

NOV.-DEC. 1948
PACIFIC ELECTRIC
Magazine



Season's
Greetings



Season's Greetings

My heartiest good wishes for a Merry Christmas and a Happy New Year to my fellow employes and their families. I trust that each of you will find happiness in the Christmas spirit of peace and good will and carry it with you throughout the coming year, mindful that such spirit is the surest basis for continued happiness.

A special greeting with best wishes to all who are sick or may have illness in your families, and to those who are unable to spend Christmas with your loved ones.



THIS GROUP REALLY LOVES TO SING!

HERE'S SMILING AT YOU!—The PE Glee Club shows its glee in anticipation of the Christmas Party, for which it has been working very hard. Left to right, front row: Maxine Eaton (pianist), Shirley Sands, Kay Irwin, Helen Daiber, Phyllis Henderson, Velma Douce, Nola Nichandros, Mary Galloway. Second row: Maria Abascal, Andrea Palacios, Verda Parkinson, Margaret Lowman, Rhea Metz-

ger, Verna Lee Oldendorph, Alice Karayan. Third row: Alec Hartman, Clifford Clear, Helen Semnacher, Helen Ferguson, Elna Harper, Odessa Carter, Margrete Christensen. Back row: Earle C. Moyer (General Program Director), Charlie Wakefield, John Vanderzee, Charles Wuergler, F. E. Gill, Charlie Ramirez, Charlie English, Harry Shea, Lillian Ryan, Warren Silliman (Director of the Glee Club).

Come to the ANNUAL PE CHRISTMAS PARTY

8:15 a.m., Friday, Dec. 24, PE Auditorium

JOIN THE FUN! Bring your families and friends and come to the Annual PE Christmas Party in the PE Auditorium on Los Angeles St., next to the PE Building. Producer Earle C. Moyer promises an hour and a half of fun and relaxation.

The time: 8:15 on the morning of Christmas Eve, Friday, Dec. 24.

Lend your presence and your voice to the success of this year's community sing, where you'll also hear the PE Glee Club and special instrumental and vocal soloists.

There'll be such well-known headliners on the program as our own Evelyn Baker, soprano; Harry Shea, tenor; and Martha Hiltbrand, accordionist. New stars in the PE firmament will include Helen Ferguson, violinist; and Buddy Noonan, 10-year-old singing accordionist, who has already performed successfully on stage and radio programs. A girls' trio, composed of Lillian Ryan, Kay Irwin,

and Helen Ferguson will also delight you with their close harmonizing of "Santa Claus Is Comin' to Town" and "Winter Wonderland."

Maxine Eaton, Clerk in B&B, will provide some excellent piano accompaniments. She deserves a special vote of thanks for her faithful and effective assistance in rehearsal. Warren Silliman will direct the chorus.

F. M. Sullivan, Technician in charge of the "mikes"; Ken Pomeroy, Stage Manager; and Ed Gelderloos and Charles Ramirez, Stage Decorators, have been exercising their creative imaginations to provide the proper backgrounds and effects. You'll see!

Don't fail to come—if you can—to THE PARTY OF THE YEAR.

The program:
"Deck the Hall"—Glee Club
"Merry Christmas to You"—"Hark! the Herald Angels Sing!"—Audience and Glee Club
"Adeste Fideles"—Harry Shea, tenor

