



The Pacific Electric MAGAZINE



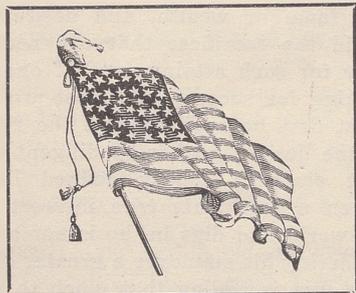
ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

VOL. I.

LOS ANGELES, CALIFORNIA, JULY 10, 1916.

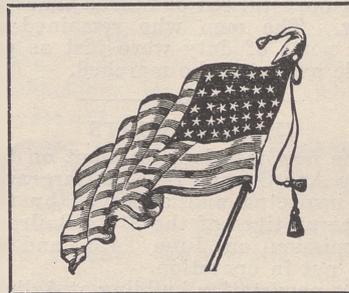
NO. 2

P. E. MEN TO THE FRONT



When the call came for the National Guard to go to the front on account of the situation in Mexico, twenty-five employes of the Pacific Electric dropped their work and responded. Mr. Shoup immediately instructed that all employes so called would be considered on leave of absence, and their positions would await them on their return.

Following is the list of names of our representatives in the Seventh Regiment:



Mechanical Department

E. H. Heinecke
Paul C. Kreitz
Harold Lynn
C. Binkiewicz
H. W. Anderson.

Electrical Department

Geo. C. Haney

Transportation Department

R. A. Butler
G. C. Wilson
C. E. Sommerville
C. S. H. Jackman
C. C. Howenstine
M. E. Williams.
D. G. Adkins
L. T. Cowley
L. L. Henion

T. C. Garnett
J. B. Mackenzie
L. B. Joslin
C. E. Mathews
E. C. Wallich
F. W. Nichols
C. R. Steckel
J. Crook
W. H. McDonald
W. M. Lyons.

THE FOURTH OF JULY

July 4th was a day of heavy travel on all divisions. San Bernardino had a Preparedness Parade, which drew thousands from all parts of the Eastern Division, and it was estimated there were 10,000 people at Urbita Springs Park in the afternoon. There were local celebrations at El Monte and Pasadena, besides a German-American picnic at Scheutzen Park, which attracted more than 5,000 people, and an immense throng at Exposition Park in Los Angeles. Every mountain resort, from Mt. Lowe to Big Bear Valley, was crowded, and hundreds of people went up the mountain canyons.

As is usual on this day, the heaviest travel was toward the beaches, and all beach lines were taxed to their utmost. On the Venice Short Line, three-car trains were run on about 4-minute headway from 8:00 A. M. until the middle of the afternoon and more than 30,000 people were moved to Venice, Ocean Park and Santa Monica on this line alone. There were immense crowds at Redondo Beach, Long Beach, Seal Beach, Huntington Beach, Newport and Balboa.

All Operating Department employes—transportation, track, electrical and mechanical—who assisted in successfully handling this large volume of traffic, are to be congratulated on their efficiency.

PACIFIC ELECTRIC BAND

Our band, under the able leadership of Mort Stuart, with thirty-six pieces, marched in five parades during the week of the Knights Templar Conclave and made a most creditable showing, attracting marked attention with their magnificent playing. The following letter to Manager Harry Beegle from Motley H. Flint, Chairman of the Executive Committee for the entertainment Thirty-third Triennial Conclave of the Grand Encampment of Knights Templar of the United States, speaks for itself:

My dear Mr. Beegle:

This will acknowledge receipt of your favor of the 26th, and in reply, beg to say that I am personally very much interested in the Pacific Electric Band.

I had the pleasure of riding behind them in three electric parades, and while not a musician, I want to say that I enjoyed the services rendered by your band exceedingly, and from my view point you have a wonderful organization.

I want to compliment you very highly on the frequency of playing along the line of march and I know whereof I speak, for I have handled many large celebrations and have no hesitancy in saying that you gave the best services that I have ever observed.

Very truly yours,

(Signed) MOTLEY H. FLINT,

PREPAREDNESS PARADE

When the Pacific Electric Band marched up the street in the great Preparedness Parade on June 14th, more than seven hundred P. E. employes, fourteen abreast, marched behind it. With the band in the lead and sixty young women from the general offices in white at the rear, the division, which was in charge of Marshal S. A. Bishop, made a fine showing, and received applause throughout the line of march.

But for the fact that it was necessary to operate all of our cars on that day in carrying the large crowds, we could have turned out three times as many. The men who remained at their posts of duty were just as patriotic as those who marched.

PE

IMPROVEMENTS

The new interlocking plant on the Santa Ana-Orange Line at Hargraves was inspected and approved by the representatives of the State Railroad Commission on June 24th, and at once put in operation.

The new station building at Arlington is rapidly nearing completion and will be ready for occupancy before the end of this month.

A new station building has been authorized for Claremont, to cost over \$5000.00. Agent L. L. Brehaut has waited a long time for this new home, and doubtless will be able to show a fine increase in business after he moves in.

