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The Pacific Electric MAGAZINE



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Vol. 4

LOS ANGELES, CAL. NOVEMBER 10, 1919

No. 6

COLLEGE-MADE UTOPIAS AND LABOR UNREST

Dorr E. Felt, president of the Felt & Tarrant Mfg. Co., of Chicago, recently contributed a little pamphlet on the disturbed labor situation that contains many aphorisms well to be remembered. It was our first thought to make a review and publish only the most salient points, but feeling that this subject was just at this time one of paramount importance and interest we devote space to the entire article which bears the caption "College-Made Utopias and Labor Unrest."

"From the many learned discussions of Capital and Labor appearing in public print, I am forced to the conclusion that the opinions there expressed are in the main derived from theories founded upon academic study of the subject. And as I read I cannot escape the reflection that if these writers with all their power of analysis and ability to express their views, only had a practical knowledge of the subject, they could write in a way that would throw much light on economic industrial questions.

After this statement I suppose I should qualify as to my own practical knowledge of the subject. I worked for many years at the bench as a machinist. I have been an employer for twenty-eight years. I have been quite active in public affairs. I was a member of the commission sent by the United States Department of Labor to investigate conditions in England and France. I am also President of the Illinois Manufacturers' Association.

Much of what is said in the published articles is correct as far as it goes, but the question is usually discussed as though the only elements involved in modern economics were Capital and Labor. Neither of these is the most important factor. The most important factor is the entrepreneur—that is the man who takes the risk and makes the wheels go round, not so much by investment of his money, as by giving his time and often his health to the intensive labor and effort which is sometimes referred to as "directive faculty." Such men often risk their money also.

Modern discussion of economic and labor questions is usually based on the assumption that the issue is between "Labor and Capital." As far as the human interest is concerned there are three elements: the Entrepreneur, the Labor and Capital. The capital will flow into industry if risk and prospective profit make industry more attractive than safer in-

vestments, like United States Bonds for instance. In the affairs of industry, commerce, transportation, etc., there are for capital all degrees of safety and hazard, ranging all the way from United States Bonds down to the exploitation of a new invention. The greater the risk the greater must be the prospective profit; otherwise capital will not be obtained. The losses experienced by capital invested in the more risky enterprises probably equal the profit experienced by those who succeed. We forget those who fail and regard only the profits of the successful. Yet, from an economic standpoint with respect to the welfare of all the people, it is probably true that the money so risked is more beneficial than the money invested in safer channels.

The fourth factor affecting economic questions in any country is natural resources. This is quite as important from the standpoint of the working man or the industrial captain as is either capital or labor. Abundance of food and abundance of minerals, such as coal, iron and copper, have meant as much to the American laboring man, as has also the willingness of American capital to invest in industry and transportation enterprises. But the one indispensable factor, which countries like Russia, India and China, who possess the other three factors, need, is capable and enterprising entrepreneurs. England and America have in the past enjoyed the services of this class of men. Many of such men have built up great industries with practically no capital. No amount of capital and labor can accomplish anything unless directed by the capable entrepreneur, of whom there never has been and never will be enough in any country.

Neither the entrepreneur nor the capital, for risky enterprises, will be forthcoming if we continue to talk along the line that labor is entitled to participation in the profits of the successful. The very prevalent talk of that kind and the discussion of "voice in management" in the sense that it is understood in America and in France, will tend to discourage industry and react to the disadvantage of labor. The same term as understood in England is not harmful. Certainly capital will not invest and capable men will not give their lives to the development of business if after they have made it a success, they must divide the prize with other men who have taken no such risk and given to it no corresponding in-

tensive effort and exercise of genius. In the case of a concern which took twenty years without profit to build up and then in the harvest time is realizing a profit of one hundred or one thousand per cent on the capital invested; it would be impossible to convince workmen having a voice in management that they were not entitled to fancy compensation. Yet if that one thousand per cent, which can be realized only for a short time, were spread over all the unprofitable years of effort and risk, it would not in many cases be a fair return for the time of the entrepreneur and the money invested. As a matter of fact the capable entrepreneur must be unhampered in the conduct of his business either by stockholders or workmen. I am familiar with a case where, after seventeen years of inability to make any money, a business was split into two parts, one practically without capital and the other with over a million dollars. One partner took the part without capital and while his associate, a man who had been very successful in building up a large business along conventional lines, was losing one million two hundred and twenty thousand dollars, the man who took over the business with practically no capital, made a million dollars; which came in very handy in helping the losing business to close up without going through bankruptcy. It was a big price to pay to be set free from "voice in management," but it was worth it. If it comes to a case of choosing between quitting or giving labor a voice in the management of that business, in the sense that expression is usually understood in America, it is obvious what choice that manager will make.

As for "voice in management" in the sense they understand it in England, the workmen in my own business have always had a voice in management; that is, the opportunity to express their desires and voice their complaints, and even more, they have always had the privilege of fixing the number of hours they should work and what hours out of the twenty-four the working hours should consist of.

Due to the excitement occasioned by the War and the failure of workmen to realize that the high wages they received under government control involved the mortgaging of the future of peoples for a generation or more, there will be a very considerable amount of social unrest for

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some years. It cannot be avoided; however, there is no danger whatever that the social structure of America will be overturned by anything like the Bolshevik.

I do not believe there is any danger of revolution in any of the countries of Western Europe. There will be some bloodshed, that is the price that even we in America will have to pay for the pseudo economic theories preached by the college professors and theorists who have no real knowledge of the fundamental factors of social and political economy. If those without practical knowledge of such matters would leave the industrial employers and employees alone there would be less unrest and less bloodshed. They lecture the employer, not realizing that if the employer gave all his profits to labor, it would not appreciably affect the workmen's income. They entirely ignore the fact that in the end the consumer pays any increased cost of production and that in the main the workman is the consumer. I have always felt that the man who works with his hands does not receive his full share of the combined products of labor, capital and enterprise. But, I believe that nobody yet has brought forward a scheme for a social structure which will afford for the working man a greater enjoyment of the good things of life than our present social and industrial system. During recent years organized industrial workmen have enjoyed more than formerly but that has resulted in increasing the cost of manufactured articles which he consumes and also the cost of the products of the soil which have become more expensive because the good pay and conditions in factories draw workers away from the farms, thus decreasing the possible volume of agricultural products. No matter how we may fix up a broad artificial plan for increasing the industrial worker's compensation, the fact that he is dependent on capital and the entrepreneur for a chance to work at all, and the further fact that he is the principal consumer in the long run, when we put it into practice, we will find that he is no better off in the end than he would have been under normal competitive labor conditions.

Of course one class of labor may benefit by artificial raise of wages, but in that case it is principally at the expense of other classes of workers. I believe the workmen themselves understand this better than the employers. They appreciate, and many of them state frankly, that it is a race between the various crafts to see which can boost their wages the fastest. They also now realize, as never before, especially in England, that workers in some countries have in the past by restriction of output, put themselves out of employment instead of making employment for a greater number of toilers, due to the inability of the employer to compete with manufacturers of other countries in producing articles the cost of which is principally labor.

The workman is not wholly to

blame for the present industrial unrest. There are some "stand pat" employers. There is about as much fault on one side as on the other, and there always will be friction. Some employers in some industries cannot afford the liberal treatment of employees which others easily practice. The employees in some countries can never experience the prosperity which those in other countries enjoy because of the difference in natural resources and captains of industry and commerce.

