



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. I LOS ANGELES, CAL., FEBRUARY 10, 1917 No. 9

## TERMINAL OPERATION AT SIXTH AND MAIN STATION

The switches and signals at the new terminal will be placed in operation at 5:00 a. m., Friday, February 9th, 1917.

Tracks 4, 5 and 6 will be put in service at 5:00 a. m., Sunday, February 11th, 1917, after which time all trains now using surface tracks, except newspaper trains, will arrive and depart from elevated terminal.

The following rules govern movement of trains to and from the terminal:

Trains entering the terminal from San Pedro Street will be announced to the towerman by means of annunciator operated by switchman at San Pedro Street entrance.

Trains entering terminal from Main Street will be announced to towerman from the outside tower the same as those entering from San Pedro Street.

Destination signs on all trains using the terminal will indicate the line.

Upon entering the terminal, trains will be given signals to proceed as follows:

Green, if signal ahead is at "Proceed" or "Caution."

Yellow, if signal ahead is at "Stop" or diverging route set.

Yellow and red in combination, if section beyond the switches and within the first block ahead is occupied. This in order to permit the closing up of trains to facilitate the handling of passengers, and such a signal requires prompt response.

This plant is protected by track circuits and care should be used to keep clear of fouling points, which are indicated.

All signals are located on the right hand side of track in the direction of traffic, with the exception of signal on Track 10, which is placed on the left hand side of track, this due solely to lack of space to properly locate it.

Trains leaving the terminal from Tracks 4, 5 and 6 will announce their readiness to depart by the use of annunciators placed on every second column of umbrella sheds on the loading platforms. These buttons are marked "4" for Track 4; "5" for Track 5; and "6" for Track 6. These buttons will be pressed one minute prior to leaving time of train. This to give passengers just passing through gate ample time to reach their trains before departure, and will also give towerman advance notice as to what track should be lined up. The announcement in the depot to the gateman will be as follows:

Train about to leave on first section of Track 4 will indicate "4."

Train about to leave on first section of Track 5 will indicate "5."

Train about to leave on first section of Track 6 will indicate "6."

Train about to leave on second section of Tracks 4 and 5 beyond first signals will indicate "7."

Train about to leave on Track 6 beyond the crossover will indicate "8."

The lower buttons in each annunciator box are marked "R" meaning "Recall." These are to be used only if signal has been called for but cannot be accepted when given. This will enable towerman to place signal



F. E. PEACHEY

Assistant Superintendent Peachey of the Northern Division entered the service of the Pacific Electric September 8, 1903, as conductor and was promoted to dispatcher in 1906, inspector in 1910, trainmaster in 1911 and to his present position in 1912. After about three years at Pomona, Mr. Peachey was transferred to Los Angeles again a short time ago and is now lightening the arduous duties of Superintendent Bradley here.

at "STOP" and re-line for other trains.

Trains on Tracks 9 and 10 will announce to the towerman their readiness for departure, the same as above by the use of push buttons located in the small box attached to the signals of these tracks; using the "RECALL" button when necessary as outlined above.

Whistle signals will be given from

the tower in cases of emergency and will be as follows:

One long blast—"All trains stop."

Two short blasts—"Proceed, if signals are clear."

Three short blasts—"Emergency call for station master to answer telephone."

Four short blasts—"Emergency call for signal maintainer to answer telephone."

One long and one short blast—"Emergency call for mechanical inspector to answer telephone."

Gates on all cars must be kept closed from time trains leave San Pedro Street until they come to a stop in the terminal, and will then be opened on unloading side only. These exit platforms are the ones with short umbrella sheds, between Tracks 4 and 5, and between Tracks 6 and 7. After passengers are all off, gates on this side should be closed and gates opened on opposite or loading platform side.

When trains are ready to depart gates must be closed and kept closed until stop is made on San Pedro Street.

Passengers and employes are forbidden to cross the tracks at any time.

### POLES

There are approximately 75,000 poles in use on the Pacific Electric Railway system. They contain about 21,600,000 board feet of lumber and if the poles were placed end to end they would make a line 570 miles long.

To paint these poles once requires 112,000 gallons of paint.

The poles are of Oregon cedar and have an average life of about 15 years when used without a preservative treatment.

By properly impregnating the butts of the poles with creosote their life is increased from 25 to 50 per cent. All poles now being set on this system are so treated. This treatment consists of immersing the butts of seasoned poles to a height of 8 feet in a tank of creosote heated by steam coils to a temperature of 220 degrees F., the poles being allowed to stand in the hot creosote for a period of 12 hours. This heating opens the pores of the wood and expands the sap cells. At the expiration of this period the hot creosote is quickly drawn off and cold creosote run into the tank. The expanded cells of the treated wood immediately begin to contract and "drink up" the creosote by capillary action, the preservative thoroughly antisepticizing the sap wood and protecting it from decay.

—Julian Adams.

### Anent the Bonus

Oh, say, Time-keeper, tell me true,  
A question now I put to you:  
Speaking of bonus more than once—  
No plural comes—I'm still the  
dunce.

Some say "bonuses"—not so I,  
Who claim it should be just boni";  
I'd like the help of some kind sage,  
To solve the word that is the rage!

Does it really mean to you—  
"Something added to what is due?"  
The gift is very apropos,  
Let us not fail our thanks to show.

To Mister Shoup and those in pow'r  
We thank you kindly for the dower,  
And pledge our best to the great P. E.  
Our faith, our love and loyalty.  
—Justan M. Ployee.

## THE JITNEY DEBATE AT RIVERSIDE

On the evening of January 22nd, the Present Day Club of Riverside invited a discussion of the jitney question, which is a very live question in Riverside just now on account of the withdrawal of an ordinance recently passed, to avoid a referendum vote and the resubmission of the matter to the council in revised form. Mayor Oscar Ford of Riverside, a strong and clear thinking business man, opened the discussion. He was followed by W. L. Hamlin, attorney for the bus companies, and the debate was closed by C. H. Burnett, Manager Land, Tax and Resort Department of the Pacific Electric. A general discussion of the subject by a number of the gentlemen present with an opportunity for the principal speakers to talk in rebuttal followed. The debate was reported very fully in the Riverside papers and aroused much interest and comment. We quote below extracts from the press accounts:

The Public View—"I am fully aware that the automobile and truck have come to stay. They have a wonderfully useful place in our lives, and without doubt have brought about the remarkably good road system that we have and are still acquiring in California. Do we want this wonderful system destroyed for lack of regulation of public service automobiles and trucks? How much of our transportation do we want to turn over to them? Are roads to be kept for the automobile proper and the team drawn traffic, leaving the bulk of the heavy freight and passenger traffic to the railroads, or is the bulk of our passenger and freight traffic to be put upon our paved streets? If the latter plan is taken we are faced in the very near future with providing double instead of single drives, because with the increase in population and increased demands they will be so congested that the pleasure and safety of traveling will be seriously interfered with"—Mayor Oscar Ford of Riverside.

The Bus Man's View—"The automobile bus has come to stay. It is an innovation, it is evolution, it is business and legitimate business. We want you to regulate us, and all we ask is an even break, to be given a tax and a bond under which we can live and operate. Riverside is the largest city between Los Angeles and San Diego. It is the hub, and you should encourage business coming in from outside towns. The Pacific Electric won't take up its lines in Riverside, and if it does a bus man will soon be paralleling the run. We tried to show your city council that we could not operate under your ordinance, and we only invoked the referendum as a right under your charter."—W. L. Hamlin, attorney for the bus companies.

The Railroad View—"The whole objection to the jitneys can be summed up in a few words: They do not compete upon even terms. They expect to reap where they have not sowed; they seek to benefit from the traffic built up at great expense by the electric railways without having contributed anything towards creating it; they expect to gather the fruits of our pioneering instead of going out into the unsettled districts and doing pioneering for themselves; they desire to have the privilege of common carriers without assuming the accompanying duties and obligations to the public; they desire to use and wear out in their business and pavements paid for by you and me as taxpayers as well as those paid for by the electric railways, without making any adequate contribution toward the maintenance of those pavements. If the public will furnish the railways with free rights-of-way and roadbeds, and keep them in repair, relieve them of all regulation, all heavy taxation, franchise requirements, responsibility for accidents, free and reduced rates—in other words, if you do not want to put jitneys on the same basis with the railways, then in justice and fairness put the railways on the same basis as the jitneys—we will take our chances in open, free and fair competition."—C. H. Burnett, Pacific Electric.

### PAPER COLLECTION

The returns from the newspapers collected during December are in and the Club Library fund is credited with over sixty dollars therefrom. There is also a noticeable difference in the appearance of our cars, on account of the newspapers being picked up instead of scattered on the floor and seats. Some exceptions to this are noted, but it is expected that all trainmen will get in line soon in this campaign of neatness and thrift.

Just a word about the returns. The prices show a great variance according to the condition of the papers. If they are folded and tied up in bundles the price is \$21.00 per ton, while for the crumpled papers which are baled, we receive \$5.00 per ton. Bear this in mind and drop the papers into the boxes so that they may be smoothed out and tied up.

### Little Known Places of Interest Los Angeles

How many times have you started out for a ride or a tramp and have known where to go? There are many points of interest in and around Los Angeles that the tourist finds days full and the time passes quickly and when he leaves it is with regret that he has not had time to see there is to see of our city. But we live here sometimes feel that we have exhausted all of the points of interest and sigh for some new place to go. Have we seen it all, or are we following old paths and missing the places just off the trail which are worth while? It has occurred to the writer that some may not know where to go or what to look for and that by advertising for pointers in this way we might all have a chance to share our favorite ride or walk with our friends and let some others to enjoy the little-known places of Southern California. I am invited to write a note to the Magazine telling about any place accessible from such lines, not already covered by the advertising matter of our Traffic Department.

Here are some examples:

Exposition Park Museum reached by Air Line car from 6th and Main Station. Admission free, open daily except Wednesday. Contains large collection of historical objects, a gallery, and the finest collection of bones of pre-historic animals and birds in the world taken from a Brea pit on the Hancock ranch Wilshire Boulevard.

Eastlake Park conservatories; the Sierra Vista car going north on Main Street. Contains one of the finest displays of rare plants and flowers of Western America.

Fort McArthur; take San Pedro Dominguez train from 6th and Main Station to San Pedro then Pacific Fermin car and walk up the Government road to the fortifications which are still under construction. Battery of eight 10-inch mortars is in place and four 14-inch rifles are being stalled. Admission on Sundays and holidays requires a pass, on other days this is not required. Magnificent view of Los Angeles Harbor and coast from the fort.

(Since above was received the brochure in diplomatic relations with Germany has caused the Government to close all fortifications to the public.—Ed.)

### AT CROCKER STREET HOSPITAL

Frank Richardson  
V. Puiz  
Dean Chowning  
C. Barker  
J. S. Duke  
S. A. Sjogren  
G. L. Bridges

Some of our fellows mentioned above have been at the hospital for a long, long time. You fellows know them and have worked in the same division of the company. You can cheer away some of the long moments, by an occasional brief

## ELECTRICAL DEPARTMENT

Commencing with the next issue of the Pacific Electric Magazine space will be given under the heading of Electrical Department for articles and items of interest contributed by employes of the Electrical Department. All employes of this department are requested to contribute any material of interest which they can. It should be submitted either to Mr. Ballard or to Mr. Appel, and the writer will be given due credit.

One of the features of this section is to be a question and answer column. Questions will be gladly received pertaining to any electrical matters from any employe of the company.

### TWO STORIES WITH A MORAL BY NYE

The paving in the street was torn up. A narrow plank leading from the car track afforded a safe alighting place, but in the dark the motorman ran by a couple feet. A woman stood on the rear platform making no move to alight and looking down snapped, "What's the matter with that motorman, is he asleep?"

"I'll see, madam," replied the conductor, and gave two bells, at which the car started and the passenger alighted at the next corner too furious for coherent utterance.

Near a crowded transfer corner in New York a woman rushed hurriedly into a hardware store and said to the busy clerk, "I'm in a hurry; give me a mouse trap real quick; I've got to catch a street car."

The clerk stopped long enough to laugh and the woman blushed and caught the street car by rushing, but the clerk did not sell the mouse trap.

What's the answer?  
Politeness!