PE

BASEBALL

The Pacific Electric Baseball Club is still winning. Last month the team defeated Arlington by a score of 9 to 1, and Seal Beach 14 to 2, but was defeated by El Segundo in a hard-fought game 1 to 0. On July 2nd and 3rd games were played with Lompoc, the scores being 8 to 0 and 14 to 1, respectively, in our favor. On the 4th the Santa Maria team won by a score of 4 to 3, in eleven innings. This is a good record, and if we had a home ground, a big crowd of Pacific Electric boosters would assemble to cheer the team on.

On June 9th about thirty trainmen met and organized the Pacific Electric Trainmen's ball team. The men selected from their number to play met the Alhambra nine on June 17th and were defeated 4 to 2. The following Sunday the Huntington Beach club was defeated 7 to 4. The trainmen have some excellent material and when we get our uniforms, the Jobennetts better look out.

PE

CHANGES IN AGENTS

D. W. Layne was appointed agent at Etiwanda on June 8th, vice C. H. Jones, who was transferred to Riverside as agent on the same date.

On June 15th R. K. Cairns was appointed joint agent at Pasadena, representing also the Southern Pacific.

On July 1st a station was opened at Van Nuys, E. V. Steinman being appointed agent.

OXY-ACETYLENE WELDING

Considerable interest has been manifested of late in the economical value of repairing various parts of electrical equipment and trucks by welding processes.

A number of methods have been employed, most prominent of which are the well known oxy-acetylene and oxy-hydrogen blow pipes, and the electric arc.

It appears that the welding of metals by electric arc was first attempted thirty or more years ago in restoring lead plates in storage batteries, but owing to the development of the different welding processes up to the present time, it has been the means of reclaiming many worn and broken parts of equipment that would otherwise have gone to the scrap pile.

For illustration, when the stock in bearing housings of the older type of split motor frames has been depleted by reboring, the original section may be restored in a comparatively short time at a small cost. Holes and cracks in gear castings are welded, and lugs which have been broken off and lost are again restored. Broken and cracked body bolsters, truck transoms, side frames, suspension bars, etc., are also restored, all of which effect a considerable saving in it not being necessary to purchase and install new parts.

The variety of welds that may be made by either oxy-acetylene or electric processes are almost without number and the results obtained frequently are most astonishing.

The oxy-acetylene cutting torch is also used to great advantage. For instance, during the erection of the new elevated structure at the Los Angeles Street Terminal it was necessary to cut off the ends of the large steel I-beams on the old structure. The oxy-acetylene cutting torch was used in this work and it was astonishing to note that these large I-beams were severed in approximately fifteen minutes, while under the old process, by using hack saw or pneumatic tools, it would have taken several hours.

PE

The visiting hours at the Crocker Street Hospital are from 2:00 to 4:00 p. m., and from 7:00 to 8:00 p. m. Your fellow employes, who are now there, will be glad to see you. Just now the following are under the care of the efficient hospital staff:

Sam Brown
Frank Richardson
J. Strang
George W. Frey
T. H. Burbank
Frank Vaughn
F. N. Goodspeed.

PE

Agents are receiving tariffs naming through fares in connection with the Southern Pacific, to points outside of the State, including Eastern and Middle-West points, and other tariffs will be issued until the complete set is out showing fares to all points in the United States and Canada.

While the Advertising Department

is arranging for publicity through the newspapers, all employes can help by sending persons wishing to purchase tickets to a Pacific Electric Agent, or notifying the Agent.

PE

APPLICATION BRINGS REWARD

To know in one's own self that one has accomplished any one thing, or number of things, purely by buckling down to the task and doing real work—rendering real service to one's employer—is a greater satisfaction than many seem to think.

Too great a number are looking for fame or wealth, and desire to avoid the sacrifices that are necessary for such attainment. If one is looking for success, and most are, it must first be realized that the road to the desired goal is by diligent effort along a clearly defined line. When a man puts true interest in his work, and digs in, he is not only rendering his employer a greater service, but is adding that much to his capacity for a more attractive position.

If a man cannot arouse any interest in the line of work he is following, the best thing he can do is quit it; because he is not only increasing the burdens of his employer by giving poor service, but is also hindering his own progress. Every man governs his own destiny; that is, it is "up to him" what success he shall make. If he makes a strong effort to promote and insure the welfare of the company he works for, his efforts will most certainly not remain unnoticed and unrewarded. The ones "higher up" are continually looking over the ranks for such men, and it is not infrequent that men realize their energy and loyalty were not wasted.

FRED GARRIGUES.

PE

ON THE OLD HORSE-CAR

New York is about the only city in the country that still has horse cars.

A passenger recently boarded one of these cars. He had no change and gave the conductor a five-dollar bill. The conductor took the bill, walked to the front end of the car and stood there.

"My change?" suggested the passenger.

"I can't change no five-dollar bill," the conductor replied.

"Then give me back my bill," demanded the passenger.

"Can't do that, either, boss," the conductor replied; "but if you'll stay on the car until we get to the barn you can have the horses!"

SOMETHING ABOUT CONTACTS By "True Blue"

Some years ago I was working for one of the great transcontinental railway companies of this country, and like many of my fellow-employees, I was quite free in my criticisms of the then existing conditions; more or less energetically pointing out where I thought improvements might be made in the service.

