



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 3

LOS ANGELES, CAL., MAY 10, 1919

No. 12

SURE!

We'll Finish the Job



HOW WE PAY FOR OUR BONDS

By S. A. BISHOP

THIS month you will have made your last payment on bonds of the First Issue. You will also have made the final payment on bonds of the Fourth Issue in August. Therefore, the Company has arranged that the first deduction for bonds of the Fifth Victory Loan shall be made in September, on the pay day of the 25th. It will cost this Railway Company \$575 on each \$100,000 worth of bonds that employes buy of the Fifth Liberty Loan in deferring the first deduction from May to September. This loss is realized through the fact that the Company borrows the necessary funds with which to purchase these notes at 6% interest and realizes 43/4% on the coupons clipped from these bonds at the expiration of the first one-half year period.

The arrangement set forth ought to be highly satisfactory, particularly to all of us who are desirous of buying as many of these notes as we can possibly arrange to pay for, which are now being passed around for the last time.

We are going to belong to one class or the other, namely: the employe who has bought all that he can afford, or the employe who regrets that he did not buy as many as he could pay for, thereby passing up the last chance to invest his money wisely and profitably, with the possible result that he may not save at the rate that he has accumulated heretofore and even if he does save as much, he may purchase some other commodity not nearly so safe and sound as Liberty Loan Notes and which may even turn out a partial or total loss. What can you buy with your savings that is better than these Government notes?

Victory Liberty Loan

JUN 2 1919
JUN 2 1919
JUN 2 1919
11 35
9 35
13.00
454
1081
1535
45
89
15
544-206
750

441
23
464
479
495
774
MAY 11

PACIFIC ELECTRIC CLUB NOTES

PACIFIC ELECTRIC CLUB CALENDAR

May 10—June 10

Friday, May 9—

Western Division Transportation Dept. Meeting, 8 p. m.

Saturday, May 10—

Agents Association Meeting, 8 p. m.

Monday, May 12—

Band Rehearsal, 8 p. m.

Thursday, May 15—

"Military Ball" in Auditorium, 8:30 p. m. Those who have been in service are requested to wear their uniforms.

Northern Division Safety Committee Meeting, 2 p. m.

Monday, May 19—

Band Rehearsal, 8 p. m.

Tuesday, May 20—

Northern Division Transportation Dept. Meeting, 8 p. m.

Thursday, May 22—

Dancing Instruction Class in Auditorium, 8:30 p. m.

Friday, May 23—

Second Athletic Association Smoker.

Monday, May 26—

Band Rehearsal, 8 p. m.

Tuesday, May 27—

Southern Division Transportation Dept. Meeting, 2 p. m.

Thursday, May 29—

"Hard Time Ball" in Auditorium, 8:30 p. m. All are requested to dress in hard time costume.

Friday, May 30—

Decoration Day.

Monday, June 2—

Band Rehearsal, 8 p. m.

Wednesday, June 4—

P. E. Club Executive Committee Meeting, 2 p. m.

Rod and Gun Club Meeting, 8 p. m.

Thursday, June 5—

Dancing Instruction Class in Auditorium, 8:30 p. m.

Southern Division Safety Committee Meeting, 2 p. m.

Saturday, June 7—

Western Division Safety Committee Meeting, 2 p. m.

Monday, June 9—

Band Rehearsal, 8 p. m.

PE

MILITARY DANCE

Honoring returned Pacific Electric members of governmental service, a military dance will be given in the ball room at the club, Thursday, May 15. All employes of the organization are cordially invited, and ex-service men are requested to appear in uniform.

PE

HARD TIMES DANCE

A Hard Times Dance, in our ballroom at the club, has been arranged for Thursday, May 29. Those in attendance must be in costume, typifying an extreme state of poverty. A prize will be awarded the lady and gentleman, arrayed in garb best portraying hard times.

FAST, SCRAPPY BOUTS

OPEN FIRST P. E. SMOKER

Before a highly enthusiastic audience of about 200 members the Athletic Association of the Pacific Electric Railway staged its first smoker at the Hill Street club last month.

Despite the fact that the boys who met in the boxing matches had only a few hours' notice and consequently were in poor condition, there was enough fast milling to keep the crowd in an uproar and to bring them to their feet several times during each bout.

We extend through these columns a vote of thanks to the following boys who helped with their fistic ability to provide us with an enjoyable evening: Dick Scott-Danny Anderson; Jimmy Burns-Glenn Mulvaney; Joe Burns-Teddy Packer.

Those of us who were fortunate enough to be present were given a rare treat when Milton Harndon, present holder of the lightweight championship of the world, and, by the way, the only man that Walter Miller, the middleweight champion, doesn't care to meet, gave us an exhibition of wrestling that will linger in our memories for a long time.

Harndon's first opponent, Charley Kodill, is a youngster for whom we predict a bright future should he devote more time to mat work, and in his match with the champion he gave an exhibition of gameness that won much applause.

Ike Blanton, who has appeared before us on so many occasions, went to the mat with Harndon in the second contest, which was won by the latter with two straight falls.

We want to thank these three boys for the pleasure they gave us and to commend Mr. Harndon for the gentlemanly way in which he worked with his opponents. It is a pleasure to see a champion who when he outclasses a man does not try to make the fact more noticeable by a lot of grandstand play.

The smoker was such a success that it has been decided to hold another Friday evening, May the 23rd, and if the attendance warrants to make it a regular monthly affair so we are putting the matter squarely up to all of you. The association must have your ACTIVE co-operation to be a success. Without it nothing is possible, so if you are interested be on hand and give us a boost.

There will be eats and smokes and a good athletic program and the performance starts at 8:30 p. m.

PE

ATHLETIC NOTES

Dick Scott is a featherweight, but he packs a lightweight's punch.

Co-operation with the Athletic Association means a P. E. baseball team this summer.

Also a chance to receive competent instruction in boxing and wrestling. "Ask Dad—he knows."

An opportunity to work out in a gym, with a live bunch of fellows.

Les Crooks will soon be in the ring again. The broken thumb is mending.

Johnny Humerich, who has been laid up with a sprained arm, is O. K. again and gunning for a match with Harndon.

We have a regular raw meat fighter in Joe Burns. Watch him next time.

The Western Division is represented in the ring by Glen Mulvaney, who wants a match for the next smoker.

Danny Anderson of the Mechanical Department put up a good scrap. We'll hope to see him again.

Teddy Packer from the shipyards tried to put a bunch of rivets into Joe Burns but found him a tough old hull to work on.

Nuff said. Come to the next show and come a'rarin'.

OBITUARY

ALBERT F. DONNELLY

It is with deepest regret and heartfelt sympathy to Mrs. A. F. Donnelly that fellow employes and associates learned of the great loss she sustained in the sudden death of her husband and our friend Albert F. Donnelly.

After eight years of faithful service with the Pacific Electric Railway he had risen to the position of chief clerk in the General Freight Department of this Company. Having been in poor health for some time, he left a month ago, to seek good health in the Arizona climate, and it was with great surprise that word was received by his friends of his demise, on April 22nd, at Tucson, Arizona. The body was accompanied to this city by his wife, formerly Miss Florence Hoff, a well known Arizona girl. Interment took place at Forest Lawn Cemetery, Glendale, on the afternoon of April 23rd, his fellow workers acting as pall bearers.

PE

J. N. BRADFORD

Another of our fellow-workers, taken from us by the dread disease, influenza, was J. N. Bradford, member of the Mechanical Department, who after a brave fight, succumbed April 5th.

Bradford was engaged as millman for the Mechanical Department since November 11th, 1917.

PE

WILFRED J. VENNER

Among the saddest of accidents, recorded in recent annals of the Pacific Electric, was the death of Conductor Wilfred J. Venner, killed April 26 on the viaduct in rear of the Main Street station.

Venner was well known and much admired among his fellow workers in the train service, and his untimely end cast a deep gloom over many members of that branch. He entered the service of the Pacific Electric on February 11, 1918. He is survived by his wife, Helen M. Venner.

TRAIN SERVICE SENIORITY

In the matter of seniority obtaining either in freight or passenger work, or any performance in which trainmen are engaged:

It is evident there is dissension in the views of the trainmen, from the fact that this subject is before you, and if not adjusted amicably now, will make its appearance again. To postpone it you will have to contend with conditions yet to come, firstly, a greater number of trainmen, more miles of track, more runs, wage schedules and in a few years may become a railroad in fact. Now is the time to get right. We started right so far as seniority was concerned. The wage scale was based according to years of service regardless of which work we chose. The present plan has this effect,—an old employe chooses a run, not the hardest, but in so doing he accepts a lower wage. That becomes his pension run, so speaking. You will remember that when the freight and passenger work were segregated, there was no vote taken by the men to ascertain if it should be so arranged. Since that time the wage scale, working conditions and the points from which runs originated have been changed, and it is now seen that an injustice was done. Whereas, if seniority prevailed, it could be righted. No railroad man would expect more than his seniority provided, the ability of the older man considered. To assume that certain runs are much desired by some men, and that the men holding those runs are very reluctant in giving them up, does not get us anywhere. Now that a vote is asked to determine what is best for a permanent working plan, I would like to suggest that the former seniority or one seniority list be adopted by the management. Then if it proves desirable to take a vote to deviate from that plan, or in the event of any vote being taken, representative of the men, to take a vote from every trainman, but the vote of the motormen to be recorded separately.