Plain, old-fashioned politeness that our mothers used to teach us when they made us scrape the mud off of our feet before we came through the doorway, and take our caps off in the presence of ladies.

Any man with a grouch which lies on him like a pound of putty on the stomach of a chronic dyspeptic has no place in the great world of business. He is not polite.

Any man who thinks it is a good joke to kick the crutch from under a cripple or jerk a chair from under a fat man when he is about to sit down, has no place in business. He is not polite.

Whether you are collecting funds to feed starving Belgians or whether you are selling peanuts out of a whistling cart on a cornet, Politeness is the biggest asset you can have.

From a census taken by the magazine, "System," 54.1 per cent of the people who replied to the question asked, said they were most impressed by the courtesy of the clerks and the proprietors of the stores where they dealt and that was why they continued to go there. Did you ever stop to think of that?

One woman refused to go to a big store for certain bargain prices because she told her friend that in the little shop where she bought that article she never went out without the clerk who waited on her beating her to the door and opening it for her. Just a little foolish politeness.

Foolish politeness?

Was it foolish money she was put-

ting in that man's cash register?

Your mother taught you to be polite. She taught you never to laugh at the mistakes of others because that is an impolite thing to do.

She taught you never to dispute another person's word.

She taught you to lift your cap as an indication of the respect you should have toward all good women.

How many of these lessons in politeness we have forgotten.

All of us have something to sell—our time, the work of our hands, the work of our brains—service which we give to the world for the privilege of living in it.

Let's learn this game of politeness over again because it pays big!

Let's not laugh at the mistakes of others, because we can go to a show and laugh at people who hire themselves out to make mistakes for us to laugh at.

It costs less money that way than to laugh at the people we do business with.

Let's not dispute another man's word even though we know he is mistaken, because to convince a man that he is mistaken is to make him hate you, and enemies are too expensive for any but the very, very rich to make.

PE

### AGENTS' ASSOCIATION

Pacific Electric Railway Agents' Association. All members—Greetings.

The members who were unable to attend the last meeting missed a great deal both in a business and social way. There was a larger number in attendance than for some time and the members from the official family turned out in great force. Short addresses were made by President Paul Shoup, Traffic Manager D. W. Pontius, O. A. Smith, assistant traffic manager, Agent Anderson of Long Beach and others. After adjournment The Pacific Electric Club gave the members an entertainment in the large auditorium, closing with dancing. Too much can not be said in praise of the new club and its furnishings, and particularly for the assembly room where this association's meetings will be held hereafter. The next meeting will be on Saturday evening, February 10, when matters of importance will be presented for discussion. I desire to again urge all members to be present at this and succeeding meetings, for you will surely be the loser should you miss a single session. Let us all boost for an average attendance of 100 per cent this year.

Chas. L. Smith, President.

### SUPT. MCPHERSON ADDRESSES OAKLAND TRANSPORTATION CLUB

Declaring that the railroad's efforts to serve the public are being more and more appreciated by their patrons, Superintendent J. C. McPherson of the Oakland, Alameda and Berkeley electric lines recently addressed the Transportation Club of the Oakland Chamber of Commerce. As an instance of the railroad's efforts to serve he cited the all-night service maintained by the company on its suburban lines on New Year's Eve and mentioned the passing of the re-settlement franchises for the Oakland street car lines as showing that the communities are beginning to realize that the railroads should be helped by the public just as the public should be aided by the roads. In speaking of the lines over which he has jurisdiction, Mr. McPherson said:

"Electric service is characterized by flexibility—the ability to adapt train operation and time table schedules to the varying needs of suburban passenger service, where the number of travelers differs widely at different hours of the day. The Southern Pacific service from San Francisco to Oakland, Alameda and Berkeley is an example of this."

The Southern Pacific runs almost 1250 trains a day, including street cars, on its Alameda County electric lines. The street cars make 250 trips daily. The Pacific Electric at Los Angeles, whose service is nationally known and praised, has 1200 miles of track and carries 75 million passengers a year, but the Oakland, Alameda and Berkeley lines, with a mileage of only 112, carry from 18 to 20 million. They have a car mileage of 15 million and a train mileage of 3 million.

Superintendent McPherson cited the interesting fact that in the six years the Oakland, Alameda and Berkeley lines have been in operation not a passenger has been killed and none seriously injured. The cars on the O. A. & B. lines are all steel, of latest design, have all modern safety features and will seat 116 people. In the operation and maintenance of the system 850 employes are used. The main power plant is at Fruitvale. It has two steam turbine generators to develop normally 10,000 kilowatts, or for two and one-half hours 15,000 kilowatts. In an emergency double capacity can be developed in one minute. The current from the generators is delivered at 13,200 volts to the substations and to the transformers at Fruitvale. The transformers convert this to 400 volts and then three rotary converters increase it to 1200, at which voltage it is used on the line. There are two substations of the plant—one at Oakland, the other at Thousand Oaks. Receiving the current at 12,500 volts they convert it as at Fruitvale to 1200. Fruitvale has three rotary converters, Thousand Oaks three and West Oakland four, each converter handling 1500 kilowatts.—S. P. Bulletin.



# THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

February 10, 1917

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.

Some one has wisely said that the only difference between a rut and a grave is its length, depth, and breadth. Lazy men are as useless as dead ones, and take up more room. Trouble postponed always has to be met with accrued interest.—Hubbard.

The decision of the Railroad Commission of the State of California in the "Five Cent Fare Case" is printed in full in this issue of the Magazine. It contains many facts about our company and its affairs which are of interest to us and with which we should be familiar. Read it carefully and you will be prepared to speak with authority when the business of the Pacific Electric is under discussion.

The floods of the past three or four winters have cost Southern California millions of dollars. Many of our lines have been put out of commission for days and in some instances weeks at a time and the people have been deprived of service. The direct property losses due to these floods can be more or less accurately determined, but the indirect losses on account of the suspension of business cannot be estimated, though they add greatly to the total. For more than two years engineers have been studying the problem and finally a plan of flood control has been adopted by the County Board of Supervisors and a bond issue of \$4,450,000 is to be voted on February 20th. While all are not agreed as to the details of the plans it is essential that a start be made toward the control of flood waters and the people of Los Angeles County, realizing the menace, should not withhold support from those delegated to attend to this work.

The increase of the per diem rate for cars to 75 cents gives us an opportunity to make a large saving in operating expenses by securing the quick release of foreign cars and their prompt return to connecting lines. This is addressed especially to agents and freight trainmen but maintenance, store and other departments have been known to hold cars unnecessarily and they may consider themselves interested. If a car costs one thousand dollars it is paying its owner 27 3/8% when it is away from home. That is one aspect of the question. On the other hand if we are using a foreign car we are paying 27 3/8% interest on the value of the car, which is too high an interest rate for anyone to pay if he is doing a legitimate business. This high per diem rate was established to force cars home and we are interested in seeing that purpose accomplished so far as the Pacific Electric is concerned. Your help is needed to release foreign cars promptly and start them for their home junction point. It is also essential that system cars be handled promptly also as this may give us a surplus and make it unnecessary to use foreign cars in some cases.

The tourists are here again. We see them on the streets, in the hotels, at church and, best of all, on our cars. The man with the pencil up at the Chamber of Commerce will figure out for you from the statistics at his command just how many of these tourists are going to like Southern California so well that they are going to come back here to make their homes among us. Whether the percentage is great or small depends in some measure on the impression our cars and our service and we ourselves make upon them. Just among ourselves, we believe we are about the best bunch of fellows—from President Shoup down to the track oiler—there is in the electric railway business. Sometimes we are a little dubious about this, which isn't often, we refer the matter to our better-halves and they quickly reassure us. Being good fellows we want these visitors to appreciate us, our road and our service. Some of them don't give us a chance to show them for they tie up with the automobile men who are there in the hotel lobby eager to take them about. Others take a ride with us and judge us by the courtesy we show them when they ask for information or with which we tell them they are on the wrong car and steer them to the right one. They judge us by the way the conductor calls the streets and helps the old ladies on and off. The ticket-agents and the trainmen really have the best of it because they come in contact with these tourists all the time and it is their privilege to make a good showing for the company by treating them as our honored guests. Don't overlook the opportunity to boost the trolley trips and the great Mt. Lowe trip when you have a chance, boys. We want these folks to like us and come again.

## SERVICE

Effective Monday, February 12th, train 438 formerly leaving El Segundo at 5:18 p. m. was changed to leave at 5:00 p. m.

— PE —

February 6th departing time train 303 on Redondo via Del Rey Line which formerly left Los Angeles at 6:05 a. m. was changed to 6:30 a. m.

— PE —

On January 10th timetable No. 1 on the Shorb Line became effective on account of changes in time of Southern Pacific trains with which connections are made.

— PE —

Commencing January 25th Sierra Vista cars were operated in both directions on Main Street instead of using the loop. The new timetable shows some increase in evening service.

— PE —

Effective Sunday, February 11th, trains now using Los Angeles Street surface tracks will be operated from the new elevated terminal, except newspaper trains. The "temporary surface tracks" which were used to handle the overflow from the main station commencing three years ago have served us well but there is no one to thank the service who will be sorry to see this change made. The magnificent new station, for it has been so rebuilt and rearranged that it seems like a new terminal, will accommodate the people as they should be cared for and expedite the loading and unloading of passengers as well as the movement of trains.

— PE —

## PROGRESS

The new spur at 9th and H Street, Colton, was put in service January 11th.

— PE —

A passing track at East Washington St. and Los Robles Ave., in Pasadena, has been authorized.

— PE —

A spur track is to be extended from Compton Ave. and Washington St. to Los Angeles, to serve the bottling plant of the Arrowhead Springs Co.

— PE —

The grading contractors, under the direction of the engineering forces of Chief Engineer Pillsbury are rushing work on the new line to Fullerton from La Habra.

— PE —

M. of W. Department forces are putting in the special work curve at 4th and Main Streets, Santa Ana. Soon after the completion of this connection through service to Orange from Los Angeles will be inaugurated.

— PE —

The grade of 2145 feet of track of the San Bernardino Line near All Loma is to be raised about two feet to improve drainage conditions and establish flood control where vast amounts of damage has been suffered in the past.

## ACCIDENTS—JANUARY

The accident figures for January show some startling increases over last year and over previous months. Interferences with vehicles is still the largest item and is indicative of the increase in the number of automobiles and the carelessness of their drivers. The increase in accidents to persons boarding and leaving cars, on the other hand, indicates that conductors and motorists have relaxed their vigilance in watching the steps. Safety first is the motto for all of us.

	Northern Division		Southern Division		Western Division		Eastern Division	
	1917	1916	1917	1916	1917	1916	1917	1916
Interferences with vehicles	75	62	29	28	59	36	5	5
Collisions and interferences with cars	4	4	2	0	4	2	1	0
Persons struck by cars	6	4	2	5	6	2	0	0
Derailements	11	9	21	14	18	23	6	3
On and off moving cars	32	22	25	11	30	27	0	2
Miscellaneous	23	35	16	18	33	21	5	3
	151	136	95	76	150	111	17	13

  

	1917	1916	
Interference with vehicles	168	131	22.0% Increase
Collisions and interferences with cars	11	6	45.5% Increase
Persons struck by cars	14	11	21.4% Increase
Derailements	56	49	12.5% Increase
On and off moving cars	87	62	28.7% Increase
Miscellaneous	77	77	...
	413	336	18.6% Increase

### SNOW AT ALPINE TAVERN

One of the most beautiful and inspiring sights of California was to be seen at Mt. Lowe during the past month. The mountain from Echo to the Summit was covered with from one inch to four feet of snow, making a perfect mantle of white as far as the eye could see. Wherever there were trees, bushes and shrubbery they were very heavily laden with snow, making one of the most beautiful sights that a person could wish for, and even if he were not a lover of nature or had no eye for the beautiful he certainly could not but fall in love with the scenic effect.

Of course, whenever there is snow on Mt. Lowe it means good business for the Company, both from a traffic and a resort standpoint. On the Saturdays and Sundays of this snow time there were hundreds of people who took this trip, many of these being children who were natives of California and had never before been in the snow. To see them making snowballs, sliding down the hills and washing each others faces was enough to make the old want to be young again.