Agitation and revolution will accomplish nothing in the way of relieving those disadvantageously situated. If they would emigrate and pioneer places on the earth suitable for white people, they would accomplish something for the general benefit of mankind. The hardy and brave people who pioneered America did a thousand times more for mankind that did both the French Revolutions. The course which revolutions run usually, is a beginning consisting of the introduction of moderate measures put forth by theorists for the benefit of the poor and which in practice leave the poor worse off than before. The next step is something more radical and the revolution proceeds through successive steps, each more radical than the former until conditions become unbearable and autocracy is welcome, and then society begins to rebuild on conservative lines directed by an autocrat. I believe that the intelligence of the common people in America and Western Europe is sufficient to check Bolshevism before reconstruction of society has progressed very far. It the theorist would leave the workmen alone there would be very little trouble. The out and out radicals are not very dangerous unless they have a foundation of theoretical preaching furnished by supposedly disinterested and enlightened authorities. I hold no brief for the labor union official, but I know that often he is more enlightened on economic subjects and more reasonable than the average college professor.

Most employers are too busy and their time is too valuable to society to be spent on academic study of sociological questions. When the theorists mix in, they usually make a mess of it.

In all these questions remember, that there will never be enough successful employers for the good of society; that in the matter of living conditions the desires and needs of mankind are unlimited and that, the condition of the working man in any country, occupation or time, is only comparative. At the present time the conditions of various classes of workers are very unequal. This is due to two causes, first the labor unions have artificially benefited certain classes of workers at the expense of others, and second, the War has done the same thing. At the present time the French continually repeat the proverb, "La guerre c'est la misere de quelques-uns et la fortune d'autres." Also remember that there will be no more to divide than

CIRCULAR NO. 49

TO ALL CONCERNED:

Effective November 1st, 1919, the following rates of pay will govern in the train service:

STREET CAR SERVICE

Motormen and Conductors:

First year	42c
Second year	43c
Third year	44c
Fourth year and thereafter	46c

INTERURBAN SERVICE

Motormen and Conductors:

First year	44½c
Second year	45½c
Third year	46½c
Fourth year and thereafter	48½c

ON FOLLOWING SINGLE TRACK LINES:

NORTHERN DIVISION:

Los Angeles-San Bernardino Line

Glendora Line

Sierra Madre Line

Mt. Lowe Line

Riverside-Redlands Line

Riverside-Corona Line

SOUTHERN DIVISION:

El Segundo-Hawthorne Line

Redondo via Hawthorne Line

San Pedro via Gardena Line

Newport Beach Line

Santa Ana-Huntington Beach Line

La Habra-Fullerton Line

WESTERN DIVISION:

Van Nuys Line

Santa Monica Air Line

Inglewood Line

Burbank Line

Motormen and Conductors:

	Per hour
First year	47c
Second year	48c
Third year	49c
Fourth year and thereafter	51c

FREIGHT AND WORK TRAIN SERVICE

Motormen (Flat rate) 55c

Conductors " " 55c

Brakemen and " " 50c

Switchmen " " 45c

Trolleyman " " 45c

Yard Foremen " " 55c

The above rates will apply, and in addition thereto the annual twelve days' vacation with full pay will be continued.

In addition, the granting of passes will be continued, as covered by circular of December 17, 1918, entitled, "Rules Governing Issuance of Transportation." Furthermore, passes will be issued to employees who may live on the lines of the Pacific Electric, for travel to and from their work, per circular of June 20, 1919.

F. L. ANNABLE,

Approved: General Superintendent.

H. B. TITCOMB,

Vice-President.

Los Angeles, Cal., Oct. 25, 1919.

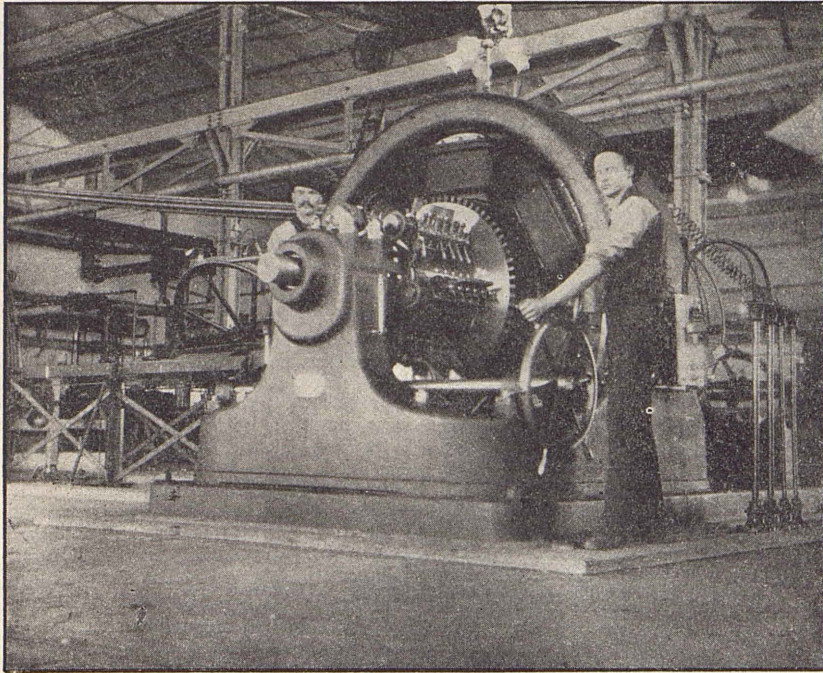
is produced; that the cost of articles of consumption will be in proportion to the cost and abundance of production; that where the wages of any class have already been artificially raised above the normal, a further raise is an injustice to other classes of workmen; that agitation discourages industry and the effect is a less production and consequently a higher living cost and less opportunity for employment.

Today the working man should pray to be spared from the injury which he will sooner or later suffer as a consequence of the activities of his theoretical friends."

PE

WANTS TO FORM QUARTETTE

Conductor Knox, of the Northern Division is anxious to form a Pacific Electric Quartette and asks that a basso, tenor and lead singer communicate with him for the purpose of organizing. Address him in care of Macy Street Terminal.

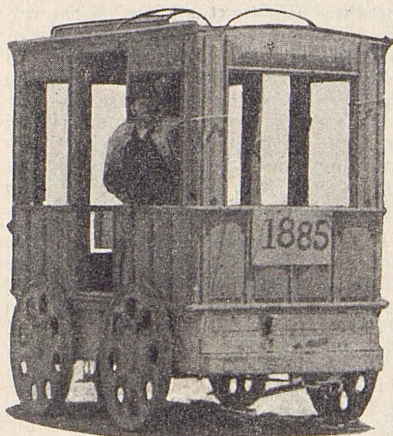


LOOKING BACKWARD

In delving through some old archives recently we ran across two pictures of interest reproduced herewith.

The upper one, a motor generator set installed in Los Angeles in 1892, and at that time the largest motor generator of the United States, capacity 350 K. W. The picture of the man indicates clearly its size. A 350 K. W. machine of today by comparison would compare as the mouse to the elephant. This one generator supplied all needed transportation power in those days. At the present time production of our motor generators amounts to 56,000 K. W.

The picture on the right is of Los Angeles' first electric locomotive, behind which was hooked a trailer capable of hauling about ten people. You may draw your own comparison between this motor and one of our



present 1200 passenger cars or one of our motor freight locomotives and this was in 1885.

RECOGNITION OF LOYALTY

The esteem of few men in the country is not more to be desired than that of Mr. Frank A. Miller, owner of famous Mission Inn at Riverside, and it was indeed a novelty in the way of a reception that he tendered the loyal men of the Pacific Electric Railway in the Riverside district at his palatial Inn on the evening of Thursday, October 30th, at which time a most sumptuous dinner was served to the men and their ladies, followed by a social function. The Riverside Enterprise of the 31st contains the following account of the affair:

"Frank A. Miller was host last night at the Glenwood Mission Inn to the Pacific Electric employees of this district who remained loyal to the company and made it possible to continue electric railway service. With the men were their wives.