I believe that the result of a vote obtained in this manner pertaining to a one seniority list, would demonstrate that no man would be a "boob" and vote away a privilege because he had no immediate desire to exercise it. To encourage a small part of the men to decide important issues for the men as a body, tends to prevent us from "getting together," for the reason they do not represent the majority and it is doubtful if they represent the minority.

In connection, too much cannot be said in favor of a "choose-up" at the expiration of stated periods by the seniority arrangement. A man could change to a run more to his liking or bid in the same run, provided he can fill the requirements. If a man can render better service by such a change, and the training is beneficial too, he certainly becomes a more valuable employe and desirable to work with.

I'll say let right prevail, we will get together for the fun of getting together.

FRANK BARRON.

PREMIER ENTERTAINER OF THE ORANGE REALM



RESIDENTS of the Sunny Southland have much to boast about.

Primarily it is because of our wonderful climate, scenery, etc., etc., and secondarily because it is the one spot in the universe that contains so many things that are the "greatest in the world. We of the Pacific Electric should be particularly proud of the fact that we are an important factor in making this true—but it is possible that our attention has not been called closely enough to just what wonderful adjuncts to this scheme of things we have. We all know we have the greatest electric interurban railway system in the world—the greatest sight-seeing trolley trips in the world, and incidentally the greatest "tell-'em-about-it" man, that ever made a car full of grouches quit worrying about the national debt, and begin to think that mother-in-law isn't such a bad scout at that. That's Harry Peck.

Now that the ice is broken we can talk a little more freely about him, and to begin with, those who haven't

ever heard him hand out the most elaborate collection of information about the world's greatest orange district, had better grab the Orange Empire first opportunity and hear him do it.

Harry has probably got the best line of any guide in the country today, and his knowledge of the subject on which he discourses would put the average historian on the shelf. His pleasant personality has made him famous with thousands of tourists, and as a booster for Southern California he has probably increased the population by considerable. Harry, in fact, is the type that could sell an under water lot, or convince a Mexican hairless dog that a certain brand of restorer would put him in the Rip Van Winkle class as to hirsute adornment.

From the above cut, you can see that he's as popular with the kiddies as with the grownups.

Here's to our Orange Empire entertainer. Long may he wrave!



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

May 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.

WHAT WE HAVE DONE

LIBERTY LOANS

1st—2088 Employes Subscribed
2nd—2642 Employes Subscribed
3rd—3720 Employes Subscribed
4th—4369 Employes Subscribed

MILITARY SERVICE

520 Men Accepted
10 Commissioned Officers
6 Made the Supreme Sacrifice
245 Now Back on Old Job

An enviable record. On the first four Liberty Loans, more than a million dollars were subscribed—an average of over \$2,000 per fighting man, and there are yet two hundred and seventy-five of our boys in service who know they will be taken care of when they return.

In 1918 We Chose Bonds Instead of Bondage --- Shall We Fail Now?

VICTORY! A word calculated to send a thrill to the innermost recesses of the heart and soul of the true American—both he who offered his life on the altar of freedom, and he, unable to serve in this particular manner, who offered financial and other aid here at home.

We are now ready to cement this victory into a reign of everlasting peace, and to this end our government has again called upon each and all of us, to demonstrate once more that generosity which made possible a world free for democracy. What we have done is great—but we must do still greater. The extremity of our effort is none too large.

The extreme, it seems, is a large factor in the scheme of the universe. Either it "Is" or it "Isn't." From time immemorial, that this is fact and not theory, has been proven in nearly every project, and today we are again facing a situation that demands the extreme, or the result will be the very antithesis of what the world has been struggling for, during the past four years.

Either "We Will" or "We Won't."

"Sure We'll Finish the Job" is the slogan of the Fifth Victory Loan Drive, and it is also an indication that "We Will." "The war is over, so why should we donate?" also seems to be a slogan with some, but as an indication of the "We Won't's."

But the war is not over! True, the backbone of autocracy has been broken, but such wounds, politically speaking, mend in time if the opportunity is given. There is only one solution. Strengthen the backbone of Democracy, sustain our well earned reputation of "when we start we finish," and the long desired era of world-wide harmony and peace is at hand.

The war is not over! Thousands of the flower of our nation have, in the interest of this great cause, made the supreme, and indeed the extreme, sacrifice. Have given their lives that our own nation might continue to be the land of the free and the home of the brave, as it has these one hundred and forty-three years. Hundreds of our boys are fighting now in Russia. Daily casualty lists should awaken us to the realization that the great struggle is not yet over, and, indeed, the ultimate hope of a world-wide peace may never be realized if we fail at this crucial time to "Finish the Job."

We have still to maintain our forces of more than two million men in service abroad. We must assist in returning such troops as are being released, and for generally taking care of our returned heroes.

When we have done these things, we may then have the opportunity of saying "the war is over," and better still possess the realization that it was due to America and patriotic Americans that the greatest menace ever known to civilization was fought and vanquished.

The Fifth Victory Liberty Bond Drive ends today. If you have not subscribed to what you honestly believe is your extreme limit—BUY ANOTHER! Let's make this a greater victory than the world has ever known—let's make it the last victory for which we must sacrifice human lives.

Will we uphold our standard of Patriotism and Generosity as the chief characteristics of the true American—and once more show our loyalty to those of us who stood ready to give their lives for us?

SURE WE'LL FINISH THE JOB!

SENIORITY PRIVILEGE

It seems that there are a few who are dissatisfied with a separate seniority list for freight and passenger service, and it also seems to me that the ones who are dissatisfied and want to have the two classes of service thrown together, want it for personal gain only and lose sight of the fact entirely that the freight man who has bucked the freight extra list and worked several years nights, would have nothing but a job in sight for all time to come should the passenger men have the right to exercise their seniority in freight service, because as soon as a preferred job was vacant some passenger man with a lot of seniority would always be ready to bid it in.

When the two classes of service were segregated, every man in the train service had the right to choose the class of service he desired. About all of the men that were working in the freight service wanted to stay in that class of service, and a few of the passenger men went in the freight service and everything went along fine until some one, probably with a lot of seniority, now wants to have it changed.

It is also stated that the men did not have the opportunity to vote on the proposition at the time it was changed. That is very true, but they did have the right to choose the class of service they wanted to work in.

Now, should this be left to a vote of the men, I think that the freight men should be the only ones to vote on the proposition, as they were the ones to draw away from the passenger service.

Another thing I would like to say a few words about: A man's seniority naturally starts when he enters the service, and a freight conductor's seniority should start when he makes his initial trip as a conductor. As it is at present, a man can hold trolley, or do a job braking until a job of his liking shows up and then he can bid it in and the man who has done the rawhiding can continue to do so.

I believe there should be two seniority lists in the freight service. A brakeman's seniority should date from the day he enters the service, and a conductor's seniority should date from the date that he makes his initial trip as conductor.

J. P. FOWLER,
Freight Conductor.

PE

MORTUARY FUND PAYMENTS

Payments from the Mortuary Fund reached a total of three the past month, including beneficiaries of J. N. Bradford, A. F. Donnelly and W. J. Venner, payments in each case being \$520.00.

The amounts in these cases indicate a membership of 2,080, a drop from 2,252 or less than 50% of the enrolled employes.

We wish to again call to your attention that the present plan, is one of the best types of insurance that any of you could enter, and it is hoped that more will give earnest consideration of, and take advantage of this type of protection for your families.



MORE FIGHTERS RETURN

ELECTRICAL DEPARTMENT

R. T. Weston
E. H. Davis
W. L. Hume
E. D. Ingram
R. T. Weston
W. L. Hume
T. L. Melton
E. H. Davis
E. D. Ingram
E. J. Menninger

STORE DEPARTMENT

J. M. Shea
Lester Blette

TRAFFIC DEPARTMENT

Henry Eggert
Minor Musick
Harry O. Marler

MECHANICAL DEPARTMENT

Thos. A. Valdez
J. C. Schneider
G. W. McClure

TRANSPORTATION DEPT.