One day I was declaiming to my superior about the situation, and in the course of our conversation I made the statement that I wished the Company would let me make some changes in the way certain matters were being handled. I allowed myself to make some unqualified statements regarding the benefit that would accrue if I were given a free hand.

This kindly official did not rebuke me for taking in so much territory with my ideas and expression, but quietly asked me why I did not work out my ideas right in my own office, and pointed out that I was free to improve conditions there without any limit, thereby calling attention in the most effective way to my ability.

This query left me somewhat stunned, and for a few days I reflected more or less pessimistically upon my unduly restricted sphere, and felt that it was too bad that I did not have room to show what I could do. But I finally grasped the idea that the right way to better conditions generally, was to do my part toward bettering conditions in the particular place where I worked; and I then and there resolved to profit by the experience to that extent.

From that time my energy was used in improving my own personal service to the Company by doing the things that were mine to do in the very best way I knew how—doing them as if I was engaged in my own personal business.

It is a fact that I received benefits accordingly as I merited them, and when I resigned in order to locate on the West Coast, it was a very great additional satisfaction to me that my Superintendent expressed regret and endeavored to get me to change my mind. And he publicly spoke of me as having been "true-blue."

True-blue is "a term derived from the true, or Coventry blue, celebrated for its unchanging color" and is used "to denote a person of inflexible fidelity." After discovering this definition of the term, in the dictionary,

I felt pleased and satisfied with what my efforts had brought to me.

Our uniforms are blue; and I long ago decided that to me, my uniform would not merely cover my nakedness, or but proclaim me a Trainman, but would be an outward symbol of the unchanging fidelity in my heart. I would be faithful to my Company in every duty of my position. I would not neglect to do anything I could to promote and advance the business in which I was engaged.

We go here and there on our cars, swiftly and safely, attending to our business of transportation. We draw the essential force for the movement of our cars by means of contact with the wires which tap its source and spread it—countless individual contacts being made all over the system. We know that careless, incomplete contact, rough contact that wears; or any kind of contact short of smooth, close union interrupts service in a degree varying exactly with the manner of contact.

There is another vital force—something just as necessary for our very existence—that is also drawn into our life by contact. This contact is as constant and varying as the one just referred to, but it is not with a wire or with any other distributing agency. It is directly with the source—the body itself—the public. And the points of contact are we Trainmen.

The vital force that we must gain by means of our contact with the public, is the friendship of the public.

We can readily remember the time when the bitter enmity of the public was directed against railway companies. The public was agitated, and hatred tinged their speech and acts. Legislation was radically adverse and unjust. Sentiment pervaded the land against us; and to a certain extent, still exists in some quarters—not dead, but perhaps dying.

Whether we deserved the treatment we received is not what I am at present concerned with. What we hope is to repair the damage, and prevent recurrence. We now know that the contact between the railway companies and the public was bad. There was no close union, and there was irritating, wearing roughness where smoothness should have been. The reason that the railway companies did not continue to enjoy the friendship of the public was because the points of contact were impaired

and it was impossible for friendship to flow smoothly and freely.

This Company is making every effort to conduct its business in such a way as will entitle it to, and establish it in the friendship of the public. This Company is earnestly trying to treat the whole public, patrons and all others alike, in just the same fair manner that any individual citizen in business would treat other citizens.

To gain the confidence and friendship of the whole public will be to end most of the unpleasant conditions under which we suffer at present. "We" means the whole family—stockholders, management and employees alike.

There are points of contact between the Company and the public other than the Trainmen, but no one can do more to help the situation than we can. We are the principal points of contact. We make or break friendship with the public.

Will we who wear the uniform of blue, be "true-blue, clear through" in this matter?

Let us be of "inflexible fidelity" in the matter of our duty in dealing with the public, so that the contact is pleasantly perfect; and, perfectly pleasant.

PE END OF TRAIN

Mrs. Norah Mulvaney one day met her friend, Mrs. Bridget Carr, who had in her arms her twelfth child.

"Arrah, now, Bridget," said Norah, "an' there ye are wid another little Carr in yer arms."

"Another it is, Mrs. Mulvaney," replied her friend, "an' it's me that's hopin' 'tis the caboose."

PE WATCH YOUR STEP, A LA PAREE

Translated rather crudely and literally, this is the notice in a Paris trolley car: "Messieurs, the passengers descending from the carriage are urged (literally 'prayed') before renouncing the shelter which the carriage they are about to quit offers them, to assure themselves, as a preliminary, that no carriage coming in the opposite direction is in proximity."

PE A MISPLACED SWITCH

"No, sree!" exclaimed Bunkerton. "There wasn't any of that nonsense in my family. My father never thrashed me in all his life."

"Too bad, too bad," sighed Hickenlooper. "Another wreck due to a misplaced switch."



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

July 10, 1916

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.

"Whatever the weather may be," says he,
"Whatever the weather may be,
'Tis the song that you sing,
And the smile that you wear,
That makes the sun shine everywhere."

Coasting continues to be a matter of interest, not only to motormen but to the Electrical Department as well, where the saving in power is beginning to be felt.

