



The Pacific Electric MAGAZINE



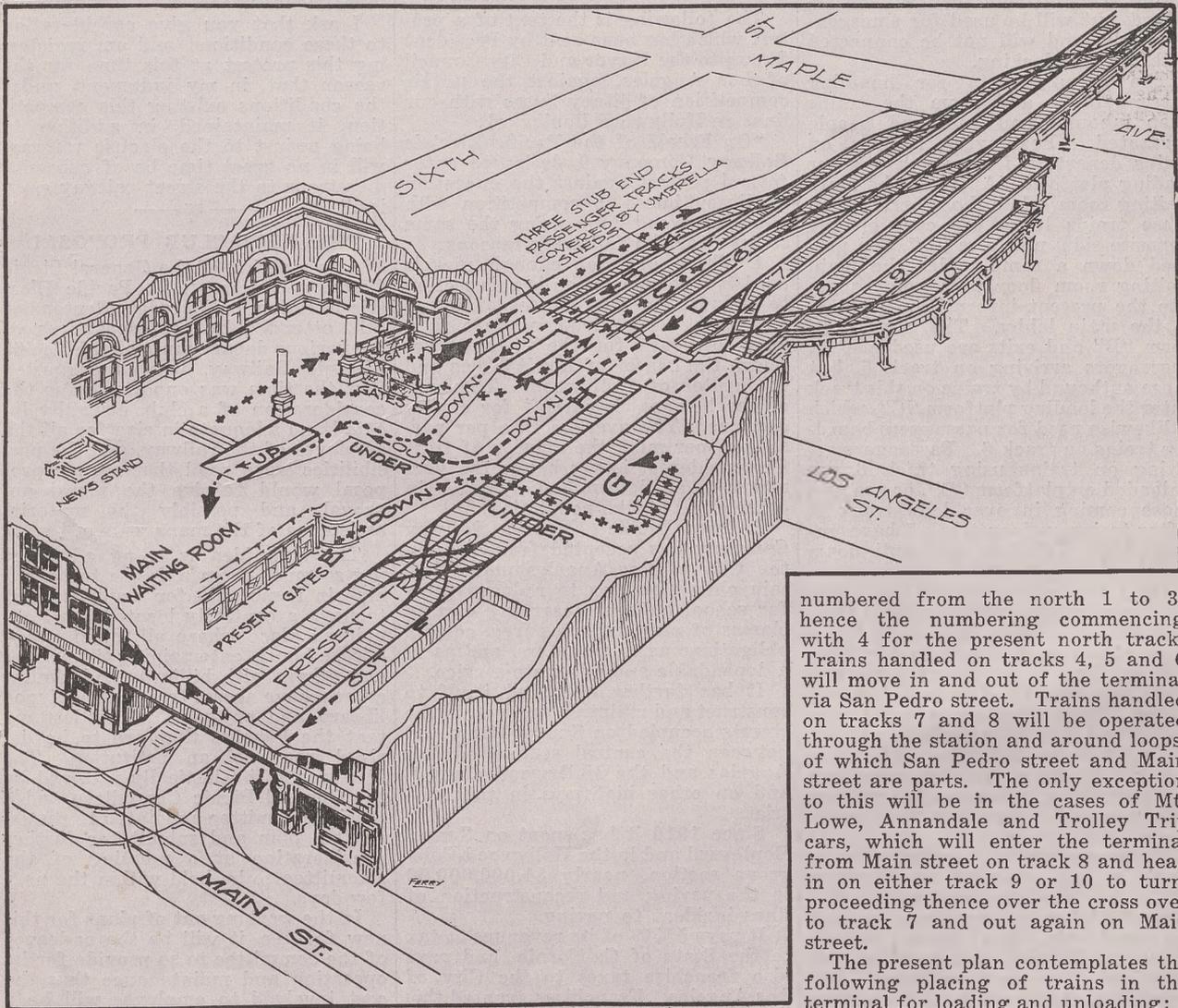
ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. I.

LOS ANGELES, CAL., SEPTEMBER 10, 1916

No. 4

THE NEW TERMINAL OPERATION PLAN



numbered from the north 1 to 3, hence the numbering commencing with 4 for the present north track. Trains handled on tracks 4, 5 and 6 will move in and out of the terminal via San Pedro street. Trains handled on tracks 7 and 8 will be operated through the station and around loops, of which San Pedro street and Main street are parts. The only exception to this will be in the cases of Mt. Lowe, Annandale and Trolley Trip cars, which will enter the terminal from Main street on track 8 and head in on either track 9 or 10 to turn, proceeding thence over the cross over to track 7 and out again on Main street.

The present plan contemplates the following placing of trains in the terminal for loading and unloading:

Santa Ana, Newport, Long Beach, San Pedro and Santa Monica Air Line, tracks 4 and 5.

San Bernardino Line, including El Monte, Covina, San Dimas and Pomona trains, and Monrovia-Glendorra line, track 6.

Trolley Trips, San Gabriel, Sierra Vista and Sierra Madre lines, track 7, entering terminal via San Pedro street and leaving via Main street, unloading under umbrella shed before going into train shed, and using present gates "E" for loading, except that Trolley Trip cars load at Gate "H."

Structural work on the new elevated terminal is rapidly nearing completion. The concrete deck is being poured and soon track gangs will have the ballast in place and tracks laid. Then the interlocking machine must be installed and the finishing touches made on the waiting rooms, ramps and other station facilities. Much inquiry is being made regarding the operation of this new terminal and that employes may have opportunity to familiarize themselves with the plan, this outline is being pub-

lished somewhat in advance of the actual requirement, for it will probably be November before the new terminal is ready for service.

For convenience, the tracks on the plan are numbered, and these numbers will be used not only in directing train movements, but for the guidance of passengers to a certain extent. The letter designations of the platforms are for convenience in this article only. The ultimate plan calls for three tracks north of the structure now built, which will be

Redondo via Gardena and via Hawthorne, Whittier, La Habra, Pasadena Short line and Pasadena via Oak Knoll line, track 8, entering terminal from Main street, unloading at "F" and loading at "G".