soloist
Christmas Medley—Martha Hiltbrand, accordionist

"Joy to the World"—Glee Club
Reading: "The Gift of the Magi"—Mary Brenner

"Jingle Bells"—Audience and Glee Club

"Ave Maria"—Helen Ferguson, violin soloist

"Silent Night"—Glee Club
"God Rest You Merry, Gentlemen"—Audience and Glee Club

Buddy Noonan, singing accordionist
"O Little Town of Bethlehem"—Glee Club

"Santa Claus Is Comin' to Town"—"Winter Wonderland"—Girls' Trio

"Jesu Bambino"—Evelyn Baker, soprano soloist

"White Christmas"—Audience and Glee Club

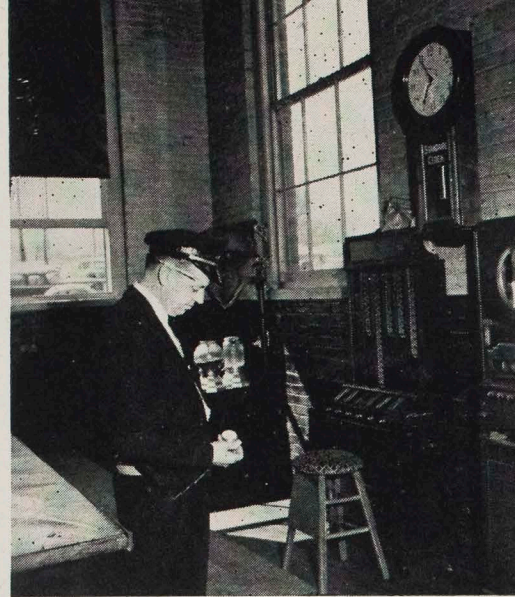
Remarks by President O. A. Smith
"Should Auld Acquaintance Be Forgotten"—Audience and Glee Club

Merry Christmas === Happy New Year!

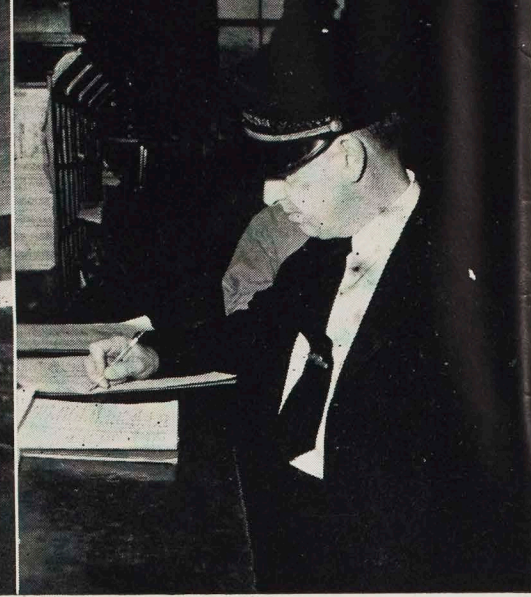
EDITOR'S NOTE

The following pictures, while indicative of typical duties and scenes in a Conductor's day, should not be interpreted as by any means a complete resume. Those not too familiar with a Trainman's daily routine, however, may find plenty of evidence here to show that a Conductor has a great deal more to do than to collect fares. It is hoped that new Trainmen may find helpful hints on how an experienced Conductor operates, and how forethought saves his time.

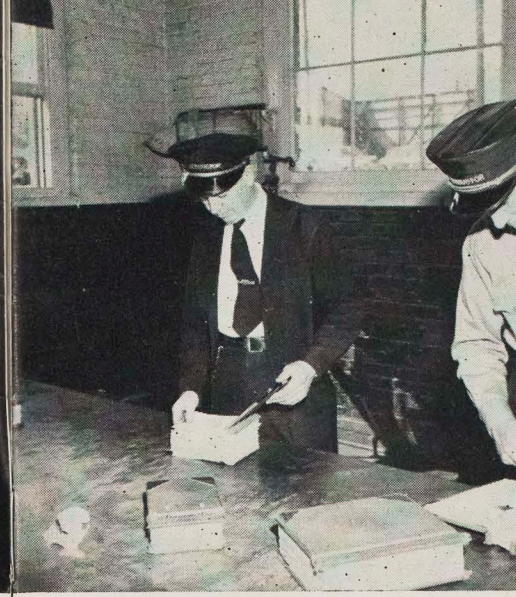
Leonard Scott Dodge has been with PE since 1928. Starting as a Conductor, he qualified as Motorman in 1931, Motor Coach Operator in 1940, Motorman on the PCC cars in 1941, and has instructed many students in the past 20 years.