The marked improvement in coasting records on the Eastern Division in June brought that Division, which was the last to have the clocks installed, to the first place in the list with the highest average coasting time on the system. Concentrated effort along any line is sure to bring results. Can the Eastern Division keep the first place?

PE

The response to the insurance circular seems to indicate that the plan as proposed by the Insurance Committee does not appeal to the majority of the employes and the entire matter has been referred back to the committee to see if some other plan cannot be worked out which will be satisfactory. A large number of employes sent in no replies to the circular letter, which, of course, was taken to indicate that they were not interested, and was in effect a negative vote on the proposition. A written expression would have been more satisfying to the committee, which has spent much time and effort in trying to work out this problem for the benefit of fellow employes.

PE

Mr. N. F. Dougherty, the editor of The Mutual Magazine, published by Pennsylvania Railroad employes at Philadelphia, who recently visited Los Angeles, has the following to say concerning the Pacific Electric in an editor's note accompanying a four-page article by Mr. Shoup on "The World's Playground", Southern California, in the June number of that magazine:

"The employes of the Pacific Electric, both city and suburban, are very courteous and helpful. The cars are upholstered like our coaches, and very comfortable. The roadbed is rock-ballast and the cars run as smoothly as cars on the standard railroads. The point that impressed me most, however, was that the cars were on time all the time; not only leaving and arriving at terminals, but at all intermediate stations as well."

PE

When you think of a good story or an item that might be of interest to the rest of us, send it in. We need such items to liven up our pages. We can't always have big things to write up, even though the progress of this part of the country and our company is phenomenal, but if each employe will consider this an appointment as a news-gatherer for our magazine, we shall fill our pages with interesting matter and make every issue a success.

PE

QUESTIONS AND ANSWERS

Q. Why do we have so much trouble with trolleys leaving the wire in the Los Angeles street terminal?

A. There are perhaps two reasons for this: the first, that conductors neglect to cut in the air on automatic trolleys after they are turned by the station men, and the second, that change in the special work due to construction of the new elevated structure has perhaps drawn the switches a little out of line, so that trolley wheels do not follow the wire properly at more than the ordinary speed. This condition calls for especial care from both conductors and motormen.

Q. Are we to have an employes' picnic this summer?

A. This question was referred to the chairman of the picnic committee and the answer was an emphatic "YES." When, is yet to be decided. If there is in your mind any idea that will help the committee to arrange a more attractive program send it in to the chairman, Mr. Vickrey.

Efficiency is a much overworked word in these days of strenuous commercial activity, yet most of us like to hear it applied to our own efforts. Efficiency means concentrated effort securing results in the easiest possible way. It means thoughtful planning, co-operation, careful, effective execution. The successful handling of heavy traffic on a day like the Fourth of July indicates efficiency in every division of the operating department. The maintenance of way forces had the tracks in excellent condition. The electrical department took care of the overhead and saw to it that the power distribution was perfect, so that no delays were occasioned by low voltage. The mechanical department turned the cars out as fast as they were needed and in first class shape. The transportation department handled the crowds with a smile of satisfaction at the return of a big Fourth and the absence of grouch on the part of passengers or employes was noticeable. It was a big day, a big crowd and a big success, demonstrating the efficiency of our organization. After all, Efficiency means simply that every man is doing his part, whatever it may be, in the best possible way. It is suggested we might add that there were no accidents.

PE

Summer timetables on the Redondo via Del Rey Line, and Redondo via Gardena Line, were effective June 15th. These changes involved changes also in timetables of the Sawtelle, Hollywood-Venice, Coldwater Canyon, San Pedro via Gardena, and Hawthorne Lines. The city schedules on the Hollywood Line and West Sixteenth Street Line were also upset by the change. Summer schedule on the Newport Line was effective June 24th.

PE

Travel from interior points to the beaches on the new Seashore Limited is showing large increases every Sunday and indications are that this through service will be very popular as it becomes better known. The Venice car is cut off on Seventh Street and runs through via Sixth and Hill Streets and the Short Line. The Redondo Beach and Long Beach cars are run into the Los Angeles Street Terminal before being separated and sent on the final portion of the trip from the Orange Belt to the beaches.

PE

During the month of June the Redondo Beach wharves did a banner business, perhaps the largest in the history of the port. From 40 ships 18,374,000 feet of lumber was discharged and loaded on cars, making a total of 1047 cars moved from the wharves during the month.

This record business was due to a strike of the longshoremen and lumber handlers at San Pedro, which drove the ships from that port. Redondo Beach, which has always been a non-union port, was ready to receive them and has been working full time.

GOOD ACCIDENT RECORD FOR JUNE

The statement of accidents for June given below shows a good decrease in the number of accidents reported under the previous month, as well as under June, 1915. If we can continue to avoid accidents and make a proportionate decrease every month, it is only a matter of mathematical calculation to find out when we can dispense with the Claim Department altogether. Read what Mr. Bishop says in another column about the good showing for the fiscal year just ended.