All movements in the terminal and on the elevated will be controlled by automatic block signals or interlocking handled from the tower located just above tracks 7 and 8 on east side of P. E. building. The present tower controlling Main street traffic and movements into and out of the terminal at Main street entrance will be retained. The double cross-over within the the train shed will be retained, but will be used for emergencies only, and will not be connected with the interlocking.

The arrangements for handling passengers to and from the trains keep inbound and outbound people separated. Passengers leaving on trains departing from track 4 enter loading platform "A" from the main waiting room, while those arriving on these trains leave the cars on the opposite side, platform "B", and proceed down a ramp under the main waiting room floor to a point opposite the present information counter in the main lobby. The same platform "B" and exits are used also by passengers arriving on track 5, but those outbound by trains on this track enter the loading platform "C", which is likewise used for passengers boarding trains on track 6. Passengers arriving on trains using track 6 are unloaded on platform "D", as are also those coming in over loop track 7. After trains on loop track 7 have unloaded at "D" they will pull down and load at gates "E" exactly as at present, the only difference being that such passengers on the Northern Division trains as may wish to ride up Main street may remain in the train and go through as far as First and Main, no additional fare being collected. This may cause some confusion and conductors will have to use vigilance to see that "short riders" do not get by them, and exercise tact and courtesy to accommodate patrons who may not understand their privileges.

Passengers arriving on trains using track 8 are unloaded at platform "F", after which trains move to platform "G" for loading, then proceed outbound via San Pedro street. Northern Division trains using this loop load passengers on Main street from First street south without extra fare. Passengers using platform "G" reach same by a ramp and subway passage from the main lobby.

Mt. Lowe, Annandale, Glendale and Burbank cars entering terminal on track 8, unload at platform "F", then proceed to track 9 or 10, turn and leave via track 7, loading at gate "E" in the case of Glendale, Burbank and Annandale cars, or gate "H" in the case of Mt. Lowe.

Passengers are not allowed to cross tracks at any time or place. Warning signs are placed in conspicuous positions and employes are expected to co-operate in the strict enforcement of this rule.

Many minor points in connection with the operation will be covered by bulletin before the final change is made and all concerned will, of course, familiarize themselves with these instructions.

We cannot expect the public to understand all the arrangements being made for their convenience and comfort without some instructions, and all employes can contribute to the successful operation of the new terminal by disseminating such information.

— PE —

PRESIDENT SHOUP PROTESTS

The following is the text of a protest which has been sent by President Shoup to the Mayor and City Council of Los Angeles, against the unfair competition of jitney buses with our lines on Hollywood Boulevard:

"On behalf of the Pacific Electric Railway Company I desire to enter formal protest against the operation of jitney buses in competition with our Hollywood Line using the same streets, for the following reasons:

1. There are not enough nickels used for transportation in this section to support the two classes of transportation. The five-cent fare is a very low rate for the distance between the center of Los Angeles and the center of Hollywood. The bulk of the business is carried for a long distance. The average rate per passenger, per mile, the density of traffic considered, is far below the normal rate as determined by rates in other cities of like population.

2. The Pacific Electric Railway Company has accepted franchises in the City of Los Angeles under certain obligations, as to reduced rates for school children, carrying certain classes of city employes free, certain obligations as to transfers, and as to a dependable and adequate service.

It has further obligated itself to construct and maintain sections of the streets occupied on Sunset Boulevard between the central section of Los Angeles and the Hollywood district, and on other highways in that district.

Since 1910 it has spent on Sunset Boulevard and in the Hollywood-Colegrove section, nearly \$1,000,000.00 in the paving and reconstruction of lines incident to paving.

It pays 5% of its revenues as tax to the State of California, and pays also franchise taxes to the City of Los Angeles. Franchises granted this Company, under the law likewise laid certain obligations upon the city, direct or implied. At the time of the granting of these franchises, there was no other form of street transportation, except street railways. Against undue competition with street railways, the law made provision whereby the other company could not occupy the same street for more than five blocks in one direction, and when a company occupied the same street for five blocks or less, it had to pay with the first company its proper share of the burden of investment and maintenance of the tracks jointly used.

Competition is now being permitted

without regard for what may be a due service and investment established under franchise. The jitneys have a nominal tax compared with that the electric railways have to bear. The argument is offered that this tax should be nominal because the investment is so small. The reason the investment is so small is that the public and the railway companies are furnishing the roadbed free to the jitneys. If this argument had any value at all, then the electric railways should be furnished free roadbed and taxes reduced on the ground that the public had assumed the main investment burden.

I ask that you give consideration to these conditions, and am registering this protest at this time for the reason that, in my judgment, under the conditions existing this competition, if maintained, in addition to being unjust to the electric railway, will in no great time be of necessity disastrous to the street railway service."

— PE —

THE NEW CLUB PROPOSAL

At a meeting of the General Picnic Committee, Room 249, Pacific Electric Building, on Tuesday, September 5th, attended by representatives of the various departments of the Pacific Electric Railway, it was suggested that the time was opportune for the consideration of a club, centrally located and adequate in size for all the employes of the railway, and the possibilities were good that such a proposal would receive the moral approval, and possibly the material assistance of the management.

The club idea is being advanced not so much from a desire to have a club in name only for employes, but to have a centrally located, well appointed place where all might spend leisure hours, entertaining themselves and others with billiards and similar games, have access to a well equipped library and enjoy to the fullest extent the benefits that are to be derived from such an institution. The idea was enthusiastically received by the General Picnic Committee and a special committee appointed to rough-draft a plan and submit for further consideration at a meeting of the committee to be held within the next few days.

In the working out of plans for this new feature, it will be the endeavor of the committee to so provide for its operation and maintenance that the cost involved to employes will be a purely nominal amount, so small, in fact, that its size could not possibly debar any member of the Pacific Electric Family from membership therein. The plan not only contemplates proper housing facilities, comforts and the ordinary run of club life amusements, but provision will probably be made for evening entertainment features of more than usual worth, as well as programmed events throughout the year, such as dances, card parties, lectures, etc.

Full detail of the plan as submitted by the committee appointed for that purpose will be given in the next number of the Magazine.