Manager Vickrey and Assistant Manager Burbank of Ye Alpine Tavern are very thankful to their many friends for their good boosting in sending up people to the Tavern and making themselves acquainted so that they could be lined up and also become boosters.

There is going to be a Valentine Party held at the Tavern on February 10 and 11, at which there will be special entertainers, motion pictures, dancing, games, etc., and from the outlook at the present time there is going to be a full house.

PE

Not every one that crosses the street without looking shall be saved.

I have seen some beautiful red apples that were rotten inside.

If your neighbors are all contrary, it's you that needs "fixin'."

### BOWLING NOTES

We have only one more set of three games to play before the close of the Tournament, at the Broadway Alleys, 820 South Broadway, Tuesday night, February 13th. As this is the luckiest day in the month for us, we expect to ride over our opponents roughshod.

We had a very pleasant day January 21st, when we were invited over to San Bernardino by the Elks' Lodge team to play a match with them on their alleys. With our ladies we left Los Angeles at 9:00 A. M. and upon arrival at San Bernardino, went directly to the Club House, where we were served a most excellent lunch. In the afternoon the ladies were given a very enjoyable automobile ride around San Bernardino and Redlands, including Smiley Heights, while we men repaired to the gymnasium to roll the little balls. It may be that our team had all the luck, or possibly our hosts through politeness allowed us to beat them; anyway we took the odd game out of the five from the most congenial and gentlemanly bunch of fellows we have ever bowled against. Of course, they were minus one of their best players on account of C. H. Belt bowling on our team instead of on theirs, where he belongs when he is at home. After being set up to a fine dinner we came home on the 7:50 P. M. train, bringing with us memories of a day of enjoyment.

Unless you show up at some of our games you cannot see us roll a 921 game, as we did on the night of January 30th. There have not been many such games rolled in this tournament, and we are quite stuck up over the fact that we did it. Come out next Tuesday night and demonstrate the fact that this is a Pacific Electric team, supported by Pacific Electric rooters.

L. M. Kohler.

## LOYALTY

Loyalty—what is it? We define the term as devotion to the interest of another—a friend, a sweetheart, or a wife; or devotion to the interests of an ideal or an organization—a political party, a business enterprise, or one's country. No sweeter or more wholesome word have we in all the reaches of our mother tongue—a word that expresses constancy, honesty, self-sacrifice, affection, and devotion.

Loyalty is a reciprocal quality that knits and holds together the modern business organization. The organization seeks men and women who can become interested in its aims, in its product, and who can work wholeheartedly with their official superiors and with their associates. In short, it seeks men and women who have loyalty, potential or developed.

The employe, on the other hand, seeks to associate himself with the business organization that is loyal to its employes—the organization that honestly endeavors in the wage scale, in salary adjustments, in profit distribution, and in educational and other welfare work, to apportion returns on the basis of the effort contributed by each worker. In fine, the employe desires to work with the organization that loyally seeks to promote his interests.

Cultivate loyalty as part of your business education. When the temptation arises—and it will arise times without number—to criticise adversely your organization, your department, your chief, or your associate, for the mere sake of airing a supposed grievance, don't do it—be loyal. Focus your energies and your interest and your hopes on the task in hand and on the organization of which you are a part, to the exclusion of competing and distracting ideas—ideas that stifle your development and retard your advancement. Loyalty to a task or to a chief has carried many a man over dangerous vocational crises, and led him into a position of responsibility. Nurture and develop this fundamental quality of friendship and success—loyalty.—H. & M. Review.

PE

### Experienced

"Tickets!" said the conductor as he stood in front of a passenger the other day on a train leaving town.

The passenger began fumbling nervously through his pockets and finally turned them inside out.

"Where's your ticket?" asked the conductor. "You can't have lost it."

"Can't have lost it!" repeated the nervous one sarcastically. "My friend, I lost a bass drum once."—Harper's Monthly.

PE

More than 5,000 women are now employed in the municipal street car service of Vienna. Of the 12,000 male employes before the war, 10,500 have gone into the field. The war has completely changed the street car service which is now in operation nearly 24 hours a day, carrying not only ordinary passengers but at night hauling coal and merchandise.—El. Ry. Service.

# COMMENTS ON COASTING

When the editor suggested that "Coasting" be featured in the February, 1917, issue of the P. E. Magazine, I must confess to a great feeling of pleasure that such an important matter should be given special recognition.

In planning for a proper presentation of the subject, it seemed eminently necessary that that branch of the service which is essentially responsible for the economical use of power, be well represented, and accordingly a number of motormen from each division with good coasting records were requested to contribute articles bearing on the subject, and which would tend to add to the interest we all feel or should feel, in enhancing the welfare and usefulness of this great public utility.

Each motorman is directly responsible, on an average, for approximately \$125.00 worth of power per month, and the economical use of this power is quite definitely reflected in the individual coasting records for each day, or week or month.

Thus it is regrettably apparent that when 35 per cent of coasting is considered as denoting efficient operation for a certain line, and that line average is but 25 per cent, the difference of 10 per cent represents an actual loss to the company of good hard-earned money, paid out for power used but not needed.

Taking the individual coasting records into consideration, it is accordingly quite easily seen to what extent the low percentage man has contributed to the waste and consequent loss.

Efficient coasting is therefore indicative of an efficient motorman, and it is hoped that the following articles written by some of our coasting experts may be the means of inspiring the less proficient men to improve their efficiency records.

It is a year since our first coasting bulletin was issued, and its anniversary should be made a matter of special attention to the end that the 1917 figures shall not fall below those of last year.

And now a few words to conductors. Efficient coasting is largely affected by "short bells" when stops are to be made; delay in giving starting bell after passengers are on and off. High coasting records are only possible by taking advantage of every opportunity to coast and the day's record is made up of numerous short periods of coasting. It will be seen then, that a few seconds delay at a stop, after passengers are safely on or off means time that your motorman could use in coasting before the next stop is made; and with hundreds of stops each day, and a few seconds delay each time, the total amounts to many minutes.

May we count on all concerned to put forth extra efforts from now on so that power costs may be substantially reduced?  
G. H. Grace.

Coasting Percentages by Divisions for the Year 1916

	N	S	W	E	Sys.
Feb. ....	30.9	25.8	28.5	...	28.4
Mar. ....	31.3	32.4	31.0	...	31.6
Apr. ....	30.7	31.4	30.7	...	30.9
May ....	31.7	31.3	30.9	28.0	30.5
June ....	31.5	30.6	29.6	31.5	30.8
July ....	31.7	29.7	28.1	34.7	31.0
Aug. ....	32.0	29.4	27.9	34.7	31.0
Sep. ....	32.3	29.2	26.9	34.5	30.7
Oct. ....	32.8	29.5	27.9	32.1	30.6
Nov. ....	31.8	28.2	26.7	30.6	29.3
Dec. ....	28.0	27.2	25.3	29.4	27.5
Mo. avg. ..	31.3	29.5	28.5	31.9	30.2

I wish to say a few words about coasting and my method of securing a good average.

The only method I use is to coast as much as I can in justice to the company and the passengers, justice to both.

I am very particular to see that my brakes are free from binding and that air valve is always on the off position while running.

This is sometimes overlooked and I have found that a small amount of air left in the valve will prevent the clock from registering.

I always watch ahead for passengers and possible stops and coast to them; this is also true when approaching curves, my practice being to throw off controller at a reasonable distance and coast around curve with power and brakes off.

I find there is a great deal to be gained by practice.

C. W. Mapes, Southern Div.

It is my practice to make uniform acceleration and the fewest possible applications of the air.

I keep close watch of all traffic conditions that might cause a stop or decrease of speed, and then take advantage of these conditions by throwing off the power early and avoiding the stop is possible.

The greatest single factor in a motorman's success in maintaining a good coasting average is the conductor's co-operation with them.

James Oddie, Eastern Div.

There is nothing difficult in securing a creditable coasting record.

My method is to see that hand brakes are loose and free.

Use half speed only when necessary; use full speed and coast.

When following another car keep back sufficient distance to avoid the necessity of setting brakes every time the car ahead makes a stop or slows down.

On down grades, use full power until train attains full momentum and then coast until necessary to use more power.

Coast at all points where stop is apt to be made.

Do not arrive at terminal ahead of schedule.

H. Clark, Western Div.

Coasting efficiency has the same principle involved as any line of business that is successful and efficient; a close and constant attention to detail, and as to take advantage of every opportunity.

A knowledge of the physical conditions of the road, such as grades, curves, speed restrictions, is essential so as to know when and how long to apply power to the very best advantage and when coasting results can be obtained. The cooler motors can be kept, the better and quicker service they give when worked.

Running time between time points should be watched so as to know just when to speed up, as when to throw off and coast.

Care should be used in following a car, especially through block signal territory, allowing your car to coast instead of using power, then braking or making a complete stop.

And in the city at street crossings where positive stops are made, slow your leader time to cross so you will only make one stop instead of two. When making stop, drop power soon enough so that only a small brake application is necessary.

Do not run ahead of your schedule on light trips, but use extra time in coasting; waiting time at time points gets you nothing.

In following local car that should have taken crossover and let you pass but did not, lay back and coast; do not make a stop every time head car does.

Another factor in coasting is the alertness and quickness of the conductor. If he is quick on step work (not so quick as to cause accidents but allowing no dead time between safely on or off of passengers and ahead signals).

It is also of benefit to have passengers know their stop is near, so that they will not have to get up and walk full length of car after stop has been made for them. Conductors should call streets.

Success in railroading, in promotion of safety first, in prevention of step accidents, making schedule time satisfactory service to the public as a company, and coasting efficiency, all depend on a friendly spirit of co-operation between conductor and motorman and an interest in their work.

A Western Division Motorman.

In my estimation, there are at least three important things to be considered in coasting:

1. Leaving on time from each terminal and thus having advantage of full running time.

2. Coasting as much as possible between timing points. Do not hurry to make all your coasting on down grades.

3. Seeing that hand brakes are free at both ends, and that car is in good running order.

In general, maintain your schedule regardless of coasting and keep trying to improve the coasting on your hard trips.

I. C. Hopkins, Northern Div.

Ever since the coasting clocks were installed on our cars, I have been very much interested in acquiring and maintaining a high coasting record; and I have accomplished this by taking advantage of every opportunity to get in a few seconds coasting.

I feed up notch by notch, until full speed is gained and then throw off and coast until necessary to feed up again.

Too fast feeding results in choking the motors, blowing out the overload trip and burning out parts of the equipment.

In making stops, I use one application of air, gradually releasing the pressure until car comes to a smooth stop.

It is poor practice to keep power on until close to stopping point, and then apply air almost in emergency, resulting in throwing passengers against the seats and causing discomfort generally. No coasting can be accomplished by such methods.

Of course, on hard trips, coasting has to be done in very short stretches, but a few seconds here and there soon make a fair sized total; and during the easier trips a great deal of coasting can be made.

There is a lot of talk about some runs being harder than others to make time, but if these men were changed to other runs I am inclined to believe the cry would still be the same.

The whole proposition seems to be one of having interest in your work and keeping the mind constantly on it, and if this plan be followed good coasting records are sure to result.

Albert Smith, Northern Div.

There are many conditions that bear directly on the efficiency of our coasting. I try to follow the lines of least resistance. I remember as a boy I drove my father's team over hilly roads and would trot the horses down the hill to relieve them of the load up. So, when possible, I give my car a little kick on the down grade and make the momentum take it up, and if there is a stop just over, I get the coasting up grade.

I also use the same method around curves, letting the force of the car carry it through. It gives me a free start and I can get away sooner for more coasting, thereby gaining time and saving current.

I believe the most important thing is to keep on time. I find when running late, take for example a long stretch of level track, the difference between the actual running time with power on all of the time, and power on at intervals of one minute on and one off, is so little that it pays to utilize some of this time thus, giving me a larger percentage coasting, and still be on time at the end of the run, which I have learned to do.

I believe the "Coaster" a valuable adjunct to the savings of an electric railway. I believe it will pay for its installation, on equipment and road-ber alone, when used with a reasonable schedule.

Scott G. Randall, Eastern Div.

I trust these few words on coasting will not lead anyone to believe that I am imbued with the idea that I am the best coaster; far be it from me to entertain such an idea. I believe by an exchange of views on coasting we might all of us absorb something that may be of benefit to us in our work.