	Northern Division		Southern Division		Western Division		Eastern Division	
	1916	1915	1916	1915	1916	1915	1916	1915
Interferences with vehicles	49	51	24	29	26	18	3	6
Collisions and interferences with cars	2	3	3	6	2	2	0	0
Persons struck by cars	4	2	2	3	3	3	0	1
Derailments	6	9	9	5	6	6	0	2
On and off moving cars	19	22	15	15	24	24	2	2
Miscellaneous	24	23	29	30	25	34	5	5
	104	110	82	88	86	87	10	16
			1916		1915			
			Northern Division		104		110	
			Southern Division		82		88	
			Western Division		86		87	
			Eastern Division		10		16	
			282		301			
			1916		1915			
Interferences with vehicles			102		104		1.9% Decrease	
Collisions and interferences with cars			7		11		36.3% Decrease	
Persons struck by cars			9		9			
Derailments			21		22		4.5% Decrease	
On and off moving cars			60		63		4.7% Decrease	
Miscellaneous			83		92		9.8% Decrease	
			282		301		6.3% Decrease	

AN OPPORTUNITY FOR CO-OPERATION

Every citizen of Southern California, as well as all employes of the Pacific Electric Company, should "boost" for our Personally Conducted Trolley Trips. Not many people would come to Southern California if we had nothing out of the ordinary to be seen, and those who do come would not remain long if they could find no better means of entertainment than walking the streets or looking into shop windows. The more of our interesting trips these people are induced to take, the longer they will remain with us, which means more money for the hotel men and the merchants, as well as for our own Company. There is no question but that attractive literature describing the points of interest on our trips and which is distributed all over the United States and to many places in foreign countries is a very potent factor in inducing people to come to Southern California, and after they have arrived in our beautiful State and City, if they receive gentlemanly and courteous attention while visiting the many points of interest and are truthfully told of the advantages of living here, they are apt to become residents among us, and every family

that settles along the lines of the Pacific Electric is a valuable asset to this Company.

It must be said the trainmen of the Pacific Electric Company, as a rule, are most courteous and attentive to every passenger, and they can aid us very materially in securing traffic for our trolley trips. If they will suggest to the passenger who asks about some point of interest on our line that he take our Personally Conducted Trips, and either hand him a folder or refer him to our Information Bureau for information and literature the passengers will certainly appreciate the information. We realize that the trainmen have many other duties and have not the time to explain our trips as thoroughly as one of our solicitors would do. It would take but a moment to tell them that they would see more and obtain much valuable information if they take the complete trip with a Guide-lecturer, who will explain all places of interest. The Guide-lecturers on our trips have an opportunity to become acquainted with strangers and tourists, and to anyone who has seen the passengers leaving one of our Personally Conducted Trolley Trip Cars after completing one of our trips it is unnecessary to say that many

JITNEY REGULATION

A careful study of the regulation of jitney busses in all parts of the United States has been made by the Aera Magazine, with the result that the magazine finds jitneys operating in 175 places, in 124 of which there have been regulative measures adopted. Thus about 71 per cent of cities have regulated the jitney, while in 29 per cent of cities the five cent busses run free and easy, go as you please.

In 94 cities, the regulation of the jitney includes a tax on the vehicles, usually a tax graduated according to the size of the jitney. These taxes vary in different cities, from as little as ten dollars per year on five passenger cars, to as much as one hundred dollars. Rates on larger cars are correspondingly divergent.

In 86 cities, the regulative laws require a bond to indemnify passengers who may be injured. The amounts of these bonds vary from \$2,000 to \$20,000. In some cities the scope of the bond is greater than in others, including indemnity against law violations, or against judgments of various sorts.

On other points beyond taxing and bonding the jitneys, the regulative laws cover a multitude of features. Some of the points covered, with the number of cities in which they are touched upon by the jitney laws, are as follows:

Display notice of route, termini and fare—68; speed regulations—58; racing forbidden—21; adequate brakes, chains, etc.—35; license to be displayed—60; restrictions as to number of passengers—91; places for stopping fixed—78; examination and qualification of drivers—73; smoking restrictions—22; busses to be kept clean—14; handling lost articles—23.

Penalties for violating the ordinances and statutes are of great variety. In most cases they begin with fines, or fines with jail sentence. Second or third convictions usually mean forfeiture of license, and sometimes this goes with the first conviction. In some cities the penalties are extremely severe.

The data compiled by the magazine indicates that in a few cities the regulation of the jitneys has practically put them out of business at once, usually where the tax was large. In other cities, the jitney business has shown merely a steady decline as its lack of profit has been demonstrated. In others jitney rates have generally gone up to ten cents on long hauls, or else busses of large seating capacity have replaced the individual cars.

lasting friendships have been made on these trips, as well as many friends for the Pacific Electric. Hundreds of people living along our lines first saw the place they selected for a home while taking one of our trolley trips.

