been a hard day otherwise, one of comparative ease. As to volume of traffic, the rough count of travel shows practically the same figures in total as last year. As is usual, the Venice Short Line carried the largest number, 25,005 people having been counted up to 5 p. m. through to Venice. Long Beach with 11,000, Redondo Beach 6,000 and the other resorts with proportionate amounts brought the total up to about 75,000 one way to the west and south beaches.

## NATIONAL ACTION CAN HELP GREATLY

### How the Federal Electric Railway Commission May Be of Assistance to Electric Railways

(By Paul Shoup, Vice-President Southern Pacific Company and President Pacific Electric Railway Company, in Electric Railway Journal, New York.)

You ask my comments on the Federal Commission appointed to deal with electric railway affairs, and what it can do.

The efficiency of a commission depends upon its personnel and its power. The personnel is one of knowledge of the industry. The appointments are not political. I am much pleased to see my friend Mr. Gadsden on the Board.

The power is not so apparent. What the electric roads need is action, not recommendations. We need somebody to do something, not suggest something. The needs of the situation have been threshed out in every city of any size in the United States in the last few years.

The Board, then, faces a difficult situation. It must undertake in a national way to accomplish the results which, to a large extent, local effort has failed to accomplish. The industry is manifestly in a very bad way with 15 per cent of the mileage in the hands of receivers and 40 per cent that would be if not sustained by strong stockholdings or banking interests hoping for something better and accepting permanent or temporary plans for reduced interest charges.

The National War Labor Board in its labor decisions has raised wages of employes on an average, I suppose, 50 per cent and even more for the lower-paid employes, due to the increased cost of living, and where cases have not been before the Board, the companies have voluntarily made large increases, or the influence of the War Labor Board's decisions has resulted in like increases in neighboring cities. The cost of materials used in its maintenance has increased 60 per cent to 150 per cent.

The War Labor Board has recommended in connection with its labor decisions, increases in fares to meet the increased payroll at least, but what response have the communities served given? The deplorable state of the industry makes answer. In many cases the public has responded favorably. State commissions have acted to meet the situation when within their power, but this is not true to the degree necessary to put the companies in as good a position as they were in 1914—and that was not a satisfactory one.

#### The People Will Be Fair if They Understand

Only a local sympathetic understanding of their own relations to the electric railways which have given them service, by the people served, will bring about a solution. This can

be done by a nation-wide campaign that will give a clear general knowledge of the situation, supplemented by an active and vigorous local and state educational program which shall bring the subject home to every patron as something affecting his interests in which he has a personal concern directly, both because of the service he needs and the effect of its loss upon the community where his interests lie.

Let us not cheer ourselves with the belief that the people of the United States are sitting up worrying about the financial needs of the electric lines. Chiefly they are concerned with problems immediately affecting their own bread and butter, or, if in the upper financial stratum, their own bank accounts, large or small. They take about as much interest in the financial difficulties of an electric line as they do in the receivership of a department store, flour mill, or a lumber yard—we all say "too bad, sorry to hear it," and let it go at that.

But as a whole, the people are eminently fair if the truth reaches them, which largely it does not, because the relations between real education and selfish propaganda are entirely too close.

The real question, then, for this Commission to answer is: How shall each person directly or indirectly concerned be made to know, to heed, to be interested in the true facts affecting the company giving his community service?

The Commission has whatever value a national creation may give it. It will need organization, money to work with, intensive personal effort on the part of every member, and the whole-hearted active and sustained effort of all the electric railways in the United States and all associations directly or indirectly dealing with electric railway affairs. It is not within my province to suggest how it should go about its work; that would be an intrusion. But as things to be done, these suggestions, none of them new, may be of interest:

#### What Might Be Done

1. Ask the Congress to pass a bill creating a 7½-cent coin. The nickel of 1914 had as much purchasing power as such a coin would have now. Convenience is a great factor in people's lives. Habit follows upon convenience. It will be easier to spend a 7½-cent coin for street car fare than it is a nickel and two or three pennies. Secure by local action substitution of this coin for the nickel fare. If lower fares are necessary, sell tickets, monthly "readiness-to-serve" tickets, or strips of tickets, ten or more.

2. Carry on a campaign to

(a) Increase urban fares, increase suburban commutation fares and put others on a mileage basis.

(b) Eliminate or prevent jitney and motor-truck competition where electric railway service is adequate, and everywhere insist that such competitors bear burdens in proportion to business done as heavy as those of the electric lines—taxation and all other public obligations.

(c) Reduce obligations that are onerous, now exacted by legislation. These subjects will include:

(1) General taxation which, in California, takes 5¼ per cent of the gross revenue,

(2) Franchise taxation, taking 1 per cent to 5 per cent of the gross revenue,

(3) Paving and maintenance, a relic of horse-car days when hoof-beats battered the pavements.

(4) Cost of putting wires underground, replacing wooden with iron poles, separating grades, maintaining at the railway's sole expense watchmen that other traffic needs have made necessary.

(5) Free transportation, demanded by franchises, which should be reduced to a minimum.

(d) Amend franchise so that the values of investments will not be automatically destroyed by the passage of time.

(e) Consider wage questions only in connection with income hereafter, a principle to be adopted because of the narrow margin now between operating expenses and taxes and income.

Surely no one is rash enough to suggest that any electric railway of any consequence anywhere in the United States is earning a fair return on the money invested.

Any industry in which capital does not earn a fair return of course attracts no capital. That industry must then, in course of time, disappear as its facilities wear out. Employment of labor then disappears also.

#### Action Awaited With Interest

We, in California, await with great interest the action of the new commission. In this State, probably one and possibly two electric roads earned a fair return on capital invested last year. These two owe their prosperity solely to war business activities. But 90 per cent of the invested capital in that industry in this State received less than 4 per cent and a good many millions none at all. And by invested capital is meant cash actually put in the properties.

PE

#### JOHN F. MOORE

It is with deep regret we announce the death of John F. Moore which occurred July 1st at his home in Sherman after a lingering illness.

Mr. Moore was appointed motorman on the old Los Angeles-Pacific Railroad July 21, 1904, and has been in continuous service since. He was a native son, having been born in Santa Barbara fifty-eight years ago. He is survived by a wife, one son and two daughters. Prior to coming here he worked for the Santa Barbara Electric Company for nine years.

PE

#### THE DIFFERENCE

"It is remarkable that so many women should be working."

"Women have always worked," replied Miss Cayenne. "The principal difference just now is that they are working away from home and getting paid for it."—Washington Star.