

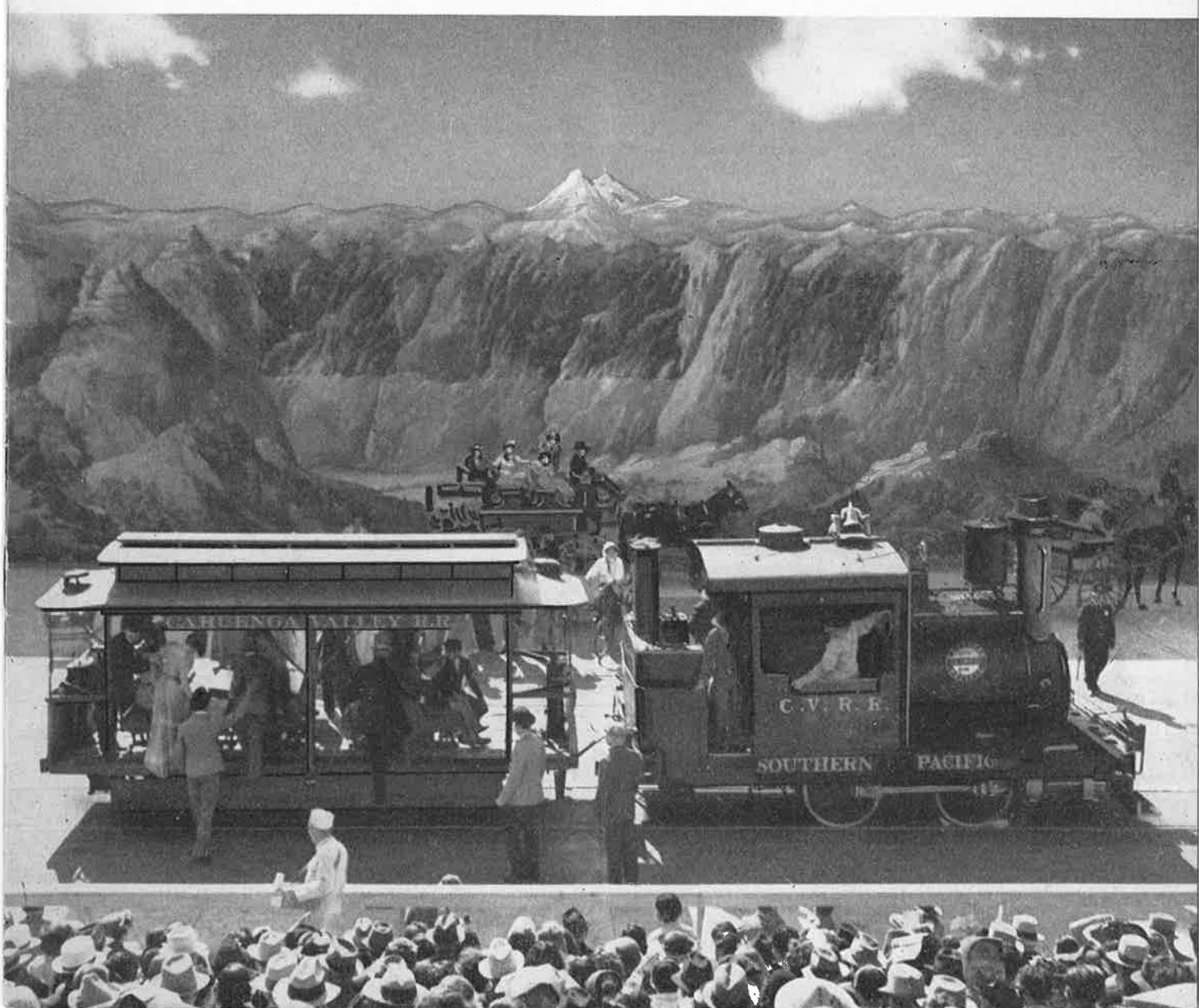
PACIFIC ELECTRIC

Magazine

Vol. 19—No. 12



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THE COVER PICTURE

On the front cover of the Magazine is presented one of the scenes of the Pageant of Transportation Progress enacted at the opening of the fine new Union Passenger Station on May 7th.

It is particularly interesting from the viewpoint of employees of this company because of the fact that the Cahenaga Valley Railway was one of the "granddaddies" of the Pacific Electric, operating in the early days of Los Angeles from around the Plaza, out what is now Sunset Boulevard to what was then rather far distant Hollywood.