Coasting, in the main, depends largely upon practice and concentrating our minds upon that one thing above all others; a resolve to do the best we can at all times.

If we could all realize that every unnecessary application of either power or brakes is absolute waste of energy, we would strive to do all we could of coasting. It is surprising how each few seconds coasting at opportune times runs into minutes.

I invariably try to observe the following rules myself: Always leave the end of line promptly, if possible; in making pick-up stops, throw off the power, so as to gain several seconds coasting before applying brakes; make one application of air; in making bell stops I do the same, where possible.

One can coast a good amount up grade at stops, without impairing the running time, if practiced. When possible, coast to a slow down instead of running up to it and applying brakes; never make any more stops than are absolutely necessary.

Always coast as long as there is a yellow or red light in sight. Try and anticipate what is ahead at all times, and the chances for delay, and coast accordingly.

A very short application of power will carry a car from one cross street to another down town, and lessen the danger of accidents if drifting.

I have found the free use of gonging the city and the whistle on right of way to be a good help to coasting also, as it keeps teams and autos out of the way a good bit, thereby giving us more coasting by preventing slowdowns.

Make it a point to be on time at time points, as it makes for better coasting.

I believe that we all have the best interests of the company at heart, and for that reason if for no other should endeavor to save as much as possible in power and equipment, and there is no doubt that a good amount of coasting does that very thing.

Let us all get together and practice coasting to the best of our ability, ever remembering that old saying

"What is worth doing is worth doing well."

M. W. Pursell, Northern Div.

Having been requested to explain my method of coasting, I present a few rules which I try to follow:

1. I keep on schedule time as near as possible, always leaving terminal on time regardless of whether it will be a heavy or light trip.

2. I do not run up close behind a freight or a car that has been delayed and has more local work to do than I have, but stay far enough behind

so that I do not have to slow down every time car ahead stops.

3. I do not kill time by running with controller on series position, but feed up into multiple a distance, and then throw off power.

4. In descending a heavy grade I use power only to start car, then coast as far as possible before applying brakes.

5. I always bear in mind that I am getting credit for all the coasting I do.

W. M. Cole, Southern Div.

In discussing the question of coasting efficiency, I have no doubt that every phase of the subject has been covered by those who are far more competent than I am, nevertheless I am glad to say something based on my personal experience.

I study the physical characteristics of the line I work on so as to become familiar with the places coasting is possible and still maintain my schedule.

I watch my load carefully and endeavor thereby to learn the points where my regular passengers get on and off, and I find it a great help in knowing before hand where I am likely to stop.

When running on high speed lines, with free brakes and level track, after reaching full speed and throwing power off, I find I can coast anywhere from 800 to 1200 feet before car slows down perceptibly; then throw power on and repeat.

In making stops I find it good practice to throw power off as far back as possible and make a fairly quick stop, of course being governed by time and schedule.

I have been on the Van Nuys line since September, 1916, which probably has the fastest schedule on the Western Division, my daily run of 176 miles being covered in 7 hours' running time; and a large share of my coasting is made between Highland Avenue and Hill Street station. It may be proper to add, however, that we do no local work outbound and very little inbound.

J. H. Atkinson,

Western Division.

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In securing a good coasting record it is quite necessary to have a comprehensive knowledge of your schedule, particularly of the running time from one time point to the next, and then maintain the schedule.

In making stops to pick up passengers, it is good practice to throw off power quite a distance back and then coast to the stop. This will frequently permit of one or two full blocks of coasting.

Never use power on down grades.

Never follow other cars so closely as to require braking when the head car stops; and in following a work or freight train, it is better to coast far behind while they are getting out of the way than to use power until you overtake them and then have to use brakes and perhaps come to a full stop.

I. A. Grove, Western Div.

### What Happens to Your Coasting Recorder Envelope

Every morning the mail brings in to this office between six and seven hundred coasting recorder envelopes. Singly, in bunches of fifty or more, in envelopes from the outlying points, such as San Bernardino and Riverside, they come in, a constant stream.

These envelopes are first sorted by divisions, and then turned over to the four clerks who sort them by date. The envelopes for the previous day are sorted according to runs, and the real work begins.

First the tapes are taken out, arranged according to the car numbers on the envelope, each tape is figured, and the result placed in the C. T. (coasting time) column opposite the proper car number. A glance down this row of figures shows that the coasting time per trip agrees. Any large variations are analyzed, and if not satisfactory, those trips are thrown out. The next step is to figure the running time, which is taken from special charts that give the regular running time for each run. Allowance is made for any trips thrown out, and the result is placed in the R. T. (running time) column on the envelope.

The records are then entered in the record book, each man having a sheet on which are spaces for every day of the year. Here is a second check on the accuracy of the work, as each day's work must agree with the preceding day, any large variations being carefully investigated.

Finally, at the end of the week, the records for each man are added up on a Burroughs Adding Machine, the percentage figured, by dividing the total coasting time by the total running time and the results entered in the record book. The percentages are then copied off on the weekly bulletin, thirty-six copies of which are made on the Commercial Duplicator, and these copies are turned over to the division superintendents for distribution to the various carhouses.

J. T. Lake, of the Efficiency Bureau.

I may state that there is nothing hard in coasting. Some men say if it required brains nobody would get a record, but nevertheless, there are four things that a motorman requires to get it; 1st, good power; 2nd, a good car; 3rd, a good roadbed, and 4th, and most important, a good conductor. Then one can get as good a record as he wants.

Of course, none of us can have all of these, and that is where it requires good sense to help you over the road and get your thinker working to get the best results; for a motorman must know the road he is working on and when he can get the best results; or, in other words, be able to make as much time in coasting as he would if he was using the power.

He should also watch his time points and keep to them as near as he can, for when he once gets late he cannot coast to pick it up for the running time is hard to maintain on some runs even if on time.

H. J. Baker, Southern Div.

### A LITTLE MORE "PEP" Grace Holtzman

When you wake in the morning too sleepy to see

And feel that the bed is a good place to be,

And you stretch and yawn

At the break of dawn,

Jump out of that bed in one long step.

All you need is a little more "Pep."

When you view your work with a listless eye;

Muss over some things and let some lie,

And put off for today

Everything you may,

You are going to stumble, perhaps lose step

If you don't work up a little more "Pep."

When you are well up in front of the workers throng

And view each man as he passes along,

Until you note with fear

You have dropped to the rear,

Brace up quick, you have lost a step, All you need is a little more "Pep."

A little more "Pep" and life is worth while.

A little more "Pep" and a cheery smile

And you will find each day,

As you travel life's way,

You do not lag, but are right in step; For success goes hand in hand with "Pep."

—The P. L. & P. Bulletin.

### ROD AND GUN CLUB

Those who have not yet attended a meeting of the Club in our new quarters in the Pacific Electric Club building are going to be surprised when they do so. We have just commenced fixing up our room, and so far have secured a fine deer head and a large snow-capped mountain picture. As I say, however, we have just commenced, and before long the room will present an entirely different appearance, with the fish nets, guns, game heads, etc., which we hope to secure through the kindness of our members and possibly others.

The regular trap shoots are being held every Sunday morning at the Vernon Gun Club, and we now have also a casting course at the same place, meets to be held every Sunday morning at 10:30 A. M. and lasting until 1:30 p. M. This will give the fishermen a chance to show what they can do.

Now that the hunting season is over, it is expected that more will get out to these meets and get acquainted, and it is certain all who do will benefit from such acquaintance and the friendly rivalry which prevails in endeavoring to shoot or cast better than the other fellow.

L. M. Kohler, Secretary.

The great trouble with the swell head is a person doesn't know he has it and he won't believe others. However, if you find yourself thinking that you are "cutting some ice" it's a hundred to one that you're slipping.—Exchange.

### BASEBALL

The Pacific Electric Trainmen team played three games during the month of January, winning two of these, and the game scheduled for January 21 with Long Beach was forfeited to the Pacific Electric. On January 7 the team played at Longwood and defeated the team of that place by the score of 19 to 0; January 14 they played at Bellflower and from that team by the score of 3 to 1 in a closely contested game. This was a victory to be proud of as the Bellflower team had been strengthened by the addition of several players, including McWattu and Leitch, formerly with the Vernon team of the Pacific Coast League. On January 28 Santa Ana won from the trainmen by the score of 3 to 2 in eleven inning battle.

The following is the schedule for the month of February:

Feb. 4—Alhambra at West Alhambra

Feb. 11—Sherman at Sherman.

Feb. 18—Colegrove at Colegrove.

Feb. 25—Santa Ana at Santa Ana

The Pacific Electric Ball Club played four very closely contested games since the last number of

magazine, three of the games running twelve innings. On January 7, Santa

Barbara was the scene of a twelve inning tie game, ending in a 5 to 5

score. On January 14 Pasadena defeated the Pacific Electric in twelve

innings, 3 to 2, a home-run drive by McLarry in the last of the twelve

frame deciding the game. On January 21 our boys returned to Pasadena

and before a crowd of two thousand sand enthusiasts defeated them

the score of 2 to 1 in one of the best played games ever witnessed in Pasadena.

In these two games six big league players played for the Pasadena team and our team deserves great credit for the showing they made.

On February 4 the Pacific Electric team again visited Santa Barbara and defeated the boys there by the score of 11 to 10 in twelve innings.

For Schellenbeck worked all four games for the P. E. and pitched great ball.

The team is again in the running for the championship. San Pedro defeated Bennett's boys before they claim the championship.

PE

### HONEST MAN FOUND

Mrs. J. V. Karelson believes an old man Diogenes could have found the long sought honest man had

been hovering between here and Los Angeles last Tuesday evening.

Coming home from the city on the 6 o'clock car she accidentally left her

purse containing a large sum of money in the seat and did not notice it until she arrived at her home.

A long distance call assured her the money was safe and that it could be had by calling at the lost and

found department of the Pacific Electric railway. This is an example of

real old-fashioned honesty that truly deserving of reward, and

men, L. H. Covell, conductor, and T. C. Holyoke, train dispatcher,

notified Mrs. Karelson of finding her purse, have received the hearty

thanks of the Karelsons.—R.B. Red

## PACIFIC ELECTRIC CLUB CALENDAR

Feb. 10 to Mar. 10 incl.

**Saturday, Feb. 10th**  
Agents' Association Meeting at 8 p. m.

**Monday, Feb. 12th**  
Band Rehearsal at 8 p. m.

**Wednesday, Feb. 14th**  
Executive Committee Meeting of the Club at 2 p. m.

Band Concert in Auditorium, 8:30 to 10:30 p. m.

**Thursday, Feb. 15th**  
Trainmen's Class Instruction at 7:30 p. m.

**Friday, Feb. 16th**  
Dancing Class in Auditorium at 8 p. m. Admission to those registered for lessons only.

**Saturday, Feb. 17th**  
Children's Day, 2 to 4:30 p. m.  
Athletic Night, for the gentlemen only, 8 p. m. Eugene Kelly, of the Southern Division, will provide some "Ragtime Rapsodies."

**Monday, Feb. 19th**  
Band Rehearsal at 8 p. m.

**Tuesday, Feb. 20th**  
Entertainment in Auditorium. (Program to be announced.)

**Thursday, Feb. 22nd**  
Trainmen's Class Instruction at 7:30 p. m.

Orchestra Rehearsal at 8 p. m.

**Friday, Feb. 23rd and**

**Saturday, Feb. 24th**  
"Washington's Birthday" Dance. Admission by Club Members Card only. (Not Dependent Member Card). Married members may bring only dependent members of their family. Single members, male or female, may bring one friend. Card games in main lounging room for those who do not dance.

**Monday, Feb. 26th**  
Band Rehearsal at 8 p. m.

Pool Tournament Preliminary for Northern Division Trainmen, 8 p. m.

**Tuesday, Feb. 27th**  
Pool Tournament Preliminary for Southern Division Trainmen, 8 p. m.

**Wednesday, Feb. 28th**  
Pool Tournament Preliminary for Western Division Trainmen, 8 p. m.

**Thursday, March 1st**  
Pool Tournament Preliminary for Eastern Division Trainmen, 8 p. m.

Trainmen's Class Instruction at 8 p. m.