W. H. DEMPSTER.

GOOD NEWS FROM THE CLAIM DEPARTMENT

By S. A. BISHOP, Claim Agent

Account 92, which comprises in the books of this corporation all expenditures on account of personal injury, damage to outside property, Claim Department salaries and other miscellaneous expenses, shows a decrease of 17 per cent for the fiscal year 1915-16, ending June 30th, as compared with the corresponding period, 1914-15, and the members of the Claim Department join me in congratulating you for having effected this substantial saving of our diminished earnings. The result of all safety planning and organization, and the individual effort put forth by the members of every branch of the service of our railway family is hereby positively established by the decrease quoted, which represents a nice round sum of money, which otherwise might have been wasted had not our efforts succeeded or had we abated our endeavors along this line. At a time when, because of the great sale of automobiles and the extensive use of them by individual purchasers, and the growth of the jitney business, our passenger revenue has been greatly reduced, any such saving in our damage account should, in my judgment, be termed most timely and creditable to an organization like ours, particularly when it would seem that we are in competition with another mode of transportation, and the "fight is to a finish," and we may reasonably expect that "the fittest shall survive." Shall we not, therefore, take heart and pledge our allegiance to the cause of "Safety First" to the end that we may maintain our excellent record and preserve to the company for expenditure along legitimate lines the revenues derived from operation.

An accident is a misfortune and no good can come of it. The prevention of an accident comprehends planning and execution of orders, individual foresight and forbearance and the exercise of the highest degree of care, even in excess of that degree of care which is ordinarily possessed by a prudent person. You may depend upon this department and myself rendering efficient service in the investigation of claims and the adjustment of liability claims, and you may also rely upon our Legal Department, with the co-operation of the Claim Department, defending the company's inter-

ests and you men individually to the utmost degree. I do not hesitate, therefore, to assure our management and stockholders, that both you and we (the Claim Department) stand steadfast to perform, as it would seem we have the past year, our full duty and believe me, gentlemen, **IT IS THE JOB OF A MAN—**

It isn't the work we intend to do
Nor the work we've just begun
That puts us right on the ledger sheet;

It's the work we've really done.

Our credit is built on the things we do,

Our debit on things we shirk;
The man who totals the biggest plus
Is the one who completes his work.

Good intentions do not pay bills,
It's easy enough to plan;
To wish is the play of an office boy,
To do is the job of a man.

—System.

A Story That Beats Any "Movie"

Plot.—A conductor in the employ of the Grays Harbor Railway & Light Company, Aberdeen, Wash., sent in the following accident report: "A man at Hoquiam came on the car at 7 p.m. He spit and expectorated all over the car and when I asked him to quit he swore strong at me. I told him to clean it up or I would have him arrested. He started to clean it up, and then he went to the door, jumped from the car, and ran down E street to the river and jumped in. I stopped the car, ran after the man, jumped in the river, dragged him out, and had him arrested for spitting on the floor of the car."

MOST ANY TIME

The scene is set.
A country road, trees, sky, summer homes, a lake in the distance. A street car line crosses the road at right angles.

Enter, up the road, an automobile, well loaded and running at high speed.

Enter at the far right a street car. Both automobile and car are rushing toward the crossing. Owner of automobile to chauffeur, "Can you make it?" The chauffeur, speeding up: "Sure, I can make it!"

He doesn't.

"Doesn't a motorman get a shock now and then?"

"Oh, no. You see, he's always a non-conductor."—Judge.

BAGGAGE AND EXPRESS RATES TO MOUNTAIN RESORTS

—From San Bernardino to Skyland, Thousand Pines, Squirrel Inn, Pine Crest, Strawberry Flats, Little Bear (Blue Jay), Little Bear Dam, Camp Bacon, Thompson, Daley Road, Switzer's, Clark's, Power House No. 3, rates in each direction, 1c per pound.

To Heaps, Kuffles, Fredalba Jct., Camp No. 5, Deer Lick, Deep Creek Bridge, 1 1/2 c per pound in each direction.

To Green Valley, Fawn Skin (via Pine Crest), Fawn Skin (via Santa Ana), Knights (via Pine Crest), Knights (via Santa Ana), Swastika (via Santa Ana), I S Ranch (via Santa Ana), Pine Knot (via Santa Ana), 2c per pound in each direction, with a minimum charge of 25c on baggage to all points.

Agents on Pacific Electric lines may obtain full charges through from their agency to resort destination by adding above rates to local rates from their agency to San Bernardino. Charges will be advanced to and by the San Bernardino Mountain Auto Line, making it possible to forward shipments through to destination without delay.

Mt. Lowe and Alpine Tavern—For the handling of baggage and other express matter, following will apply:

From points west of Ontario and Upland, inclusive:
Trunks\$0.75 each
Grips, Suit Cases, Telescopes, Telescope Baskets, Valises (single) . . .35 each
From points east of Ontario and Upland:

Trunks\$1.00 each
Grips, Suit Cases, Telescopes, Telescope Baskets, Valises (single) . . .50 each
Two or more, or one handled with trunk35 each

Los Angeles and Pasadena Offices will waybill such baggage on round bills and shipments will be delivered to conductors on Mt. Lowe cars at those points. All other offices on Pacific Electric Lines will waybill such shipments to Pasadena, at which point the Agent will arrange to deliver baggage to conductors on Mt. Lowe cars and settle the waybills. Charges must be prepaid.

ANSWER: NOTHING

Victim: "What has happened—where am I?"

Doctor: "You are in the hospital—you have been seriously injured in a jitney accident. Cheer up, you will recover."