It had its triumphs as well as its vicissitudes, some of the latter being its difficulty making the grade west-bound on some occasions. This condition is being now a Past Commander of the Santa Monica Bay Commandery, Knights Templar, and is at present an Inspector for the Grand Commandery of the State of California in Departments 7 and 8, both of which are located in Southern California.

Leaving active service for what we hope is a long period of restful, interesting pleasure and recreation after years well spent in the Transportation Division, with 18 years to his credit.

M. C. HALSEY PASSES

After an illness extending over many months, M. C. Halsey, Construction Engineer of the Pacific Electric for a great many years passed away at St. Vincent's Hospital on Friday, May 12th.

The deepest sympathy of a host of friends is extended to Mrs. Halsey.

P. E. ROD AND GUN CLUB NEWS

By Arlie Skelton

The P. E. Rod and Gun Club Fishing Tournament for 1939 really got off to a bang on May 1st. All present agree that our outing to the P. E. Camp was the most pleasant and successful in many years. Which goes to prove its always fair weather when good fellows get together. However, when it is good for the fishermen it is usually bad for the fish. The finney tribe did suffer heavy casualties. There being a total of 208 group up to the official closing time of 1 p.m. As usual Mr. DeNyse's hospitality made us feel like we were having a family reunion in the old home town. In all the year there is no trip like this.

One who has taken this trip to the P. E. Camp for the opening of the trout season, never seems to want to miss it again. For your information, I might add the fish registration taken on this trip are just about all that have been turned in yet this year. Our ocean fish registrations to date are just about nil. There will be about three hundred and fifty dollars worth of prizes to be sold or registered their fish. Yours truly is Monica Rotary Club, upon nomination from the floor, Harry was unanimously elected President of the Club for the ensuing year. No campaign-sea fishing, I get Tom Cod, if I go deep the prize competition. If I go deep but can do nothing about it as there are only two kinds of fish that I can catch. Neither kind qualifying for the prize competition. If I go deep I get Tom Cod, if I go deep I get sun perch. Then after each catch, I get razzed. However, I have not yet gotten into the cat fishing class. Our old friend Floyd Benoit has a formula for cat fish bait, is all enthused and of course we will hear more of this later. Unlike my luck changes, I may try to borrow the formula.

Walter Stratman just returned from the San Diego County Lakes. Walter reported bass fishing only fair. He got a few perch and claims he gave them away. McNeill and Gilbert tried their luck in Little Rock Dam. They didn't want to row a boat but they had to as that happened to be the day the number of building units of irregular shape, size and height, which flank by arcades and pavilions, a station proper, of Mediterranean architecture in white-faced concrete, with colorful tile roof areas and exterior ornamentation, consists of a variety of building units of irregular type, but with elevated tracks parallel with the main axis of the station, is located on a 45-acre tract of land facing Alameda street. The station opening of this terminal marks the completion of a project that has long been agitated in this community of 1,800,000 population. It ranks as among the finest in the country.

The new terminal, of the stub-end type, but with elevated tracks parallel with the main axis of the station, is located on a 45-acre tract of land facing Alameda street. The station opening of this terminal marks the completion of a project that has long been agitated in this community of 1,800,000 population. It ranks as among the finest in the country.

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He: "What's de trouble, Gertie?"
She: "Aw, de spaghetti's too stringy."
He: "Why doncher try it wid yer veil off?"



Los Angeles' Great Passenger Terminal Opened

THREE DAYS OF POMP, PARADE, CEREMONY AND PAGEANT PRECEDE FORMAL OPENING AND DEDICATION ON MAY 7TH

Los Angeles certainly loves her pageants and parades and will have them even if they come high. In order to have the last great festa and fandango it cost the railroad (Southern Pacific, Union Pacific and Santa Fe) \$11,000,000 to provide the background and foundation. The prime motive for the festival was the new Los Angeles Union Passenger Terminal, opened on May 7th.

And what a station it is, and what a celebration it was. What a crowd it drew. They jammed the streets and the station to such an extent that not had any idea that the attendances would reach the proportions it did. An orderly crowd, an interested crowd, but, nonetheless a crowd.