"Mr. Miller stated that he had

never been more proud in his life than to be able to say that he had had the privilege of working with the men around him in the early days of the electric road situation. He gave the men present a heart to heart talk, strengthening them in the stand they have taken in remaining loyal and told them: 'You never would have put it over but for your wives.' He toasted the president. In his talk he said in part: 'You men have put your loyalty to the test; your loyalty to your neighbor and to your community as well as your company. It takes nerve to go out on the platform of your car when there is a strike on.' He told of the great losses that have been suffered by almost all of the electric railway lines and in the hotels of the coast, the two lines of business in which he is most greatly interested, showing that the employers in these lines have not had everything their own way.

"Dr. Harry L. Boardman, managing secretary of the chamber of commerce, spoke for the chamber in part as follows: 'At the time of this strike, when you were making sacrifices, the members of the chamber of commerce and the public were appreciative of what you were doing. They were intensely interested in your willingness to make sacrifices and your exemplification of the fact that the Golden Rule works sometimes. The public doesn't get much consideration in the big scrambles that are going on in these troublesome times but you men had in mind the public interest.'

"There were many excellent talks. Pete Grofthold, told of the early days and the loyalty then to Mr. Miller. A. McLean told of starting the first day of the line here in 1899 and working under difficult conditions for \$45 a month. Jim Gilbert told of the days of the strike and the difficulties of seeing to it that the wheels went around.

"Mrs. H. E. McNyse appealed to the men and women present to continue to think straight in the times of such crisis. She called attention to the fact that the women were just as much concerned as the men, waiting for them to come home. She likened the period recently passed to the period of a battle during the war. Mrs. Peebles also spoke feelingly of the anxieties that are felt by the ones at home while their loved ones were passing through the strenuous period of the strike period.

"Editor Lockley of Portland, spoke briefly for the spirit of the League of Nations, which he likened to the spirit of the men of the Pacific Electric in their team work and of the cooperative effect of the soldiers of all the allies in the war.

"There were many expressions of appreciation for the courtesies of the Inn, as shown by Mr. Miller. De Witt Hutchings read a favorite poem. Two colored entertainers were greatly appreciated and the evening closed with an organ recital and the singing of old hymns in the cloister.

"At the close of the musical program Mr. Miller announced that he has placed the names of the guests on his list of distinguished persons to whom music room tickets are sent."

— PE —

Answers of Pupils

"Bigamy is when a man tries to serve two masters."

"The law allowing only one wife is called monotomy."

"The liver is an infernal organ of the body."

"The priest and Levite passed on the other side because the man had been robbed already."

"Soldiers live in a fort; where their wives live is called a fortress."

"A buttress is the wife of a butler."

"A schoolmaster is called a pedigree."

"Filigree means a list of your descendants."

"The wife of a prime minister is called a primate."—London Spectator.

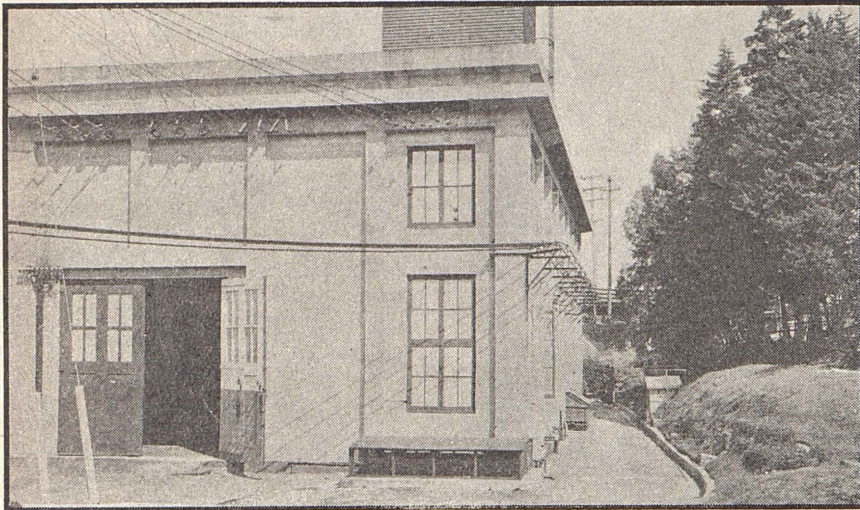
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MECHANICAL DEPARTMENT NOTES

C. A. MILLS, ASSOCIATE EDITOR



A "HOBBY" AND ITS RESULTS

I have always advocated, and yet believe that every man, regardless of what his vocation in life may be should have some diversion aside from his regular duties to relieve the strain from off his brain and nerves after a strenuous day at the office or factory. My observation of such men has demonstrated the fact that the man, who has a hobby, looks younger, is more cheerful, and more contented than the man who does hard work and then afterwards sits down and brews over what he calls a dreary grind to get ahead in this world. Now those of you, who have not tried this simple remedy just give it a trial and see what a fascination it will be to you.

In this issue of the Magazine you will find two views of sub station No. 3, the first one is from the southeast corner of the building. It will show how an ugly bank and yard may be beautified by a little work and at a very small expense. The bank is covered with *Sippia Repens* and in each of the flower pots you see cut into the bank is a different specie of plant, so that the bloom will be different from the flowers that cover the bank, and the ditch you see carries away all storm and waste water. The little cement house is where our drinking and other supplies are kept. I wish to say before I go further, that this cement work which you see on the east of the building and the retaining wall on the west never cost the company one cent. I am very proud to say that Mr. Leo Bush, our section foreman on the Covina line, is a wide-awake fellow, and wants to see things done neat and permanently. He obtained the cement for the hauling of it from the county. It spoiled on their hands. But we separated it and found enough good cement for our work.

Then the Lord turned the storm waters loose and rolled down plenty of sand and rocks, so we had plenty of material at our door to complete the work. The oil which I use for the walks comes from a prospective oil well. I have been over six years obtaining enough for my walks, but some day I will be finished; if I can keep up the courage.

The second picture shows the rose garden and the north end of the building, also a little of the west and east side. I have one hundred and seventy different varieties of roses in this garden and twenty-five kinds of flowers growing to the west of the building in soil reclaimed from the ravine, by constructing a retaining wall. Thanks to Mr. Bush.

Well, in the beginning of this article I spoke of diversions. Well mine is this: After I have looked after the inside of station and see that everything is ship shape, clean, machines running o. k., cars moving quietly but

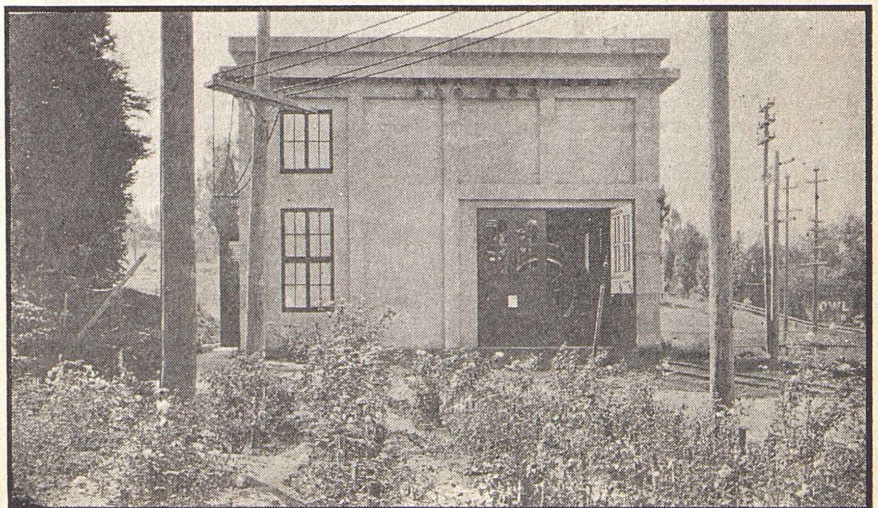
quickly and the passengers all happy. Then I go out and work in the yard, trim grass, sow flower seed, hoe weeds, or do some pruning or irrigating. There is nothing in the world that looks nicer than a clean station grounds and nothing looks more cheery and of taste to the average passenger, who passes, in and out, day after day, than bright flowers growing. They get tired of making the same trip each day without some bright cheerful objects to look at along the route. It makes their journey seem shorter and more pleasant.

