



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 3

LOS ANGELES, CAL., MARCH 10, 1919

No. 10

## A PLAN TO IMPROVE SERVICE

President Edgerton, of the California State Railroad Commission, in a recent address said, in effect:

"The public in general does not object to paying a reasonable rate providing they get adequate service." Officers and employes of the Pacific Electric Railway Company, therefore, must bend their energies to perfecting prompt, fast and efficient service.

Several years ago the Southern Pacific Company and the Los Angeles and Salt Lake Railway Company offered to consolidate their passenger business in the spacious and commodious depot of the Southern Pacific Company at the foot of Fifth Street and Central Avenue. The plan was worked out in great detail and accomplished ultimately a complete separation of grades for these steam lines, beginning at Ninth Street on the south and extending to Tropico on the north. In this agreement, which is on file with the Railroad Commission of the State of California, the right of way for the Pacific Electric Railway Company tracks was provided, and a carefully thought out plan developed in order that cars leaving the Pacific Electric Depot at Sixth and Main Streets would operate over an elevated structure over Los Angeles Street, San Pedro Street, Alameda Street, Mateo Street, and over all intervening streets to and across the Los Angeles River; thence under the Fourth Street and First Street viaducts, and thence by an elevated structure over the steam lines and over Aliso Street to the concrete bridge at Macy Street east of the River, at the same time providing an elevated structure to the south, going over Seventh Street, Eighth Street and Ninth Street, dropping to grade at Fourteenth Street.

It should be noted that at Sixth and Alameda Streets the steam lines will have sufficient elevation to give the required head room for street traffic under the steam line tracks. Pacific Electric tracks will elevate so, as to avoid a grade crossing at that point.

The bird's eye sketch plan as it appears in this magazine gives, in general, the rough idea, and should be of particular interest to the employes of the Pacific Electric Railway, and to the people of Los Angeles, as well as all of the patrons and the public in general who live in the territories served by the Pacific Electric Railway.

This plan, as approved by the two steam lines named, and agreed to by the Pacific Electric Railway Company, would give the much sought for relief to the grade crossing situation in the City of Los Angeles, and would provide a quicker service on the Pacific Electric between Los Angeles and Southern and Northern Division points. Interference with our cars would be reduced to a minimum by this grade separation. It is desired that our employes familiarize themselves with this plan, the relief that it gives, and explain it to our patrons.

At the present time this matter is held in abeyance by the State Railroad Commission account of some opposition to continuing the central passenger station at Fifth and Central.

The so-called Arcade Station is admittedly the central and best adapted location for a union passenger station in the City of Los Angeles. It is the very entrance to the business district, and should it be abandoned for such use, the business interests in general of Los Angeles would be seriously affected.

The railroads affected have agreed to carry out this plan as soon as financial conditions will warrant. They ask nothing from the City of Los Angeles other than the right to spend their money in this vicinity, and for this project. They have agreed that they would join in the construction of viaducts at Main Street, Macy Street, Aliso Street, Seventh Street and Ninth Street, under a proper and just division of the costs of such viaducts, when it was necessary and the City was prepared to join in with its proper proportion of the expense.

It should be noted that it is entirely practicable for the Atchison, Topeka & Santa Fe Railway to join with the Los Angeles & Salt Lake Railway Company and the Southern Pacific Company on the east bank of the Los Angeles River, and bring their trains into the present Southern Pacific Passenger Station.

Summarizing: The Southern Pacific Company, Los Angeles & Salt Lake Railway Company and the Pacific Electric Railway Company have agreed to carry out this plan voluntarily without unreasonable delay, and without any immediate expense to the City of Los Angeles or its people.

Other locations for a passenger station have been suggested, but none meet the business or traffic requirements of the City of Los Angeles to any degree commensurate with this plan, and furthermore, this can be accomplished without costly and endless litigation.

## TRANSPORTATION MEN'S MEETINGS HELD

Fourth of the Series of Departmental Meetings Held by the Transportation Department at the Club on February 19, 25, 26

### WESTERN DIVISION TRAINMEN'S MEETING

The Western Division Transportation meeting was held in the Club Auditorium, Pacific Electric Club, at 8:00 p. m. February 19, 1919. Motorman Jack White occupied the chair. The attendance numbered about sixty, in addition to the following officers: General Superintendent Annable, Assitant General Superintendent McPherson, 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 be allowed from Sherman to Gardner Junction to absorb waiting time.

Disposition: After further discussion of the question of time allowance between Sherman and Gardner Junction, Superintendent White stated that full time will be allowed to absorb waiting time and deadhead time. Bulletin will be posted showing date this will be made effective.

Motorman M. L. Snell's question as to standing watch every third week on line car, from 5 p. m. to 9 p. m.

Disposition: Superintendent White stated it had been decided to do away with the watch on line car and in case of necessity crew will be fixed up. The line car crew will be notified of the date this will be made effective.

Motorman Jenks suggested a change in the time card system, stating that recently his time went in on four different cards for one day's work. He suggested that each man put in his own time and that the total time go in on one card, to be OK'd by the foreman. He stated that, in his opinion, this would be much easier for the timekeeper to keep the time straight.

Disposition: After general discussion, Superintendent White stated he would take this matter up with the chief timekeeper and see what his ideas are on the question, and report at next meeting, if possible.

Conductor Peck suggested that in transferring passengers from Westgate and Long Wharf lines, a coupon ticket be used instead of punching triplex ticket.

Disposition: The Passenger Department now has under advisement the question of possible changes in ticket forms to effect an improvement.

Conductor Riley brought up the question of putting up runs for bid, when the time of same is changed 20 minutes or more.

Disposition: After general discussion it was moved and seconded that when a run is changed more than ten minutes it will be put up for bid. Motion carried by a large majority. Superintendent White stated this would be done hereafter.

Conductor Galloway suggested the use of a special form to report errors in registration, etc., to be attached to trip sheet in place of making notes on the latter, as it was his belief that little attention is paid to notes made on trip sheets.

Disposition: General Superintendent Annable stated he was positive that all notations on trip sheets are noticed in the Auditor's office and given proper attention.

Mr. Annable stated he thought the Santa Monica ticket matter was deserving of attention and would receive same by the Traffic Department in connection with proposed changes now under consideration.

For the information of those present Mr. Annable called attention to the fact that today's total sick list on all Divisions is between fifty and sixty, as against an average of two hundred and fifty men off two or three months ago, principally on account of influenza.

He stated that he wanted everyone to know that questions brought up in trainmen's meetings have been given considerable serious thought and have been discussed freely in conferences in his and the Superintendent's offices with the view of adjusting as satisfactorily as possible to all concerned in matters requiring adjustment.

He further stated that he thought it was a move in the right direction to put runs up for bid when changed ten minutes or more, as this will bring about a better feeling among all concerned.

Conductor Galloway called attention to the report of the financial standing of the Company as shown in the Pacific Electric Magazine each month. He said that during January the car of which he was in charge was operated a total of 4140 miles, which at 14 cents per mile, which as he understands is the cost per mile for operating a car, amounts to only \$579.60. He stated that during the month he took in \$2415.00, exclusive of commutation tickets, and could not understand where the balance of the money went.

General Superintendent Annable, in an enlightening talk, endeavored to explain the reason for the apparent deficiency. Conductor Galloway is working on the Venice Short Line, which is one of the very best paying lines, the receipts from which have to be taken to make up losses on many other non-paying lines, especially on city lines, which were put into operation with the idea that they would be feeders to longer interurban lines, but which are in reality "suckers" instead of feeders, as, in many cases, they are not paying the cost of operating. He called attention to the fact that, as the Auditor's monthly statements to the Interstate

Commerce Commission, from which the statements for the Magazine are taken, are checked by representatives of the Commission, they are necessarily absolutely true statements, heavy penalties being attached for misrepresentation or juggling of figures in these reports.

Conductor Galloway also overlooked the heavy overhead expense which is going on all the time regardless of whether business is heavy or light, as well as cost of repairs and replacements of track, overhead wires, poles, etc.