**Friday, March 2nd**  
Dancing Class in Auditorium at 8 p. m.

Pool Tournament Preliminary for Mechanical Dept., 8 p. m.

**Saturday, March 3rd**  
Entertainment in Auditorium. (Program to be announced.)

**Monday, March 5th**  
Band Rehearsal at 8 p. m.  
Pool Tournament Preliminary for M. of W. Dept., 8 p. m.

**Tuesday, March 6th**  
Pool Tournament Preliminary for Electrical Dept., 8 p. m.

**Wednesday, March 7th**  
Rod and Gun Club Meeting, 8 p. m.

Pool Tournament Preliminary for General Offices of all Departments, 8 p. m. (This includes representatives from all departments not previously shown.)

**Thursday, March 8th**  
Trainmen's Class, 7:30 p. m.  
Orchestra Rehearsal at 8 p. m.

**Friday, March 9th**  
Dancing Class at 8 p. m.

**Saturday, March 10th**  
Pool Tournament Final Contest at 8 p. m.

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### CLUB POOL TOURNAMENT

Our new pool room is beginning to develop some "cue wizards" and there has long been considerable bragging among a certain few of the members that they were the mighty ones of the system when it came to pocketing the balls upon the green. So intense have these remarks become the management has decided to give the gentlemen a little action on their boasts. We are going to find out just who really is the champion pool player of the system and we are going to take ample time to do it by a process of elimination. Not only will the winner of the contest be crowned as victor, but he will be awarded a very fine trophy for his performance. Each department of the company will have its preliminary contest at times shown in the monthly calendar of the Club, at which times the various applicants from the department will contend with his fellows for the honor of being in the final contest on Saturday evening, March 10th.

The tournament will be run under Brunswick-Balke Rules and refereed by a competent person not a member of the company and having no interest in either the Company or the players.

In the preliminary tournaments, the person making the first 50 points will be declared the winner for the division in which he is playing. Entries from the various divisions will be received at the Club at any time up to the time of beginning the first preliminary (Monday evening, Feb. 26th at 8 p. m.) and must be registered at that time in order to compete. On each evening of the preliminaries before the games begin, the rules governing will be stated by the referee, so that no misunderstanding will occur. Study the calendar of the Club carefully so you will know just what evening will be stated by the referee, so that no misunderstanding will occur. Study the calendar of the Club carefully so you will know just what evening will be stated by the referee, so that no misunderstanding will occur. Study the calendar of the Club carefully so you will know just what evening will be stated by the referee, so that no misunderstanding will occur.

The final contest will be between the various winners in the preliminaries, and decision of winner reached by elimination. 100 point game to be played.

The decisions of the Referee on all matters of rules, fouls, etc., will be final, and must not be questioned. Any player protesting decision of Referee will automatically remove himself from further participation in the contest, regardless of whatever standing he may have at the time of disbarment.

### PICTURES

Grateful acknowledgement is made by the Club to President Shoup for a number of beautiful pictures which have been hung in the library, main lounging room and card room. Among these are a copy of Marshall's "Abraham Lincoln," Corot's "Evening," Parrish's "Pied Piper" and a number of others equally as fine.

Leroy Spafford has contributed for the Gun Club quarters a fine enlargement of a photograph taken by him in the high Sierras last year.

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### LIBRARY DONATIONS

A large number of books have been given to our library during the past month, including a complete Shakespeare in forty volumes, the gift of Mr. J. F. Baker, General Superintendent, Wells, Fargo & Co. For these magnificent books we extend hearty thanks to the donor.

From our own people we acknowledge gifts of books as follows:

Mr. J. McMillan: Kirkman's Science of Railways, complete; American Dictionary and Encyclopedia, 16 vols.; Geographic Magazine, two years' numbers.

Mr. D. A. Bruce: Nations of the World, 25 vols.

Mr. H. W. Barlow: The Winning of Barbara Worth.

Mrs. E. E. Annable: The Eyes of the World; A Little Brother of the Rich.

Mr. Leo M. Knauer: David Harum; Horatio N. Alger's Books for Boys, 26 vols.; and six other volumes of fiction.

Mr. A. H. Ballard: Wit and Wisdom of Lord Chesterfield, Ernest Browning; A Voyage in the Sunbeam, Mrs. Brassey; King Noanet, F. J. Stimson; Two Old Faiths, Mitchell and Muir; Studies of the Old Testament, Phelps; Poetical Works of Thos. Moore; Flame, Electricity and the Camera, Iles; Abroad Again, Curtis Guild; The Romance of Invention, Brumley; Grecian History, Joy; San Francisco in the Spring of '50, Barry; Charles O'Malley, Lever; Women and Men, Higginson; Manual of Christian Evidences, Fisher; How to Read Character, Wells; Handwriting and Expression, Schooling; Scenes and Incidents in the Life of the Apostle Paul, Barnes; Siberia and the Exile System, Kennan; Easy Star Lessons, Proctor; The Mystery of Handwriting, Keene.

Mr. A. C. Bradley: The City of Beautiful Nonsense, Thurston; John Bogardus, G. A. Chamberlain; Loot, Roche; Within the Tides, Roche; Victory, Joseph Conrad.

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### Warning to Public

"Yes, sir," said the station-master, "safety first has spread all over this country. And nobody that comes to Beaver Hill will ever get in no accidents fer want o' warnin' signs about. Jest look at that now."

The stranger gazed appreciatively at the sign nailed on a nearby telegraph post. Its stern message was:

"It is dangerous to walk or stand on these tracks while a train is passing."—Exchange.

# THE FIVE CENT FARE CASE

## FULL TEXT OF THE DECISION OF THE CALIFORNIA RAILROAD COMMISSION RENDERED JANUARY 26, 1917

### THE PAST MONTH AT THE CLUB

January at the Club has been a month of "try-outs," both for the membership and the Management. The former has spent the period looking things over with a critical eye in an effort to determine whether or not it came up to his expectations in the matter of appointments and enjoyments; to find out for himself whether he was going to devote some of his energy and accomplishments to the work of the organization or to forget it. The verdict of the mass membership can only be judged by the increase of attendance from day to day, which would seem to say that the right principle has been found, and that the operation is in a major sense pleasing to the membership. That it is not to the liking of everyone has been manifested in a very small sense indeed, to judge from the tone and frequency of criticism; as a matter of fact, only a very, very few criticisms have been made, and these were of a helpful, constructive order such as are at all times welcome.

The management during the past month has put in some very busy hours getting the business side of the club into its proper routine condition; locating the membership and supplying the cards to all entitled thereto, and struggling to keep the cost of operation down to the minimum so that when our first funds were available, all would not be used up paying for "old horse." With the mass of business details to be straightened out, the entertainment features for the month were not all that could have been desired by some, but notwithstanding difficulties, we had some very pleasant parties, entertained a number of distinguished guests, enjoyed all the facilities of the club individually and collectively, and better than all else, met some wonderfully fine people connected with our own company that prior to the opening of the club we did not even know were on earth. Each of us who have made it a practice to visit the club have added quite a few to our list of friends; have found new associates of worth and are profiting daily by the new experiences.

Attendance at the club has varied from 125 to 250 daily throughout the month, exclusive of entertainment evenings, on each of which the number present has averaged between 600 and 700 for each occasion.

A number of pleasant evenings have been planned for the coming month, as will be seen by referring to the Club Calendar for the month February 10th to March 10th in this issue of the Magazine. The variety of the evenings it is felt will give something of interest to each of the members, and the problem the management is now working on and will continue efforts upon is to provide as far as possible some feature each month that will in the aggregate of the club's work benefit as well as amuse every member. Suggestions from time to time by the members will be welcomed and so far as practicable placed in effect.

CITY OF LOS ANGELES (a Municipal Corporation)  
Complainant, Case 5.6

vs.

PACIFIC ELECTRIC RAILWAY COMPANY,  
Defendant. 6.5  
(Fares to Palms Addition) 6.8  
8.0  
8.5  
9.1  
9.4

CITY OF LOS ANGELES (a Municipal Corporation)  
Complainant, Case 9.8

vs.

PACIFIC ELECTRIC RAILWAY COMPANY,  
Defendant. 1.6  
(Fares to Bairdstown District) 2.6  
3.4  
4.8  
7.2

CITY OF LOS ANGELES (a Municipal Corporation)  
Complainant, Case 5.7

vs.

PACIFIC ELECTRIC RAILWAY COMPANY,  
Defendant. 7.0  
(Fares to Hollywood) 7.0

CITY OF LOS ANGELES (a Municipal Corporation)  
Complainant, Case 0.3

vs.

PACIFIC ELECTRIC RAILWAY COMPANY,  
Defendant. 0.7  
(Fares to Edendale-Richardson District—Glendale L) 1.4  
1.9  
2.8

Albert Lee Stephens and Howard Robertson, for City  
Los Angeles, Complainant. 3.1  
3.9

Frank Karr, for Pacific Electric Railway Company,  
Defendant. 5.0  
7.6  
0.5

Willis I. Morrison, for Northeast Los Angeles Improvement Association, Intervenor. 2.2  
4.0

DEVLIN, Commissioner.

### OPINION

The complaints in these cases were instituted by the City of Los Angeles against the Pacific Electric Railway Company, hereinafter referred to as the Company, for attack as unjust and unreasonable the one-way fares between Los Angeles, central or business district, hereafter referred to as Los Angeles, Palms, Bairdstown, Hollywood and Edendale. The complainants in the cases invoke the provision of Section 27, of the Public Utilities Act, which, in so far as it affects the questions presented, reads as follows:

"No street or interurban railroad corporation shall charge, demand, collect or receive more than five cents for one continuous ride in the same general direction within the corporate limits of any city and county, or city or town, except upon a showing before the Commission that such greater charge is justified; provided, that until the decision of the Commission upon such showing, a street or interurban railroad corporation may continue to demand, collect and receive the fare lawfully in effect on November 3, 1914."

The fares complained of were lawfully in effect November 3, 1914. Complaints were amended at the hearing, April 11, 1916, to also allege discrimination.

These cases were heard at the same time and, by stipulation, evidence relevant to any one case was made applicable to the others; they are therefore consolidated and will be decided at one time.

In Case No. 891, complainant petitions for a five cent fare, with transfer privileges, between Los Angeles and the westerly boundary of the city limits of what is known as the Palms Addition. This territory was annexed to the City of Los Angeles May 12, 1915, and the passenger

stops on its western boundary are: Palms, First Street, on Venice Short Line, 10.3 miles from Los Angeles (Hill Street station); Home Junction, on Santa Monica Air Line, 13.7 miles from Los Angeles (Sixth and Main Streets), and Rosemary, on Sawtelle-Santa Monica Line, 6.6 miles from Los Angeles (Hill Street Station).

The succeeding tables show the present and proposed one-way, round-trip and commutation fares between Los Angeles and stations on the western boundary of the Palms Addition; also, in the column of proposed fares, the fares which will be automatically created by adding the proposed fare of 5 cents to the city limits to the present fares from that point.

### VENICE SHORT LINE

Port line miles	Between Los Angeles and	One-Way		Rd. Trip		30-Ride		46-Ride		60-Ride	
		Pres.	Pro.	Pres.	Pro.	Pres.	Pro.	Pres.	Pro.	Pres.	Pro.
5.6	Vineyard	.05	.05	.10	.10	...	...	...	...	...	...
6.0	Roberto	.10	.05	.20	.10	2.10	1.50	2.40	2.30	...	...
6.5	Bonita Meadows	.10	.05	.20	.10	2.10	1.50	2.40	2.30	3.00	3.00
6.8	Hauser	.10	.05	.20	.10	2.50	1.50	2.90	2.30	4.00	3.00
8.0	Arnez	.15	.05	.25	.10	3.00	1.50	3.45	2.30	5.00	3.00
8.5	Benkert	.15	.05	.25	.10	3.00	1.50	3.45	2.30	5.00	3.00
9.1	Culver Junction	.20	.05	.35	.10	3.00	1.50	3.45	2.30	5.00	3.00
9.4	Culver City	.20	.05	.35	.10	3.50	1.50	4.05	2.30	5.50	3.00
9.8	Palms—7th St.	.20	.05	.35	.10	3.50	1.50	4.05	2.30	5.50	3.00
10.1	Palms—4th St.	.20	.05	.35	.10	3.50	1.50	4.05	2.30	5.50	3.00
10.3	Palms—1st St.	.20	.05	.35	.10	3.50	1.50	4.05	2.30	5.50	3.00
		Los Angeles		City Limits							
1.6	Ocean Park Hts.	.25	.10	.40	.20	4.00	3.00	4.60	4.60	6.00	6.00
2.6	Polytechnic School	.30	.15	.45	.20	...	...	...	...	...	...
3.4	Fredericks	.30	.15	.45	.30	...	...	...	...	...	...
4.8	Venice	.35	.15	.50	.30	...	...	...	...	...	...
7.2	Playa del Rey	.35	.15	.50	.30	...	...	...	...	...	...
5.7	Ocean Park	.35	.15	.50	.30	...	...	...	...	...	...
7.0	Santa Monica	.35	*.15	.50	.30	...	...	...	...	...	...