ELECTRICAL ENERGY COST

Aud Effects of Efficient Car Operation

By JULIAN ADAMS
Assistant Electrical Superintendent, Pacific Electric

All of the electrical energy used by the Pacific Electric at present is purchased from the Pacific Light and Power Corporation and the Southern California Edison Company.

The cost of this electrical energy purchased is about \$75,000.00 per month as furnished at delivery meters and generator terminals. If we add to this cost the items of interest, depreciation and maintenance on the Pacific Electric Railway Company's transmission lines, substations and distribution system, it brings the cost of electrical energy up to about \$142,000.00 per month, which represents the real cost of the electrical energy delivered at its points of use; that is, at cars, shops, etc.

Ninety-five and one-half per cent of all this electrical energy is used in the operation of the cars; four per cent being used by the Company for such purposes as light and power for shops, lighting of resorts and lighting of waiting stations; one-half of one per cent is sold to outsiders.

It is, therefore, evident that the cost of electrical energy used for the operation of cars is one of the large items of cost in the operation of the railroad, and that the efficient use of the electrical energy is of prime importance.

During recent years much study has been given to the question of efficient use of electrical energy in the operation of cars. It is an established fact that with the same car over the same route, with the same running time and the same number of stops, the consumption of electrical energy will vary as much as twenty-five per cent when operated by different motormen.

Tests conducted all over the United States, including tests on the Pacific Electric system, have shown conclusively that the average amount of electrical energy used by motormen in the operation of a car decreases in proportion to the average increase in coasting done; the coasting being defined as the time during which the car is moving with power and brake off. An increase of one per cent. in coasting means a decrease of about one per cent. in energy used. This applies to energy as measured at the car. The per cent reduction in electrical energy used as measured at delivery meters or generator terminals is somewhat less than this because the loss in transmission, transformation and distribution are not strictly proportional to the electrical energy used at the car.

In order to make the most time available for coasting and thereby make the highest coasting record, it is essential that when making a stop the shortest time consistent with safety and comfort to passengers be taken:

1. For bringing the car to rest.
2. For remaining at rest.
3. For bringing the car up to speed.

The first is secured by the most efficient braking, which consists of stopping the car with a single application of air released as may be necessary. This is, of course, not always practical, but, with skill, should be for most stops.

The second is secured by not making the stops unnecessarily long and, of course, requires the co-operation of the conductor.

The third is secured by making the acceleration of the car uniform and not unnecessarily slow.

It is sometimes contended that the motorman with a high coasting record is not necessarily the most efficient operator of a car as regards use of electrical energy. A favorite illustration which is brought up in this connection is that of a motorman, who having time to spare, will run up to parallel and coast, while another motorman will run in series and not coast, the claim being that the series operation is most efficient. Generally speaking, this is not true. The car motors have a considerably higher efficiency when operating in parallel than when operating in series, and series operation is desirable only when the distance to be traveled under power is very short or in locations where it is unsafe to feed beyond the series point, such as on many city streets where parallel operation is forbidden by the rules of the Company. The question has sometimes come up in connection with the operation of freight trains on steep grades as to whether the heating of the motors was less and the consumption of electrical energy less with the motors operating in parallel or in series. To settle this point, some years ago a watt-hour meter, ammeter and voltmeter were installed on one of the freight locomotives and a heavy train was pulled up a grade on the Monrovia line with the motors in series. The train was then backed down the hill and pulled up again with the motors in parallel. It was found that with the parallel operation there was a very considerable reduction in the amount of electrical energy used and in the integrated heating current in the motors.

Any coasting which may be done due to operating in parallel for very short distances where series running might be preferable is small in amount and any electrical energy thus lost is small in amount and in view of the fact that actual tests have shown that whenever the daily coasting records increase the electrical energy consumption per ton mile decreases there can be no question but that the motorman who consistently maintains a high record is the efficient operator as regards the use of electrical energy and deserves full credit as such.

It should not be inferred, however, because a high coasting record means a high efficiency in the use of elec-

trical energy regardless of how it is obtained, that the method of coasting is not important. The method is very important because it greatly affects the amount of coasting. Coasting should be done before stops and slow-downs, thus allowing part of the momentum of the car to expend itself in propelling the car instead of being dissipated in the brake shoes.

An example of a poor method of coasting was recently noted on a trip from Los Angeles to one of the beaches. It was about noon, and the schedule was especially favorable to making a high coasting record as there was considerable time to be killed in order to avoid running ahead of the schedule. The motorman several times in succession brought his car up to full speed, and then coasted until the car had slowed down to about 15 miles per hour, this being done where there were no stops or slow-down necessary, and where it was not down grade. The time available for coasting was thus used up and the remainder of the trip was made with very little coasting, the brakes being applied at stops as soon as the power was turned off. While the motorman in this case did considerable coasting, he did not secure nearly as high a coasting record as might have been done had he coasted up to all of his stops and slow-downs throughout the run instead of coasting between stops. Also the allowing of the car to die down in speed to such a great extent between stops was objectionable to the passengers. In general a high coasting record can best be obtained:

1. By coasting behind a leading car instead of using power until brakes have to be sharply applied for safety.
2. Coasting to a passenger or bell stop, instead of using power to one side of street and brakes to the other.
3. Coasting up to traffic stop or slow-down.
4. Coasting to corners where stops are frequent and where one may be expected.
5. Coasting down grade.
6. Coasting to curve instead of using power until last second with a succeeding hard application of brakes.

The above brief discussion of the subject indicates some of the points worth considering in obtaining a high coasting record, resulting in the efficient use of electrical energy. Doubtless some of the motormen with the high coasting records could give many more.

JULIAN ADAMS.

— PE —

AT CROCKER STREET HOSPITAL

Have you been down to the Crocker Street hospital lately to see the boys who are laid up. The list is longer this month than it has been for some time and a call will be appreciated. The following are at the hospital: Dean Chowning, Sam Brown, C. A. Mapes, C. M. Whitehead, K. A. Greenwald, Harry Bailey, J. Strang, F. Burbank, F. Richardson, J. B. McNeil.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

Sept. 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.

If you want to know whether you are destined to be a success or not, you can easily find out. The test is simple and infallible—are you able to save money? If not, drop out. You will lose. You may think not, but you will lose as sure as fate, for the seed of success is not in you.—James J. Hill.