I have been able, by exercising great patience to grow from the seed, four dozen roses, and some of them very beautiful and promising, and when I get home after a day of hubbub and noise, I go out to see how they are getting along, and if any of the newer ones have bloomed, then I go in the house refreshed and have forgotten all the unpleasant happenings of the day, and am soon sound asleep.

I will say to our new men, when you get settled in a station try my cure for all ailments and put out some flower seed, trim your lawns, and show the other fellow that you can surpass him in keeping your station and grounds just a little better than he does. You will be more contented and feel better too, when the officials come to visit you.

I have had the pleasure of meeting a large number of the new men and they all remarked how clean my station was and how beautiful the flowers were. I stand ready to help you in your selection of seed and plants to make your station look equally as beautiful.

I have tried out a large number of different flowers and shrubs and if I can be of any service to you I shall do so cheerfully, as I did to try to show you how to operate. The way I did, was when I saw a plant that met my fancy I bought it, or the same flower seed; so little by little, I have a nice garden and do not miss the price either. I have always thought that flowers around a sub-station looked far better than a vegetable garden.



When I was planting my flower garden last summer some of the indifferent ones came to me and said: What kind of garden seed are you planting? When I would tell them flower seed, they would laugh and say: You can not eat flowers. Such a man never gets anywhere in this life, he only thinks of his own aggrandizement and not of other people's happiness. Well, I get pleasure, happiness and experience out of my garden, besides the pleasure others have of admiring them and probably weighed more at the end of the season and was healthier than the indifferent one.

I will now give you a list of flower seed to plant in order that you may have flowers in bloom all the year round. You can plant now *Centaurea Imperialis*, *Calliopsis Cakendula*, *Coreopsis* now as they are hardy annuals. Also *Gaillardia* and *Hunnemaia* and *Grant Perfection* stocks.

Then in the spring you can plant *Arctotis Grandis*, *Centanera Imperialio*, *African Marigolds*, *Portulaca*, *Salpiglossis Grandiflora Zinnia*. These are annuals. Then the Perennials that will give you a constant supply the second year from seed is *Gaillardia*, *Hunnemaia*, *Wall Flower*, *Statice-Latifolia*, *Rudebecia*, *Coreopsis*, *Canterbury bells* and *California poppies*.

The best way to start a flower garden is to get a reliable seed catalogue select your seed, plant them in boxes and keep damp but not too damp, then transplant them.

If you need any coaching drop in and see me when you are off and may be I can help you.

Charles L. Fitzgerald,
Sub No. 3.

PE


"WHAT IS ELECTRIC REGENERATION"

In general, an electric locomotive of any kind in which the motors become generators on down grade and return power to the line is said to regenerate, and when built to take advantage of this action is said to be equipped with "regenerative control."

A generator is a dynamo-electric machine which, when driven by mechanical power, develops electrical power. A motor is a dynamo-electric machine which, when supplied with electrical power, changes it to mechanical power. The fundamental features of generators and motors are the same and any generator when supplied with electric power will operate as a motor, and any motor when driven by mechanical power will, with proper control, develop electrical power.

In this way the motors on an electric locomotive can be utilized not only for hauling the train but for holding it on a down grade. In the former case they act as motors; in the latter case as generators, and the mechanical power which is developed by the train in descending the grade is changed by the motors into electrical power which may be either returned to the line to relieve the power house of that much load, or may be dissipated in resistance on the locomotive—W. E. & M. Co., Elec. Data.

PURCHASING AND STORES NOTES

Miss JOSEPHINE FLETCHER,  ASSOCIATE EDITOR

ASSOCIATE EDITOR

The Editor is to be complimented on the clever and original headings designed for the Associate Editors of the Magazine. We only hope he had nothing personal in mind when he designated the one for the Purchasing Department. "Miss Associate" might have her feelings hurt if she thought he "likened her unto a barrel," ditto a box of soap; on the other hand, notice he concentrated on "Rail." If the latter is what he meant, we would prefer he said "sylph" but we do not carry "sylphs" in Store Stock.

PE

Dan Cupid has been snooping around the Pacific Electric Building for several weeks. His victim had evidently eluded him but not to be outdone, Dan peers into every office. His patience finally rewarded, he listens over the transom of Room 634 and finding "Nobody Home," walks boldly into 636. Disguised as a vendor of hardware, he of course, was not recognized and was met with the usual absent-minded question, "Do you wish to see him personally?" Knowing very well that the Purchasing Agent was not in, he walks boldly in through the door marked "Pri-

vate" and down almost the full length of the room, perches himself on the corner of the desk labeled "Price Clerk"; which had only so recently been vacated by Walter George Johnson. (Evidently Walter had a suspicion of what was coming to that desk and escaped for the time being.) However, the Pacific Electric having just replenished its store stock so recently burned, the invoices were piled high, and it may be there was quite an argument over not being able to spare the time. But—Cupid was the winner—he whispered "Come on, come on 'The Boss' is away—you may not have another chance like this again this winter." The balance of the office force heard no argument, and being blind as well as deaf, thought nothing unusual of the vacant chair next day. Cupid laughed long and loud at the result of his handiwork and sent word via wireless of the wedding of

Victor B. Swartz

and

Miss Kittie MacAllaster

Wednesday, October 15th, 1919

Congratulations are in order, likewise "Presents Expected."

ENGINEERING DEPARTMENT NOTES

M. L. RODDA, ASSOCIATE EDITOR

Miss Ruth M. Walton until November 1st, able assistant to the Chief Clerk, J. P. Gould, has left the services of the Pacific Electric to become Mrs. Earl Knisely. The many members of the Department who have been associated with her will feel her absence very much, socially and in her work. It has been our good fortune to have had Miss Walton with us for the past three years and what has come to pass was only to be expected. We earnestly hope that her efforts will be as fully appreciated in the future, as they have been with us in the past.

PE

While an underslung Ford may be at an advantage in running under street cars and other vehicles attempting to block crossings, still it might be at a disadvantage in passing over some of our seldom heard of roads that are well supplied with chuck holes. It was the intention to announce here a new speed king, crowned at the recent road race at Bakersfield and that "king" was to be one of us, but a race can't be won by anyone who is spending his time too many miles from the race course. For information ask Earl Haskell.

PE

It is with great regret we have to record the passing of our fellow worker, Lawrence Mullin. Being one of the older members of the depart-

ment in years of service he was very well known and his friends among us were many. He entered the services of the company in March, 1906, and at the time of his death was employed as Welding Foreman. While on duty early in the morning of October 19th, he was struck by an automobile and the resulting injuries caused death a few hours later at the Crocker St. Hospital.

PE

To eliminate at least one step in a long search, please be advised that the paper stretcher (or is it a pair), so much in demand at present is not now and has not been in our possession nor is there any apparent need that will bring it to us in the future.

PE

Recently a section foreman, in making a report of a cow being struck by a train, wired the following to his supervisor:

"The cow that got killed last night was a bull and she haint dead yet. Please send me a keg of spikes."

PE

Setting Mamma Right

Mother looks into the nursery just as little Herman kisses his sister.

"It is pleasant to see how you love each other!"

Herman: Oh no, mamma, we are playing at papa and governess.—Kaspar Stockholm.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

November 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.

VICTORY!

When you are forgotten, or neglected, or purposely set at naught, and you smile, inwardly glorying in the insult, that is victory.

When your good is evil spoken of, your wishes are crossed, your taste is offended, your advice ridiculed, and you take it all in patient, loving silence, that is victory.

When you are content with simple raiment, plain food, any climate, any solitude, any interruption, that is victory.