A TRIBUTE OF THE PRESS

Newspapers generally, and metropolitan papers in particular, are more prone to criticize railway companies than to compliment.

The following from the Los Angeles Tribune of May 20th is, therefore, more than gratifying, and the tribute we know will be appreciated fully by all Pacific Electric employes. The comment relates to the great Shakespearean Pageant Drama enacted at Hollywood recently, where it was necessary to maintain peak service to handle the enormous crowd, and the time allotted in which to do so was of necessity short.

"The Pacific Electric last night demonstrated that it was capable of handling almost any size crowd. This in spite of the fact that there were several hundred jitneys operating to and from the entrance to the amphitheater.

The return trip, which was dreaded by the tens of thousands of persons who made their way to Beachwood canyon, was comparatively easy. Three-car trains were operated on the Pacific Electric Hollywood line at three-minute intervals and while there was the usual crush to get a front seat into town, the officials of the road were able to bring the crowd into Los Angeles with but little delay in comparison to the numbers handled.

The only complaint heard was about some of the greedy jitney drivers who demanded as high as \$3 or \$5 per person to bring them from the Hollywood amphitheater to Los Angeles.

When the main crush arrived at the Pacific Electric after the performance about 1 o'clock this morning, scores of cars made up in two- and three-car trains were quickly loaded and the tired but happy spectators of the world's greatest dramatic feat were brought home."

PE

JAPANESE POETRY

Nothing more to the point was ever written than the following poem by a young Japanese graduate of Harvard, who was selected by his fellow classmates to write the class poem. We commend this poem to all railroad men as a masterpiece:

Go on, go on, go on, go on.

Go on, go on, go on.

Go on, go on, go on, go on.

Go on, go on, go on.

COASTING RECORDS AND EFFICIENCY

All are familiar with the old saying, "Whatever is worth doing is worth doing well," and in no line of industry is it more applicable than to railroading; and in these days of municipal, state and federal regulation, our work must be done well in order to attain and maintain those standards of efficient service demanded by the public.

It has been observed, therefore, with much gratification, the manner in which the coasting feature has been received by all concerned; indicating quite plainly that it is considered as "worth doing well."

One of the heaviest items of expense in railway operation is for power, and the annual cost with us is so great that any saving we can make in the operation of each car per trip will aggregate a large amount in dollars and cents in the course of a year; and with the view of controlling the use of power, coasting clocks have been installed on most of our cars.

Modern business activities have resulted in the keenest competition, and the question of profit or loss depends almost entirely on the skill and efficiency of the employe. This condition has brought about various methods of determining personal efficiency, but until the perfecting of the coasting recorder clock, there was no authentic way of measuring and showing graphically, the personally efficiency of motormen.

It is true, the absence of complaints, etc., would indicate attention to prescribed duties, but one man might use twice as much power as another on similar runs on the same line, and neither one have a complaint registered against him; in other words, both with clean records. Yet the one using less power would be the more efficient, but with no way of securing any special recognition therefor.

With the recording coasting clock on his car, this efficiency is absolutely determined, and there is provided a permanent exhibit, or showing, of his personal efforts in the use of power only as needed.

The results of many tests, not only with us, but on some thirty other electric railways, has proven conclusively that one per cent of coasting will save one per cent of power; ten per cent of coasting, ten per cent of power; and, therefore, ten per cent

of the money expended in purchasing power.

These tests also show about the same ratio in reducing brake shoe costs, and a decrease in the maintenance cost of the electrical equipment of cars.

Coasting also reduces the hazard of accident, tends to regulate the spacing of cars or trains, and in other ways aids in maintaining reliable and dependable schedules.

From the foregoing it is quite apparent that consistent coasting will result in reduced power bills, lower maintenance of equipment costs, and will lessen the number of preventable accidents, all of which are represented by large cash expenditures each year.

In addition, the individual records compiled and maintained by the Efficiency Bureau furnish definite information to the management as to the extent each motorman has contributed toward reduced expenditures and improved service.

In conclusion, we would direct attention to the fact that the Pacific Electric strives to render a personal service to each of its patrons, and such service is manifested through the personal efficiency of its employes; and it is interesting to note that the letters "P. E." so well known to the public stand for "Personal Efficiency," as well as "Pacific Electric."

G. H. GRACE.

PE

"GETTING A MOVE ON"

Ticket Agent Tonneson at Euclid Ave. station, Upland, sends in the following item and remarks that the Pacific Electric is making a favorable impression in Upland:

"One of our leading business men and a fruit grower of this city remarked a few days ago: 'You Pacific Electric people completely astonish me. I have been away a few days and just before I left I had noticed that the city had just granted the Pacific Electric a franchise for a spur to be built from the main line to one of the packing houses. When I returned, I had expected to see some grading done, but to my complete surprise I found that the track had not only been completed, but that houses had been moved from the right of way, sheds built, and I found that two cars were at the packing house being loaded with fruit for Eastern shipment. I call that "Going some!"'"

THE AMHERST COLLISION

The Railway Age Gazette of May 19th contains a resume of the Interstate Commerce Commission report on the collision at Amherst, Ohio, on the New York Central, March 19th last, in which 27 persons were killed and 47 injured.