— PE —

Did you ever stop and consider yourself under the head of unfinished business? One of the most encouraging discoveries of recent science is that the defects of heredity and environment can be overcome by applying brains and effort to the task. If we are not as successful as our neighbor the answer lies with us. It is not that he is a born success, nor that we are a born failure. Success is not "born," it is won. We are still unfinished business.—Energy.

— PE —

Do you know how a timetable is made? Have you ever given any thought to the problem of schedules, runs, meets or connections? If you are a trainman, undoubtedly you have thought of this feature of our business. The object of this item is to call to your attention the fact that there is never a time that work is not being done on timetables and runs in the endeavor to improve our service and working conditions. If you have any ideas along this line send your suggestion to the Superintendent who has charge of the line. He will be glad to receive it and more glad to use it if it can be done. Listen to the comments of our patrons and write them up if they seem to you to be valuable. It is our desire to serve the public to the best advantage. You may thus be of great help to the transportation department.

— PE —

A trainman sends in a suggestion concerning the common practice of jitneys cutting off people from our cars by dashing in between the car and the curb just before the car stops. A good many trainmen, both motormen and conductors, look out for this and are careful to wait for passengers who are trying to get to the car but are being held by automobiles; but others who should be apparently paying no attention to it. In Los Angeles and some other cities it is a violation of the law for automobiles to try to pass a car stopping to pick up or discharge passengers, and the suggestion is that trainmen make a note of the numbers of such machines and report same, so that proper action may be taken toward curbing this very dangerous practice. These reports should be made in similar manner to those which are now being sent in covering hazards of accidents account of reckless driving of automobiles. A concerted effort along this line will undoubtedly be productive of good results.

— PE —

A message to employes and officials alike is to be found in this editorial item from "Railway Age Gazette" of August 11: "Rule 708, in the new train-rule code of the Western Pacific, tells the employes that they should 'cultivate a graciousness of manner; not only in dealing with the public, but also with fellow employes.' Graciousness implies a high degree of refinement. American Railroad officials have been trying to inculcate politeness and courtesy for years, and with special emphasis during the past few years; but it is perhaps appropriate that a new rule book, issued by our newest railroad should set a new and higher standard. According to the dictionaries, a gracious person is one 'full of grace or favor: disposed to exercise favor or kindness; beneficent; benignant.'" Cynical persons will say that American passenger-service standards are already much higher—on paper—than the employes can measure up to; but it is only a question of enforcement, after all. Neglect or non-enforcement of rules, or unsatisfactory quality of the men, is no reason for not having the best possible rules. Why should not every road, everywhere, emulate the Western Pacific? Do we not always inwardly commend the man, of any class, who is seen to be notably successful in dealing with a grouchy or ignorant passenger? It is a plain duty to imitate the polite and affable ticket-seller or trainman. Telling men to keep their temper when a passenger gets angry or abusive is one of the commonest injunctions; and they are expected to heed it. The lesson of this rule is in the same field. And the rule must be treated as though addressed to the trainmasters. However well-intentioned the employes may be, the cultivating process is not likely to produce any great degree of satisfaction in the general manager's office unless there is 'intensive' cultivation, such as applied to apples in Idaho; and the trainmaster is the man who must do this."

ITEMS FROM THE DIAMOND

President J. Bennett of the Pacific Electric ball team reports that since its vacation his team has been doing well. On August 20th at Sherman, the Sherman team defeated the P. E. by a score of 4 to 3 in ten innings. August 27th, at Huntington Beach, the Pacific Electrics won by a score of 10 to 0. On September 3d the P. E. team defeated Lankershim by a score of 7 to 0.

— PE —

Here is some consolation for the ball players: "It's no use, fellows, to complain about that batting average; you can't get hits with that old bat on your shoulder."

— PE —

The Pacific Electric office baseball team, so we are informed, has finished this season's playing, owing to the Saturday Afternoon Valley league having completed its schedule of games. Another amateurs' league is being organized, but notwithstanding it is the desire of a number of the office boys to enter the contest, owing to the lack of players the prospect is not bright. Where are all the ball players? Here is a possible chance to get some much-needed exercise.

— PE —

Secretary H. T. Bennett of the Pacific Electric Trainmen's Ball club reports concerning the activities of his team during the past month. Although the regular line-up of the team has been seriously disrupted on each Sunday on account of continued heavy business on that day, the men have succeeded in winning all but four games out of five. They met defeat at the hands of the Inglewood, Gordon's Cafe, Lankershim, and Arlington teams. On September 3d the team defeated the Hynes Ball club by a score of 12 to 5. The feature of the game was the pitching of Workman of the P. E. club, who struck out eleven men during this game.

— PE —

AGENTS' ASSOCIATION

Instead of the usual Saturday night meeting of the Agents' Association on September 9th, the members of the Association and their wives have accepted the invitation of General Manager McMillan to make an inspection of San Pedro Harbor, wharves and freight handling facilities, Sunday, September 10th. The special train leaves Los Angeles Street Station at 1:05 p. m., immediately after the arrival of Train 44 from San Bernardino. At San Pedro arrangements have been made to embark on the Imperial for a trip on the bay, taking in the various points of interest. This will give all an unequalled opportunity to see the great development that has been going on at the harbor the past two or three years, and which is still under way. It is expected that on the return trip train will reach Los Angeles about 6:00 p. m.

AUGUST ACCIDENT REPORT

The decrease in the number of accidents in August under the same month last year is gratifying. The Northern Division especially is entitled to congratulation upon having decreased its total number of accidents by 39, or 25% per cent. However, the Claim Department compliments all divisions. By united effort we can accomplish much more in this direction.