Mr. Annable urged the hearty cooperation of every employe in bettering the financial condition of the Company, which is really serious at the present time.

The Chairman suggested the establishment of an advertising committee to give necessary publicity to these meetings sufficiently in advance so that all employes may hear of them and if possible arrange their affairs so that they may attend.

Superintendent White suggested that perhaps a regular night might be selected (for instance, the first Tuesday or the first Wednesday in each month), and that he would look into this feature and report at the next meeting.

It was moved and seconded that this be a meeting for men only hereafter. Motion carried.

Assistant General Superintendent McPherson being called upon for remarks, arose and stated that as Mr. Annable had stolen the speech he had prepared, there was nothing further for him to say. Under the circumstances he was allowed to resume his seat.

There being no further business before the meeting, adjourned at 9:55 p. m.

— PE —

### NORTHERN DIVISION TRAINMEN'S MEETING

The regular monthly meeting of the Northern Division trainmen was held on February 25th, 1919, in the Committee Room, Pacific Electric Club, about forty being in attendance, including the following general officers: General Superintendent Annable, Assistant General Superintendent McPherson, Superintendents Bradley, Davis and White, General Freight Agent Day and General Passenger Agent Smith.

The meeting was called to order at 8:00 p. m. by Chairman Grant Darling.

Mr. Belt called attention to action taken at the Western Division meeting in connection with run changes varying ten minutes or more, such changes placing all runs on line open for bid, and asked if similar action would be agreeable for Northern Division.

Mr. Bradley stated it would do away with line assignments and throw open any line except runs at outside points.

Mr. Selk thought the scheme would be O. K. in some respects, but undoubtedly would work some hardships, as many men were holding

pretty good runs and would not care to be continually bumped.

Mr. Kelly approved the measure, as it would give seniority men a fair chance to get what they are entitled to.

Mr. Belt asked what would happen if all runs on any line were changed 10 minutes or more. It appeared to him under such circumstances a line shake-up should govern.

Mr. Drew called attention to Pasadena run changes from lower to upper carhouse and men holding runs they were not entitled to. He believed in a general shake-up from time to time; there had been none during the last six or seven years.

Mr. Bradley asked if shake-ups should be held periodically or how? Will you make a motion to that effect?

Mr. Drew said have a shake-up once each year, which he believed would be satisfactory to a majority of the men. Don't know as to outside lines, some men owning homes might undergo hardship. Men would have to qualify for runs, of course.

Mr. Bradley suggested a full discussion and asked Mr. Button how it would work at Macy street.

Mr. Button stated he thought it would work out OK.

Mr. Larson stated he thought the question should be given more study and not attempt to settle it by a vote just now. A test vote some time ago failed to carry.

Disposition: The question is held over for further discussion.

Mr. Selk called attention to undesirable split runs. His run (67) called for nine hours and ten minutes on week days, but only five hours on Sundays, although practically the same time.

Run 47, Glendora Line, is about the same thing.

Mr. Bradley stated he knew such runs were not satisfactory, but what could be done? He asked Mr. Selk if he had any scheme to remedy. Mr. Selk said he could offer nothing at present.

Mr. Bradley said think it over and we will also.

Disposition: Question held over for further discussion.

Mr. Lefman called attention to the large number of men on the extra list and thought it should be cut down.

Mr. Bradley stated that necessary to have a large list past few months account so much sickness, and will have to maintain the present status for awhile until conditions more nearly normal.

Mr. Selk suggested that men have right to bid in runs at all points where extra boards are maintained, such as Pomona, San Bernardino, etc.

Mr. Lefman stated this measure would work hardship on men owning their own homes.

Disposition: It was regularly moved and seconded that, effective March 1st, 1919, Pomona, San Bernardino and Riverside be declared open terminals. The motion carried.

The question of line and express car runs being open for both freight

and passenger men was reopened for discussion.

Remarks were made by DeGuire, Drew, Heaney and others.

Disposition: Question held over for further discussion.

There being no further business before the meeting, adjourned at 9:30 p. m.

— PE —

### SOUTHERN DIVISION TRAINMEN'S MEETING

The regular monthly meeting of the Southern Division trainmen was held at 8:00 p. m. on February 26, 1919, in the Auditorium, Pacific Electric Club.

The regular order of business was then taken up, Chairman Clendenning calling the meeting to order.

On regular motion, the reading of the minutes of previous meeting was dispensed with.

The Chairman suggested that the only item of unfinished business, the question of seniority lists, be taken up first, in order to afford ample time for debate, and a vote if necessary.

Mr. Deckman stated that he could see no reason for taking a vote; the passenger men were greatly in the majority, and such action would leave freight men without seniority rights.

Mr. Blanton thought it would be fair to throw express, line and bonding cars open to bid by both passenger and freight men, and made a motion to that effect, which was later withdrawn.

Mr. Goss addressed the meeting, favoring the idea of allowing freight and passenger men to bid on express and line car runs.

Remarks were also made by Messrs. Davis, Mulligan, Woodruff, Scheigner, Harding, Packer and Tolle.

Disposition: It was moved and seconded that the seniority lists should remain as they are. The motion carried.

Mr. Clendenning called attention to the necessity for providing a track to store wrecking outfit.

Disposition: Mr. Davis stated that no such facilities had been arranged for as yet; question now up with Maintenance of Way Department for solution.

Mr. Deckman complained of road crews taking away yard motors when short of equipment, without saying anything to yardmaster. It frequently happens when yard crews are at lunch, motor is taken and when crew returns to duty there is no motor available.

Disposition: Mr. Davis stated it was frequently necessary to take the yard motors in order to handle regular freight trains, but he would endeavor to arrange it so that yard crews would be duly notified whenever such occasions arose.

Mr. Deckman stated that some changes in switches had been made in Los Angeles yard for the purpose of facilitating switching, but from his viewpoint no improvement had resulted.

Disposition: Mr. Davis stated he

would arrange for an engineer and go over the yard with him and Mr. Deckman to see what changes could be worked out.

Mr. Keetcham asked as to dead-head time allowance on Hawthorne lines; that many times trains are late and if extra time is claimed it is not allowed.

Disposition: Mr. Annable stated that actual time will be allowed.

Mr. Thornquist called attention to practice of sugar company employes cleaning beet pulp cars on main track, covering ground with slime and making it exceedingly dangerous for trainmen switching moving cars.

Disposition: Mr. Davis will take matter up with the sugar companies.

Mr. Tolle asked for information in regard to the yellow signal in the traffic block between Wilmington and Gaspar; how fast should he run after slowing down at the signal? He thought the indication required slow speed through the block, but there was a divergence of opinion as to this. Sometimes difficult to determine whether signal yellow or red.

Disposition: Mr. Davis stated the intention was to slow down at the signal and then resume schedule speed. He stated Mr. Tolle was right as far as the indication was concerned, but he would take the question up with the signal supervisor to provide additional signals if necessary.

Mr. McPherson said he was glad this question came up in the way it did, but there was one thing that would not be accepted and that was the claim that yellow might be mistaken for red or vice versa. Men must be absolutely sure of the signal indication at all times.

There being no further business before the committee, adjourned at 10:00 p. m.

This meeting was attended by about 70 trainmen, in addition to the following officials: General Superintendent Annable, Assistant General Superintendent McPherson, Superintendents Davis, Bradley and White, and staff members; General Freight Agent Day and General Passenger Agent Smith.

— PE —

### "OLD LIB" BEAT 'EM OVER

The armistice may have brought joy to a war-weary world, but a bunch of rookies landed in New York a few days later to whom it brought nothing but disgust. They had been at sea almost a week and were expecting to see the coast of France when one of their number shouted "How'n 'ell'd Old Lib. beat us over?" and there ahead of them was the Statue of Liberty. News of the armistice had been received by the transport at sea, it had turned in the night, and the first intimation the soldiers aboard had of their change of direction was when they sighted the old beacon at the entrance of the New York harbor.—Boston Transcript.



# THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

March 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.