The facts, briefly, were that the first section of No. 86 was stopped, unnecessarily, at a block signal. The rear brakeman threw out a fuse and when train had stopped went back, but had only proceeded a short distance when he was passed by Second No. 86 at high speed. A heavy fog prevailed at the time and when the engineer of Second No. 86 saw the rear end of the standing train he was unable to stop before collision occurred. This collision threw some of the coaches over onto the second track where soon after, a westbound train running at from 50 to 60 miles per hour struck them. It was this collision which apparently caused the greatest loss of life and personal injury. The testimony showed that Second No. 86 was running about 50 miles per hour when passing the last block signal which the engine crew did not notice was in the stop position. It was also shown that although the fog had prevailed all night each of the three trains involved had made up time on its schedule. To quote:

"All three of the fast trains involved in this accident made up time during the night, and the testimony of practically all of the employes clearly indicates that foggy weather makes no difference in respect to the rate of speed at which trains are run. It is clearly shown, also, that the operating officers . . . were perfectly familiar with the fact that trains make up time in dense fogs. The practice of permitting fast trains to run at normal speed under such conditions constitutes a grave menace to the traveling public . . ."

"During foggy or stormy weather, when signal indications can be seen but a short distance, positive and definite instructions should be given prohibiting the running of trains at high speed. Accidents such as this may be expected to occur unless those in charge of the operation of this property at once take steps to see to it, by such check, observations, and other means as may be found necessary, that speed is materially reduced in foggy weather . . ."

We can take the lesson home to ourselves and continue the practice of putting safety before schedule in fogs or whenever conditions may exist that require caution. So much has been said by officials and instructors along this line that there should be no doubt in the mind of any employe as to the Pacific Electric policy in this regard.

PE

WHY A "DEPARTMENT OF OUTSIDE OPERATIONS"?

One of the busy departments of the Pacific Electric organization is known as the "Department of Outside Operations," under the management of C. H. Burnett, but in the minds of many its functions are in large measure unknown, and the following from its Manager will prove enlightening to many employes, and through this knowledge credit will come and appreciation be expressed for the many acts of courtesy and helpfulness in employes' interest rendered by this division of the work:

"The Department of Outside Operations handles the resorts owned and operated by the Pacific Electric, also our commercial light and power business. In addition to these regular duties we are always ready to lend a hand to Employes' Picnics or Entertainments, Queen Campaigns and anything else in which the 'Pacific Electric Family' is interested.

The principal resorts operated by this Department are Redondo Beach, Alpine Tavern and Urbita Springs Park, at all of which we are trying hard to give the public a brand of service that will be a credit to the Pacific Electric and will help to create traffic, which of course is what the resorts are for.

At Alpine Tavern we have nine rooms in the hotel and twenty-six tent cottages, and we are now adding twelve cottages equipped for housekeeping. These housekeeping cottages will be ready about the middle of July, and will rent for much less than the regular hotel accommodations. We will be greatly obliged if employes will tell their friends about these new facilities, also tell them that the Tavern is now operated on the American plan, as well as the European plan. American plan rates, \$3.00 to \$4.50 per day; \$17.50 to \$26.50 per week. European plan, \$1.00 per day up, or \$6.00 per week up.

Owing to the fact that Alpine Tav-

ern operates at a loss, we do not feel justified in giving any special rates to officers or employes, but at Redondo Beach and Urbita Springs Bath Houses we sell employes commutation tickets at the rate of seven baths for \$1.00. Employes desiring to avail themselves of this rate should apply to their department head for a Bath House Rate Order."

PE

THE JITBUS DRIVER

A man once drove a "Tin Lizzie" So fast that the speed made him dizzy,

He stopped not for tacks,
Nor interurban tracks,

And now the question arises, "Where Izzie?"

PE

ON THE STREET CAR

"You can't smoke in here, sir," said the conductor.

"I'm not smoking."

"Your cigar is."

"Well, don't blame me. It's a strong cigar and does as it pleases."

"See here, either you or the cigar will have to be put out."

After thinking over this ultimatum for a moment, the passenger rubbed the end of the cigar on his shoe and put it out.—Exchange.

PE

CALLING STREETS

One of our older conductors says that long ago he discovered that calling the streets or stations clearly so that all the passengers could hear him, saved him, as well as the passengers, a lot of trouble. There are so many strangers who ride on our cars, that complaints that passengers are carried by are among the commonest that we have, so that the experience of this conductor is of particular interest. He says that if a conductor faces the far end of the car and lifts his head up a bit, his voice will carry easily through the clear space between the roof and the passengers' heads and will be heard at the farthest seat. A great deal depends upon clear articulation. It is not necessary to shout the name, but call it distinctly in a steady, even tone. Doubtless many other Pacific Electric conductors have had the same experience, and it is easy to tell when riding on the line which of them have profited by it.

PE

The ability to succeed is inherent in every man. It differs only in degree. There is opportunity for every man to give the best that is in him. Perseverance is the keynote of success. The man lacking it or permitting it to lie dormant can never hope to rise above mediocrity.

—THEODORE P. SHONTS.