NORTHERN DIVISION

John Stewart
Edwin Kohler
Wm. Lyons
C. H. Johnson
Louis J. Vigneau
H. L. Dearing

SOUTHERN DIVISION

C. E. Brown
John W. Robinson
John M. Pierce
Geo. A. Morse
Harry Joslin
Oliver Phegley
A. E. Stevens

WESTERN DIVISION

W. E. Tyler
E. J. Rogers
Jas. H. Toft
O. F. Jeske
R. A. Jordan

MAJ. EDMONDS AGAIN IN U. S.

Word of the arrival of our own Major Edmonds, in New York, from the battlefields of France, was received last month through an Associated Press note in the Times of April 17th.

From the brief account reproduced herewith, it seems we may look forward to some first hand information of the greatest battles in world's history when he returns to us:

New York, April 16.—The Three Hundred and Sixty-second Infantrymen, arriving from overseas today, were commanded by Maj. Henry Edmonds of Los Angeles.

Capt. Lester E. Walbridge of Co. E, of the Santa Barbara (Cal.) Daily News, told of the loss of all but thirty of the 216 men in his company in action. He was the only officer who escaped injury or death, he said.

REGULAR TRIPS TO FRANCE

In a letter received the other day by Mr. Thomas from Herbert Lagergren, we learn that the former member of the machine shop force is on board the U. S. S. Ohioan, doing transport duty.

His letter is as follows:

Having a little spare time I will try to write a few lines to you and the friends that I have at the Club wishing them the best of luck.

I am writing this letter at Sea, bound for France on duty and will return about April the twenty-fifth to New York and return to France again. I left Mare Island the first of February for the Receiving Ship, New York, and there I was two weeks and then a call came for men to take to the sea and here I am today on some sea at that. We left port on the 18th of March and we have been to sea only once, so I thought I would write and mail these letters in France when we arrive there which will take us twelve days to make the trip across the pond and then we will stay there a week, so I expect to make shore leave there and take in the town and have a few pictures taken.

Hoping to be discharged in the end of this year at least and come back to work and finish my trade at the machine shop.

They can talk about New York all they want to but give me the land of Sunny California and the P. E. dances and the times I had there with the boys and the girls and the picnics at Redondo beach. But I never expected to find New York in the weather that I did. I expected to see snow, but when I got here the sun was shining bright, but after being here a week the next day it started to snow and we had snow for two days and now it is rough and the boat is rocking like a cradle and a lot of the boys are sick, but I have been fortunate enough not to let the sea get the best of me so far and I am trying hard so if I try I guess I will win.

If any boys want to write a few lines to me give them this address and this is my present address

Herbert Lagergren, U. S. S. Ohioan, care of Postmaster, Brooklyn, New York.

There being nothing else to write I will close, hoping to hear from some of the boys.

H.

PE

UNIFORM CAPS

Commencing May 1st the Uniform Department is carrying a line of standard uniform caps which are sold on orders from Superintendent's office at \$1.75 each. This is much less than prices charged at retail stores.

AFRAID HE'S THERE TO STAY

Here's very interesting letter, received a day or so ago by Mr. Davis from L. J. Kreider. Outside of the fact he seems to think he's a resident of La Belle France for life, he seems to be getting along nicely.

Dear Friend: Just received your welcome letter, and was very glad to hear from you, and to learn that everything is going smoothly on the road, and hope everything is all settled by this time. I hope they have the "flu" under control, and that we don't lose any more of our P. E. boys. I haven't been getting any mail of late, and have been anxious to hear about how the "flu" was affecting the boys.

I get to see a Los Angeles paper once in a while, as we have many Los Angeles boys in our Company. And I also get the P. E. Magazine every month, which I greatly appreciate.

I certainly had a good time on my furlough, but am making up for it now, by hard work. We are kept very busy now. So far, we have been handling hospital trains, and freight trains. But we have now sent the greater part of the sick and wounded home, and are just getting down to business of moving all the soldiers from up front, to the embarkation docks.

It seems pretty hard to see the boys getting on the ships, bound for home, and we have to stay. But our turn will come some time, I hope. Some of our boys are going home in casual companies. But they are either sick, or have some sickness or dependents at home. And as I am not married, and have no dependents, I suppose I will have to stay until the last.

The weather has been very bad here all winter. Has been raining for three months, and now it is snowing. And as I have been in Southern California for the last nine years, this cold weather is pretty hard on me.

And the working conditions are very bad. Long hours, and no chance to eat on the road. And no cabooses to ride in, and the engines have no windows, and very little cab. So we have to be out on the train in the weather all the time. I am surprised that I have been able to stand up under it. I have found out that I am a better man, physically, than I thought I was.

I saw Roepke about two weeks ago. He was on his way to Germany, as an interpreter. Said he was going to write me, but I have not heard from him yet.

Markland is working on the Etat Railway, and I see him once in a while, when I get to Sammer. I am running on the Paris and Orleans Railway, but sometimes we make a trip over the Etat.

We are handling lots of German equipment now, which the French are getting from the Boche.

But all we are looking forward to now is for orders to go home. Everybody has had enough of this country, and the only thing that I am afraid of now is that we will be sent to Germany or Russia. But I certainly hope

not, as the war is over, and we all want to go home "toot sweet."

I think the French have enough men to run their railroads without us.

I hope you don't think I am complaining, but am just expressing the opinion of about every man in the A. E. F.

Will be able to tell you much more when I get home, so will close for this time.

Please give my best regards to all the P. E. family, and say that I hope to be with them again as soon as Uncle Sam will let me.

Hoping to hear from you again, I remain,

Yours very truly,

L. J. KREIDER.

PE

KILLED? NOT JOHNSON

One of the best bits of news that it has been our lot to receive recently, was a letter received last month by A. H. Ballard, from Corporal A. E. Johnson in France—refuting the report we received last January that he had been killed in action.

Johnson, it will be remembered, enlisted May 1, 1917, less than a month after the United States entered the war, in the National Guard of Arizona, and in due time was reported as having reached the scene of hostilities.

In his letter to Mr. Ballard, Johnson stated that he was located at Genecourt, France, and expected to leave for home some time this month. He expressed a wish to again take up his duties as an operator in the Electrical Department.

PE

MILITARY NOTES

Monte Carlo, December, 1918.

Dear Friends:

Am on my furlough. Been to Nice, Monte Carlo, and going to Italy next. Having a fine time. Will write.

Yours,

L. J. KREIDER.

PE

Junkreath, Germany,
January 27, 1919.

Friend O. P. D.: I am over in Germany for a while helping 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. I am O. K.

Yours,

PVT. ROY ROEPKE,

Trans. Corps, A. P. O. 770, care of R. T. O. Amer. E. F., Junkerath, Germany.

PE

A post card from Dan Tobey, written in Paris and received on April 30th days: "Had mess with Captain Owen L. McKee yesterday. He is now stationed in Paris. He is doing fine. Wishes to be remembered. Also saw "Dud" Sellars, now Top Sergeant Sellars."

Dan says that he was the official announcer of the American Expeditionary Force boxing championship in Paris, April 15th, and we know how well he can handle that job.

REPORT OF HOSPITAL FUNDS TO THE RAILROAD COMMISSION OF CALIFORNIA FOR THE YEAR ENDING DECEMBER 31, 1918

Pacific Electric Railway Company

State whether Corporation, Company, Association, or Joint Stock Association: **Corporation.**

(Address): **Pacific Electric Building, Los Angeles, California.**

Operated in conjunction with: **For Company employes only.**

Give name of Utilities, the employes of which receive service from respondent: **None.**

This form of report of Hospital Funds should be filled out and returned to the office of the Railroad Commission of the State of California, No. 833 Market St., San Francisco.

Number of those participating in hospital benefits: **All employes in service of company 3 days or more.**

Amount of fee charged each participant: **Fifty cents to \$1.50 per month.**

Number of participants who received benefits due to accident:

889 (149 injured while off duty; 740 injured while on duty.)

Number of participants who received benefits due to sickness: **4,180.**

State average time consumed in recovery of accident disability: **9.04 days.**

State average time consumed in recovery of sickness disability: **6.08 days.**

State total amount collected from all participants for hospital benefits: **\$32,-**

465.55 and \$800.00 interest on 16 P. E. Ry. Co. First Mortgage Bonds.

What were the total expenditures: (1) ACCIDENTS (2) SICKNESS
\$10,247.04 \$28,568.12

Distributed as follows:

(1) Professional services: (and salaries of all other employes)	4,829.30	14,487.92
(2) New and additional permanent equipment:	100.00	101.65
(3) All medical supplies:	726.69	3,234.53
(4) Provender:	None	None
(5) Miscellaneous (Detail below):	4,591.05	10,744.02

Balance on hand: **\$10,872.84.**

What disposition is made of this balance of funds: **Investment in**

16 Pacific Electric Railway Company First Mortgage Bonds: \$14,815.60
Due to Railway Company: **3,942.76**

MISCELLANEOUS

Conveyances:	\$ 20.00	\$ 15.00
Emergency and Special Services:	221.50	815.25
Library, Stationery and Telephones:	154.10	323.07
Rentals and Payments to outside hospitals:	4,148.95	9,335.44
Miscellaneous:	46.50	255.26
Total:	\$4,591.05	\$10,744.02

OATH

STATE OF CALIFORNIA,
County of **Los Angeles**, SS.