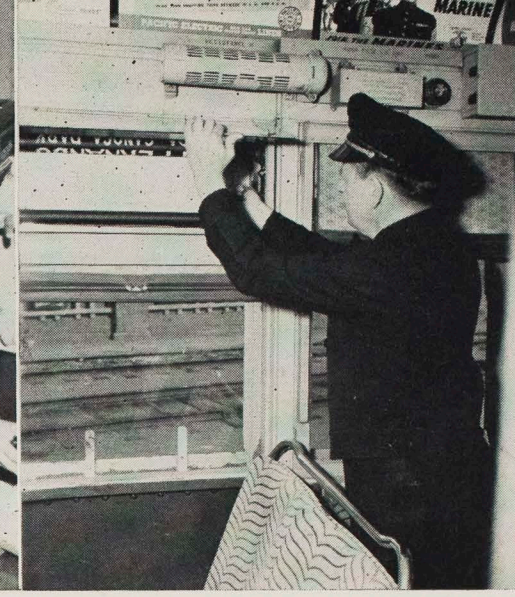
1. Reporting at the Terminal Foreman's office for duty, Conductor Leonard Dodge first checks his watch with the standard clock.



2. He signs the Train Crew Report Sheet, which shows the number of the car he is to get, track number, run number, and line.



3. He reads the Trainmen's Notice Book, to look for new orders that may have come from Gen. Superintendent's office that day.



4. Going to the Car House, he finds his car, No. 708, on Track 6. He prepares it for operation. Here he checks destination signs.



5. He turns seats, checks trolleys, releases hand-brake, puts control handles in place, etc.

A DAY IN THE LIFE OF A PE CONDUCTOR

WE'RE NOT SAYING that *Leonard Dodge*, our model for the accompanying set of pictures, is an "average," or necessarily a "typical" Conductor. Frankly, we don't know what an "average" or "typical" Conductor is. If you speak of an average man, you generally mean a mediocre man, and Conductor Dodge, in our non-technical opinion, is by no means classifiable as mediocre.

We'd say he's a very good Conductor — the kind that PE can well be proud to call an employe. Perhaps he's not the best man on the system, or on the West, or even on the Hollywood Line. We don't know. But superlatives are not important to our story. The point is that any observing person who rides with him over a day's journey can see that he does a good job of selling transportation.

To succeed in any business or profession, a man — or woman — needs certain qualifications that human experience seems fairly well to have defined. The two most important qualifications appear to be teamed — one is not of much value without the other, but both together can pull the load. Given the prerequisites — honesty, sufficient intelligence, a proper amount of self-pride, and adequate physical condition — a man must at once know his job and get along with people.

The reasons we feel Mr. Dodge knows his job are these: First, on the trips we took with him, he always knew what he was going to do next, and the result was smooth and rapid work. There was no lost motion due to forgetting — though he did exclaim once that he'd "almost forgotten" to check the farebox card when he was preparing his car for service. He remembered soon

enough so that, without loss of time, he could have had any possible errors rectified before he left West Hollywood Yard. Secondly, he apparently knew his fares, transfers, and streets so well that thinking about one item didn't seem to keep him from thinking about another at the same time. Thirdly, he made use of his leisure moments to take care of his various reports that would otherwise have had to be done after hours. As a result, he was ready to go home after turning in his time card, and had no need to resist the temptation to make a turn-in of tickets and cash "tomorrow."

Perhaps a thorough knowledge of his job — above and beyond an apparently calm and cheerful temperament — was of material aid in his public relations. At any rate, at no stage of his day's journey was there any evidence of impatience — let alone uncivil language —

toward his passengers. On the contrary, there was plenty of evidence of smiling good will on both sides.