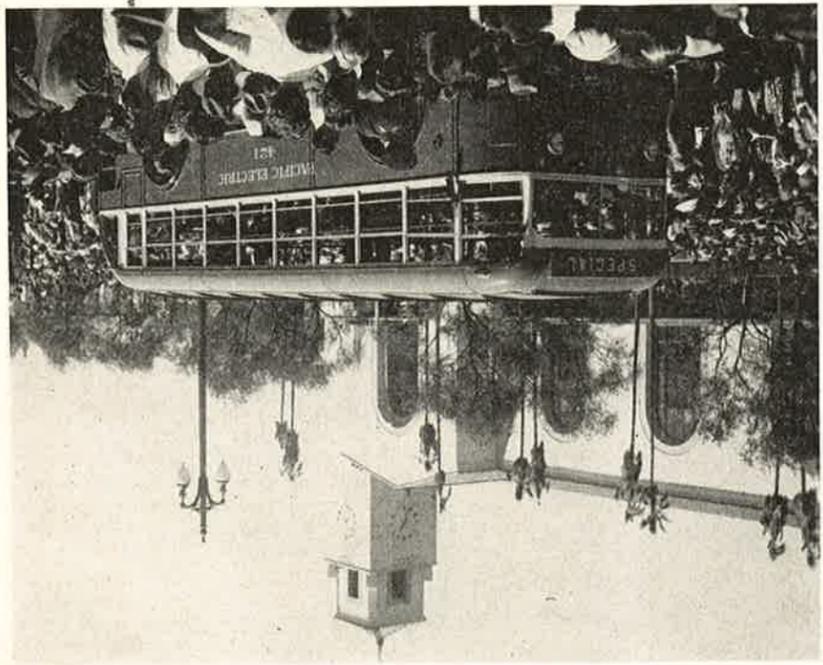
The pageant of past and present transportation is said to have been one of the most complete ever presented in any city. The pity is, that it could not have been continued for many days more in order that tens of thousands more might have seen it; and there WERE tens of thousands who wanted to witness the spectacle, but never got within blocks of it.

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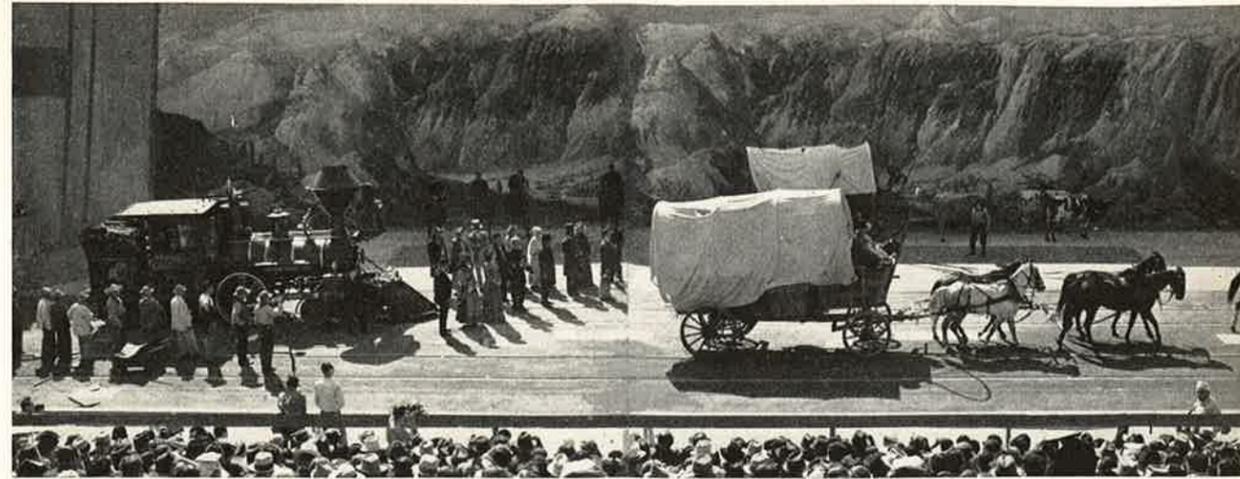
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Thousands Witness "Transportation Progress" Parade



The dominating group of the front elevation includes a high, arched-face entrance vestibule, a ticket concourse or lobby, and a clock tower which rises to a height of 125 ft., surmounted by a Moorish finial. To the left of this main group is a low, two-story office unit, faced by a lower arcade, and beyond this lies an ornamental driveway arch and a continuation of the arcade, which terminates in a low peaked-roof pavilion, about 375 ft. north of the main station entrance.