	Northern Division		Southern Division		Western Division		Eastern Division	
	1916	1915	1916	1915	1916	1915	1916	1915
Interference with vehicles...	56	68	31	29	30	35	6	3
Collisions and interferences with cars	4	6	4	4	4	3	0	0
Persons struck by cars	9	3	4	5	1	6	1	0
Derailments	7	13	8	6	6	4	2	5
On and off moving cars	18	33	18	25	17	20	3	3
Miscellaneous	23	33	26	29	41	36	3	4
	117	156	91	98	99	104	15	15
			1916	1915				
Interference with vehicles			123	135			8.9% decrease	
Collisions and interferences with cars			12	13			7.7% decrease	
Persons struck by cars			15	14			6.7% increase	
Derailments			23	28			17.8% decrease	
On and off moving cars			56	81			30.9% decrease	
Miscellaneous			93	102			8.8% decrease	
			322	373			13.7% decrease	

GRADE CROSSING PROTECTION

The Pacific Electric Railway Company several years ago, realized the importance of protection to traffic along streets and highways crossing its tracks at grade, and early in 1909 began the development of a crossing signal or warning different from the ordinary type of fixed signal and vibrating bell.

Eventually we perfected the present type of signal generally known as the "automatic flagman" or "wig-wag," and this has been adopted as standard, not only on our own lines but also on many steam and electric lines throughout the country.

During August, 1910, we installed the first of these signals and two more were placed in operation during September, 1910.

Since then, installations, by years, have been made as follows:

1911, 19 signals	1914, 42 signals
1912, 28 "	1915, 28 "
1913, 28 "	1916, 37 "

There are now in daily operation 185 of these signals, representing an investment of more than \$60,000.00.

Of the many grade crossings on our lines it has been found by careful check that approximately 90 per cent. are at points where speed of trains is restricted or where the view-points are entirely unobstructed, and at the present time practically all of the dangerous crossings are protected.

As to the reliability of this type of signal, our records show about 50 failures per 1,500,000 operations, or one failure in 30,000 operations.

Notwithstanding this protection and the vigilance exercised by motormen, for the twelve months ending June 30, 1916, we had 1380 collisions and interferences of all kinds with vehicles, many of these occurring in city streets; the majority being due to the direct carelessness and recklessness of drivers of road vehicles.

Regardless of the fact that the public seems keenly alive to the danger of grade crossings, it would appear the automobile driver takes many chances of death or injury, not only involving his own person but the lives of those with him.

This, we believe, is clearly proven by the facts brought out at the investigations of all of these accidents, and the following excerpt from the Accident Investigation Report of the State Railroad Commission of California, is interesting.

The investigation of the accidents in which automobiles or motor-driven vehicles have been involved at highway grade crossings since such investigations have been instituted by the Commission and covering a period of over two and one-half years, has not revealed a single instance where a fatality has occurred due to negligence on the part of the railroad.

We are earnestly doing our part in protecting the traveler on the highway, not only in providing and maintaining a reliable warning signal, visible and audible, but also by requiring motormen to observe extreme care and vigilance in approaching highway crossings. Aside from the cost of installation, maintenance costs the Company over \$13,000.00 per year.

On the other hand, the public must perform its part, which requires only the exercise of reasonable caution in approaching a railroad crossing; it is in itself a sign of danger and plainly indicated by the old-style fixed sign admonishing the traveler on the highway to "Stop—Look—Listen"; and in addition, at obscure crossings or where highway traffic is heavy and trains frequent, the automatic flagman with its waving red disc and light and ringing bell, makes a last appeal to the reckless driver who would "beat the train across."

CRITICISM

Some people seem not to know that criticism may be favorable as well as unfavorable; friendly or unfriendly. Because they are both in the way of friendly criticism, although one is favorable and the other is unfavorable, along the same line, that of courtesy, these two letters were culled out of the mailbag recently:

Noting the ad, "For Better Service," on page three of your timetable, it occurs to me that you would be as glad to hear of an employe who was thoughtful about courtesy as of one who was thoughtful.

I was on a Beach car day before yesterday and noticed the conductor who wore number 2144 on his cap. I see a good many people who like to take advantage of interurban trains to get to streets where such trains stop anyway and I heard a couple women ask this conductor if he went to Magnolia. He very pleasantly and considerately answered that he went to Hoover, right near there, instead of merely sneering out "nah-h," as I have, unfortunately, heard some other conductors do when asked a similar question.

These women got on the car and your Company obtained that much revenue which might have gone to a jitney, or to a competitive line, had the two women been obliged to wait for the next car.

I would go out of my way and pass up a jitney or another car line to ride with a conductor like this man, who treats his patrons as his guests. I have been and am yet the sincere friend of your Company and of those of your trainmen who do not forget to treat people with consideration.

A friend of ours inquired of one of your station employes at Long Beach where she could find a jitney going out Ocean Avenue. He replied very gruffly, "We don't run any jitneys!" She repeated her question, adding "I know you do not, but I want to find out where I can get one." He repeated his answer more gruffly than before, "We don't run any jitneys!"

Now, I can well appreciate the lack of cordiality between the Pacific Electric and the jitneys and am in thorough sympathy with the thought that the competition of the jitney is grossly unfair. But that kind of treatment will only widen the gulf. If that employe (and I don't know which one he was) had said, "Madam, the jitneys run on the street parallel to this, one block away. We, naturally, do not send business to them. Moreover, we think the competition is very unfair." That would have made a friend instead of an enemy of that lady.

The situation is a serious one. It will not be ameliorated by acts of discourtesy. I presume the case mentioned was an isolated one.

OUR "BOY WONDER" COMPLIMENTED

From Long Beach, one of the principal musical centers of Southern California, comes a message of praise for one of our youngest and most proficient musicians. It follows:

HOTEL VIRGINIA,
SUMMER OF 1916.

Long Beach, California, Aug. 7th.

My dear Mr. Beagle:

Master Ralph's performance on the cornet of that exquisite Community song—"There's a Land Beyond the Mountains" was truly remarkable. A lad of twelve years, so small, that can play the legato with such fine phrasing and expressiveness and above the artistic tone coloring given by the Pacific Electric Band with its large instrumentation as the accompaniment, doing it so perfectly, exhibits nothing short of genius in the higher Art ideals.

While a great technique was not required, that beautiful tone production with its varied shadings, showed a rare skill quite unusual in one so young and physically immature. Master Ralph Beagle has a great musical future before him, if the proper encouragement is extended. Los Angeles should be proud of her boy prodigy.

Shall be delighted to hear of his progress from time to time. The Muses are certainly attending his steps in the realization of what is to be.