I, the undersigned, **H. A. Culloden**, (Secretary) of **Pacific Electric Railway Company** (Full name of respondent), on my oath do say that this report has been prepared under my direction, from the original books, papers and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the Hospital Funds of said company in respect to each and every matter and thing therein set forth.

(Original signed by) **H. A. CULLODEN**,

Secretary.

Subscribed and sworn to before me this 23rd day of April, 1919.

F. A. ALSPACH,

(Seal)

Notary Public.

SERVICE CHANGES

On April 21st, in line with ruling of the Railroad Commission of the State of California, the operation of cars on Brockton Avenue line, Riverside, was discontinued south of Jurupa Avenue, and on May 1 this line was cut off from the Fairmount Park line, single car being operated from 7th and Main to Jurupa and Brockton avenues.

At the same time the Fairmount Park line was consolidated with the Victoria line, and 20-minute service established through on this line.

Railroad Commission having rendered decision in Santa Monica local service case, on May 3, service between Colorado avenue and Sunset in Santa Monica, and local service be-

tween Venice and Sawtelle after 6:00 p. m. was discontinued.

On the same date, the Third street and Eighth street lines were consolidated, and service increased to 20-minute headway during the day, making connections at Third and Santa Monica boulevard with Venice Short line trains.

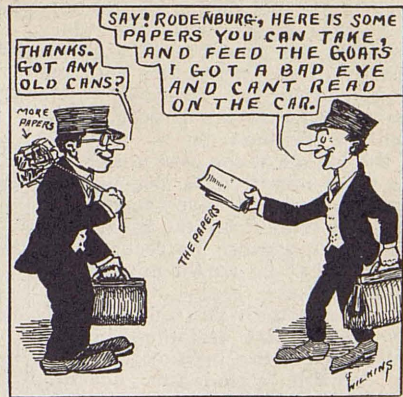
Revised Time Table No. 37 on Van Nuys line was effective on May 1, the running time being slightly lengthened and some changes made in leaving time of trains.

If So, Yes

He: "Do you think a woman should get the wages of a man?"

She: "It depends on whether she is married to him or not."

AND IT ALL HAPPENED AT VENICE * * * * * BY WILKINS



ONE of our two master gloom chasers is back in the running again, as will be noted by the above cartoon, and it with great pleasure we welcome him into the fold once more.

In taking up the work of furnishing us a grin each month, Wilkins has a new idea of connecting the fun with one of the family each issue, and to this end has written us the following letter:

"Say, fellows, why can't you send me in some good ideas for this space every month? Send something that really happened to some P. E. employe—something that will make everyone laugh. Give names and details, sign your name and send it in before the 20th of each month to me at Ocean Park, care of the Car House. "WILKINS."

EASTER ON MOUNT LOWE

Testifying to the popularity of Mount Lowe as a fitting place for Easter worship, the sunrise ceremonial, Easter Sunday, was solemnized before an approximate congregation of six hundred.

Heavy travel to the Tavern began early Sunday, and continued on through the day, bringing by nightfall nearly five hundred, the midnight special and 3:30 a. m. trains contributing one hundred more, so that as the gray morning dawn dispelled the darkness the hostelry was comfortably filled.

Guests who had been fortunate to secure accommodations at the Tavern were awakened about 5:00 by bugle and preparations were made for the processional which began its pilgrimage to Inspiration Point fifty minutes later.

Following the invocation by Rev. Frank Roudenbush at the Easter Rock, the mighty anthem, "Awake and Sing," greeted Old Sol as he rose majestically over the rugged crags of San Antonia and cast the first light of day over the peaceful San Gabriel valley.

Under the direction of Mr. William Knight, the program, including musical selections by solo and chorus, and poems, was presented, Rev. Roudenbush delivering the address of the day.

TRAINMEN'S MEETING FOR APRIL

Western Div. Transportation Meeting

The regular monthly Transportation meeting of the Western Division was held in the Auditorium of the Pacific Electric Club on April 16th, at 8:00 p. m.

Preliminary to the business session, a short entertainment was provided.

The meeting was called to order by Chairman Jack White; the attendance numbered about 50, including General Superintendent Annable, Superintendents Bradley and White, various members of the Division staffs, General Passenger Agent Smith and General Freight Agent Day.

Upon motion, the reading of the minutes was waived.

Unfinished Business

Suggested change in handling trainmen's time cards.

Disposition: Superintendent White stated after a conference with the general time-keeper, it seemed not worth while to institute any changes in the present system.

Suggested method of using coupon tickets for passengers transferring from Westgate and Santa Monica Canyon lines.

Disposition: General Passenger Agent Smith advised would use an Interurban form of transfer with a space to be punched Los Angeles. New transfers being printed and when received, would give them a trial.

Including war tax in amount punched on cash fare receipts.

Disposition: Mr. Smith stated matter taken up with Accounting department, where it was decided it could not be done and proper accounting maintained.

As fast as ticket stock is renewed, printed notation will be made stating that fare does not include war tax.

Providing clips on car seats to hold hat checks.

Mr. Galloway suggested that two small washers could be inserted on top edge of seat backs, under the binding strip, which would leave a small space between the strip and the

upholstery sufficient to hold hat checks.

Disposition: Suggestion will be referred to Mechanical Department for a try out.

Suggestion that motormen and conductors assigned to instruction of students be required to wear uniform caps.

Disposition: Supt. White stated that after due consideration of the matter it did not appear that any real benefit would be derived; if any identification or credentials were requested by passengers, card pass could be displayed.

Providing 3-car passenger landings at Vineyard and Tokio.

Disposition: Supt. White stated these improvements were under way.

Providing proper passenger landings at Page Military Academy and Beverly Hills.

Disposition: Supt. White stated that work was under way.

Additional representation of Western Division men on work trains and freight trains operating over system.

Disposition: Supt. White stated that after a conference with the other Superintendents it was found that Western Division was entitled to a total of one motorman, one trolleyman and three brakemen. Runs involved will be put up for bid.

Providing gate at Hill Street station to separate inbound and outbound passengers.

Disposition: Supt. White stated that some misunderstanding existed as to what was wanted and further investigation would be made and reported on at next meeting.

That passengers on Van Nuys line, inbound, be discharged at 4th Street, instead of inside Hill Street Station.

Disposition: Supt. White stated did not consider conditions would warrant this change; would work hardship on passengers, many of them loaded with bundles and baggage.

Conductor Galloway submitted a letter, which was read in its entirety by the secretary, in which he claimed

a lack of confidence between present instructors and student trainmen, due to instructors not being on friendly and intimate terms with the older men. That on account of the unpopularity of the instructors with the men, discontent was created. He recommended that the instructors be chosen by the men by a majority vote, the names of the men nominated to be first submitted to the superintendent, who would have the right to remove any name from the list if there was anything against his record or if it was thought he would not make a good instructor.

After the letter was read, Mr. Galloway moved that trainmen be allowed to select the instructors.

Mr. Annable stated the question could not be given consideration; the Company would not entertain the idea of the men selecting the officials.

Conductor Creighton claimed the new men were not always properly instructed and mentioned specific case involving unfamiliarity with rates of fare.

Supt. White stated that when fare rates were in doubt men should consult passenger tariffs.

Conductor E. C. Brown took exception to the apparent personal feeling which he claimed was evidenced by the letter just read, and protested against such methods.

Disposition: The question will not be given favorable consideration.

By Motorman Grover, that there is too much mail handled on 9:45 a. m. and 11:00 a. m. trains out of Venice; as high as 2 sacks on some trips.

Disposition: Supt. White stated that as it was Government mail, it would, of course, have to be handled regardless of the amount. Will look into it and if possible assign one of the newly remodeled cars to that run.

By Motorman Jenks, that by reason of absence of tie rods on brake beams on some types of equipment, brakes spread when air is applied, causing uncertainty in braking. Tie rods between the brake heads have been placed on some cars, which are a good device and overcome the difficulty. If can be placed on all cars, will do much to improve coasting results. The brakes on car 887 are fitted with tie rods and brakes work satisfactorily.

Disposition: Will be referred to the Mechanical Department with recommendation that tie rods be placed on all equipment.

Manager Thomas, of the Pacific Electric Club, directed attention to the opening of the Employees' Camp at Little Bear Lake, May 1st to 31st for accommodation of those desiring to fish in the lake and streams. Reservations will have to be made in advance.