## APPLICATION MADE FOR FARE INCREASES

The Pacific Electric Railway Company has petitioned the California State Railroad Commission for authority to adopt the following as a basis for city street car fares in the City of Los Angeles:

Cash fares of five cents to obtain for a distance of approximately a mile and a half from the central depot. For passengers traveling a greater distance, a total cash fare of eight cents will be required within the limits where five cent fare is now applicable. Commutation books good for two rides per day for ten days, or a total of twenty rides, will be sold for one dollar.

There is no class that realizes the necessity of greater revenues for the Pacific Electric Railway than does its employes. The last year has been a trying one, and although our gross income was considerably more in 1918 than it was in 1917, nevertheless, for the year ending December 31, 1918, this Company showed a deficit over its fixed charges and operating expenses of \$1,692,164.70. We all realize that this cannot continue. There is only one of three courses open:

- (1) Higher rates of fare; or,
- (2) Greatly reduced service, especially on unprofitable lines, which will mean the throwing out of employment a great many of the employes, and it will also give impaired service to our patrons, which will probably encourage other means of transportation; or,
- (3) Reduction of wages. This latter is not contemplated by the Pacific Electric, as we are confident that our patrons are willing to pay a proper amount when they are getting the proper service.

The commutation ticket is based upon the theory that the parties using a public service should pay for the service when it is performed, whether they avail themselves of the opportunity to ride or not. We pay a certain amount for a telephone, whether it is used or not; same for our water service, electric service, gas service. Therefore, if the public are to get a reduction of approximately thirty-five per cent over an eight cent fare, then in that event they should pay for the two rides per day regularly, in order that the service may be kept up to a high standard. This same commutation service is in effect between San Francisco, Oakland and Berkeley. Parties that buy sixty-ride commutation books get their two rides per day for the thirty days, and if they do not use them they lose accordingly. In other words, they pay for the service that is performed.

This commutation ticket will be

placed in the hands of all conductors, all ticket offices, and is so arranged that by one punch the ticket is made available for two rides that day, and for the nine succeeding days.

We ask that you study this matter carefully, and be prepared to explain the necessities of the Pacific Electric Railway and its desire to keep up high class service.

— PE —

## LAW AS IT AFFECTS TRANSPORTATION

General Laws of the State of California, Public Utilities Act, states: "Passes not to be given except to certain specified parties." Under this paragraph public utility corporations must be very careful to see that free passes are not issued to persons not entitled thereto, and must see to it that no persons are carried on its cars without proper tickets or transportation issued by the authorized heads of the transportation company.

Paragraph 76 provides a penalty of not less than \$500.00 nor more than \$2,000.00 for each and every offense on the part of the corporation.

Paragraph 77: "Every officer, agent or employe of any public utility who violates or fails to comply with, or who procures, aids or abets any violation by any public utility of any provision of the constitution of this State, or of this Act . . . is guilty of a misdemeanor and is punishable by fine not exceeding \$1,000.00 or by imprisonment in a county jail not exceeding one year, or by both such fine and imprisonment."

Under this Act it is not within the jurisdiction of any officer, conductor or employe to allow anybody a free ride without proper transportation.

Conductors, therefore, must not carry anyone, including employes or their families, without such proper transportation, and must not assume that they have a right to carry them simply because they work for the Company, and may be entitled to such free ride. We are generous with our free transportation, and are giving it freely under proper restrictions, and according to law, and the Pacific Electric Railway must therefore adopt the policy that will prosecute its employes who deliberately and wilfully disobey the rules and at the same time violate the law.

It is to be regretted, but it is nevertheless necessary, to have parties in our employ check up conductors actions, and I appeal to our conductors personally to live strictly up to the rules, as well as to obey the law in this regard. This Company will refuse to accept the responsibility of extending clemency in known and wilful violations.

H. B. TITCOMB.

## OBITUARY

### CHARLES NEWCOMB

It is with the deepest regret that we report the sad news of the death of Charles Newcomb, motorman on the Southern Division, who passed away Saturday, February 22nd, after an illness of only a few days.

Mr. Newcomb entered the service as motorman November 2nd, 1908, and was one of our most trusted and faithful employes. Charlie, as he was familiarly known, had many friends, not only among the employes, but among the patrons of the road, especially on the Whittier line, where he had been running for a number of years. He was always on the job, careful, never having had a serious accident during his long years of service.

While it is a loss to the Company to lose such a man, the greatest loss falls upon his family, and our hearts go out in sympathy for them. We should still feel that they are members of our P. E. family, though Charlie has gone from among us, and do all we can to comfort them in this, their sad hour of bereavement.

— PE —

### OSGOOD DAVIS

For a long, long time employes of the Western Division Transportation Department have known of the illness and suffering endured by their fellow employe, Mr. Osgood Davis, and hoped against hope for his recovery, death claiming him as its own on Friday, Feb. 23d, at his home in this city.

Mr. Davis entered the service of this Company in March, 1908, since which time, with the exception of the past several months, he has been constantly employed, and numbered his friends among us by the score. Interment was made of his remains at Rosedale Cemetery on the 25th.

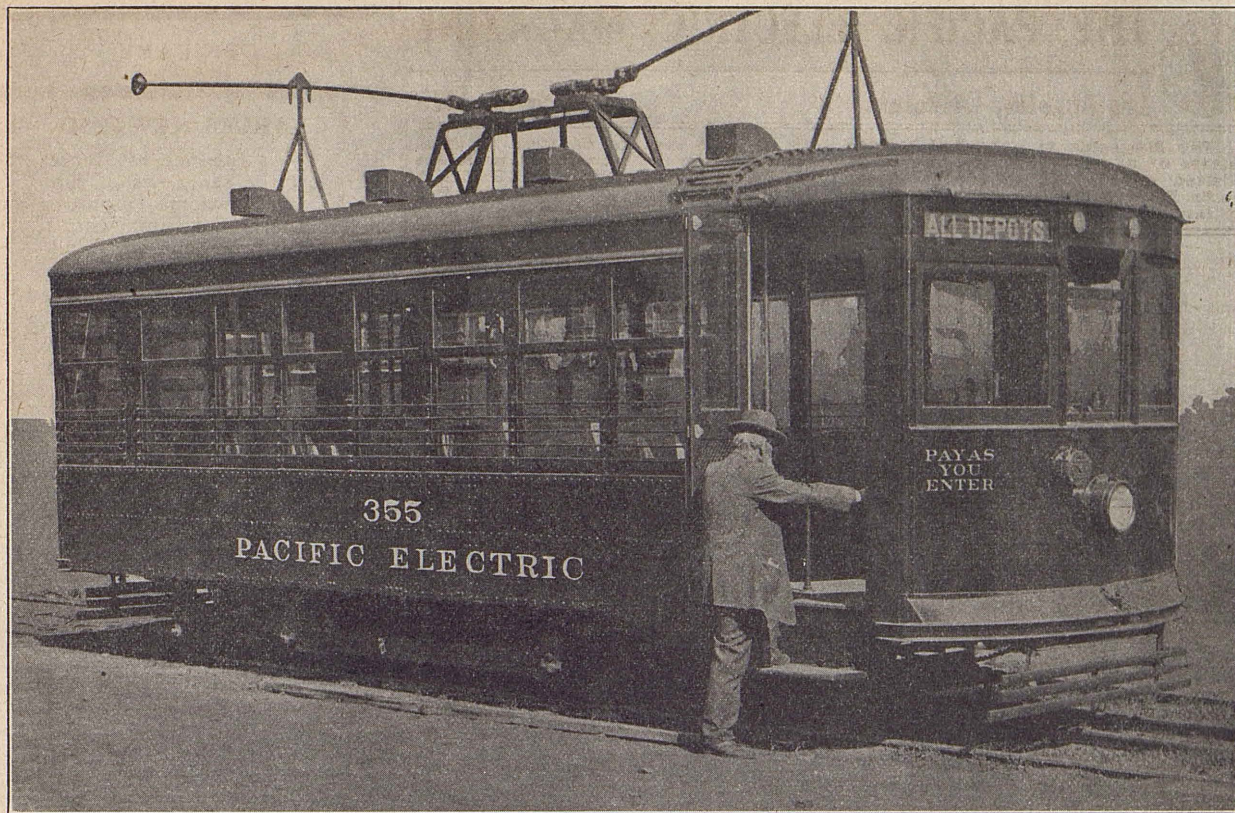
Mr. Davis is survived by his wife and one daughter, who have the sympathy of all in their bereavement.