Cordially yours,
(Signed) William Leander Sheetz.

SAFETY FIRST

In August, 1913, bulletins were issued on all divisions reading about as follows:

"TO TRAINMEN:

"In view of the considerable number of crossing accidents due to collisions between cars and vehicles, particularly automobiles, it is desirable, if possible, to secure some information in cases where automobiles and other vehicles take chances in going over the crossing ahead of a car.

"Trainmen will therefore endeavor, in the event of drivers of such vehicles attempting to cut off cars, to obtain the number of the automobile or vehicle, the name of the owner if possible, and also state the date, hour, number of car, direction and location, street number, etc., and any other means which would lead to the identification of such parties.

"This information is particularly desirable in those cases where human flagman or an automatic crossing signal is involved, and the warnings of which are disregarded by drivers of vehicles.

"You will please forward such data to Superintendent's office as promptly as possible."

Immediately after the issuance of these bulletins a large number of reports began to come in. These were tabulated and each week a full statement was sent to the State Railroad Commission, the County and City authorities, the Automobile Club of Southern California and, in many individual cases, to the owners of automobiles and trucks. We have the testimony of many replies to these letters and notices that much good has been accomplished by constantly calling attention to the necessity for care in operating motor vehicles upon streets and across railroad tracks. Lately the reports from trainmen are less frequent, not, we are convinced, that such cases do not occur, but probably because there have been no visible results of the reports sent in. This is a renewal of the request for such reports, not only from trainmen, but from all employees. The reports do reach the mark and are of much value in our campaign for Safety First. This is but one of the many activities of our Safety Committees.

PE

ALSO "DOING OUR BIT"

The following item from "The Buzzer" of the British Columbia Electric at Vancouver indicates how the great European war is affecting one of our neighbors:

"Two hundred and ninety-five employes of this company in Vancouver and district have enlisted for foreign service out of a total—including women-stenographers, ticket counters, etc.—of nearly 1,900.

"The British Columbia Electric is supporting the dependents of these soldiers on the same scale as the Canadian Patriotic Fund maintains for its proteges. In June, 94 families were receiving assistance from this company and \$1,684 was paid out for that purpose.

"Donations to the Canadian Patriotic Fund from certain employes of the Company amounted the same month to \$558."

This reminds us that fourteen employes of the Pacific Electric are with our troops at the Mexican border. No publicity has heretofore been given to the fact that the Company is paying to the families of such men as were members of the Seventh Regiment before the call to the front was received, a liberal percentage of their wages, amounting to \$594.00 per month. This will be continued until the end of September.

FLEXIBLE AUTO CARS

This Company has recently built two auto cars for trial purposes, one being sent to Fresno, and the other to San Jose, to be used in connection with electric lines operating at those points.

It is also anticipated that a third auto car will be built and sent to Atlantic City to be on exhibition at the Electric Railway convention to be held there in October.

These cars are somewhat different from the ordinary "jitney" bus now in common use. The trailing body of car, which is designed to seat twelve passengers, is attached by a pivot bearing to the rear of the main car, and is equipped with only one pair of solid rubber-tired wheels, which are so connected by a rod to the rear axle of the main car that the wheels turn in sequence with the forward or steering wheels, which facilitates in turning the bus in a comparatively short space.

The seats in passenger compartment are upholstered in black leather, and there are several push buttons located along the seats for use of passengers in signaling the driver when they wish to get off. A small electric light is also placed on the ceiling near the forward end so as to light up the entrance and at the same time furnish

the necessary light for the driver when making change.

The entrance, which is used for both boarding and leaving the car, is provided with a door which is opened and closed by a lever operated by the driver.

The cars are also equipped with curtains which protect the passengers during stormy weather. The bodies of the cars are painted red with gold-leaf striping and, taken as a whole, they make a very attractive looking car.

With the exception of the steering gear, which was patented by Mr. R. B. Fageol, of Oakland, Cal., the cars were designed and built at our Los Angeles shops.

The "Electric Railway Journal" of August 19, contains a full-page description of these cars.

PE

CONSOLIDATING

An Irish conductor was trying to make room for more passengers in his car during the rush hour. As reported by a more or less truthful witness, this is what he said:

"Will thim in front plaze move up so that thim behind c'n take th' place ov thim in front, and lave room f'r thim that's neitheir in front nor behind?"

STONE CASTLE POWER PLANT

The historical Stone Castle hydro-electric power plant, located at San Antonio Heights, was destroyed by fire on the morning of August 17, 1916.

Stone Castle was a small plant of 65 kilowatts capacity and generated the electrical energy at 600 volts direct current. The plant was built and put into operation in 1895 by the Ontario and San Antonio Heights Railroad Company to furnish electrical energy for their railway, which previous to being electrified was dependent upon mules and gravity for power. The line has a steep grade for about seven miles, and mules were utilized as motive power for the pull up the grade to the head of Euclid Avenue. On the down trip, however, the mules were placed on an attachment in the rear of the car, and the car with its livestock special attached coasted by gravity to the bottom of the incline.

At the time there was but one other gravity mule power railway line in the country, that being in Denver, Colorado. The Denver line has also long since disappeared.

It is planned to rebuild Stone Castle on a somewhat larger scale.

PE

The "Van Nuys News" of August 25, in calling attention to the new timetable on the Van Nuys line, in effect August 24, has this to say about the Pacific Electric: "The Pacific Electric has been one of the large factors in the growth and development of our valley. An enormous sum of money has been expended to make the Van Nuys line one of the best on its system by providing rock-ballasted tracks, heavy rails and the expensive Catenary system of overhead. Substantial and artistic stations have been provided and a large number of employes make their homes in the valley and spend their money here. In the competition with the jitneys in this community, the Pacific Electric is deserving of and should receive the unqualified support of every citizen. Jitneys contribute nothing to us in the way of improvements and absolutely do nothing to help build up. They take your money, wear out your roads and the taxpayers in the end pay well for their jitney rides by providing funds to follow after their wheels and make repairs to the ruts they make. And these ruts are to be found only on our expensively constructed highways, for the jitneys do not operate until smooth sailing is provided. Take the broad view of this matter and place your transportation patronage where it will best benefit you and your town."