When you cheerfully bear any discord, any annoyance, any irregularity or unpunctuality (of which you are not the cause); that is victory.

When you never care to refer to yourself in conversation, nor seek after commendation, when you can truly love to be unknown, that is victory.

WHAT DO YOU KNOW ABOUT IT?

Over in Denver Some People in One Department Talk About Some Folks in Another—We Never Do That—Oh, Dear Me, Gracious Goodness No—What?

From the Denver Tramway we clip the following and publish it. We are going to convert this article into a mirror, as it were, so we may have a good, long, lingering look at ourselves. Of course no one on the Pacific Electric ever criticises anyone else; oh my, no; we use a club sometimes. Nothing like this gentle feminine art for ours, but—just read it, it is well worth it. It was written by E. L. West, general superintendent of the Tramway, and we refer it to you, gentle reader, like the Scotch woman who invariably nudged Sandy in church at each lusty dig by the preacher, with the admonition "take that to yourself' Sandy":

"If these shop men would jest do a little work once in a while on a car instead of giving it two taps with a hammer and calling it O. K.," said Bill, as he tucked away his controller handle, "mebbe I could get somewhere."

"Begorra," said Mike, as he put a hand on the smoking motors of a Park Hill car "if the bum that's runnin' this car would take th' toothpick out of his mouth and remember that he's driving four delicate and expensive electric motors and not an ice wagon—maybe I cud take a day off now and thin."

Then Bill went to the superintendent and complained that the shop men did not pay any attention to the cars and that a fellow could report defects daily for six weeks without having them repaired, and he was afraid that the whole Tramway system was going to the dogs if somebody didn't hand these shop men a jolt.

Mike also went to the master mechanic, and with much sighing and shaking of head declared it his belief that unless those loafers on the cars learned how to operate a \$10,000 piece of equipment and make better B. O. reports, so that a fellow could figure out what was meant, within an hour at least the company might as well throw up the sponge.

At 9 o'clock the superintendent of transportation went up to the general superintendent's office and complained that there were so many things wrong with the mechanical department that he did not know what to start talking about first.

At 10 o'clock the master mechanic made a trip to the general superintendent's office, and, weeping bitterly, stated that the transportation department was all wrong—all wrong.

To anyone who is in a position to see both sides of it, as is the general superintendent, there is a lot of humor in this criticism about the men in the mechanical department by the men in the transportation department and the criticism about the men in the transportation department by the men in the mechanical department.

Now, let's look into this proposition carefully and let's do a little thinking about it. In the first place, all this mutual criticism has been with the best of intentions and from the desire to do good work, which is in every man who has any self-respect for himself and his work.

The trainman's job is to operate his car smoothly, in the best of condition, on schedule time and at the minimum expense for power and repairs. The self-respecting trainman wants to keep his car in which he works as clean as possible and tuned right up to its best operating condition.

The shopman or barnman has the our job of keeping the car in good mechanical condition for the trainman. He is interested in inspecting, maintaining or repairing the cars so

that they may run smoothly and efficiently for the motorman, with the minimum of pull-ins, derailments and breakdowns chargeable to shopmen.

Both divisions are working for the Tramway and in the service of the public, and, although their work is different, both have the same end; namely, rapid, safe and comfortable transportation of 80,000,000 passengers a year at the minimum cost.

Serious and continual criticism of each other's work—otherwise known as the habit of growling—is ridiculous, repairs no cars, hurts the digestion of the fellow who growls and upsets the man who is criticised when he hears about it.

Bill complains about Mike, and Mike complains about Bill; neither of them get anywhere with it, and perhaps both of them need to tend to their own knitting a little closer.

Trainmen say that the barnmen are not cleaning out the cars and that they are compelled to take them out on the road in a dirty condition. They also accuse the shopmen with not repairing cars when defects are reported.

Shopmen criticise the trainmen for not taking better care of rolling stock while it is on the road. Repairmen declare that trainmen don't make out B. O. reports promptly, carefully and in detail.

This sort of a condition cannot continue without impairing the working value of each department. It may be true that in some instances the complaint is well founded, but the habit of growling and blaming the other fellow is a mighty easy one to get into and is one that grows. When you criticise your fellow workman you not only injure him but yourself as well.

We must not forget, among all the fads and isms of the day, that our bread and butter comes from service of the public. This world still is and always will be the surviving place of the fittest—of the man who does honest work and does his very best.

The man who soldiers on the job, knocks the other fellow and sees how little real work he can get by with, ultimately gets his reward. And his reward is nothing that a hard-working, conscientious American workman wants for himself.

It is to the best interest of each individual trainman to take the finest possible care of equipment while it is in his charge, and it is the duty of the repairmen and barnmen to see that all cars are in proper working condition and well cleaned before they are put on the road.

Let's stop the cheap sport of accusing the other fellow with neglect of duty. Let everyone see to it that he is doing his very best work and doing it as he should and make his work a credit to himself and the company which he serves.

PE

With the completion of the Maple Avenue Substation, the Pacific Electric Railway will have 52 substations in operation, with a total installed motor generator and synchronous converter capacity of 56,000 kilowatts.

SOUTHERN DIVISION TRANSPORTATION MEETING

The regular monthly meeting of the Southern Division trainmen was held on October 21st, in the Auditorium, Pacific Electric Club, Chairman A. D. Tolle calling the meeting to order at 8:15 p. m. The attendance was 75, including Superintendent Davis, Assistant Superintendent Wilson and members of the division staff.

Chairman Tolle directed attention to the objects of the monthly meetings and enlarged upon the benefits accruing to both the Company and employes in being able to get together in a friendly spirit and discuss questions affecting mutual needs.

Remarks were also made by Mr. Davis and Mr. Wilson.

By Conductor Murphy, that the early morning train on run 82, out of Long Beach, be run as a limited between Dominguez Junction and Los Angeles. This at the request of a large number of passengers.

Disposition: Mr. Davis will take the matter up with the General Passenger Department.

The Chairman called attention to the expiration of his term of office, and asked for nominations for chairman to serve during the next three months.

Mr. Tolle was re-nominated, and no other nominations being made, a vote was taken and Mr. Tolle was re-elected by acclamation.

Conductor Hessemer, student instructor, made some pointed remarks regarding the importance of absolute compliance with the rules affecting the safe operation of trains, particularly proper and efficient flagging.

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

Adjournment was followed by an enjoyable entertainment, provided by the Club management.

G. H. Grace,
Secretary.

PE

WESTERN DIVISION TRANSPORTATION MEETING

The regular monthly trainmen's meeting for the Western Division was held in the Committee Room, Pacific Electric Club, at 7:45 p. m. October 21st, with Mr. W. L. Jenks as Chairman.

Superintendent White, on account of the large number of new men present, explained the reasons for the meeting, stating they were to offer a chance to get acquainted, to discuss grievances or to bring up any points for the betterment of the service.

Conductor Taylor brought up the question of some form of guide book for the information of the conductors, especially the new men. A great many of them do not know the streets and different points of interest. Stated on eastern roads where he had been employed a book of this sort was furnished.