Immediately to the right, or south, of the main building group is a multiple-arch-faced arcade, known as the South arcade, 83 ft. long and 38 ft. high, which forms an undercover passage or promenade 33 ft. wide, to an attractive restaurant unit of 65-ft. frontage. This latter unit, which is two-stories high and comparable in appearance with the two-story office unit immediately north of the ticket concourse, is, like that unit, flanked along its face by an arcade; the arcade, interrupted only by a roofed-over, two-lane driveway into the rear station grounds, continuing to a terminal pavilion immediately adjacent to Aliso street. Thus, the main facade of the station, with stepped-down roof lines and irregular setbacks and prominences each way from the center mass, extends continuously between Macy and Aliso streets.

On approaching the main entrance to the station, one is not only impressed favorably with the general appearance of the station as a whole, but becomes conscious of the pleasing detailed treatment employed to carry out the Mediterranean theme of architecture, which has been deviated from only an absolutely necessary from the standpoint of practical considerations. The main entrance presents an arched opening, 50 ft. high, bordered with mosaic tile in different shades of blue, gray-green and burnt

sienna, which rises above a reinforced concrete cantilevered marquis, with the words "Union Station" across its projecting edge in bold, outlined letters. Recessed from the arch face are five glazed entrance doors in bronze frames and casements, and rising above the doors is an arched panel of ornamental concretework, glazed with pattern glass.

Passing through the main entrance, one enters a vestibule 50 ft. wide and 80 ft. deep, with a high, arched ceiling and an unobstructed floor area except for a central information booth. From here he can pass three ways through broad openings to the main passenger facilities—the ticket or main concourse, the waiting room and the restaurant.

In the use of the new station, the Pacific Electric does not participate, except in the handling of mail, baggage and express on stub tracks leading into the Station grounds from Aliso Street. Passengers destined to the Station or to our trains board and leave at the South entrance on Aliso Street.

YOUR GYMNASIUM

It is well known that resistance, in some form, is necessary to develop a muscle. The larger the muscle, the more resistance must be used in order to give it adequate exercise for development. And, if we desire to keep a muscle growing, we must keep demanding more from it, that is, keep increasing resistance.

So, it becomes evident that any type of apparatus intended to develop all the important muscles of the body must be capable of a wide range of adjustment, or variation.

One of the most effective of apparatus known combining the above is the adjustable bar bell, (just one of the several types of apparatus available at your gym) as it affords a range of application light enough for a small child or heavy enough to

tax the strength of the strongest man.

As there are many different size muscles in the body, many different size bodies, and with their wide variation in physical characteristics, the need for correct and scientific adjustment of resistance becomes very apparent.

As an example, your instructor uses a range in weights from 7½ lbs. to 240 lbs., besides utilizing full body weight also in several exercises.

More and more people, every day, including many of the medical profession, are now realizing that progressive exercise is the ideal way to build up robust health, unusual strength, and a fine physique. No other type of exercise produces such quick and lasting results.

And, as a game, or sport, "iron men" consider it ideal, as it gives absolutely uniform development, (which is practically impossible in many other games, such as golf, tennis, bowling etc., which are more or less a one handed game) with the free, added "bonus" of unusual strength and health when they have learned the iron game.

Our gymnasium roster is increasing steadily; we now have a father and son team, and you may be sure there is real competition.

April 7th the class attended a weight lifting meet at the Los Angeles Athletic Club, where the contest was very keen in the Olympic lifts. They were rewarded by witnessing some real stars in action, several raising over 100 lbs. more than their own body weight to arms length overhead, while one heavyweight elevated 309 lbs.

Your gym is available at all hours to suit your individual convenience, with instructor present each Monday, Wednesday and Friday evenings, 5 p.m. to 7 p.m.

TWO NEW APPOINTMENTS THIS MONTH

Many of their friends throughout the system will learn with much pleasure of the appointments made effective June 1st by Chief Engineer E. C. Johnson, with the approval of President O. A. Smith, of Alfred dePyffer to be Structural Engineer, succeeding the late M. C. Halsey; and Burleigh F. Manley, for many years with the B. & B. Department to be Supervisor of Bridges and Buildings.



Alfred dePyffer

Mr. dePyffer was born in 1890 in Lucerne, Switzerland, where he attended the grammar and high schools. He studied engineering at the University of Zurich, Switzerland, where he graduated, as Structural Engineer in 1914, one month before the outbreak of the world war.

The Professor of Structural Engineering at the University gave Mr. dePyffer the advice that, in order to gain a wide and varied experience, an engineer, while young, should keep on moving, never staying longer than one year in any one place. This sounded like good advice to him but, with the outbreak of the world war he found himself in the Swiss Army, as First Lieutenant. Late in 1915 his unit was granted a prolonged leave and following his teacher's advice he started out to see what they were doing in other parts of Europe.