Actually, the only time he raised his voice was to greet an acquaintance, or to call a street — which he did regularly. Even his good humor wasn't noisy or obtrusive. He didn't seem to be given to bellowing wise-cracks or bursting out in loud laughter, either at his own or at another's jokes. His wasn't the obtrusive good nature that some souls regard as an invasion of privacy. It wasn't calculated to draw attention. It seemed to say, "I like my job, I like you people, and I want to help you in every way I can." Every question received a speedy, accurate, and pleasant answer.

So, all in all, we believe Conductor Leonard Dodge must be a very good Conductor. He is so regarded by every other Trainman we've talked to.

6. Being an OK Motorman, as assignment requires, Dodge moves car out toward the main line.

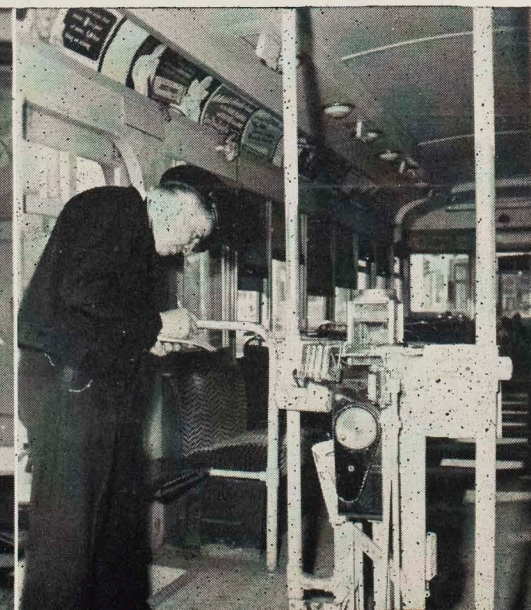
7. He doesn't forget to stop near the head end of the yard, however, and get a "Subway Terminal" dash sign to put on his car.

8. He also doesn't forget to check the farebox card against the fare-box reading. Finding it correct, he signs his name on card.

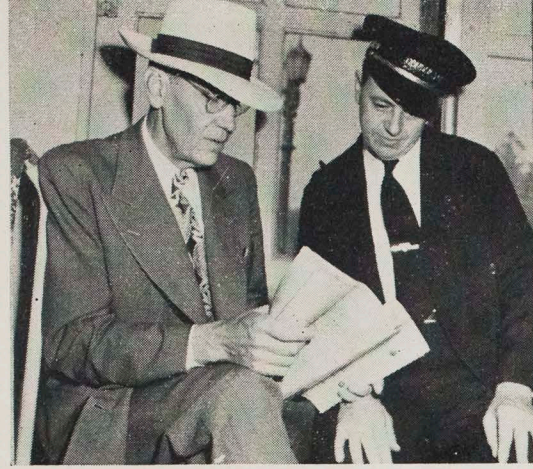
9. Moving on out to the east switch, he waits briefly for Assignment 1206 to come along and tie onto his car, as shown below.

10. Anticipating calls for plenty of transfers at this rush hour, he punches some in advance, while his train starts for town.

11. This pretty young lady, one of first passengers, pays her fare and wants transfer, which is ready.



A Day in the Life of A PE Conductor



12. On return trip from Subway, Supv. L. C. Capps boards train at Vermont Ave., finds it on time (8:34), and friendly talk ensues.



13. Arriving again at West Hollywood at the end of his tripper, Conductor Dodge punches out the fare-box card and signs it again —



14. Closes all windows, performs as many other duties as possible before car has stopped at east switch, in order to avoid delay.