Superintendent White stated he thought it a very good point and he

(Continued on Page 10)

PACIFIC ELECTRIC RAILWAY COMPANY

**Operating Revenues and Expenses, Taxes and Income Accounts
September, 1919**

Passenger Revenues	\$504,114.47
Freight and Switching Revenue.....	249,844.66
Other Revenue	41,505.11
Total Railway Operating Income	\$795,464.24

OPERATING EXPENSES

Way and Structures:			
Wages	\$ 48,850.30		
Material, Supplies, etc.	64,494.56	\$113,344.86	
Equipment:			
Wages	69,453.56		
Material, Supplies, etc.	71,054.19	140,507.75	
Power:			
Wages	21,933.08		
Mat'l., Supplies, Power Purchased, etc.	108,443.03	130,376.11	
Conducting Transportation:			
Wages	337,607.07		
Material, Supplies, etc.	141,381.90	478,988.97	
Wages	4,556.30		
Advertising & Mat'l., Supplies, etc....	9,896.56	14,452.86	
General and Miscellaneous:			
Wages	36,974.22		
Injuries & Damages, Mat'l., Spls., etc.	70,140.40	107,114.62	
Total Railway Operating Expenses:			
Wages as above	519,374.53		
Other Charges as above.....	466,410.64	984,785.17	
Transportation for Investment Credit.....		2,498.74	982,286.43
Operating Loss			\$186,822.19
Depreciation	\$ 44,510.10		
Taxes Assignable to Railway Operations.....	52,370.55		
Total Depreciation and Taxes			96,880.65
Operating Loss—Dep. & Taxes			\$283,702.84
Non-Operating Revenue			12,660.06
Net Revenue (Loss)			\$271,042.78
Interest on Bonds and Other Debt.....	\$286,509.60		
Rents and Miscellaneous Income Deductions.....	32,694.70		
Total Deductions			319,204.30
Net Loss			\$ 590,247.08
Net Loss nine months ended September 30, 1919.....			1,696,009.73

H. A. CULLODEN, Auditor.

Los Angeles, California, October 21, 1919.

OCTOBER ACCIDENT REPORT

	Northern Division		Southern Division		Western Division	
	1919	1918	1919	1918	1919	1918
Interference with vehicles	97	82	64	46	70	47
Collisions and interferences with cars....	11	6	10	16	17	4
Persons struck by cars.....	2	3	3	8	4	7
Derailments	21	13	16	16	8	3
On and off moving cars.....	12	18	17	14	15	18
Miscellaneous	19	24	23	25	22	13
	162	146	133	125	136	92
	1919	1918				
Interference with vehicles	231	175	32.0%	Increase		
Collisions and interferences with cars.....	38	26	46.2%	Increase		
Persons struck by cars.....	9	18	50.0%	Decrease		
Derailments	45	32	40.6%	Increase		
On and off moving cars.....	44	50	12.0%	Decrease		
Miscellaneous	64	62	3.2%	Increase		
	431	363				

PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

P. E. CLUB CALENDAR

- November 11th to December 10th
Thursday, Nov. 13—
 Moonlight dance in Auditorium,
 8:30 p. m.
- Tuesday, Nov. 18—**
 Transportation Department meet-
 ing. Entertainment at 7:30 p. m.
- Thursday, Nov. 20—**
 Novelty Jazz Dance in Auditorium,
 8:30 p. m.
- Friday, Nov. 21—**
 General Operating Department
 Staff meeting, 10:00 a. m.
- Tuesday, Nov. 25—**
 Motion pictures in Auditorium, 8:15
 p. m. All members and families
 admitted.
- Thursday, Nov. 27—**
 Thanksgiving. (Club open; no
 dance.)
- Wednesday, Dec. 3—**
 P. E. Rod and Gun Club meeting,
 8:00 p. m.
- Thursday, Dec. 4—**
 "Snowball" Dance in Auditorium,
 8:30 p. m.

— PE —

Mr. Geo. L. Plummer, motorman on the Northern Division, is a very fine violinist and has been favoring many of the members of the Club lately with his beautiful violin solos. He has joined the P. E. Club orchestra and will now be a regular member.

— PE —

The Club dances held every Thursday night are more popular than ever. A good sized crowd has been present each night and have enjoyed a most pleasant evening. At our last dance by courtesy of Jerome H. Remick Company the popular songs "Always Blowing Bubbles," "You're Still an Old Sweetheart of Mine," "Alexander's Band is Back in Dixieland," "Always Climbing Mountains," "Tell Me" and "My Little Sunshine" with beautifully colored picture slides, were thrown on the moving picture screen during the moonlight dances while all were dancing, also a moving picture of the song, "Till We Meet Again," which was a distinct novelty. All joined in singing the choruses, which made a decided hit.

On Thursday night, November 20, there will be a novelty "jazz" dance, with everybody joining in to make it a "jazz," with the novelties furnished during the evening.

On Thursday night, December 4, a novelty "snow-ball" dance will be given. Everybody is sure to enjoy the evening, with lots of fun for the old and young.

On Thursday night, November 13, there will be a moon-light dance, which are always attractive.

There will be no dance at the Club on Thanksgiving night.

The big campaign for new mem-

bers for the P. E. Club is now on and will last for sixty days, which will be up to January 1st. The Club's motto is "100% for the P. E. Club." All departments will be canvassed thoroughly and an effort made to enroll all of those who are not now members. A beautiful honor pennant will be given to each department that is 100% for the Club. The first to go over the top for the P. E. Club honor pennant is the General Freight Department and Freight Claim Bureau, with its capable leader T. J. Day, who is General Freight Agent. The following is an extract from his letter of October 16th to the Club:

"I take pleasure in handing you herewith applications of Messrs. C. E. Hill, G. R. Brannon and W. O. James—the three missing links. General Freight Department and Freight Claim Bureau is now 100%."

In the next issue of Magazine the total number of employees of each department who do not belong to the Club will be given, so that every member of the Club should make an effort to enroll every employe in their respective departments who do not belong.

The Club has enrolled 754 new members between October 1st and November 4th.

— PE —

A. F. Wilkins, cartoonist for the P. E. Magazine, on his 11:30 Van Nuys trip Saturday night, got a fine, big casaba and was figuring on a big feed when he got home. With the casaba under one arm and Sunday paper under the other, at Pico and Olive, about 1:30 A. M., a highwayman met him with a big gun and orders "Stick 'em up," which he did. At the same time the casaba went down. After relieving him of his cash he said, "Pick up your package," but, oh boy! that casaba could not be picked up.

C. P. Hill, of the Transportation Department, was the donor of two phonograph records to the Club this month, the titles being "Your Lips Like Crimson Berries," from Cavalier Rusticana, and "Her Heart."

Members who have records they have tired of will favor the Club by making donations.

— PE —

Mr. Valentine Reinmuth, motorman on the Western Division, who comes from Richmond, California, where he was a teacher of banjo and mandolin, having a large class there, has joined the P. E. Club orchestra. He has been favoring us with his beautiful solos at our popular dances and is now a regular member.

— PE —

During the month of October seventy-eight visitors were registered into the Club and enjoyed its privileges.



MOTION PICTURE NIGHT

At the last big combined movie and Transportation Department show, which was such a success, we were favored with a surprise from the Northern Division by two very good turns by Alfred F. McQuaid, conductor, who sang three beautiful songs and possesses a very high lyric tenor voice of a beautiful quality. Also Geo. H. Gowdy, motorman on the Northern Division, who gave a comic monologue of his own, and told many stories of the boys in France, which brought forth many laughs.

Mr. E. L. Marvin, conductor on the Western Division, is our professional moving picture operator at the Club, and the clearness and accuracy of the pictures are due to his years of experience, and all are very grateful to him for his interest in making the movie night a big success.

The next big movie show will be held Tuesday evening, November 25, at 8:15 P. M., with music by the P. E. Club Orchestra and the beautiful illustrated song, "Give Me a Smile and a Kiss," by Mrs. May Barlow, Receiving Cashier, General Passenger Department, who has a beautiful soprano voice.

The picture program is as follows:
 Bray Pictograph Cartoon "Bumping the Bumps."

Burton Holmes' Travelogue "On the Beach of Waikiki."

Roscoe "Fatty" Arbuckle in "Oh Doctor."

Jack Pickford in "Tom Sawyer."