PE

CLASSIFICATION

An old railroad man sat with a friend on a hotel piazza as a string of chappies went by in their flashy togs.

"Passengers or freight?" smiled the friend.

"Empties," said the old man.—Judge.

BE A BOOSTER

Do you know there's lots o' people
Setting 'round in every town,
Croaking like a broody chicken—
Knockin' every good thing down?
Don't you be that kind o' cattle,
'Cause they ain't no use on earth!
You just be a booster rooster—
Crow and boost fer all you're worth!

If your road needs boostin', boost 'er!
Don't hold back, and wait to see
If some other feller's winnin';
Sail right in—this country's free!
No one's got a mortgage on it;
It's just yours as much as his.
If your road needs boostin', boost 'er!
You get in the boostin' biz.

If things don't just seem to suit you,
An' the world seems kinder wrong—
What's the matter with a boostin'
Just to held the thing along?
'Cause, if things should stop a-goin'
We'd be in a sorry plight.
You just keep that horn a-blowin'—
Boost 'er up with all your might!

— PE — Anonymous.

SERVICE CHANGES

The Southern Division is preparing new timetables on Whittier and La Habra lines and arranging for the extension of Santa Ana line service to Orange.

— PE —

A sixty-days' experiment is being tried out on the Pasadena Short line by which 10-minute headway is maintained on that line throughout the day instead of dropping to 15-minute headway after the morning rush hours. This results in more day runs, but cuts off some trailers. The new timetable was effective August 25th and so far the service appears to be satisfactory.

— PE —

New timetable on the Van Nuys line, August 24th, gives hourly service to North Sherman way and reduces the running time to one hour nine minutes to San Fernando and Owensmouth. This is a hard schedule to make on account of the long run through city streets, but there is reason to believe that the change is popular with our patrons in the San Fernando Valley.

— PE —

September 6th the light circuits between Barranca street and Ruddock, and between Ruddock and Lone Hill on the San Bernardino line, were put in service. This makes it possible for Pomona line trains to run through without calling dispatcher between terminals and should in many instances result in saving time. Freight crews are required to call dispatcher at Lone Hill. Train registers at both Lone Hill and Barranca street have been discontinued.

— PE —

On August 22d a new timetable was put in effect on San Pedro, via Gardena, line, giving a more frequent service between San Pedro and Hermosillo, making connections at the latter point with all Redondo line trains. A shuttle car operates between Strawberry Park and West Athens during daylight hours, also connecting with all Redondo line trains. Some slight changes were found desirable in Torrance service, and these were made September 5th.

THE ELECTRIC RAILWAYS OF CALIFORNIA

Although the electric railways in this State handle each day nearly two million passengers, few realize the important position these dependable utilities occupy in our economic and business life.

According to information compiled by the California Electric Railway Association, there are twenty-seven street and interurban electric railway companies in California, which represent an investment of \$351,206,584. They operate 3,037 miles of track, with 3,348 passenger and 1,593 freight cars.

These railways give employment to 17,405 persons, who have 50,210 persons dependent upon them for a living. They operate in ninety-one cities and through numerous districts outside of incorporated cities, serving approximately 2,100,000 people. In 1915 they carried 627,553,941 passengers. This figure is more than six times the population of the United States. The gross receipts in 1915 were \$34,147,671, of which \$1,792,752.73 goes to the State as taxes.

The electric railways have been one of the greatest factors in the development and growth of California. They are today, however, confronted with one of the most serious situations in the history of their existence. There are operating in this State approximately two thousand motor vehicles, commonly called "jitneys," in direct competition with them. The major portion are operating on the more profitable and short-haul routes, charging the one-way or round-trip fare, but do not attempt to meet the low commutation rates of the interurban electric lines. These commutation rates have made it possible for many thousand people to live in the suburbs, going to and from their occupations in cities. Street cars are carrying passengers in the larger cities distances in excess of ten miles, with transfers, for a nickel. The average trip of the five-cent "jitney" will not exceed five miles.

The future of the electric railways in this State rests with the people. Are they going to permit this unsound condition to continue, or will they insist on the enactment of laws that will place this new class of utility on a parity with the electric railways as to regulation and taxation?

W. V. HILL.

— PE —

THE BABY'S MEAL TICKET

That she was a nervous little old lady was apparent to the whole car. When a young woman with a baby entered and sat down next to her her quick-moving eye detected immediately that the child was placidly chewing a green transfer.

"Your baby—the transfer—look!" she exclaimed.

The young mother hastily rummaged her hand satchel and produced a yellow transfer. "Oh, thank you," she said. "It's all right—that's yesterday's transfer; here is today's."—Harper's Magazine.

THE MARCH OF PROGRESS

The pole line on Fair Oaks avenue in Pasadena is to be reconstructed at a cost of over eight thousand dollars.

Track on Philadelphia street, Whittier, is being reconstructed and paved at a cost of \$15,300.00.

A type E station is to be erected at Ruddock on the San Bernardino line. The new siding at this point is now in use.

A spur track has been put in west of Alla Station on the Inglewood line, to handle beets for the Anaheim Sugar company.

Work of lowering the grade of the inbound track on the Redondo via Gardena line from Moneta to Bridge-dale is under way.

Work has been commenced on the reconstruction and paving of the track on Bronson Ave. and Canyon Drive, on the Brush Canyon line.

At Pomona, North Garey avenue, between Bertie street and Orange Grove avenue, is being repaved at an estimated cost to Pacific Electric of \$12,000.00.

The purchase of a new wheel press for Los Angeles shops at an expense of \$5640.00 has been authorized. This is needed to handle the heavy wheels from freight locomotives especially.

The bodies for two new express motors are completed at the shops and awaiting the arrival of motor equipment, which will be installed as soon as received. These express motors will be equipped for 600-1200 volts.

Two of four new 62-ton locomotives of 1601 class left Pittsburgh August 23, in charge of E. H. Leahy, and arrived at Los Angeles September 4. Motors will be installed at once and these locomotives will be on the road soon. The other pair is to follow in the near future.