Mr. Jenks brought up the question of meeting nights; thought Wednesday night not acceptable to many.

After discussion, it was moved and seconded that hereafter, the meetings of the Western Division trainmen be held on the second Friday in each month. Carried.

Motorman Jenks being the only nominee for Chairman to serve for

the next three months, the Secretary was instructed to cast the vote for his election.

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

PE

Northern Div. Transportation Meeting

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

The attendance numbered about 40, including the following officers: Mr. Titcomb, Mr. Annable, Mr. McPherson, Mr. Bradley, Mr. White and Mr. Day.

The business session was preceded by a short entertainment.

The regular order of business was taken up at 8:30 p. m., Chairman Selk calling the meeting to order.

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

Unfinished Business

Question of run changes involving ten minutes or more, such changes placing all runs on the line open for bid.

Re-opened question of open terminals at Pomona, San Bernardino and Riverside.

For the purpose of securing standard practice for the three operating divisions, General Superintendent Annable, Assistant General Superintendent McPherson, and Superintendents Bradley, Davis and White presented a report covering proposed revision of seniority rules, as follows:

1. The rights of trainmen to preference of runs will be governed by their seniority in that branch of the service with the exception of the runs on which the service and equipment are such that special knowledge, experience and ability are necessary.

2. The system is divided into the following seniority divisions, on which trainmen may hold permanent seniority rights:

Northern Division
Southern Division
Western Division

3. Superintendents will prepare seniority lists of all conductors and motormen, which will be subject to inspection by all concerned

Where such lists are kept, passenger trainmen will have no seniority rights in freight train service or vice versa, except when temporarily assigned to such service.

4. Each new or vacant run will be bulletined by the Superintendent five (5) days and then assigned to the senior trainman who has previously qualified, bidding therefor. If no bid is received, run will be assigned to the first man on the extra list who is qualified to hold it, who will not be displaced therefrom except by his own wish or by the run being claimed by a senior trainman who may have been deprived of his run through no fault or action of his own.

5. When a trainman loses his run by its being discontinued or by its being taken by a senior trainman, he may take any run on the same seniority division held by a trainman his junior, but must exercise such privilege

within five (5) days unless prevented by sickness, absence or other good cause; provided, however, that no man shall, without his consent, be deprived of a run which ends at an outside or closed terminal where he has established his home, unless a run is discontinued.

6. In the case of employes resigning or leaving the service for any cause and re-entering it, seniority will date from the time of such re-employment unless, for good reasons, an employe is specifically reinstated to his former rights by authority of the General Manager. This, however, does not apply to trainmen who are transferred by the company to official positions and who wish to retain their rights in train service.

7. A trainman already employed on a road acquired by this company, and which line it may be decided to operate as a part of any existing division, will retain his seniority rights on the line upon which he is already employed and may take seniority rights on the entire division into which such line is taken for such runs as may thereafter be vacated.

8. A trainman employed on a line of one division already under operation, which may be, for operating purposes, transferred to another division, will retain his seniority rights on the line upon which he is already employed and may take seniority rights on the entire division into which such line is taken for such runs as may thereafter be vacated.

9. A trainman already employed on a road acquired by the company and operated as a separate division, will retain his seniority rights as theretofore on the road acquired.

10. Employes on leave of absence will, after the lapse of ninety (90) days, be considered as having resigned and lose their rights, unless for good reason Superintendent allows an extension of time.

11. When a run is changed as to starting or terminating time, or as to the amount of time allowed, 15 minutes or more, it will be thrown open to bid.

12. The following terminals will be known as open terminals, where seniority rights may be exercised by any trainman on seniority list who has been deprived of his run through no fault or action of his own:

Northern Division: Los Angeles-Pasadena.

Southern Division: Los Angeles-Long Beach-Watts.

Western Division: Los Angeles-Sherman-Ocean Park.

Printed copies of the above were handed out to those present and Mr. Bradley requested that the subject matter be taken up for discussion.

No one taking the floor, Mr. Bradley moved that the question be carried over until the next meeting; in the meantime, the proposed rules would be bulletined so that all concerned would have a chance to study them.

Disposition: Carried over until the next meeting.

Appointment of terminal foremen at San Bernardino, Riverside and

Redlands.

Disposition: Mr. Bradley stated that in view of the comparatively few trainmen at each of the points in question it would not be consistent to increase the supervisory forces. The proposed consolidation of dispatching forces will probably take care of the difficulty complained of.

Question of allowing extra men to participate in Mt. Lowe service.

Disposition: Mr. Bradley stated that the Mt. Lowe service is special service requiring special qualifications and ability. Anyone feeling qualified may apply, but present practice will be followed.

There was no new business introduced.

Adjourned at 9:30 p. m.

PE

Southern Div. Transportation Meeting

The regular monthly meeting of the Southern Division trainmen was held on April 29, at 8:00 p. m., in the Auditorium, Pacific Electric Club, Chairman Clendenning presiding.

The attendance numbered about 50, including General Superintendent Annable, Supts. Bradley and White, and Asst. Supts. Wilson, Belt and Clark.

Manager Thomas, of the Club, provided an interesting musical entertainment, after which the regular order of business was taken up and disposed of as follows:

Unfinished Business

Providing 1000-ft. board approaching junction, at East Wilmington.

Disposition: Mr. Wilson stated the work was under way.

Re-issuance of instructions requiring that controller handles be left on cars.

Disposition: Mr. Wilson stated matter had been taken care of.

Keeping merchandise cars together in trains.

Disposition: Mr. Wilson stated this was not always possible, account cars being loaded as spotted opposite steamer hatches, and it was not considered advisable to delay departure of train in order to switch all merchandise together.

Question of payment of death claims of employes in lump sum or installments.

Subject discussed by Mr. Annable, Mr. Rich, Mr. Rogers, Mr. Tolle and Mr. Clendenning.

Disposition: It was moved and seconded that the matter be referred back to Mr. Bishop, with recommendation that the present practice be continued.

New Business

By Mr. Deckman, that more attention be given the excessive waste of lanterns, fusees, torpedoes and signal flags.

Lanterns are scattered all over the yard and cabooses frequently have more than standard list calls for.

Most of the trainmen have their own lanterns and caboose and motor requirements should be figured accordingly.

Thought much economy would result by having the man who cleans lamps issue the lanterns, flags, etc., as called for by conductors, same to be turned in to him when signing off.

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

Passenger Revenues		\$740,310.81
Freight and Switching Revenue		194,213.28
Other Revenue		41,021.18
Total Ry. Operating Income.....		\$975,545.27
Operating Expenses		
Way and Structures:		
Wages	\$ 68,981.33	
Material, Supplies, etc.	53,175.95	\$122,157.28
Equipment:		
Wages	\$ 71,850.75	
Material, Supplies, etc.	47,270.80	\$119,121.55
Power:		
Wages	\$ 20,140.57	
Material, Supplies, Power Purch., etc.	91,627.98	\$111,768.55
Conducting Transportation:		
Wages	\$284,024.72	
Material, Supplies, etc.	26,978.33	\$311,003.05
Traffic:		
Wages	\$ 4,207.60	
Advertising and Mat'l, Supplies, etc.	8,761.47	\$ 12,969.07
General and Miscellaneous:		
Wages	\$ 34,872.66	
Injuries, Damages, Mat'l, Sup., etc.	40,438.75	\$ 75,311.41
Total Ry. Operating Expenses:		
Wages as above	\$484,077.63	
Other Charges as above.....	268,253.28	\$752,330.91
Transportation for Investment—Credit:..	5,730.69	\$746,600.22
Revenue Less Operating Expenses.....		\$228,945.05
Depreciation	\$ 21,074.57	
Taxes Assignable to Railway Operations	51,551.43	
Total Depreciation and Taxes...		\$ 72,626.00
Revenue less Operating Expenses, Dep. and Taxes..		\$156,319.05
Non-Operating Revenue		14,682.90
Net Revenue		\$171,181.95
Interest on Bonds and Other Debt.....	\$290,984.68	
Rents and Miscellaneous Income Deductions.....	42,520.15	
Total Deductions		\$333,504.83
Net Loss		\$162,322.88

H. A. CULLODEN, Auditor.

Los Angeles, California, April 21, 1919.

This recommendation was concurred in by Assistant Trainmaster Crain, who stated that a recent check of records showed that about 400 lanterns had been issued during past six months.

Disposition: Mr. Wilson stated the matter would be taken up by Division officers and some practical plan worked out.

By Mr. Deckman, that cars are not being loaded to capacity at the Port. Recent shipment of cottonseed oil aggregating 93 tons was loaded in six cars.

Disposition: Matter will be taken up with all concerned.

By Mr. Crain, that the car situation could be helped out by loading refrigerator cars with freight destined to points on foreign lines, instead of using P. E. cars.