Mr. dePyffer first went to the southeastern part of Poland, a highly industrialized section, which has, in the last 100 years, passed from Poland to Austria, then to Germany and finally back to Poland. He built coal separators, coal bunkers and steel mills. Later, in the northern part of Poland and in East Prussia, Mr. dePyffer rebuilt bridges destroyed by the Russians in their retreat from Tannenberg. In 1917 he was called back to arms, but only for six

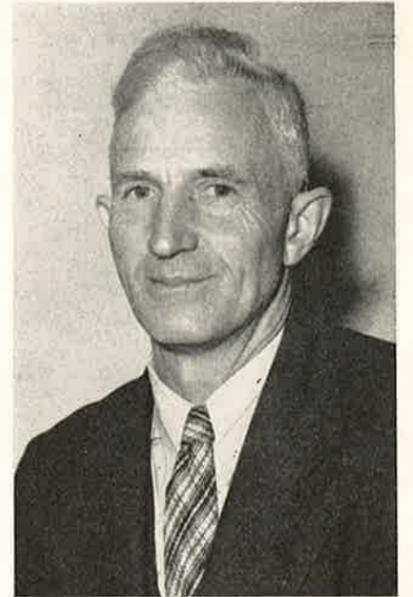
months. At that time the Swiss National Railways were being electrified to reduce the import of coal from Germany. The existing bridges had to be checked and reinforced to carry the much heavier electrical equipment and Mr. dePyffer obtained a leave from army service to join the engineering staff in the Bridge Department of the Swiss National Railways in order to execute this work. The next move took him to Geneva, Switzerland, where he stayed for two years as technical advisor to an Architect. His work here was building factories, hotels and office buildings.

This ended Mr. dePyffer's engineering work in Europe. He wanted to see what they were doing over here in America. He landed in New York en route to British Columbia where, in order to familiarize himself with American methods, he worked first as a chainman, then a rodman and then as an instrument man. In the winter he moved to the office and, for three years, his work was designing dams and irrigation projects and supervising the construction of same. Then, feeling that his practical experience could be broadened, he decided to investigate conditions in the United States.

Our wide awake Chamber of Commerce was the influence which brought Mr. dePyffer to Los Angeles in 1923. He joined the Structural Department of the Pacific Electric as Structural Designer and later on was made Assistant Structural Engineer. He went back to Europe in 1926 and married here in 1928, deciding to make California his permanent home. He traveled extensively in 1937, studying engineering projects in the Scandinavian Countries, the Continent and the Orient. Mr. dePyffer deeply appreciated these extended leaves of absence feeling certain that with his larger knowledge of world wide engineering practices he could better serve the Company. He hopes now to ably fill his new position, feeling confident, as in the past, of the splendid cooperation and congeniality of those with whom he is associated.

BURLEIGH F. MANLEY

Burleigh Frank Manley comes from pioneer California stock of a very sturdy variety, and in the school of hard knocks where no holds were barred he acquired that element of courage and self-reliance that has



brought him to the position he now holds. He has worked at every kind of job that the B. & B. provides, he knows how to do it and do it right, and also how to do it right in the least possible time at the smallest possible cost; and, that counts big these days.

He was born Nov. 9th, 1890 at West Point, Calaveras County, California. Educated in the Public Schools of Calaveras and Amador Counties.

His railroad career began at the age of 16 when he worked as Timekeeper on a railroad construction job at Santa Cruz, Calif.

In September, 1907, Burleigh entered the service of the Los Angeles-Pacific Railway (now a part of the Pacific Electric) as a Timekeeper on the Hill Street tunnel construction work, after which he enlisted in the "Bridge Gang", right down at the bottom of the ladder, climbed the ladder a rung at a time, and is now on the top of that particular department ladder. His successive positions have been carpenter, B&B clerk, foreman, and General Foreman.

Manley is a popular "guy" with almost everyone. He makes strong friends and keeps them. He never "uses" them, but returns good deed for good deed. Those who know him gamble on the worth of his word. He has taken a large interest in all the employe affairs of the company as well as with his fraternity; is a leader in the Sports activities of the employes; and, in his home town has given much of his time to civic affairs of the community.

"How about a little kiss, Gracie?"
"Nope, I have scruples."
"That's okeh; I've been vaccinated."