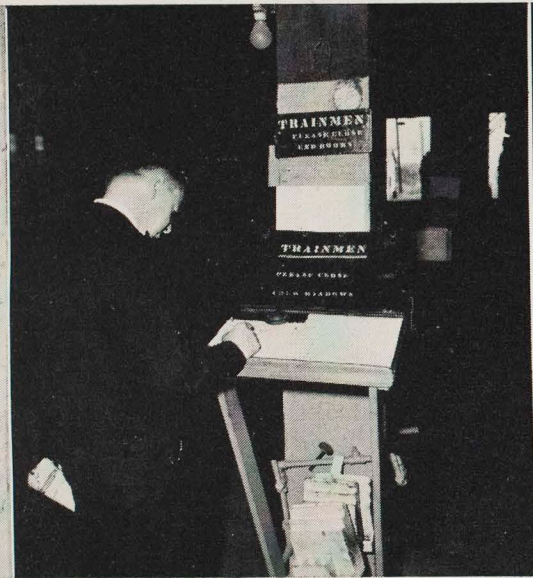
15. At the east switch he uncouples the two cars. Head car moves on, leaving Car 708 just east of the switch, for easy handling.



16. Dodge opens switch, moves his car ahead, closes switch, and takes his car to Car House.



17. Since he's done all he could in advance, all he has to do is tighten hand-brake to tie car down.



18. He signs off in the West Hollywood Car House. Warnings on post about closing car windows, end doors aren't needed by him.



19. Because he found himself a minute or two late in Car House, he signs off again at 9:20 with Term'l Foreman A. B. Marshall.



20. Now having a split till 11:03, he takes time to look for mail in his box, and is then ready to go home for his breakfast.



21. On his way, it is his habit to go to a near-by market each day and take home groceries. Here he is buying vegetables.



22. Then he walks home to 9014 Harratt St. for orange juice, bacon, eggs, and tea with Mrs. Dodge.

23. After a leisurely breakfast, he usually has time for a few minor home duties before going back to work. A well-manicured yard is one indication of free time well spent, and the house, inside and out, is as neat as a pin. He leaves about 10:45 a.m., walks to station.



24. At West Hollywood Station stop, Conductor Dodge waits for Assignment 1263, at 11:03 relieves Conductor Harold Babrov.



25. Having worked on the line 20 years, our hero has acquired many friends. Here's one he has known since she was knee high.



26. He keeps up his paper work during his spare moments. One required duty is to put all canceled transfers in ticket envelopes.



27. This trip is to Beverly Hills at 11:09, and on to the Subway, arriving 12:17 p.m. Passengers file from train in the Subway.



28. On turn-around, Dodge changes front trolley as Motorman changes rear one. Rear man changes others.

A Day in the Life of A PE Conductor



29. Leaving Subway at 12:25, Cond. Dodge punches hatchchecks and collects 10c ones, which are good to LaBrea and Hollywood.



30. For convenience of passengers, one rule is that doors are kept open until signal turns green. Note open door and stop signal.



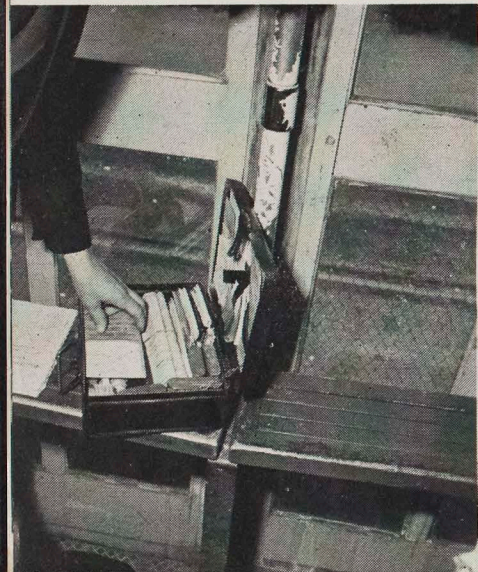
31. "How do I get to the Veterans Hospital?" asks lady. "Transfer to Santa Monica bus at Beverly Hills Station," is the reply.



32. As time permits, Conductor Dodge makes out his trip report, and will have it all ready—thus avoiding delay—by end of day.



33. In Beverly Hills at 1:19, he brings chair and "brownie can" to other end of car, for next trip.



34. Puts full ticket envelope into neat supply box, which has up-to-date time table, tariff rules, etc.



35. Coffee break at Beverly Hills with Mottorman G. H. Shoun. Mrs. Charles Belz, waitress, is wife of an Ocean Park bus driver.