Disposition: Matter will be looked into and proper instructions issued to cover.

By Mr. Clendenning, that a stretch-

er and emergency medical kit be provided at yard office, 8th and Hemlock.

Disposition: Mr. Davis will make the necessary arrangements to have this done.

By Mr. Deckman, that the telephone at the yard office be retained; understood it now ordered out.

Disposition: Mr. Davis will look into the matter and take proper action.

Mr. Clendenning called attention to circular proposing revision of seniority rules, and stated he thought more time should be allowed for discussion before taking any action.

Disposition: Question carried over to next meeting.

Mr. Tolle was nominated for chairman to serve during the next three months, and no further nominations appearing, was duly elected by acclamation.

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

1919

VACATION SEASON

—AT THE—
PACIFIC ELECTRIC EMPLOYEES' VACATION HOME

INFORMATION IN BRIEF

CAMP SEASON—Opens June 15; Closes Sept. 14. No visitors will be received between June 1st and 15th. During May provision is made for fishermen as announced in April Magazine.

RESERVATIONS—Must be made in person or by phone at the Club on or after May 15th, and must be made in time for Camp reservation and order for reduced transportation to be mailed to applicant. Make no reservation unless leave of absence has been secured from head of department for period you desire to spend in camp.

WHO MAY RESERVE—Only employes, who may reserve for themselves, or their dependent family. An employe may take with him non-dependent members of his family, or a friend or friends to the limit of his tent accommodations. Extra tents will not be provided, and beds will be furnished only if available after employes have been fully cared for. This permission for friends and non-dependents is revokable at any time at the discretion of the management.

SINGLE EMPLOYEES—The right is reserved to place two or more single persons in the same tent cottage, the charge for accommodations to single persons only contemplates sleeping accommodations, and no tent will be reserved for the exclusive use of one person, and where two or more occupy a tent the charge will be the same (\$2.50) per week for each person.

TRANSPORTATION CHARGES—Passes provided for employes and wholly dependent members of family from any point on system to San Bernardino and return free. Auto Line excursion fare sold on order from the Club, from San Bernardino to Camp and return, \$2.50 for adults; children over 5 and under 12 years of age, \$1.25. Tickets are good both going and returning only on Sundays of excursion period, except that going portion will be honored on Mondays for employes prevented by duty from going on Sunday. Parties desiring to return on other than excursion days will be required to make an additional payment of \$1.25 for full fare and 65c for each half fare, plus war tax. Order for excursion fare may be issued to employes and dependent members of family only. Where employes are prevented by duty from going on Sunday of vacation period, and desire transportation for the Monday following, arrangements must be made in person at the Club and endorsement of such arrangement secured.

VACATION PERIODS—Begin and end with Sundays. No split periods will be permitted, and full charges will be made even if only a portion of period is used by applicant.

IF YOU USE YOUR OWN AUTO—Camp reservation must be secured in the regular manner, and ac-

commodations will be ready for you at or about 1 p. m. of Sunday on which your period begins.

CAMP CHARGES—Cottage rent: Single persons, each, \$2.50 week. Family of two or more, \$3.50 week. Only one cottage allowed each family. Where an employe's dependent family numbers more than four persons effort will be made to provide sheltered sleeping accommodations adjoining his tent. "Dependent family" does not mean relatives or friends.

ESTIMATED LIVING EXPENSE—This estimate is based on experience of past two seasons from reports made by various visitors to the camp:

Families of two, \$8 to \$12 a week
Families of four, \$15 to \$18 a week

WEEK-END VISITORS—No provision made. Inquire at Club as to whether room is available. If there is, register and get your order. If you are given order, lodging will cost you \$1.00 and meals at restaurant 50c each. The camp does not provide bedding; you must bring that.

TIME TABLE:

Leave Los Angeles (Sundays) 9:00 a.m.
Arrive San Bernardino... 11:00 a.m.
Leave San Bernardino... 11:15 a.m.
Arrive P. E. Vacation Home 1:30 p.m.

BAGGAGE—The allowance on each adult ticket is 30 pounds and must consist of clothing and bedding. A charge of 1c per pound is made for all over 30 pounds. Fifteen pounds is allowed free on each half fare. Wrap your baggage in a compact bundle and be sure that your name and destination is plainly marked thereon.

FISHING—Get your license before going to Camp, also take your own tackle, flies, salmon eggs or other bait.

HUNTING—Not permitted at this season, and only for ducks in season. Fire-arms of any kind not permitted. The law presumes that you are hunting if the ranger finds a gun on you. Don't take any with you.

WHAT TO TAKE WITH YOU—Comfortable old clothes; comforts, quilts, sheets, pillows and toilet articles, and above all, a cheerful, happy disposition to share with others.

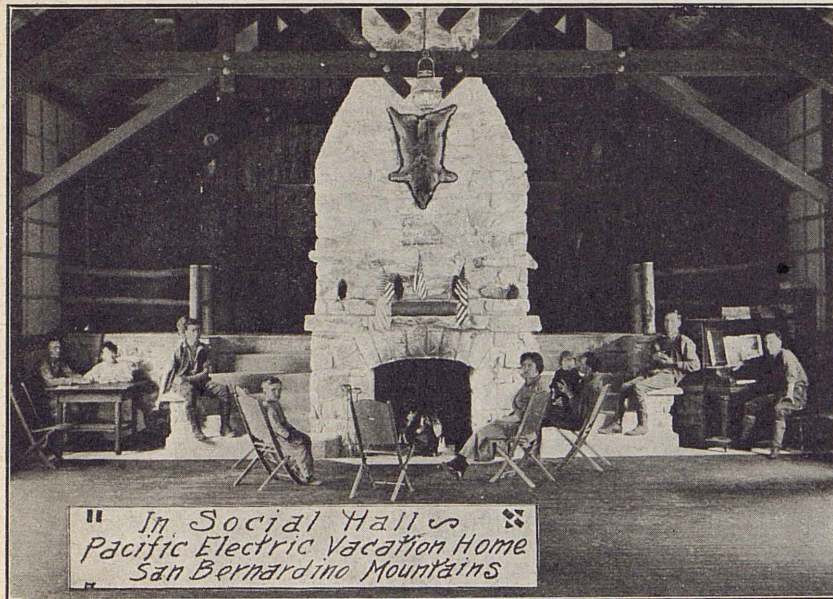
SUPPLIES—Everything necessary for your subsistence while in camp may be purchased at the store maintained by the camp. Profit is not sought in the sale of supplies to employes, it being desired only that the camp revenues may meet the cost of operation. Last year the revenues did not meet the expenses by about \$1200. The difference was met by the company. Cooked foods may be purchased at the delicatessen or meals taken at the restaurant upon notice sufficiently in advance to the Camp Superintendent.

FOR COMPLETE DETAILS READ ALL OF THIS FOLDER CAREFULLY

ALL of the Mountain Resorts are beginning preparations for the largest patronage they have ever anticipated, and the indications are that the capacity of all the resorts will be taxed during the 1919 season. This anticipation on the part of the resort owners is due to the fact that more rain and snow have fallen than in the previous five years and as a result, vegetation is much advanced, the streams are much more beautiful and attractive, the trees, ferns and flowers in brighter and better condition than for years and in every respect the hills, mountains and their gems of small valleys have become realms of joy to the lovers of nature, and it is to be expected that thousands of people who have never known their charms before, will this year revel in the beautiful hills.

At our own Vacation Home in the San Bernardino Mountains over 800 employes and their families were entertained last year for varying periods, and few indeed there were of the number who did not have the most enjoyable vacation of their lives. True it is that some did not enjoy it, but the number was small indeed, and when analyzed it would most probably be found that the reason of the non-enjoyment was within themselves. They were not in tune with Nature; or reasonable rational enjoyment would not satisfy; or that they desired to be a law unto themselves regardless of the rights, privileges and enjoyments of others, and selfishness never found happiness anywhere.

The reason for the establishment of our Vacation Home has been told many times, but it will bear repeating for the benefit of many employes who have not heard it. The purpose of this Summer Home for employes and their families is to provide at the lowest possible cost to them a place amid nature's most beautiful surroundings where they may spend a week or two in rest, recreation and social enjoyment under the best possible conditions for healthfulness; to endeavor to make it possible for the employe and his family to enjoy a mountain vacation each year in a place where every reasonable comfort has been provided, and which to many is not now possible at resorts that are run for profit; to stimulate a better acquaintance and better co-operative understanding between the various members of our corporate family and to further develop our usefulness to each other and to the company of which we are a part.