Between Los Angeles and Venice, Playa Del Rey, Ocean Park and Santa Monica 10-Ride commutation ticket—present \$2.00, proposed \$1.50.

\*Combination on Home Junction.

### REDONDO BEACH LINE

Port line miles	Between Los Angeles and	One-Way		Rd. Trip		30-Ride		46-Ride		60-Ride	
		Pres.	Pro.	Pres.	Pro.	Pres.	Pro.	Pres.	Pro.	Pres.	Pro.
0.3	Palms—1st St.	.20	.05	.35	.10	3.50	1.50	4.05	2.30	5.50	3.00
		Los Angeles		City Limits							
0.7	Ellenda	.25	.10	.40	.20	4.00	3.00	...	...	...	...
1.4	Bundy	.25	.10	.40	.20	4.00	3.00	...	...	...	...
1.9	Kensington	.25	.15	.40	.30	...	...	...	...	...	...
2.8	Michaels	.30	.15	.45	.30	...	...	...	...	...	...
3.1	Alla	.30	.15	.45	.30	...	...	...	...	...	...
3.9	Motordrome	.30	.15	.45	.30	...	...	...	...	...	...
5.0	Del Rey Jct.	.35	*.15	.50	.30	...	...	...	...	...	...
7.6	Hyperion	.35	.20	.50	.40	...	...	...	...	...	...
0.5	Manhattan	.35	.25	.50	.50	...	...	...	...	...	...
2.2	Hermosa	.35	.30	.50	.50	...	...	...	...	...	...
4.0	Redondo	.35	.30	.50	.50	...	...	...	...	...	...

\*Held down by Home Jct. combination.

### SANTA MONICA AIR LINE

Port line miles	Between Los Angeles and	One-Way		Rd. Trip		30-Ride		46-Ride		60-Ride	
		Pres.	Pro.	Pres.	Pro.	Pres.	Pro.	Pres.	Pro.	Pres.	Pro.
8.5	Airville	.10	.05	.20	.10	3.00	1.50	3.45	2.30	5.00	3.00
10.0	†Sentous	.15	.05	.25	.10	3.00	1.50	3.45	2.30	5.00	3.00
11.0	Culver Jct.	.20	.05	.35	.10	3.00	1.50	3.45	2.30	5.00	3.00
11.7	Winslow	.20	.05	.35	.10	3.50	1.50	4.05	2.30	5.50	3.00
12.1	Palms Sta.	.20	.05	.35	.10	3.50	1.50	4.05	2.30	5.50	3.00
12.5	Winship	.20	.05	.35	.10	3.50	1.50	4.05	2.30	5.50	3.00
13.7	††Home Jct.	.25	.05	.40	.10	4.00	1.50	4.60	2.30	6.00	3.00
		Los Angeles		City Limits							
15.6	*Bergamot	.30	.15	.45	.30	...	...	...	...	...	...
17.0	*Santa Monica	.35	.15	.50	.30	...	...	...	...	...	...
17.7	*Ocean Park	.35	.15	.50	.30	...	...	...	...	...	...
18.8	*Venice	.35	.15	.50	.30	...	...	...	...	...	...
19.2	*Playa Del Rey	.35	.15	.50	.30	...	...	...	...	...	...

†Mileage via route of through car line.  
 †Not inside city limits of Los Angeles.  
 ††Western limits Palms Addition.  
 \*10-ride, Present \$2.00; Proposed \$1.50.

**SAWTELLE SANTA MONICA LINE**

Short Line Miles	Between Los Angeles and	One-Way		Rd. Trip		30-Ride		46-Ride		60-Rides	
		Pres.	Pro.	Pres.	Pro.	Pres.	Pro.	Pres.	Pro.	Pres.	Pro.
5.6	Vineyard .....	.05	.05	.10	.10	....	....	....	....	....	....
5.9	Pico Road .....	.10	.05	.20	.10	2.10	1.50	2.40	2.30	....	....
6.6	Rosemary .....	.10	.05	.20	.10	2.50	1.50	2.90	2.30	4.00	....
	.....	Los Angeles City Limits									
7.4	Big Barn .....	.15	.10	.25	.20	....	....	....	....	....	....
8.6	Sherman Jct. ....	.15	.10	.25	.20	....	....	....	....	....	....
10.2	Beverly Hills .....	.20	¶.10	.35	.20	3.25	3.00	....	....	....	....
11.0	Buenos Ayers .....	.20	¶.10	.35	.20	3.50	3.00	....	....	....	6.6
13.4	Sawtelle .....	.25	*.10	.45	.20	4.00	3.00	....	....	....	7.3
15.7	Brentwood Park .....	.30	.10	.45	.20	4.50	3.00	5.20	4.60	....	7.5
16.0	26th St. S. M. ....	.30	.10	.45	.20	4.50	3.00	5.20	4.60	....	7.8
14.6	Cambridge .....	.30	.10	.45	.20	4.50	3.00	5.20	4.60	....	8.2
17.0	Santa Monica .....	.35	*.15	.50	.30	....	....	....	....	....	....

¶Sawtelle maximum.  
\*Combination on Home Junction.

In case No. 892, complainant petitions for a five cent fare, with transfer privileges, between Los Angeles and the easterly boundary of what is known as the Bairdstown Addition. This district was annexed to the City of Los Angeles June 10, 1915, and the furthest station within the territory is Sierra Park, 6.7 miles from Los Angeles (6th & Main St. Station) on the Pasadena Short Line. The Northeast Los Angeles Improvement Association

asked and was granted permission to file a complete intervention in this case. The following statement gives the one-way, round-trip and commutation fares between Los Angeles and points located within the territory in question and shows reductions which would be created by the establishment of a five cent fare to Sierra Park.

**SIERRA VISTA LINE (Bairdstown)**

Miles	Between Los Angeles and	One-Way		Rd. Trip		10-Ride		30-Ride		52-Ride	
		Pres.	Pro.	Pres.	Pro.	Pres.	Pro.	Pres.	Pro.		
5.8	Harriman Ave. ....	.05	.05	....	....	....	....	....	....	....	
5.9	L. A. Military Academy .....	.10	.05	.20	.10	.65	.50	2.00	1.50	3.05	
6.1	Bairdstown .....	.10	.05	.20	.10	.65	.50	2.00	1.50	3.05	
6.3	Lincoln School .....	.10	.05	.20	.10	.70	.50	2.10	1.50	3.20	
6.5	Titus .....	.10	.05	.20	.10	.70	.50	2.10	1.50	3.20	
6.6	Newton .....	.10	.05	.20	.10	.70	.50	2.10	1.50	3.20	
6.7	Sierra Park .....	.10	.05	.20	.10	.75	.50	2.10	1.50	3.30	
	.....	Los Angeles City Limits									

In Case No. 911, complainant petitions for a five cent fare, with transfer privileges, between Los Angeles (Hill St. Station) and Hollywood Boulevard and Highland Avenue (via Colegrove Line), 8.4 Miles; Highland Avenue and Cahuenga Avenue, 9.2 miles; points on Laurel Canyon Line to city limits, 9.5 miles, and to terminus Brush Canyon Line, 8.2 miles. These points are all lo-

ated in the Hollywood and Colegrove Additions. The former was annexed to the City of Los Angeles, February 7, 1910, and the latter October 27, 1909. Following is a statement showing present fares, round-trip and commutation, and indicates reductions that would result in such fares should the five cent fare be extended to include points in question:

**COLEGROVE AND HIGHLAND AVENUE LINE**

Miles	Between Los Angeles and	One-Way		Rd. Trip		30-Ride		46-Ride			
		Pres.	Pro.	Pres.	Pro.	Pres.	Pro.				
7.3	Seward St. ....	.05	.05	....	....	....	....	....			
8.4	Hollywood Blvd. ....	.10	.05	.20	.10	2.10	1.50	2.40			
9.2	Cahuenga Pass .....	.10	.05	.20	.10	2.10	1.50	2.40			
9.6	Dusky Glen .....	.15	.15	.25	.25	....	....	....			
	.....	Los Angeles City Limits									

**BRUSH CANYON LINE**

8.2	Brush Canyon .....	.10	.05	.20	.10	2.10	1.50	2.40
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**LAUREL CANYON LINE**

8.7	Gardner Jct. ....	.05	.05	....	....	....	....	....
9.5	Laurel Canyon .....	.10	.10	.20	.10	2.10	1.50	2.40

**HOLLYWOOD-SANTA MONICA LINE (via Hollywood Boulevard)**

8.7	Gardner Jct. ....	.05	.05	.10	.10	....	....	....
9.1	Stanley Ave. ....	.10	.05	.20	.10	2.10	1.50	2.40
9.1	Fountain Ave. ....	.10	.05	.20	.10	2.10	1.50	2.40

In Case No. 912, complaint is made against the one-way fare of ten cents charged by defendant between points located within the corporate limits of the City of Los Angeles, on what is known as the Glendale line. Request is made that five cent fare limit, with transfer privilege, be extended to include Richardson, 6.4 miles from Los Angeles (Sixth & Main St. Station). This point is located at the easterly boundary of what is known as East

Hollywood Addition, annexed to the City of Los Angeles February 28, 1910.

Following statement shows present fares, round-trip and commutation; also indicates reductions in such fares between points in question, as well as reductions in through fares to points beyond which would result from extension of the five cent fare to Richardson.

**GLENDALE LINE**

Miles	Between Los Angeles and	One-Way		Rd. Trip		10-Ride		30-Ride		52-Ride	
		Pres.	Pro.	Pres.	Pro.	Pres.	Pro.	Pres.	Pro.	Pres.	Pro.
4.2	Semi Tropic Park	.05	.05	..	..	..	..	..	..	..	..
4.6	Klondike Park	.10	.05	.20	.10	.60	.50	1.65	1.50	..	..
5.0	Puento Alto	.10	.05	.20	.10	.65	.50	1.80	1.50	2.90	2.60
5.5	Ivanhoe	.10	.05	.20	.10	.65	.50	1.80	1.50	2.90	2.60
6.0	Glenhurst	.10	.05	.20	.10	.80	.50	2.20	1.50	3.25	2.60
6.2	Atwater	.10	.05	.20	.10	.80	.50	2.30	1.50	3.40	2.60
6.4	Richardson	.10	.05	.20	.10	.80	.50	2.30	1.50	3.40	2.60
Los Angeles City Limits											
6.6	San Fernando Road	.10	.10	.20	.20	..	..	..	..	..	..
7.3	Tropico	.10	.10	.20	.20	..	..	..	..	..	..
7.5	Glendale (9th St.)	.15	.10	.25	.20	..	..	..	..	..	..
7.8	Glendale (Lomita)	.15	.15	.25	.25	..	..	..	..	..	..
8.2	Glendale (Bdwy.)	.15	.15	.25	.25	..	..	..	..	..	..
46-Ride											
	Glenhurst	2.55	2.30								
	Atwater	2.65	2.30								
	Richardson	2.65	2.30								

The complainant and the intervener have, to a great extent, based their cases on the contention that the defendant operates a street railroad in the handling of its street traffic, comes under the provisions of Section 2, paragraph (g) of the Public Utilities Act and, therefore, under Section 27 of the Act should not be permitted to charge more than five cents for one continuous ride in the same general direction between the points in controversy, all of which are located within the corporate limits of the City of Los Angeles. Seventeen exhibits were produced by complainants, devoted in the main to a comparison of the mileage and the fares in the different territories, comparisons of these fares with other fares of the Pacific Electric and with those in effect between points on the Los Angeles Railway, travel checks of the various lines, operating statistics and the populations. The Pacific Electric Railway Company was incorporated November 14, 1901, and on or about September 1, 1911, the following electric railway companies operating in Los Angeles, San Bernardino, Riverside and Orange counties were consolidated:

- Los Angeles Pacific Company
- Los Angeles Interurban Railway Company
- Los Angeles & Redondo Railway Company
- San Bernardino Interurban Railway Company
- Riverside & Arlington Railway Company

San Bernardino Valley Traction Company  
 Redlands Central Railway Company  
 Pacific Electric Railway Company.