## TRAINMEN'S MEETINGS

The meetings of the trainmen of the different divisions continue to grow in popularity, the attendance at the last series averaging better than 100 at each meeting. Efforts are being made to provide something new and novel for each of the meetings in the way of entertainment preceding the regular business session, and so far the offerings have been very good. As shown by the monthly calendar, the next meetings are set for the following dates:

- Western Division—  
Tuesday, March 11, 8 p. m.
- Northern Division—  
Tuesday, March 19, 8 p. m.
- Southern Division—  
Tuesday, March 26, 8 p. m.

Report of the proceedings of the last meetings will be found elsewhere in this issue of the Magazine.



### THE NEW SAFETY CARS

We show this month a picture of one of the new safety cars, of which twenty have arrived for service on lines of light travel at various points on the system. These cars are pronounced by every one who has looked them over to be the neatest little cars that have ever been used by the Pacific Electric.

The feature which appeals most strongly to all who examine closely is the safety in operation which is assured by the use of various devices introduced for that purpose. When the car comes to a stop, the door is

opened and the step lowered by a slight movement of the air handle on the part of the car operator. The passenger boards the car and deposits his fare in a Johnson fare box; meanwhile the door is closed and the step raised by the release of the brake, and the car starts with a movement similar to that of an automobile in getting away from a stop. The controller is equipped with a "dead-man" handle. The motorman keeps his hand on the controller handle at all times when the brakes are not set unless it is necessary for him to make change or punch a transfer, when his

foot rests upon a foot valve. Should it be necessary to apply emergency brake, the doors are not opened but they are unlocked at both ends of the car.

These cars are noticeably quick in acceleration and braking, and much of their flexibility in operation is attributable to their light weight, as the cars weigh less than 15,000 pounds fully equipped.

These cars are assigned for service at Redlands, Riverside, Pomona, Santa Monica, Beverly Hills and Western and Franklin Avenue Line in Los Angeles, and will be in service within a few days.

### MT. LOWE INCLINE INSPECTION

Regular inspection of the incline and power machinery at Echo Mountain was made on Feb. 10th and the report received from the inspectors shows clear on all items of both machinery, cars and roadway. In the drop test for the cars the inspection showed that the car "Rubie" came to a stop after being cut loose in 19½ inches; the car "Echo" stopping in 20½ inches. All cables and parts were pronounced in perfect order and condition.

— PE —  
YES? NO?

"Any rags? Any old iron?" chanted the dealer, as he knocked at the suburban villa. The man of the house himself opened the door.

"No, go away," he snapped, irritably. "There's nothing for you. My wife is away."

The itinerant merchant hesitated a moment, and then inquired: "Any old bottles "

### DON'T FORGET YOUR INCOME TAX

You had better look up that little income tax matter. Be absolutely certain you do not owe "Uncle Sammy" money, for he will not accept ignorance as an excuse. If income tax is coming to him from you, it is absolutely up to you to know it and to pay it. If he has to come after it there will be a penalty to pay and it is not a light one. Dig into the facts and be sure you are exempt. Don't take a chance that you are safe. Know it.

#### Gas Attack

In a western town the attorney for a gas company was making a popular address.

"Think of the good the gas company has done," he cried. "If I were permitted a pun I would say, in the words of the poet, 'Honor the Light Brigade!'"

Whereupon a shrill voice came from the rear: "Oh, what a charge they made!"

### TRAFFIC MOVES TO NEW OFFICES

The Traffic Department moved into new offices last week and both Freight and Passenger Departments are now to be found at Room 624 Pacific Electric Building. The new quarters are quite nicely fitted up and fully as comfortable, and more accessible than the former ones on the seventh floor. Advise the public in future as to the new location.

#### — PE — PRACTICAL ECONOMY

Car Service Agent R. S. Maison is exhibiting an envelope which was used in transmitting car reports to and from State Street Yard during a period of 67 days from October 17th to December 23rd, 1918.

Originally addressed in pencil, unsealed, to Yardmaster C. J. Peterson and by him returned to Mr. Maison, the single envelope made two trips daily between 6th and Main Streets and State Street, representing a total of 134 transmittals.



THE GREAT FREIGHT  
YARDS NEAR  
TROPICO

PROPOSED EXTENSION  
OF SOUTHERN PACIFIC  
RAILROAD TRACKS

SANTA FE  
R.R.

SOUTHERN PACIFIC  
FREIGHT YARDS

MISIN ST  
BRIDGE

SOUTHERN PACIFIC  
SHOPS

South Pasadena  
Line

COPPER  
JUNCTION

MERCY ST  
VIADUCT

ELIOT ST  
VIADUCT

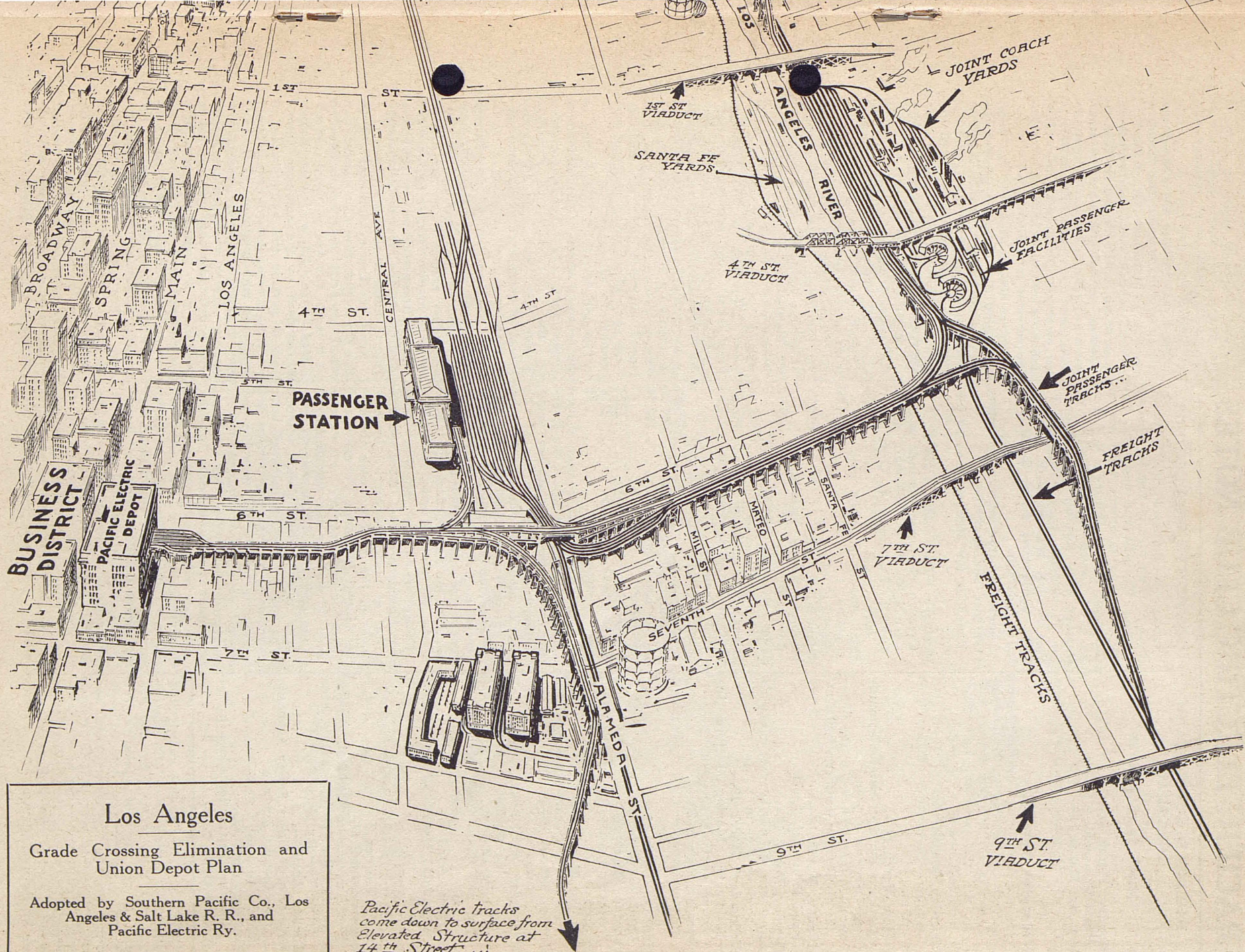
PLAZA

PASADENA  
SHORT LINE

TO PASADENA

DUOL  
NORSEW

LOS



## Los Angeles

Grade Crossing Elimination and  
Union Depot Plan

Adopted by Southern Pacific Co., Los  
Angeles & Salt Lake R. R., and  
Pacific Electric Ry.