" In Social Hall
Pacific Electric Vacation Home
San Bernardino Mountains

Location of Camp and Its Surroundings

A tract of land approximately fifteen acres in extent has been secured in the San Bernardino mountains, 22 miles from San Bernardino and 1½ miles southwest of Little Bear Lake, the site being bordered on the north by Little Bear Creek, a stream of year-round flow running into the lake. The main road from Pine Crest to the lake parallels the stream and is the proper road to use to reach the camp, although the "Crest Route" may be used from Pine Crest, the traveler turning north at Daly Road, entering the valley about ½ mile from the camp to the south. The best road however is from Pine Crest via Strawberry Flat. Covering the camp site are hundreds of great, majestic pine and fir trees and the surrounding hillsides are carpeted with beautiful ferns. In a canyon to the east of the camp is a natural spring of ice-cold water, the flow year-round being approximately 4 miner's inches, and from this source comes all the water for the use of the camp's inhabitants, and piped to convenient points throughout the camp. A mile and a half over a good road brings one to the crest of the mountain to the south of the camp, from the vantage point of which one thrills over the view presented. To the north may be seen the desert of the Mojave stretching away for many miles in its barrenness, while to the south, apparently at one's feet, lie the hundreds of square miles of valleys in which are located the cities of San Bernardino, Riverside, Redlands, Corona, Rialto, beautiful by day, but far more so by night when their lights flash out like millions of diamonds. Trails lead off from the camp to many points of interest, not the least of which is the lake, where fishing and boating may be indulged in by those who care for that diversion. The joys of life within the camp will be whatever we make

it according to the amount of effort and spirit each of us invest therein.

Equipment of the Camp

The principal buildings of the camp are the Social Hall and delicatessen store, where food supplies may be purchased, either cooked or uncooked. A lunch counter is also maintained where meals may be had by those who do not care to do cooking. A swimming pool 30x60 feet in size, with water depth varying from 2 to 7 feet, provides much enjoyment for all. Supplies are furnished employes at as low a price as can be made. Tent cottages house the residents, each house 9x12 feet in size and furnished with bed and springs, mattress, wash stand, bowl, pitcher, mirror, slop-jar, and chairs. Each tent cottage is provided with a kitchen equipped for

housekeeping as shown in list following:

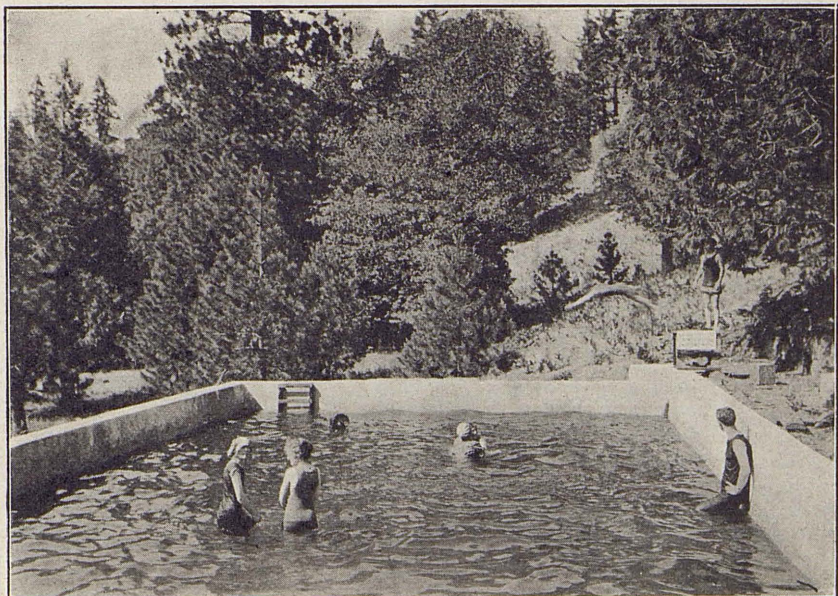
Kitchen Equipment

- Oil Stove (3-burner)
- Stew Pans (2)
- Pitcher
- Dipper
- Basting Spoon
- Dish Pan (18 in.)
- Knives and Forks (6)
- Spoons (6)
- Salt Shaker
- Paring Knife
- Broom
- Skillets (2)
- Coffee Pot
- Water Bucket
- Tea Kettle
- Kettles (2)
- Garbage Pail
- Plates (6 enameled)
- Cups (1-pt. enameled, 6)
- Kitchen Spoons (2)
- Can Opener

The Cost To Employes

In arriving at an estimate of the cost to employes the present market price of foods was used as a basis of figuring, and an average taken of several families of four persons each, of varying ages and various occupations and from this data a general average made. The cost given is estimated, but will be found approximately correct. It is certain that the cost to live at the camp, where supplies are furnished with no desire for profit other than to pay the exact expense of camp operation, will enable employes to live cheaply. In computing the cost, luxuries are not included, the figures being for a sufficient quantity of good, substantial food of a kind and variety to satisfy the average taste. These figures are also given with the assumption that all cooking will be done by the family in its own kitchen:

Food supplies (family of two) for one week	\$8 to \$12
Food Supplies (family of four) for one week	\$15 to \$18



At the Camp Restaurant meals may be obtained at 50c each.

It is not desired that families will patronize the restaurant as a regular thing; that feature being especially established for the comfort and convenience of those unable to do cooking. Hot cooked foods may be purchased at the store delicatessen by families and taken to their own tables for consumption. These cooked foods will be furnished at cost of production, and will lessen the work materially to the housekeeper.

Cost of Tent Cottages

Single Persons (each) \$2.50 per week

No Cottage will be assigned for the exclusive use of any one person. In order to accommodate as many persons as possible, single persons will occupy cottages in groups with single beds. No person under 18 years of age will be admitted to the camp unattended by members of the person's family. When possible, single employes should organize as a group for the vacation and make group reservations.

Family of two or more, \$3.50 per week

Where family (all dependent) numbers more than four persons, efforts will be made to provide sheltered sleeping accommodations adjoining the tent cottage.

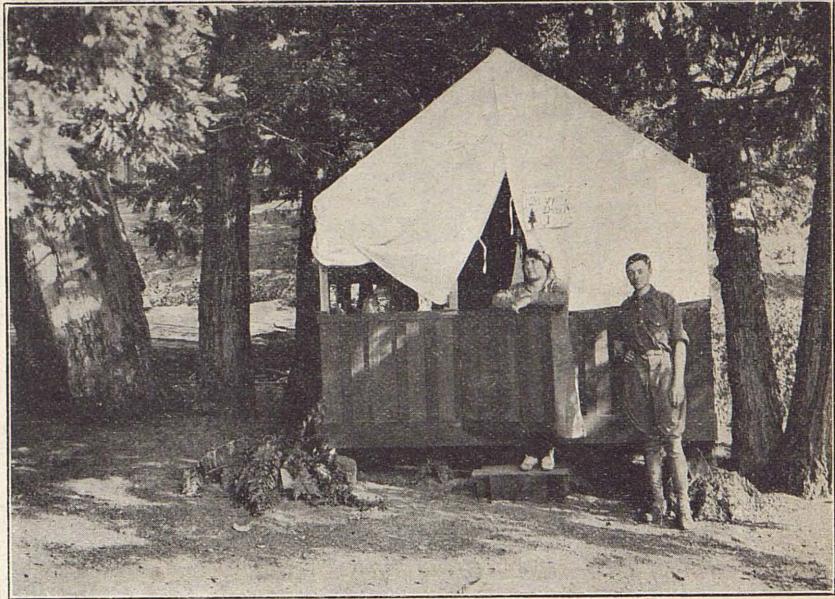
Only one tent will be provided for any one family.

Non-Dependent Relatives or Friends

Families may include in their vacation arrangements one or more relatives or friends provided additional housing accommodations would not be required and the camp at the time of arrival has or can furnish spare equipment without inconvenience to regular employes. Should it be found advisable, this permission may be revoked at any time by the management.

Transportation Cost

The Company will furnish free transportation to employes and wholly dependent members of their



family from any point on the system to San Bernardino and return. The San Bernardino Mountain Auto Line will sell excursion tickets on order from the Club at \$2.50 for the round trip for adults, and \$1.25 for children over five and under twelve years of age. Children under five years of age, free. Tickets are good both going and returning only on excursion days (Sundays) and on special stage only, except that going trip may be made by employes detained by duty making it impossible for them to leave on Sunday, on the Monday following the regular excursion date; but in such an event special arrangements must be made in advance at the Club and ticket order properly endorsed. Parties desiring to return on other than excursion days will be required to make an additional payment of \$1.25 for full fare and 65c for each

half fare, plus war tax. Reduced fares are available for employes and wholly dependent members of family only. Regular fare for all others at \$4.00 round trip; \$2.50 one way. Each passenger on the Auto Stage Line will be entitled to carry not over 30 pounds of baggage free; a charge of 1c per pound being made for all over 30 pounds per passenger, in each direction. Fifteen pounds allowance is made on each half fare ticket. Baggage carried free under these allowances must consist of bedding, clothing and toilet accessories only.