On June 30, 1916, according to Annual Report filed with the Commission, there was issued and outstanding \$75,000,000.00 Capital Stock (all common), and \$61,454,000.00 in bonds, including underlying bonds.

The company reports an investment in Road and Equipment as of June 30, 1916, of \$125,476,323.54; in this amount is included the Par Value of Capital Stock outstanding, \$74,000,000.00, all of which is owned by the Southern Pacific Company and carried on that company's books at a cost of \$4,068,306.26.

The Gross Income of the company for the past five years has averaged \$2,577,225.56 per year. The interest on Funded Debt for the same period has averaged \$2,550,586.51, leaving an average Net Income of \$26,638.95, from which average income there should be deducted Rent for Leased Roads, Interest on Unfunded Debt, Amortization of Discount of Funded Debt, Reserves and Miscellaneous Adjustments averaging, for the five years under review, \$525,165.05 per year, less \$26,638.95, leaving a deficit in operation of an average of \$498,527.10 per year.

In this connection, the following table is pertinent as showing the financial results of operations for the five year period ending June 30, 1916:

**PACIFIC ELECTRIC RAILWAY COMPANY INCOME AND PROFIT AND LOSS ACCOUNT**

	1912	1913	1914	1915	1916
Railway operating revenues	\$8,645,504.66	\$9,399,079.72	\$9,467,483.15	\$8,874,507.41	\$8,856,796.54
Railway operating expenses	5,750,287.56	6,365,518.80	6,623,535.57	6,026,802.46	5,994,611.41
Net Revenue-Railway operations	2,895,217.10	3,033,560.92	2,843,947.58	2,847,704.95	2,862,185.13
<b>Taxes Assignable to Railway Operations</b>					
Real and Personal Property	316,845.89	369,810.92	468,172.53	484,441.56	503,388.50
Capital Stock	..	..	..	..	..
Earnings	3,852.76	8,097.06	8,864.31	12,035.17	12,167.85
Miscellaneous	..	..	..	..	..
Total Taxes	320,698.65	377,907.98	477,036.84	496,476.73	515,556.35
Operating Income	2,574,518.45	2,655,652.94	2,366,910.74	2,351,228.22	2,346,628.78
<b>Non-Operating Income</b>					
Miscellaneous rent income	..	..	..	20,616.91	16,648.00
Income from Misc. Physical Prop.	..	..	..	..	1,656.25
Income from Unfunded Securities & Accts	..	..	..	1,992.47	17,623.10
Miscellaneous Income	219,368.26	206,799.43	79,589.62	25,520.92	1,373.70
Total Non-Operating Income	219,368.26	206,799.43	79,589.62	48,130.30	37,301.05
Gross Income	2,793,886.71	2,862,452.37	2,446,500.36	2,399,358.52	2,383,929.83
<b>Deductions from Gross Income</b>					
Interest for Leased Roads	53,915.43	54,581.98	24,771.52	42,184.72	24,834.43
Miscellaneous Rents	..	..	..	..	621.45
Interest on Funded Debt	2,081,607.04	2,528,353.47	2,523,264.52	2,785,600.40	2,834,107.62
Interest on Unfunded Debt	114,337.28	3,186.20	297,574.98	160,889.43	254,192.27
Amortization of Disc. on Funded Debt	40,356.52	75,459.39	68,109.72	83,044.82	85,311.79
Miscellaneous Debits	7,354.14	..	..	11,160.38	6,596.60
Total Deductions from Gross Income	2,297,570.41	2,662,581.04	2,913,720.74	3,082,879.75	3,205,664.16
Net Income for Year	496,316.30	199,871.33	532,779.62	316,478.77	178,265.67
Retained Brt. Frwd. Previous Yr. (Deficit)	1,940,225.46	1,541,370.55	2,252,432.47	2,794,455.00	3,723,910.43
Miscellaneous Additions	67,786.94	39,816.09	179,782.05	74,057.64	652,617.15
Miscellaneous Deductions	146,748.33	322,082.67	111,704.10	180,889.17	423,821.73
Dividends	..	..	..	..	..
Appropriation to Reserves	18,500.00	128,666.67	142,881.00	139,101.67	116,006.66
Deficit at end of Year	1,541,370.55	2,252,432.47	2,794,455.99	3,723,910.42	4,432,855.99

†Indicates Deficit.

The following statistical data, showing comparison of year ending June 30, 1912, with that of the year ending June 30, 1916, is interesting, and discloses very little increase in business for the period:

	1912	1916
Total Car Mileage .....	27,320,758	31,387,250
Passenger Revenue .....	\$6,677,289.08	\$6,705,708.59
Baggage, Parlor Car, Special Car, Mail and Express Revenue .....	163,795.43	170,094.62
Milk Revenue .....	41,569.63	4,939.77
Total Passenger Train Revenue	\$6,882,654.14	\$6,880,742.98
Freight and Switching Revenue	1,112,683.61	1,656,067.71
Misc. Transp. Revenue .....	51,532.01	1,849.69
Total Freight Revenue .....	1,164,215.62	1,657,917.40
Total Revenue from Transportation .....	\$8,046,869.76	\$8,538,660.38
Total Operating Revenue .....	8,645,504.66	8,856,796.54
Total Operating Expense .....	5,750,287.56	5,994,611.41
Operating Revenue per Car Mile .....	.31644	.28218
Operating Expense per Car Mile .....	.21047	.19099
Mileage of Road Operated, all Tracks .....	953.94	1,059.49

The population of the City of Los Angeles for the year 1910, as indicated by complainant's Exhibit No. 17, was 319,198; in 1912, estimated on basis of registration, it was 461,558 and on the same basis for 1915 it was 558,011, but notwithstanding this great increase in population, defendant's passenger revenue shows practically no improvement, being \$6,677,289.08 in 1912 as compared with \$6,705,708.59 in 1916, a difference of but \$28,419.51.

For the transportation of milk the revenue in 1912 was \$41,569.63, in 1916 it was \$4,939.77, a net loss of \$36,629.86. The total of all traffic handled by passenger trains in 1912 was \$6,882,654.14 and in 1916 only \$6,880,742.88, or a net reduction at the end of the five year period of \$1,911.16. The freight earnings, however, increased from \$1,112,683.61 in 1912 to \$1,656,067.71 in 1916, or \$543,384.10. During the same period taxes increased from \$320,698.65 in 1912 to \$515,556.35 in 1916, an excess of \$194,857.70. Interest on funded debt increased from \$2,081,607.04 in 1912 to \$2,834,107.62 in 1916. New bonds, amounting to \$15,066,000.00 were issued in conformity with this Commission's Decisions Nos. 284, October 16, 1912, 559, April 8, 1913 and 1961, November 23, 1914, and included bonds for refunding, as well as for improvements, additions and betterments. It is also to be noted that the interest on unfunded debts increased from \$114,337.28 in 1912 to \$254,192.27 in 1916.

The defendant has never paid a dividend and shows, as of June 30, 1916, a deficit of \$4,432,855.99. In the year 1912 there was a net income profit of \$496,316.30; in 1913, a profit of \$199,871.33; in 1914, a loss of \$467,220.38; in 1915, a loss of \$683,521.23 and in 1916 a loss of \$821,734.33.

A witness for defendant testified to the effect that the jitney buses alone reduced gross income by from \$30,000

Miles	Between Los Angeles And	30-Ride Family Ticket.		60-Ride Individual	
		One-Way	Fare	Rate per Ride	Fare
10.3	Palms, 1st St. ....	.20	3.50	11.7	5.50
*11.7	Home Junction .....	.25	4.00	13.3	6.00
†13.7					

\*Short Line mileage.

†Through line from 6th & Main Streets.

In case 892 (Bairdstown Addition) Mr. Arzner, a witness for complainant, said: (Transcript 2, page 213).

"The service given in the morning from approximately 5:40 to 9:40 A. M. is purely local service from Sierra Vista, making all local stops in and out. From that until 3:50 P. M. I believe all of this local business is handled by Alhambra-San Gabriel cars, which is an interurban, or

to \$40,000 per month. The estimate does not appear excessive in view of other evidence and no doubt would greatly increased if the amounts lost to defendant by privately owned automobiles and motor buses were included.

The Constitution of the State of California and Public Utilities Act provide that no common carrier charge any greater compensation as a through rate than the aggregate of the intermediate rates. Complainants are petitioning for a five cent fare to the city limits. This reduction, if granted, would, because of the combination of local fares, make radical reductions in through fares. The present one-way fare to Santa Monica is 15 cents and the round trip 50 cents; these would be reduced to 15 cents and 30 cents respectively. Corresponding reductions would result to all other points, not only one-way and round-trip fares, but also in the commuter fares. The Traffic Manager of the Company figured the losses on the Western Division alone would be \$250,000.00 per annum. It is difficult to arrive at the financial effect of a change in passenger rates on a company operated as in this company, for the reason that traffic are not compelled to purchase tickets and the segregation shown by conductors' cash registers do not furnish a necessary information. The reports rendered by service offices and the checkup of cars, for certain periods, combined with the cash register figures, however, demonstrate that the company's estimate of the losses to be absorbed on the Western Division is approximately correct and that the losses for the entire system would probably approach \$300,000.00. This amount, added to the \$821,734.33 sustained in 1916, would create an annual deficit of over \$1,000,000.00, unless the reductions could be relied upon to increase the traffic and correspondingly increase earnings without materially augmenting expenses, a conclusion which is unwarranted by the evidence. The situation would be much worse had not the fare earnings increased \$543,384.40 in 1916 over those of 1912.

As heretofore stated, the Southern Pacific Company owns all of defendant's stock and is also the owner of a great amount of its bonds. It therefore seems apparent that if the defendant did not have this substantial financial backing it probably would have, before this time, been confronted with the problem of the adjustment of its financial affairs.

The present five cent fare limit on the line to Lion, (Case 891) is Vineyard, six miles from 4th & Hill Street; there are practically no residences between Vineyard and Palms and stops are few and far between. It would appear that the so-called strictly street car territory ceases at Vineyard and the service rendered at that point is suburban, or interurban, in its nature. There, the service to Palms and all points west of Vineyard is performed exclusively by through cars to and the Beach points. The fact that the territory west of Vineyard to and including the westerly limits of Palms (Home Junction) has been annexed to the City of Los Angeles in no way changes the character of the service rendered by the defendant.

The following statement sets forth the rates obtainable between Los Angeles (4th & Hill Street) and Palms by purchasers of commutation books:

Miles	Between Los Angeles And	30-Ride Family Ticket.		60-Ride Individual	
		One-Way	Fare	Rate per Ride	Fare
10.3	Palms, 1st St. ....	.20	3.50	11.7	5.50
*11.7	Home Junction .....	.25	4.00	13.3	6.00
†13.7					

\*Short Line mileage.

†Through line from 6th & Main Streets.

suburban line, making the stops between 6th and Streets and Sierra Vista."

And at page 240 of Transcript:  
"Local service again from approximately 4:00 P. M. to 7:00 or 7:30 P. M., after which time the service is performed by the Alhambra-San Gabriel cars—up to the last night last car."

Mr. Pontius, Traffic Manager of the defendant, testified as follows: (Vol. 4, page 600 of transcript):

"Mr. Karr: Just state why the Alhambra car was put into the local service during certain hours of the day.