— PE —

"Tom Sawyer"

Tom Sawyer.....Jack Pickford
 Sid.....George Hackathorne
 Mary.....Alice Marvin
 Aunt Polly.....Edythe Chapman
 Becky Thatcher.....Clara Horton
 Widow Douglas.....Helen Gillmore
 Huck Finn.....Robert Gordon
 Joe Harper.....Anthrom Short

Mark Twain's immortal "Tom Sawyer" has been translated into a photoplay by Director Wm. D. Taylor and the amicable Jack Pickford. The story that set us to dreaming when we were boys and brought such fond



reveries when we became men lost nothing in their telling.

Tom steals Aunt Polly's jam, gets the back fence whitewashed by charging the boys for giving them an opportunity to do his work, whips the sissy of the village, makes a big mash on Becky, the new girl; runs away with Huck Finn, returning just in time to attend his own funeral and does all of these things that made us sit up all night to read the story.

Of all the motion picture actors of filmland, Jack Pickford was best suited to take the part of "Tom Sawyer." His whole reputation has been built from his work in boy parts. He plays them as no one else has, and "Tom Sawyer" better than the rest. Tom Sawyer is the youthful ideal of Jack Pickford, rough and ready and full of mischief, but a good hearted boy for all of that.

The part of Huck Finn is not played, but lived, by Robert Gordon. A nearer ideal for the part could not be found.

The whole photoplay smacks of the good old days when boys used to steal home-made jam, go to church in stiff collars every Sunday, play hookey from school to go fishin' and all that sort of thing.

— PE —

"Oh Doctor"

Paramount's weightiest comedian, Roscoe "Fatty" Arbuckle, has been caught in the toils of a beautiful but unscrupulous vampire, accomplice of a crook. But luckily, this only occurs in "Oh, Doctor!"

The susceptible individual is Dr. I. O. Dine, otherwise Mr. Arbuckle, and the character gives "Fatty" one of the greatest laugh-getting parts he has been called upon to play in some time.

The lenslight first reveals the Doctor, in the person of the rotund, Mr. Arbuckle, at the races with his wife and her brother. The trio sits in front of the club-house, "Fatty" enlivening his idle moments by a surreptitious flirtation with an extreme-

ly pretty girl, who for the purpose of the plot is designated the Vampire. This charming person has a pal a notorious crook (Al St. John), with whom she is devising ways and means of making easy money, as both are nearly broke.

Doctor I. O. Dine, overhearing a tip given to the crook on the winner of the next race, stakes his every dollar on the horse, which comes in last. All that is saved is Mrs. I. O. Dine's necklace which she had refused to stake. The Vampire and the crook are ruined by the false tip also and the crestfallen losers leave the track together.

Plotting to retrench financially, the Vampire arranges to 'phone the Doctor to call at her house in order to give the crook an opportunity to gain admittance to the Doctor's office and steal the necklace from his wife. Fortune favoring him, the crook gets possession of the necklace and 'phones the Vampire of his success but is overheard by the wife's brother who starts in hot pursuit through the window.

The Vampire sends the Doctor to the pool room to place a bet for her. The crook, with the brother still in pursuit, arrives at the Vampire's home. Then the brother telephones his sister that he has the crook at his mercy. Immediately the wife arrives to force herself into the abode of the Vampire. She comes just in time to find the Doctor returning from the pool hall and a general mix-up results.

"Fatty" and his wife escape with the necklace intact, but not until the two culprits have been brought to justice in a series of side-splitting incidents.

— PE —

Pacific Electric Club Rules

For the benefit of the new members, they should carefully read the following Club Rules, so that there will be no necessity for the management of the Club to call any member's attention to any infraction of these rules:

1. Admission to the Club shall be by membership card only, except that guests may be brought into the Club by members by introduction to the Manager and with his consent for single visit only. No member may introduce the same guest more often than once a month. When the guest of the member is from another city or state, guest card for a reasonable period may be obtained with consent of Manager and Governing Board, entitling such guest to full Club privileges for time specified on card. Have your guest sign the Club Register at office.

2. Ladies, whether members or dependent members, are admitted to the Ladies' Apartment and to adjoining Library and Reading Room **only**; except, that on "Social Days" (Monday and Friday afternoons and evenings of each week), they may avail themselves of all the Club privileges, except Card Room. Lady members will

present cards at the office before going to their apartments.

3. Members will not indulge in loud or boisterous conduct. The Club is for many, and consideration for others in speech as well as action is appreciated. Gentlemen will remove their hats and wraps and place in Cloak Room while in the Club. We all desire to keep our Club-house as neat as possible and conform to the common usages of good society.

4. Smoking is permitted in the Lounging Room, Billiard Room, Card Room and Headquarters Rooms **only**. **On occasions when ladies are present smoking will be permitted in Card Room only.** Do not smoke in Auditorium at any time. To do so would be a violation of fire restrictions.

5. When there are others present who might desire to play, the limit for any player on the pool tables is **one hour**. Members are especially requested to use consideration in this regard in order that all may enjoy the games. On "Social Days" table limit will be 30 minutes. One table will be maintained as "open" at all times.

6. When dances are given, gentlemen will accord to the ladies the courtesy they would desire shown their mother or sister. Dancing in any suggestive or unseemly manner is absolutely prohibited, and freakish dances are to be discouraged at all times. There is plenty of recreation and enjoyment in proper forms of dancing. The other kinds are not desired and will not be countenanced.

7. The Library:

(a) The book-cases of the Library are open, thereby enabling members to look through the books and select what is desired. At any time you have made a selection and desire to take the book from the Club advise the Manager who will make necessary memo. of issue. Books should be returned promptly within 7 days from date of issue. Reference books must not be taken from the Club.

(b) Magazines must not be taken from the Library. They may be read in the Lounging Room, if desired, but should be returned to the Library tables or shelves before you leave the Club.

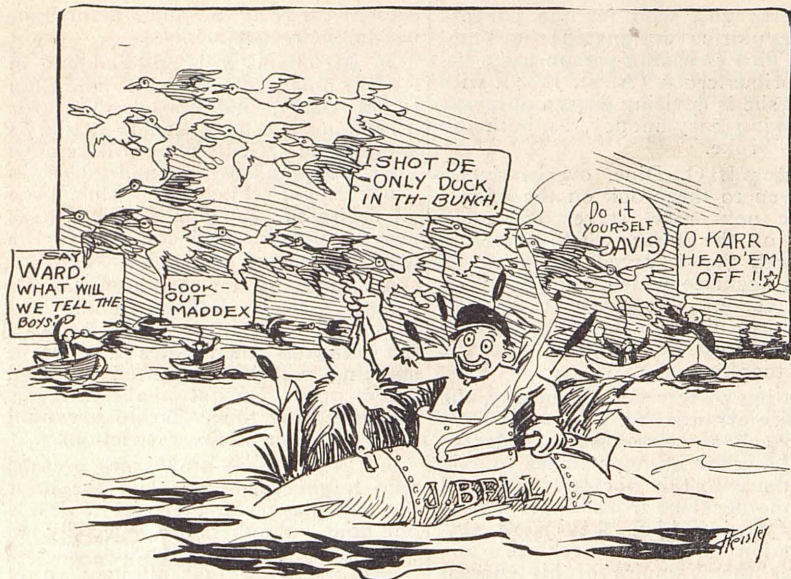
8. Gambling at cards or in any other manner is prohibited and its indulgence will result in forfeiture of Club membership.

9. Admission to the Club will be denied any one in an intoxicated condition, and liquors of any character must not be brought upon the premises.

Respect your Club and demand it of others, as you would in your own home. Show courtesy and kindly consideration to others, and receive it yourself. Practice the "golden rule" and many others will not be needed.

— PE —

The 1000 KVA, three-phase, self-cooled, oil insulated transformer recently installed in the Torrance Substation is the largest on the system. The transformer weighs 39,000 pounds (nearly 20 tons), is 12 feet in height, and contains 2500 gallons of oil.



HOW THE DUCKS HAVE SUFFERED

The month of October was a period of consternation in "duckland," many of the feathered "tourists" finding their way into game bags and many, many more being scared to death.