*Pacific Electric tracks  
come down to surface from  
Elevated Structure at  
14<sup>th</sup> Street ...*

# PACIFIC ELECTRIC CLUB NOTES

## PACIFIC ELECTRIC CLUB CALENDAR

March 10 to April 10

- Monday, March 10—**  
Band Rehearsal, 8 p. m.
- Tuesday, March 11—**  
Western Division Trainmen's Meeting, 8 p. m.
- Wednesday, March 12—**  
Athletic Association Meeting, 8 p. m.  
Lecture by Capt. J. C. McPherson on France, in Auditorium, 8:30 p. m. All members and their families invited.
- Thursday, March 13—**  
Dancing Instruction Class, 8:30 p. m.
- Friday, March 14—**  
Northern Division Safety Committee Meeting, 2 p. m.  
Camp Minstrel Show for the benefit of all Club Members, 8:30 p. m.
- Monday, March 17—**  
Band Rehearsal, 8 p. m.
- Tuesday, March 18—**  
Northern Division Trainmen's Meeting, 8 p. m.
- Wednesday, March 19—**  
Trainmen's Moving Picture Instruction Class, 8 p. m.
- Thursday, March 20—**  
Regular Dance in Club Auditorium, 8:30 p. m.
- Monday, March 24—**  
Band Rehearsal, 8 p. m.
- Tuesday, March 25—**  
Southern Division Trainmen's Meeting, 8 p. m.
- Thursday, March 27—**  
Dancing Instruction Class, 8 p. m.
- Monday, March 31—**  
Band Rehearsal, 8 p. m.
- Wednesday, April 2—**  
P. E. Club Executive Committee Meeting, 2 p. m.  
Rod and Gun Club Meeting, 8 p. m.
- Thursday, April 3—**  
"Moonlight Dance" in Auditorium, 8:30 p. m.
- Friday, April 4**  
Southern Division Safety Committee Meeting, 2 p. m.
- Saturday, April 5—**  
Pool Tournament (100 ball, straight pool). Entries received not later than Tuesday, April 11.
- Monday, April 7—**  
Western Division Safety Committee Meeting, 2 p. m.  
Band Rehearsal, 8 p. m.
- Thursday, April 10—**  
Dancing Instruction Class in Auditorium, 8 p. m.

We are in receipt this month of a valuable donation from Mr. George H. Grace, chief of the Efficiency Bureau, in the form of books for the library, approximately 100 volumes comprising the collection and for which we are all very grateful indeed. In addition to the books he also contributed two very fine phonograph records, one by John McCormack and one by Evan Williams.

## COMMITTEE PROCEEDINGS

Executive Committee of the Pacific Electric Club met in regular session on Feb. 12, 1919, and upon roll call the following members were shown as absent: George Whitney, N. J. Lucia, L. H. Covell, W. H. Huff, C. W. Hershey, C. V. Swartz, W. H. Brown, Joe Wooderson, C. A. Mills, A. F. Cole, Fred H. Hanson, N. B. Vickrey, J. G. VanHouten, F. F. Small, and S. H. Anderson.

Minutes of the previous meeting were read and approved.

Report of the Manager was as follows:

Mortuary Fund Claims Paid.....	3
Case No. 9—Ignaz Blasnek.....	\$428.50
Case N. 10—F. D. Wellman.....	428.50
Case No. 11—Samuel L. Claridge .....	428.50
Total amount of claim paid to Feb. 1 .....	\$4046.00
Relief Fund:	
Balance last report.....	\$1039.25
Assistance Loans covered by note (10) .....	469.34
Relief to persons and families (23) .....	382.16
Balance cash on hand .....	187.25
Visits and investigations made	.53
Club Account:	
Cash Balance on hand as of	
Jan. 1 .....	\$773.94
Bills and Expenses .....	661.60
Bal. on hand this date.....	112.34
Membership Report	
No. members last report.....	2229
No. members this date.....	2218
Loss for month.....	11

In the matter of the change of date each month for meetings of the Executive Committee, the subject being continued from the meeting of the previous month, motion was made by Mr. Hartman with second by Mr. Annable that the meeting date of the Executive Committee be changed from the second Wednesday in each month to the first Wednesday in each month; the motion being carried.

Under the subject of New Business, President Bishop stated that the matter of insurance carried by employees of the company with the Pacific Mutual Insurance Company and the difficulties that had been experienced by many in the adjustment of claims and the difficulties of employees in submitting claims without laying off for the purpose had been overcome by an arrangement that had been perfected by Mr. Annable and himself with that company; the arrangement being that Mr. William L. Thomas, superintendent of the company, had been delegated by the Pacific Mutual to look after all claims of P. E. employees, and that bureaus would be established at several points on the system that would be convenient for the employees where information might be obtained or claims filed. Bulletins announcing the establishment of these bureaus and their location will soon be issued. In case of difficulties of any kind relating to insurance policies held by

employees with this company Mr. Thomas should be called by phone at his office, 501 West Sixth Street, Phone No. 69269, or at residence No. Vermont 504.

President Bishop also announced that a voluntary offer had been received by him from Dr. Ernest C. Scholz, dentist, who has opened offices at Suite 427-428 Pacific Electric Building, of reduced rates for dental work to Pacific Electric employees and their families. This offer comes to the employees gratuitously and will no doubt be investigated by all needing the services of a dentist.

Inquiry was made as to the delay in issuing the Magazine, explanation being made by Mr. Annable, the delay being attributable to the request of President Shoup, who desired to furnish an article for the February issue, the copy being unavoidably delayed.

Relative to the Mortuary Fund, the question was asked by Mr. Snell as to the status of a member who through illness, accident or absence from service, and having no pay coming from which to make deduction for the Fund. Does such member forfeit his rights in such a case? After discussion by the membership, motion was made by Mr. Spencer and carried by unanimous vote as follows: "Members of the Mortuary Fund shall hold membership until resignation is filed or service with the Pacific Electric Railway Company is discontinued; and in case of lapsed payments on account of illness, accident or absence from any cause, such lapsed payments will be collected from pay roll following return of such member to active service."

Through Mr. G. S. Green, one of the representatives of the Mechanical Department, a gavel was presented by that department to President Bishop, who made an appropriate speech of acceptance in his usual happy manner.

Mr. Smithen, of the Mechanical Department, advised that he had been requested by members of the Club and other employees in that department to inquire relative to the claim that the rooms of the Club had been used during the labor disturbance last July to house strike-breakers.

Reply by President Bishop: "I do not think that this is a matter that should properly come before the Club as it is not and has not been contemplated in the Club work that matters of concern to the company should have a part in this organization, at least matters of controversy between employees and employer. This Club was designed for social reasons and not for reasons of industrial concern. Our constitution that was formed at the time of its organization sets forth the reason for its existence and those reasons have been printed and published, and I am 100 per cent for the Club as it stands upon that constitution. There are so many issues that we can agree upon, and that are a part of this work, we can all get together on for the good of everyone, that I see no reason why an issue that concerns only the company and individuals as employees should have place



here. These are my personal views. This is a matter for the company and its officers and the employes to settle and not a matter in which to attempt to drag the Club which has no voice in the matter and in which it should take no part."