All bundles, packages or other forms of baggage must be securely wrapped, roped and plainly marked with the name and destination of the owner; brought to Sixth and Main St. Station and placed on platform of car on which you go to San Bernardino. When you arrive there, deliver it to the waiting stage and it will be taken direct to the Camp.

The Auto Line has made an excursion fare of 10c in each direction between our camp and Little Bear Lake.

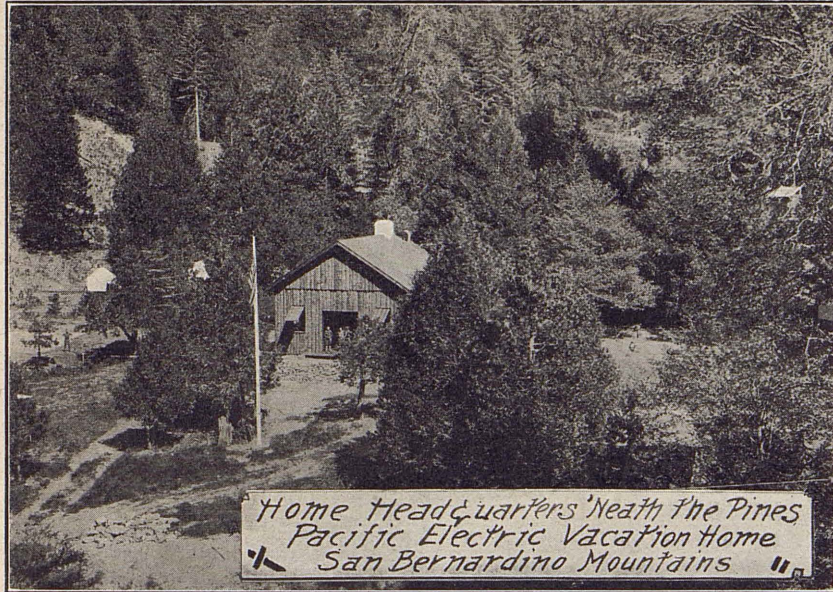
Free Camp Sites

Where employes have their own camp outfits, space for camping will be furnished free for any period of time the employe desires to stay at the Camp, and supplies may be obtained at the store on the same basis as that offered employes who occupy Camp cottages. All such employes are requested to bring and use their own outfits.

Week-End Visitors

Provision is not made for week-end visitors, but if application is made before going to Camp on day before starting, it may be learned whether or not accommodations are available. In assignment of quarters in Camp, families will have first consideration, single employes second, and occasional visitors governed by the conditions then prevailing. Auto parties of employes who may drive up to spend the day can always rely upon receiving food supplies.





*Home Headquarters 'Neath the Pines
Pacific Electric Vacation Home
San Bernardino Mountains*

What To Bring To Camp

When going to the Camp, care should be exercised to take no surplus luggage. Doing so will result in needless expense to the camper. Bedding should consist of two pairs of wool blankets and two comforts for each bed, and if sheets and pillows are desired they should be brought. Towels and toilet articles and warm comfortable clothing should complete the list of things needed. The days are warm in the sun, but cool in the shade and an overcoat on most nights is a friend indeed. The altitude is between 5000 and 6000 feet. Bring your own bathing suits. The Camp does not furnish them. Be comfortable.

How To Arrange For Camp Accommodations

Reservation of accommodations may be made at any time on or after May 15th for the season which will begin on Sunday, June 15th and continue until Sunday, September 14th, by employes either calling in person at the Club, 431 South Hill Street, or if employe does not reside in Los Angeles, application may be made by letter, and necessary papers mailed to the applicant. In writing, address "Manager Pacific Electric Club, 431 South Hill Street, Los Angeles." The Camp will be chartered for its accommodations and as a reservation is made the applicant will be given a slip describing the reservation and assignment which **must** be presented at the Camp, and to this assignment will be attached an order on the San Bernardino Mountain Auto Line for reduced fare transportation. This order **must** be presented to the stage

line at San Bernardino. No assignment to quarters will be made unless camp order is presented. At the time order is presented the applicant must pay the cottage rent for the time he is to use it. Two weeks is the maximum stay permitted any one unless possessing his own camp outfit. Excess baggage charge must be paid to the Auto Stage Line direct. **Do not try to make reservations before May 15th.** When possible, reservations should be made in person at the Club.

Camp vacation periods will **begin and end with each Sunday.** Party bound for Camp will leave at 9:00 a. m. each Sunday morning from Main Street Station; party returning from Camp will leave the Camp grounds about 2:00 o'clock Sunday afternoon, arriving in Los Angeles at 7:20 p. m.

Reservations cannot be made for

split weeks. Vacations must begin and end on Sundays.

On Sundays as vacation periods are terminated, camp residents due to leave will pack personal belongings on or before 1 p. m., so that new arrivals may be located as quickly as possible. All utensils **must** be returned to store thoroughly clean and in good condition.

Contributing Your Help

Each person over 16 years of age going to the Camp for a vacation will be expected to give one hour each day for whatever task may be assigned to maintain Camp cleanliness, to build additional accommodations and to add recreation features. This hour of service rendered by each one helps to make the Camp possible and will make it more and more YOUR Camp. This is not expected of ill, aged or infirm persons, but is expected of all physically competent. The tasks are not burdensome; we will help each other; and it is considered a part of your agreement when you go to Camp.

The idea for this contribution of help is not made from a desire to in any way detract from the pleasure of those visiting the camp, but experience has shown beyond a doubt largely to the enjoyment instead of taking away. It promotes sociability and better acquaintance; it stimulates the spirit of brotherly kindness; it preserves the equality of the camp citizenship in this community of our own where the right of all are equal and the pleasures joint; and in addition to the social benefits, it saves the employment of additional people to operate the camp properly, thereby reducing the cost of operation which redounds to the benefit directly of those who contribute this small amount of their time, and gives all who participate the feeling that they, individually, have a part in creating and maintaining this beautiful mountain home of ours.



*Toasting Wienies at the Camp-fire
Pacific Electric Vacation Home
San Bernardino Mountains*

The cost of providing space in this Magazine for the purpose of advertising is met by the Pacific Electric Railway; the gross receipts from advertising therein being received by the Employees Emergency Relief Fund of the Pacific Electric Club. Employees will properly express their gratitude by patronizing these firms.

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A Home, Like Rome, Was Never Built in a Day!

The time never was and never will be when men and women—AND CHILDREN do not need a home.

And the best thing about a HOME is the feeling of PERMANENCY it exerts upon its occupants. The "homey" feeling is made up almost entirely of the sense of security and the sense of LASTINGNESS.

Of course no one furnishes a house with camp-chairs, folding-tables and canvas-cots for who wants to feel they are "pulling up stakes" tomorrow or at most, next week?

The secret is simple—as all really great and important things are, when sifted down—Put only LASTING, SUBSTANTIAL FURNITURE into your home—furniture that defies wear and tear and grows more valuable as time goes by. You'll admit that HONEST furniture COSTS LESS in the LONG-RUN.

Then, too, the always bothersome problem of the amount of money one has to spend can be solved, and the home completely furnished, and more to your liking, by buying each piece of furniture SEPARATELY and AT DIFFERENT TIMES.

Every member of BARKER BROS.' great staff feels the responsibility of his or her position as YOUR ADVISER and HELPER

in furnishing your home. You have only to visit this great Store to realize ALL we mean by this statement. There are so many points that we have threshed out for the BETTERMENT OF HOMES—small and large—that we can't even hint at, unless you meet us half-way by paying us a visit.

Our Exchange Basement, for one thing, will doubtless SURPRISE you as much as it DELIGHTS you.

WON'T YOU PLEASE COME AND SEE?

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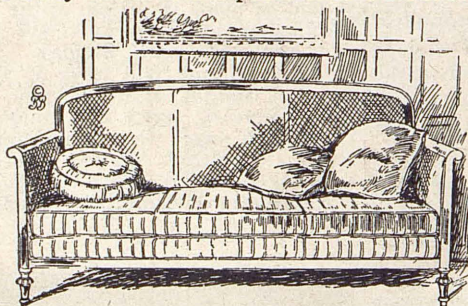
Office Phone
66322

Residence Phone
West 5220

DR. ERNEST E. SCHOLZ
DENTIST

Office Hours
9-12 and 1-5

Suite 427-428
Pacific Electric Bldg.
Los Angeles, Cal.



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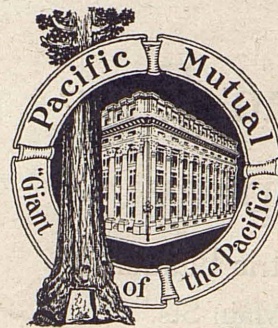
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