Pacific Electric sportsmen had very good luck on their excursions into the wilds after game, and remarkable stories have come to the Magazine of their prowess, but as this periodical has acquired a reasonably large reputation for truth and veracity, we must refrain from publishing all we have heard, for fear we are relegated to the army of "nature fak-ers."

One of the parties, composed of several very prominent officials who went north to the Owens Lake country, accompanied by one real hunter is said to have acquired many ducks by somewhat questionable methods, however life-long training in efficiency is said to be responsible and the delegation of the killing job to the expert resulted in much game and a large saving in ammunition, thereby also reducing the H. C. L. to a marked degree. Chief Counsel Karr was delegated to present the report of the hunt, but is said to have double-crossed his clients. Pertinent remarks on the excursion are being made by Asst. Genl. Supt. McPherson, some of the members of the party claiming that they are decidedly impertinent. The party in question was composed of Messrs. Frank Karr, I. L. Ward, O. P. Davis, W. T. Maddex and John Bell.

—PE—

Another party composed of O. A. Smith, general passenger agent; Max Green, manager of the San Bernardino Mountain Auto Line; and E. C. Thomas, general agent, spent ten days in the Little Bear and Deep Creek country, where they secured very satisfactory returns of game and fish. About a week of the time was spent on Deep Creek about 12 miles north of Little Bear Lake.

R. E. Kelly, general agent; Perry Green, of the San Bernardino Mountain Auto Line; H. O. Marler, traveling passenger agent; Raymond Stagg, our publicity photographer; Joe Slawser, one of the grand sachems of San Bernardino and a cook gentleman are now sojourning in the high hills. Their first stop was scheduled for Baldwin Lake, from which they were destined to move down to Big Bear, thence to Little Bear and from there to Deep Creek, during a ten day period. They have not as yet been heard from so it is not known what success they have had. It is a dead moral certainty though that they are having the time of their young (?) lives.

—PE—

W. J. Scott, superintendent of employment, and O. D. Harris, assistant to General Claim Agent, composed a quail hunting party on a two-day hunt. They report poor success so far as the game bag was concerned, but had a royal time hiking.

—PE—

S. E. Wilson, assistant superintendent Southern Division, and Edw. Clark, assistant superintendent Western Division, spent several days in the Imperial Valley region but got there just about between flights and only secured a few ducks, notwithstanding they travelled over the greater part of the valley in their search.

—PE—

Little Bear Lake last Sunday was as smooth and clear as glass (some glass), and the fish could see you a mile, so evidently also could the few ducks that lost their way and hesitated a few moments in that locality, that is all but two unfortunate fish and one duck. Otherwise we had a "delightful" trip says H. L. Budworth, Traveling Auditor, who with his wife and brother, L. L., made the trip, spending Saturday night at Camp.

—PE—

The Torrance Substation which is automatically operated was placed in regular service Thursday, October 23d.

TRANSPORTATION MEETINGS

(Continued from Page 7)

would take it up with the Traffic Department and advise at the next meeting.

Mr. Jenks asked if there were any reason why the supply of towels at Hill Street Station could not be kept up.

Assistant Superintendent Clark said he would look into it and see that the supply was taken care of.

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

W. T. Snyder,
Secretary.

—PE—

NORTHERN DIVISION TRANSPORTATION MEETING

The regular monthly meeting of the Northern Division trainmen was held on October 21st, at the Pacific Electric Club.

Chairman George Dyer called the meeting to order at 8:00 p. m.

About sixty trainmen were present, in addition to the following officers and staff members:

J. C. McPherson	J. E. Warner
A. C. Bradley	J. F. Briggs
C. H. Belt	L. H. Wilson
H. E. Rodenhouse	H. L. Wiggam
C. T. Farmiloe	W. G. Carrier
A. S. Kuderna	Chas. Shook
W. T. Orr	L. A. Pelk

The minutes of the previous meeting were read and approved.

By Motorman Chas. Thorngren, that switchmen be allowed interurban pay.

Disposition: Approved and authorized by Mr. Titcomb.

Mr. Bradley stated that new men were not familiar with the meaning of these meetings, saying that they were for the benefit of men in regard to improving of runs or any condition that may exist as to the operating features, or any other benefit to them and the Pacific Electric Co.

Motorman Hills: That the new men are very willing to learn and that it is up to the old men to help them out and show them our operation. Suggested that instruction classes be formed at once.

Mr. Bradley stated that J. E. Wagner was getting ready to start classes by the latter part of the week at all points.

Motorman Willing asked if any time limit would be given to learn the examinations.

Mr. Wagner suggested that examinations be not given before the first of the year.

Disposition: Mr. Bradley said that the present runs would be assigned according to preference and seniority and that runs at outside terminals would be left undisturbed until about the first of the year and then a general shake-up will be held on the Northern Division.

Motorman Julius Caesar stated that it was very hard to find anyone at Macy Street who could give information regarding the class and number of a car that should be sent out on a run.

Disposition: Mr. Bradley will take up with Mr. Green to give a better mark up.

He also called motormen's attention to the fact that it was very essential that they sign in cars at car-house, showing the condition, whether in good order or defective.

Motorman Wade asked for information in regard to taking out a car that was reported in bad order by Mechanical Department and requested by them to take out car.

Disposition: Mr. Wagner stated that he should test the car and if it did not test out OK he should at once report to the foreman.

Mr. Larson suggested that local cars at Echandia Junction and Aliso and San Pedro Streets be instructed to allow main lines train the right of way.

Disposition: Mr. Bradley will have a trainmaster watch this and correct.

Conductor Keene, that conductors be instructed not to take flagging appliances from one car to another; this at Pasadena.

Mr. Rodenhouse will put out a notice and line up the men.

Conductor Keene, that the six-cent fare between South Pasadena and Pasadena be eliminated and that the round trips also be eliminated.

Disposition: Mr. Birmingham stated that this was impossible but that he was working out a form of special ticket to be used to save the men time and make the work easier; and that he would be at Macy Street each morning and would be very glad to have the men ask him any questions pertaining to the tariff and conductors' work in general.

There being no further business, meeting adjourned to auditorium where all enjoyed a very good program which was provided by Manager Stuart.

C. H. Belt,
Secretary.

PE

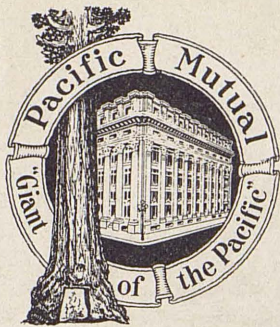
HERMAN GRENKE RETURNS

We are very proud to announce the return to our family of Herman R. Grenke, master engineer junior grade, of the chief engineer's office of the American Express forces in Paris.

Mr. Grenke left the company at the call of his country on December 13, 1917, and after spending a short time at Angel Island in San Francisco Bay, he was sent to Camp Devens, Mass., sailing from there on January 15, 1918, he landed at Glasgow, Scotland, with the 447th Engineers. From there he went to England and from England sailed to France, landing at La Harve, being transferred to Paris on February 14, 1918, at which place he was stationed until September 8, 1919.

Mr. Grenke was made sergeant in November, 1919, appointed battalion sergeant major in April 1919, and in July, 1919, was appointed master engineer junior grade, having complete charge of the Order and Requisition Department of the Chief Engineer's office of the A. E. F., being located in Paris, France.

Mr. Grenke was the first of the



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Accounting Department to answer to the call of his country and was the last one to return, his duties now being contract clerk.

Mr. Grenke, who is well known by the members of our big family, has been in the service of this company since September 16, 1907, having begun his duties as sorting clerk in the Conductors' Accounts Bureau.

We are sure that all who know Mr. Grenke are glad to welcome him among us again and we all wish him just as much success in his business life here with us, as we wished him good luck and a safe return when he answered his country's call two years ago.

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