Reply by Mr. Annable "As the then President of the Club, I feel that I should make reply to Mr. Smithen as a matter of courtesy and for his information. The Club rooms were not used at that time for that purpose."

Mr. Hartman asked relative to improvements in the facilities at Los Angeles Street Terminal to add to the comfort of the men, stating that about 500 men reported there and additional toilet facilities, lavatories and other comforts were needed. Mr. Darling also made a plea for better surroundings at Pasadena, and requests for similar improvements made by Mr. Boehme for San Bernardino and Riverside. Lively discussion followed and the matter was referred to Mr. Annable, who stated he would take the matter up with the management in behalf of all the places named.

Request made by Mr. Olsson that management be requested to provide hot water in lavatories of Mechanical Department. Referred to Club Manager for action.

Request made by Mr. Hartman that emergency kit be provided at Los Angeles Street Terminal by medical department. Referred to Manager to take up with Dr. Weber.

No further business appearing, the Committee adjourned to the first Wednesday in March at 2 p. m.

#### Proceedings of March 5th

The Executive Committee of the Pacific Electric Club met in regular session and upon roll call the following members were shown as absent: W. W. Snell, C. V. Swartz, A. F. Cole, Fred H. Hanson, N. B. Vickrey, J. G. VanHouten, F. L. Annable, S. A. Bishop, and F. F. Small.

Minutes of the previous meeting were read and approved.

Manager's report was as follows:

Membership:—

Same as previous month.

Club Funds:

Balance last report .....\$112.34  
Balance March 1, 1919.....\$164.60

Relief Fund:

Am't rec'd to March 1.....1093.25  
Paid out ..... 912.56

Balance .....\$180.69  
Received during month..... 54.00  
Disbursed during month.... 60.16

Mortuary Fund:

Membership .....2000  
Claims paid ..... 1  
Claim No. 12 to Chas. Newcomb, the beneficiary being his wife, in the amount of...\$500

Manager's report adopted and approved.

Mr. Hartman reported dissatisfaction among employes with the Morris Loan Plan and asked for information. Stated that interest was reported to be 16% on loans. On motion the question asking for information was

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

Passenger Revenues .....	\$638,012.75
Freight and Switching Revenue .....	200,129.47
Other Revenue .....	39,932.93
Total Ry. Operating Income .....	\$878,075.15

#### Operating Expenses

Way and Structures:		
Wages .....	\$ 66,341.40	
Material, Supplies, etc .....	41,814.54	\$108,155.94
Equipment:		
Wages .....	\$ 70,426.25	
Material, Supplies, etc. ....	34,457.42	\$104,883.67
Power:		
Wages .....	\$ 19,947.73	
Mat'l, Supplies, Power Purchased, etc.	\$ 88,443.70	\$108,391.43
Conducting Transportation:		
Wages .....	\$277,259.31	
Material, Supplies, etc. ....	24,174.54	\$301,433.85
Traffic:		
Wages .....	4,242.90	
Advertising and Material, Supplies, etc.	9,094.78	\$ 13,337.68
General and Miscellaneous:		
Wages .....	\$ 35,090.95	
Injuries and Damages, Mat'l, Supp., etc.	\$ 45,218.01	\$ 80,308.96
Total Ry. Operating Expenses:		
Wages as above .....	\$473,308.54	
Other charges as above.....	\$243,202.99	\$716,511.53

Transportation for Investment—Credit..	2,526.91	\$713,984.62
Revenue Less Operating Expense.....		\$164,090.53
Depreciation .....	\$ 21,076.52	
Taxes Assignable to Railway Operations.....	51,407.08	
Total Depreciation and Taxes.....		\$ 72,483.60

Revenue less Operating Expenses, Dep. and Taxes.....	\$ 91,606.93
Non-Operating Revenue .....	10,314.90
Net Revenue.....	\$101,921.83
Interest on Bonds and Other Debt.....	\$281,319.88
Rents and Miscellaneous Income Deductions.....	23,403.17
Total Deductions.....	\$304,723.05
Net Loss.....	\$202,801.22

Los Angeles, California, February 24, 1919.

H. A. CULLODEN, Auditor.

#### FEBRUARY MORTUARY REPORT

Claim No.	Name	Beneficiary	Amount
12	Charles Newcomb	Wife	\$500.00

As will be seen from the above there was but one death affecting the Mortuary Fund during the month of February. Additional payments however were made to the beneficiaries of Messrs. Wellman, Claridge and Blaznek, amounting to \$49.25 in each case from funds coming into the treasury on prior deduction applicable to these cases, making the payments due them \$477.75. There are yet a great many employes who are not members of this fund, and who should be enrolled. As indicated by the amounts paid, the membership is growing steadily and has reached a membership numbering 2000, but there are yet 1000 to 1500 employes not carrying this form of insurance.

referred to President Bishop with request that he prepare full information as to the plan and present at the next regular meeting.

Mr. Annable was unable to be present at the meeting to make report on

the matter of facilities at terminals, but phones that the matter had been taken up with the management and asked for further time. The matter was continued until the next regular date.

### STOP THE INCREASE!

Attention is called to the very large increase in the number of derailments this year as compared with last. True, many of these are of minor importance due to split switches, dropped switch chains, etc., but these indicate in many cases careless work on the part of the men involved which should be stopped.

General Claim Agent Bishop calls attention also to a number of personal injury reports in which the crew obtained only one or two witnesses' names. The importance of getting the names at the time and sending them in with reports has been emphasized repeatedly. Without them the Claim Department is practically defenseless. Let us all give this the attention it deserves. First avoid the accidents. If one does happen, report it fully and promptly and send in the names and addresses of all the witnesses.

	Northern Division		Southern Division		Western Division	
	1919	1918	1919	1918	1919	1918
Interferences with vehicles .....	79	68	48	42	59	53
Collisions and interferences with cars.....	3	12	7	4	1	2
Persons struck by cars.....	5	5	6	6	6	3
Derailments .....	13	8	11	1	14	2
On and off moving cars.....	14	25	17	14	25	29
Miscellaneous .....	28	20	19	19	17	15
	142	138	108	86	122	104
		1919	1918			
Interference with vehicles .....		186	163	14.1%	Increase	
Collisions and interferences with cars.....		11	18	38.8%	Decrease	
Persons struck by cars.....		17	14	21.4%	Increase	
Derailments .....		38	11	245.4%	Increase	
On and off moving cars .....		56	68	17.8%	Decrease	
Miscellaneous .....		64	54	18.5%	Increase	
		372	328			

### THE MASQUERADE DANCE

The first masquerade ball ever given by the Club was the feature on the evening of Thursday, March 6th, the attendance being fully up to expectations and the crowd apparently had a most enjoyable time. The costumes ran the gamut of fancy and were, as one of the onlookers remarked, of a range from good and bad to a scream. Prizes were awarded to both gentlemen and ladies for best costume and for best sustained character.

It is likely, in view of the popularity manifested by the ball just given that another of a similar, though not the same character may be given in the not far distant future.

### MINSTREL SHOW, MARCH 14TH

Through the courtesy of the Camp Minstrels, who produced the big show for the benefit of the members of the Camp Reunion Association on the 8th, all the members of the Club will be afforded the treat of seeing and hearing them on the evening of Friday, March 14th, at the Club Auditorium. The performance will begin at 8:30 and judging from the one produced the other night will certainly be a "hum-dinger." Arrive early if you want a seat, as seating accommodations are limited.

### CAPTAIN McPHERSON TO LECTURE

An event at the Club that is looked forward to with much interest is the lecture to be given by Captain J. C. McPherson, our genial, much-beloved Assistant General Superintendent, at the Club on the evening of Wednesday, March 12th, at 7:30 p. m., to which all the members of the Club and their families are most cordially invited. The Captain's subject will be "My Visit to France and Some of My Experiences There." It is especially hoped that all, or at least many of our returned soldier employes will be able to be present.