"Mr. Pontius: Because we found in operating cars to Sierra Vista, that is, our Sierra Vista line, the cars—that the travel was so light, and the conditions of the Pacific Electric were becoming so bad, our earnings, that we had to do something to offset the tremendous losses we were having in operating the lines, and we cut off this Sierra Vista service because we could not afford to operate it. Now, if the Sierra Vista service had paid—if there was enough business to warrant operating the Sierra Vista line, we would have preferred to continue that service in preference to compelling those passengers, or compelling the company, using the Alhambra cars for this local service and we would prefer giving through service to Alhambra, but the earnings were so light that we had to give it up."

From this testimony it would appear that there is not sufficient local travel between Sierra Vista, Bairdstown, etc. and Los Angeles to pay for the operation of local service at all hours throughout the day; therefore, defendants arranged to give this community individual local service during rush hours morning and evening and to take care of the lighter travel at other hours during the day on the Alhambra-San Gabriel through suburban cars. It was shown that this service is operated over the public streets of Los Angeles from 6th and Main Streets to Aliso and Anderson Streets, a distance of 1.76 miles,—

that at Anderson street tracks pass onto private rights of way and run over private rights of way the entire distance through the Bairdstown-Sierra Vista community, with the exception of public street crossings. The distance from Anderson Street to Sierra Vista is 4.97 miles.

As to the population tributary defendant, in its answer to complaint (which was not controverted) said, in substance, that from 6th and Main Streets to Aliso and Anderson Streets, the line passes through the business and industrial sections of Los Angeles, both of which are thickly populated. From Anderson Street to Covina Junction, a distance of 1.35 miles, there is practically no business or residences tributary to the line; the same is true of territory from Covina Junction to Rose Hill, a distance of 1.99 miles. At Rose Hill district there are approximately 600 inhabitants; from Rose Hill to Bairdstown, a distance of 1.2 miles, very few, if any, inhabitants; from Bairdstown to Sierra Park, .62 miles, there are approximately 1200 inhabitants in the immediately locality.

From this analysis of the local conditions, it would appear that the service rendered Bairdstown, Sierra Park and Sierra Vista must be considered interurban or suburban between Los Angeles on the one hand and the several smaller communities of the outlying districts on the other, or at least were prior to annexation, rather than a street car service. This position is further substantiated by the fact that except during the rush hours of the day the service rendered these communities is performed entirely by the through Alhambra-San Gabriel cars.

The following statement gives the fares and rate per ride obtainable by the purchase of commutation tickets:

Miles From 5th & Main Streets.	Between Los Angeles And	One-Way Fare	30-Ride Family Ticket. Rate per Ride—Cts.	52-Ride Individual Ticket. Rate per Ride—Cts.
5.8	Harriman Avenue .....	.05	...	...
5.9	L. A. Mil. Academy.....	.10	2.00	6.6
6.1	Bairdstown .....	.10	2.00	6.6
6.3	Lincoln School .....	.10	2.10	7.
6.5	Titus .....	.10	2.10	7.
6.6	Newton .....	.10	2.10	7.
6.7	Sierra Park .....	.10	2.10	7.

Miles From	Between Los Angeles And	One-Way Fare	30-Ride Family Ticket. Rate per Ride—Cts.	52-Ride Individual Ticket. Rate per Ride—Cts.
9.1	Canyon, 9.51 miles and Brush Canyon Junction to the end of the Brush Canyon line, 8.16 miles from Los Angeles (4th & Hill Sts.).	.10	2.10	7.

The five cent fare limit between Los Angeles and points in the Hollywood-Colegrove districts, (Case No. 911) now terminates at Seward Street, 7.31 miles; at Gardner Junction, 8.70 miles and at Brush Canyon Junction, 6.93 miles from Los Angeles (4th & Hill Sts.). Complainants petition for the extension of this fare from Seward Street to Cahuenga Pass, 9.16 miles; Gardner Junction to Laurel

Canyon, 9.51 miles and Brush Canyon Junction to the end of the Brush Canyon line, 8.16 miles from Los Angeles (4th & Hill Sts.).

Defendant denies that the present fares are excessive or unreasonable and refer to the commutation rates in effect, which are as follows:

Miles From 4th & Hill Streets.	Between Los Angeles And	One-Way Fare	30-Ride Family Ticket. Rate per Ride	60-Ride Individual Ticket. Rate per Ride
8.2	Brush Canyon .....	.10	2.10	.07
9.2	Cahuenga Pass .....	.10	2.10	.07
9.5	Laurel Canyon .....	.10	2.10	.07
9.1	Fountain Avenue .....	.10	2.10	.07

Miles From	Between Los Angeles And	One-Way Fare	30-Ride Family Ticket. Rate per Ride	60-Ride Individual Ticket. Rate per Ride
9.1	Canyon, 9.51 miles and Brush Canyon Junction to the end of the Brush Canyon line, 8.16 miles from Los Angeles (4th & Hill Sts.).	.10	2.10	.07

It will be noted the 30-ride ticket gives a rate of 7 cents per trip and the 60-ride a rate of 5 cents per trip.

smaller, lighter and of an entirely different type from those operated over the same tracks from 6th and Main Streets in the through suburban service to Tropic, Glendale and Burbank. The territory to Semi Tropic Park is densely populated and stops are made at all street crossings by the local cars for the accommodation of passengers.

It is further contended that the present fares to this district were established under compulsion of a court decision, which decision was later reversed, although the fares were not restored by the carrier; that the fares were too low when established in 1910 and do not now produce remunerative revenue. Complainants have failed to introduce substantial evidence to sustain their petitions for reduction in the fares between Cahuenga Pass, Laurel Canyon, Brush Canyon and Los Angeles. It certainly would not be seriously urged that the five cent fare should be maintained to the northerly limits of the City of Los Angeles, a distance of about mile beyond Brush Canyon through very sparsely settled territory; in other words, the five cent fare must reasonably break within the city limits, and the evidence introduced fully justifies the existing fares between Cahuenga Pass, Laurel Canyon, Brush Canyon and Los Angeles.

The through Glendale and Burbank interurban cars stop only at certain streets to receive and discharge through traffic. Passengers going to a point within the five cent limit are not permitted to board the Glendale or Burbank cars, but are required to use the Edendale cars.

Local car service operates over public streets between Southern Pacific depot and Semi Tropic Park, 5.07 miles, at all hours of the day. This is the terminus of the Edendale line, (Case 912), and is the present five cent fare limit. The cars used in this five cent fare service are much

There are six stops between Semi Tropic Park and the northern city limits of Los Angeles, within a few feet of Richardson Station, the point in the Edendale district to which a five cent fare is demanded. The bulk of the travel on the Glendale and Burbank through cars is destined to points beyond Richardson; the travel to and from stations Klondike Park to Richardson, inclusive, is very light by comparison and, from the following table, it will be noted that a low rate per ride is obtainable to these points by the purchase of 30-ride family or 52-ride individual commutation tickets. These stops are as shown on following page.

Miles From 6th & Main Streets.	Between Los Angeles And	One-Way Fare	30-Ride Family Ticket. Rate per Ride—Cts.	52-Ride Individual Rate Ride—
*5.07	Semi Tropic Park .....	.05	.....	.....
4.6	Klondike Park .....	.10	1.65	5.5
5.0	Puente Alto .....	.10	1.80	6
5.5	Ivanhoe .....	.10	1.80	6
6.0	Glenhurst .....	.10	2.20	7.3
6.2	Atwater .....	.10	2.30	7.7
6.4	Richardson .....	.10	2.30	7.7
6.6	San Fernando Rd. ....	.10	.....	.....

\*Figured from Southern Pacific depot the Los Angeles terminus of the Edendale Local line.

In view of the facts presented, it would appear that the local service to Semi Tropic Park and that rendered to Glendale and Burbank through the Edendale district over the same tracks are entirely different and, insofar as a strictly street car service is concerned, such service, in this particular case, is rendered only by the cars terminating at Semi-Tropic Park, and the service performed by the Glendale and Burbank cars is suburban, or interurban, in its nature.

The situation in this case is no different from that set forth in the Bairdstown and Palms cases and the mere fact that the limits of the City of Los Angeles have been extended to include Richardson and intermediate stations would not operate to change the conditions or the class of service given to the Edendale district.

Complainant, intervener and defendant discuss at great length in their briefs the question as to whether the defendant is a "street railway" or a "railroad" within the meaning of these terms as employed in the Public Utilities Act.

Section 2, paragraph (G) of the Act provides:

"The term 'street railroad,' when used in this act, includes every railway, and each and every branch or extension thereof, by whatsoever power operated, being mainly upon, along, above or below any street, avenue, road, highway, bridge or public place within any city and county, or city or town, together with all real estate, fixtures and personal property of every kind used in connection therewith, owned, controlled, operated or managed for public use in the transportation of persons or property; but the term 'street railroad' when used in this act, shall not include a railway constituting or used as a part of a commercial or interurban railway."

Paragraph (i) of the same section reads as follows:

"The term 'railroad,' when used in this act, includes every commercial, interurban and other railway other than a street railroad, and each and every branch or extension thereof, by whatsoever power operated, together with all tracks, bridges, trestles, rights of way, subways, tunnels, stations, depots, union depots, ferries, yards, grounds, terminals, terminal facilities, structures and equipment, and all other real estate, fixtures and personal property of every kind used in connection therewith, owned, controlled, operated or managed for public use in the transportation of persons or property."

I deem it unnecessary to engage in a discussion of or to pass upon the question whether defendant falls within the definition of "street railroad" or "railroad" as those terms are employed in the Public Utilities Act.

Granting that the defendant is a "street railroad" within the meaning of that act, the facts as disclosed by the evidence, and as herein set forth, convince me that a further reduction of the fares of defendant, as requested by complainant, is unwarranted.

There is no testimony showing the number of jitneys in operation in the City of Los Angeles to the territory to which complainants seek reductions, but there is testimony that the jitney competition is very keen, and that private automobiles have also made great inroads on the earnings of the defendant. The decrease in earnings by reason of private automobiles was felt as early as 1913, and the competition of the auto bus lines and jitneys became very acute in the early part of 1915 and has since continued; to this character of competition is due, unquestionably, the severe losses of defendant.

It must be obvious that this defendant cannot, showing such great deficits, be expected to give improvements in service which might otherwise be properly required, or to reduce fares still lower, thereby but increasing its already severe losses. The record contains many indications that the present fares do not give defendant sufficient revenue to meet its current expenses.

While it would, no doubt, be to the advantage of certain residents and property owners of the districts affected by these proceedings to secure reductions in the present fares, the public in general, as well as the carrier, have an interest in the margin of safety due to a public utility. Therefore, this Commission must and will take into consideration not only these complainants, but the rights of defendant and all other interests served by this defendant, whose legitimate investments should not be impaired.

The mere fact that territory is annexed to a city does not automatically operate to reduce existing fares. Fares are higher than five cents to five cents if the higher fares are justifiable. This rule has been previously declared in this Commission in *Froelich vs. Los Angeles Railway Corporation*, Vol. 3, Opinions and Orders of the Railroad Commission of California, 30-31, wherein Commissioner Edgerton said:

"The boundaries of the city of Los Angeles are not at all regular in shape, consequently a line in one direction might reach a considerable distance beyond the city limits and at the same time the terminus thereof be a shorter distance from the center of population in Los Angeles than would a line operating in the other direction wholly within the city.

"Because a city annexes adjoining territory making its boundary lines extremely irregular it does not follow that a street railway system should be required to always extend its five-cent fare zone to conform to the new boundary lines."

Complainants have not proven the rates to be discriminatory, neither has it been shown that the districts in question furnish a traffic of sufficient volume to justify a street car fare of five cents, and the Commission finds that the charges and fares to the points and places mentioned in the complaints herein, which were lawfully in effect November 3, 1914, are justified.

This Commission can only prescribe just and reasonable rates and, after careful deliberation upon all the elements in these cases and the effect upon the revenue which would result from the reductions demanded by complainants, I am of the opinion that the facts do not sustain the complaints and recommend that the cases be dismissed.

I therefore submit the following form of order:

**ORDER**

The City of Los Angeles having filed complaints against the Pacific Electric Railway Company and a hearing being held and being fully apprized in the premises and being of the opinion that the facts do not sustain the complaints.

It is hereby ordered that the said complaints be dismissed and the same are hereby dismissed.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 26th day of January, 1917.

MAX THELEN, EDWIN O. EDGERTON,  
ALEX GORDON, FRANK R. DEVLIN,  
Commissioner