Overhead bridges, in which Pacific Electric contributes toward the cost, are being erected at Yorba Linda on the La Habra line, and at Grand Terrace on the Riverside-Redlands line. Plans are under way also for the erection of such a bridge at Vineyard on the Venice Short Line, but this has been delayed because all the interests involved could not get together on the plan or the apportionment of the expense.

Agent H. C. Bedwell of Whittier sends in the record (so far as we know) for regular use of our service. He says: "Every month for the past nine years and two months, Mr. V. H. Pickering of this city has bought from us a 52-ride book good between Whittier and Los Angeles. I wonder if any other agent has a better customer of this kind."

THE JITNEY HOUND

When you see a man on a corner bare
Reading a paper, without a care,
Puffing away at a dime cigar,
You think, of course, he awaits a car.
With the paper clutched in his well-known
hands;
But a flivver honks, and he makes a bound
For a seat inside—he's a Jitney Hound.

Though the seats are full, still the man
climbs in—
There is always room, be he fat or thin;
There's a folded stool or the padded door;
Or a broad-brimmed lap or the foot-filled
floor;
And he's happy there, though he's jammed
and squeezed,
Though he's elbowed, hat-pinned, kicked and
kneeseed—
He is fattened, rolled and cuffed around,
But what cares he—he's a Jitney Hound!

It's a wild, weird craze for a five-cent time—
It is There-and-Back for a rusty dime;
And the man who yells for a lot more space
In a car or street or any old place—
Who howls for air till he starts a fuss
Is the gent who waits for a jitney bus.
All sorts of freaks each day are found,
But the freakiest freak is the Jitney Hound.
—Examiner.

—PE—

PUENTE LARGO

Some millions of years ago the
giant Sierras were upheaved from
the depths of the ocean and immedi-
ately the San Gabriel River began
finding an outlet to the sea. It broke
through the mountain barriers near
where Azusa is now located, and
throughout the ages has carried out
countless of millions of tons of gran-
ite boulders all of which have been
worn smooth and round before be-
ing finally deposited in the San Gab-
riel Valley, near where the river
emerges from the mountains. Then
came civilization and the Pacific
Electric Railroad and the era of good
roads and reinforced concrete con-
struction which called for large
amounts of crushed rock. And it
was discovered that these granite
boulders were ideal for this purpose
so the Pacific Rock Gravel Company
located a crusher at Puente Lar-
go, where the Pacific Electric crosses
the San Gabriel River.

This crusher was a modest affair
when first installed a few years ago.
But it has kept adding to its plant
as the demand increased so that at
present it is one of the most complete
of its kind and has a capacity of
more than 100 car loads per day.

Few of the Pacific Electric em-
ployees realize what an industry this
is and a few figures might be of in-
terest:

For the first six months of 1916
no less than 8399 carloads of rock,
sand and gravel were shipped from
Puente Largo, going to nearly all
points in Southern California, and
even into Arizona and New Mexico.
It requires train crews night and day
to place the cars for loading and a
number of large motors to move out
the loads during the night.

C. H. SMITH.

—PE—

Mr. Wm. Nichols, who will be re-
membered by train men as the South-
ern Pacific examiner who addressed
us three years ago when our present
operating rule book was issued, has
just published a book on "Train
Operation," interpreting the stand-
ard rules.

PACIFIC ELECTRIC EMPLOYEES

P I C N I C

— WILL BE HELD AT —

Redondo Beach

SATURDAY 16th SEPTEMBER

Secure Transportation Application Blanks
At Once From Head of Your Department

FULL PICNIC DETAILS BY CIRCULAR LATER

GETTING A JOB

The principal reasons why boys and
men fail to get the jobs for which
they apply are untruthfulness, lack of
home training, physical appearance
and infirmities, according to Hugh S.
Fullerton in a late number of the
American Magazine. It appears that
a number of Chicago business men
have been using a series of tests on
applicants for jobs with the triple
object of saving their time by pre-
venting an applicant from taking a
job for which he is not suited, of help-
ing the applicant hold the job he has
taken, and of making certain that he
gets promoted when the time comes.
A number of examples are given of
boys who apply for jobs and fail to
get them, owing to inattention, care-
lessness, slovenliness, lack of polite-
ness, etc. One of the tests used was
the following: The applicant was
taken to an old-style adding machine,
and given the following instructions:
"Press this key, then press the figure
keys. If you make a mistake, press
this other key and commence the line
over again. If you complete the line,
touch this button and it will add the
sum." About one out of a hundred
understands the instructions through
lack of attention. In the matter of
politeness, one business man observes:
"A boy who has not sense enough to
remove his cap, and to state his busi-
ness directly and politely when enter-
ing a private office, has not sense
enough to hold a job in an office, much
less to be fit for promotion." Home
training cuts a very large figure in
the success of applicants for jobs.

Other tests given are to cross off the
2's and encircle the 3's on a card full
of figures; rewriting incorrectly writ-
ten sentences, and doing quickly and
accurately a few simple examples in

addition, subtraction, multiplication,
division, fractions and decimals.
These big business men say that boys
and girls should be taught at home
and in school, attention and obedience
to instructions, what employers de-
sire to observe, to carry out orders,
and to be polite. In order to hold
down a job, an employee must observe
the following don'ts: Don't try to
cheat; don't drink intoxicating
liquors; don't lie; don't keep late
hours; don't get restless; don't get
discontented; don't get lazy. In other
words, keep on the job. If you can
do all these things, you are in line
for a good position and for rapid pro-
motion.

W. L. MASON.

—PE—

NARROW ESCAPE

An aged negro was crossing-tender
at a spot where an express train made
quick work of a buggy and its occu-
pants. Naturally, he was the chief
witness, and the entire case hinged
upon the energy with which he had
displayed his warning signal.

A gruelling cross-examination left
Rastus unshaken in this story: The
night was dark, and he had waved his
lantern frantically, but the driver of
the carriage paid no attention to it.

Later the division superintendent
called the flagman to his office to com-
pliment him on the steadfastness with
which he stuck to his story.

"You did wonderfully, Rastus," he
said. "I was afraid at first you might
waver in your testimony."

"Nossir, nossir," Rastus ex-
claimed, "but I done feared ev'ry min-
ute that 'ere durn lawyer was agwine
ter ask me if mah lantern was lit."—
Puck.