### ATHLETIC ASSOCIATION FORMING

A number of the employes from the various departments met at the Club on the evening of March 1st for the purpose of considering the advisability of organizing an Athletic Association and taking over the Gymnasium and its operation as an initial phase of the movement. About twenty were present and a temporary organization was effected by choosing Jas. Yerkes as president pro tem and Joe Burns as temporary secretary. Various matters of interest were discussed and on motion it was decided to hold a meeting to complete organization on Wednesday, March 12, at 8 p. m., to which all members of the Club who are interested in the subject are invited.

FROM

## "OVER THERE"

### ONE FROM "BOBBY" COREY

Who among us who have been around the big building at Sixth and Main streets but that knew and loved "Bobby" Corey; and many of us have wondered where he was and why unheard of from across the big pond. Well, genial Bob has at last written. Some time since he received a photograph of a most winsome and charming young lady from "over here" and the response was immediate, or almost so, and why shouldn't it have been. We are not privileged to tell all he wrote her or who she is, but here are some of the things he said: "Have been in Coblenz for over a month now and will say that I would rather be in Los Angeles than living here. It is a very pretty city and has some very beautiful homes, especially those along the drive on the edge of the river Rhine. The Rhine is only a block from where I live and can see it from the window of my room. The ex-Kaiser's palace is also about a block away. Thursday I went down, or rather up the Rhine to see his castle. It is about six kilometers up the river and is on the cliffs a few hundred feet above the Rhine. One gets a wonderful view both up and down the river from there. We went all through the castle and it was most interesting. The furnishings are most magnificent and famous paintings hang on the walls. There are a bunch of good looking fraulines in this town but we are not allowed to talk to civilians so are not interested. Have been to the opera on a few occasions. Saw Cavaleria Rusticana and Carmen. You ought to see the woman who played the part of Carmen. She was immense and lacked "pep." Maybe she was discouraged because who wants to buy cigarettes from a big, fat girl. We have been pretty busy since we have been over on this side but we're taking life easy now. We were in the Chateau Thierry drive from the start to the Vesle River, then we were in the wiping out of the St. Mihiel salient. From there we went over to the Argonne Forest and Meuse drives. From this you can see we were on the move a bit of the time. Jack Shea is a sergeant in the M. P.'s and was in Coblenz. Saw him several times, but he has been sent to some other town." Bob's address is R. D. Corey, Co. B, 322 Fld. Signal Bn., Am. Exp. Forces.

We have just received a photograph of the U. S. S. St Louis, which has just completed its 24th round trip to Europe with Charles Burall, formerly of the Redondo Beach Bath House on board, taking fighters to and from Europe. Charles entered the service on April 7, 1917, and has been on transport and convoy duty ever since.

He was employed at the bath house for about five years and will no doubt find the big pool and the job waiting for him when he gets back to the beach. His regards to all his friends are expressed in his letter and are hereby transmitted to them by the Magazine.

### MALCOLMSON DECORATED

Sergeant Bruce K. Malcolmson of the Maintenance of Way Department, after a meteoric rise from a private to first sergeant at Camp Lewis, and further distinguishing himself by ranking third in the use of the bayonet at that camp, has seemingly made very good use of his training, as shown by attached clipping from the Evening Herald of Jan. 23, 1919:

"Extraordinary heroism under a bombardment of enemy fire won the Distinguished Service cross for two Los Angeles men in the American army overseas.

"One of the men is First Sergeant Bruce K. Malcolmson of the Three Hundred and Sixty-fourth Infantry, the son of Kinlock G. Malcolmson of 1066 Melrose avenue.

"The other is Sergeant Edward J. Brock of the same infantry, the son of Mrs. Emily H. Nee, 1112 West First street.

"Sergeant Malcolmson distinguished himself when engaged in action near Cheyy, France, on Sept. 26.

"At that time, accompanied by another soldier, Sergeant Malcolmson advanced against two machine guns and killed two Germans. This made possible the capture of 55 men who were in a trench 100 yards further forward.

"Later in the same day he assisted an officer in leading a platoon which captured 100 German soldiers.

His citation mentions him for "extraordinary heroism."

PE

### BUTCHER IN RELIEF WORK

J. B. Butcher, formerly lineman in the city division with this Company, but now M. Mc. U. S. N., writes from Lille, France, to his friend M. L. Moore under date of Feb. 4th, in part as follows:

"I am in a naval relief unit, doing relief work in northern France and Belgium. We haul portable houses from Lille to the small towns in the surrounding country. We also haul them food supplies. These towns were on the battle front at different times and are mostly piles of brick and broken stones now. The people were driven out with the Germans when they retreated and now they are coming back to find their homes a pile of ruins. They pour into the country at about 30,000 a day. They have a few clothes on their backs and carry a few belongings in their hands and when they find their homes they find a pile of busted brick. They are in awful shape in some localities. They have no money or food and can't get any work, so they starve when they can't find a relief outfit.

"Coal sells for from \$75 to \$90 a ton when it can be had at all. It snows nearly every day, so you can guess it sure is cold at times. I am working in our garage here and am

in charge of repairs on all motors and touring cars on this station. I also boss the machine shop here.

"I am so used to riding in Cadillac eights and Packard twin-sixes that I don't think my fliwer will fit me any more. After each touring car is overhauled I have to give it a road test and these French roads are paved with stone blocks about 6x8 inches square and every little ways there are a few about eight inches below grade. Oh, boy! but you get a bump!

"There is a side street about three blocks from the garage where I go to test brakes on the machines. I get an old Cad. 8 to going about 15 or 20 miles per and give her all the brake I've got and you ought to see me swap ends in the middle of the block. Every time I get on this street the French crowd around to see the show. I guess they think I am a nut for fair.

"Every Sunday we have a car to go visit a battle front and I sure have seen some awful sights. It is a good thing that the weather is cold. The stink is something awful in some of the trenches. There are bunches of German prisoners still burying the dead they are finding in old dugouts and trenches. When the Germans retreated they blew up all the bridges and where the trees grew along the roadside they cut them so they would fall across the road. On some roads you go for miles and all along one side of the road or maybe both sides there are rows of stumps—all that is left of the trees.

"This part of France used to be the coal center of the country, but the Germans flooded all the mines when they left. They dynamited all the factories and mills after they had taken as much machinery as they could transport.

"In some sections they were on the run so badly that they hardly made a job of the bridges, let alone anything else. The Lille sector was on the British front and of course the town is full of the "bloody limies." We 'gobs' don't mix well with them, but we get along fine with the Scotch and Canadian troops.

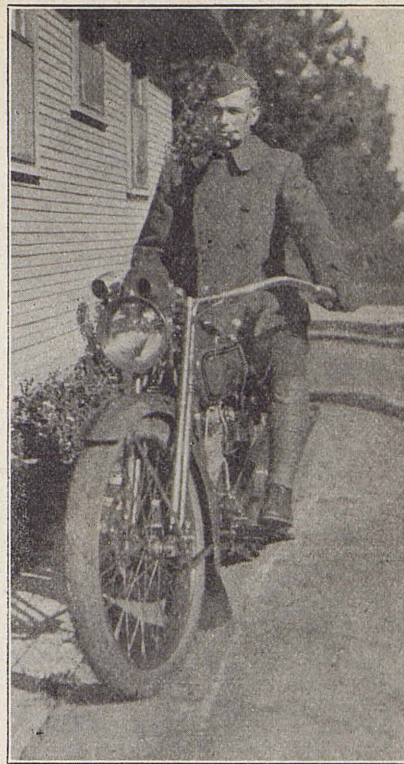
"We expect to get the relief work going good and then turn it over to the French. I don't know how long I will be over here, but hope to be back before June. The navy wants to make a bunch of us serve our four years out, but nothing doing for me.

"Our old home at Pauillac has been turned over to our army for a debarking station. The liner comes up the river to the docks there and loads troops aboard for the U. S. A. I sure would like to be aboard a ship and passing the Statue of Liberty about now. There is no such thing as prohibition over here. There is no good beer here but lots of wines and cognac. They pronounce it cony-ac—all same Coney Isle. It sure has an awful kick to it. One swallow and you have to gasp for air like a fish out of water."

PE

### TENNY GETS BACK

A few words from Wm. N. Tenny, Line Foreman, Western Division, Electrical Department, who is back



on the job again after 14 months service in the 316th Field Signal Battalion, 91st Division:

"Back on the old job again, of which I am glad to be physically able to hold, as well as being glad to get back with the good old P. E.

"Being connected with the Signal Battalion, had quite a lot of telephone trouble to look after and repair. In a rough country you run or walk; if along the highway, use a motorcycle. And when in battle it is quite some job, where you have sharpshooters trying to get you and high explosive shells to dodge, as well as many other deadly things to look out for. It makes the line job here seem very tame.

"Was getting along very nicely until the morning of Sept. 28, 1918, when some fragments of one of Kaiser Bills high explosives put me out of commission and in the hospital, where I stayed until the first of February, 1919, getting my discharge then."

PE

Letter received from J. W. Clay, formerly of the Southern Division, now in France, states that he has just received official notice that he will be relieved from further service on Feb. 15th and may prepare for embarkation at an early date thereafter. He expects to arrive home about April 1st.

PE

Roy Roepke of the Southern Division, writes from Junkerath, Germany, to Mr. Davis, under date of Jan. 27th: "I am over in Germany for awhile helping to hunt railroad equipment. Quite a difference between this weather and California weather. Think I will be home by Spring. My regiment is still down in France. Am OK. Best regards.

## KREIDER IN GAY PAREE

Lew Kreider has been wandering around some since we last heard from him, and writes quite interestingly of some of his doings. In his last letter he says:

Paris, France, December 15, 1918.

Am just returning home from Southern France, where I spent my furlough, and have had the best time I ever had in my life.

Left camp on December 2d, and went to Paris, where I spent a couple of days, then departed for Nice, which is our leave area. Spent a couple of days traveling to Nice, and it was a hard old trip, as these trains have no sleeping accommodations, and they are all crowded. But it was worth it all, as Nice is the garden spot of the world. About the same climate as you have, but the scenery is something grand. Situated in the Alps mountains, overlooking the Mediterranean sea, it is the pleasure ground for people from all over the world. You probably have read of the Riviera. Well, that sure is some promenade, and even if I was not at home, I had the pleasure of picking oranges from the trees this winter.

Well, we are allowed seven days' leave at Nice, and surrounding cities. Went to Monte Carlo, Monaco, and Mentone, by trolley, and took a short trip over into Italy. Went through the great Casino gambling resort at Monte Carlo, and the home of the Prince of Monaco, and many interesting old chateaus and castles.

And the best part of this trip is that it is paid for by Uncle Sam. When we arrived at Nice we were assigned to one of the best hotels and our room and board all paid for. So we had a few francs to spend for amusements. And, after living in camp for so long, this was certainly a paradise to us.

Well, after seven days there, we went to Marseilles, but stopped there only one day, when we went to Lyons, which is the second largest city in France, and a very beautiful city, as well as a busy one. Walked over the Rhone river bridge, which was named in honor of President Wilson. From Lyons we went to Dijon, and then came to Paris today and saw President Wilson in the parade.

You have seen the New Year's eve celebration at home, but that is nothing compared to what they are doing here today. The people are just wild with joy. The streets are just one solid mass of humanity, and everybody is singing, dancing and throwing confetti, etc. The girls are crazy about American soldiers, and are tearing buttons off our coats, and grabbing our hats for souvenirs, and we can't go out on the streets without being kissed many times by the made-moisseles.

Just came into the Y. M. C. A. to get a little rest. Was down on the Rue de Opera and Champs Elysees for the last two hours and almost got kidnapped, so I came into rest and write a few letters. Expect to go back to camp tomorrow and go to work again. It will be pretty hard

## MORE FIGHTERS RETURN . . . MECHANICAL DEPARTMENT

R. H. Orth  
G. S. King  
C. B. Bell  
T. H. Green  
J. R. Stringer  
R. N. Stewart  
L. B. Freedman  
C. W. Herrick  
T. J. Clifford  
A. Wilhite  
E. L. King

## ELECTRICAL DEPARTMENT

C. E. Kodil  
W. N. Tenny  
F. J. Swall  
L. Welch  
P. C. Hill  
G. Hudson

## MAINTENANCE OF WAY DEPT

E. E. Martin  
E. K. Burdick  
E. S. Johnson

## EXECUTIVE DEPARTMENT

Theodore Wright  
Fred Garrigues

## GENERAL PASSENGER DEPT.

Ray C. Bailey  
Walter Brand

## STORE DEPARTMENT

E. A. Gilks  
V. B. Swartz  
Dario Tarino

## P. E. BUILDING

Chas. Lenhart

## TRANSPORTATION DEPT.

### NORTHERN DIVISION

C. G. Jones  
F. C. Kull  
O. M. Hazard  
E. R. Locke  
L. L. Prewitt

### SOUTHERN DIVISION

J. W. Krejci  
B. F. Hammack  
C. A. Norman  
H. A. Lawrence  
D. L. Beal

### WESTERN DIVISION

Clarence Wilt  
J. J. Rothgeb  
B. J. Rountree

## LOS ANGELES FREIGHT HOUSE

F. E. Meine

to go back to the old hard bunks and mess kit life again, but hope it won't be for very long, as they are sending the boys home pretty fast now. But I suppose we will have to stay until we get them all moved to the transports. Expect to get some mail when I get back to camp, and hope everything is O. K. at home. Now that the war is over I am anxious to get back on the job at home. Please give my regards to all the P. E. family, and hope to be with you again at least by next summer.

PE

## INGRAM IN GERMANY

From Sergeant F. D. Ingram, of Battery C, 348th Field Artillery, we receive the following dated at Salmrohr, Germany, February 8th, that is a card. He says: "Hello, Family. This is some place. The one big subject at present is 'See America First.' They say we are leaving soon for U. S., so GIVE US A PRAYER."

## PIERCE NEAR SWITZERLAND

From near the Swiss Alps comes a letter to Supt. O. P. Davis from John M. Pierce, formerly of the Southern Division, and from whom the boys of that division will all be glad to hear. Mr. Pierce sends copies of the tickets used by the electric lines in that part of France that we reproduce in this number of the Magazine that are also of interest as we wonder what kind of a riot would be created if the system were adopted on the Pacific Electric and the passenger had to show his "billet" about every two blocks, to say nothing of what our conductors would do who had to handle the system. Punching triplex on a busy day wouldn't be in it. Here is the letter:

"I guess you were as glad as I was to hear about Peace, and from what I am able to gather from the papers they had some real wild celebrations over there. But it was as nothing compared to the French people's celebrations, which lasted in all about two weeks.

I have traveled over nearly every part of France and while hard traveling, it has been very interesting as well as educational. For the French railroads and electric car systems I can't say much. But wait till I get back where I can tell about them. I am enclosing several tickets (Billets) used by the French on their electric railways, which are by the way the most uncomfortable things I have ridden on or in except the French box cars. They are certainly the limit.

The conductor or conductress (whichever the case may be) carries a large book around with the tickets or receipts in. You pay him the money and get your receipt, which you have to show about every block. Oh! it is a wonderful system.

On the steam railroads they have no schedule, but run whenever they get ready. If a train comes into a station late it is relieved of its number and then given a new number and a new schedule. So you see a French train is always on time.

The passenger coaches are easy riding but nothing like our "Pullmans."

The cities are very interesting, but very odd. The people and their customs are a thousand years behind the U. S.

Just at present I am at a school which is located about 26 kilometers east of Lyon. It is about 60 kilos from the Swiss border and we are able to see the snow-covered peaks of the Swiss Alps. Yesterday we were awakened as usual by Reivelle and later saw the prettiest sunrise from our barracks window that I have ever witnessed. The Alps were directly between the sun and us and their jagged peaks were beautiful. Through our field glasses a little later we were able to see that it was snowing on the tops of the Alps and we saw this a. m. that a great quantity of snow had fallen.

I am looking for an early return to the U. S. and will be awfully glad to get back to real work.