36. Leaving Beverly Hills at 1:33 for the Subway on his next to last trip of the day, Conductor Dodge finds traffic at this time not particularly heavy. He takes great interest in his passengers, however, and is cordial and pleasant to all. In return, it is noticeable that all are cordial and pleasant toward him. He finds that time passes more quickly and enjoyably under such conditions, and friendliness lessens fatigue.



37. Thorough knowledge of fares and transfers speeds the work of handling passengers and gets them seated as fast as they board.



38. Man gets on at Highland and Hollywood and asks how to get to CBS studios. "Get off at Vine; walk two blocks south to Sunset."

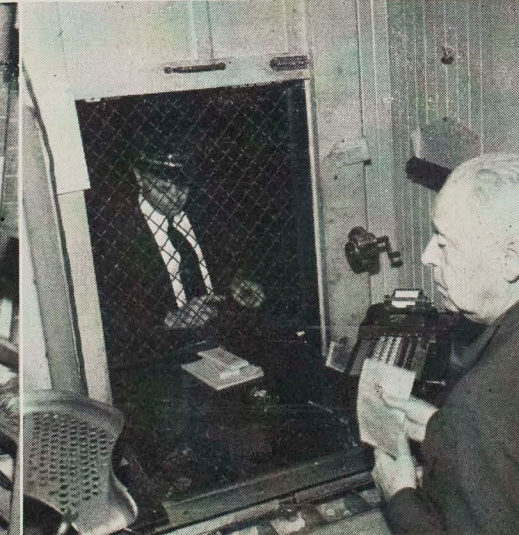


39. On return trip, M. W. Dawson, right, and K. G. Weinmann get on at Gardner for West Hollywood.

40. At West Hollywood, 3:23 p.m., J. R. Thompson (man with lantern), on Assignment 1267, relieves him.

41. Dodge makes turn-in to Receiving Cashier R. J. Bamford, whose mechanical counter makes it unnecessary to roll coins in paper.

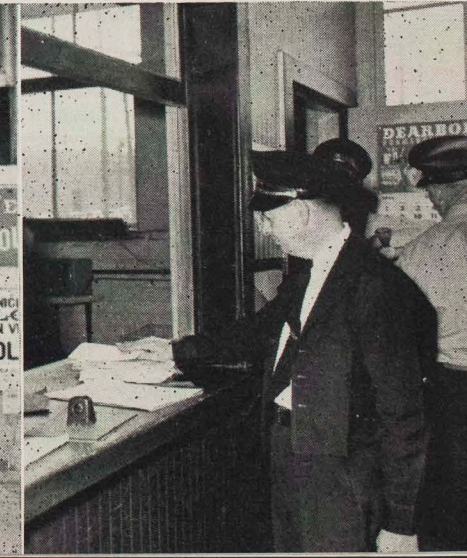
42. After trip report is okayed and receipted by Cashier, Conductor Dodge draws his supplies of transfers to be used next day.



43. Last trip of the day for our Conductor is one leaving West Hollywood at 4:16 p.m. for the Subway and return at 6:03. He gets his car at the Car House at 4:04, leaves at 4:12 for the east switch, and ties on to Assignment 1310 in the same manner he did on his morning tripper. On this trip he encounters peak traffic, and keeps very busy.



44. After cutting his car off at the east switch at 6:03, he stops opposite dash sign rack near Trainmen's Room to put sign away.



45. Last act: turning in time card to Terminal Foreman, 6:13 p.m. Then home to dinner and easy chair.

An Operator Looks at Operators

By Frank C. Parmer

Bus Operator, Conestoga Transportation Co., Lancaster, Penn.

An Address given by Mr. Palmer before a joint session of the Operations and Public Relations Divisions, American Transit Association Annual Convention, Sept. 28, 1948

I WAS ASKED to speak today on how the operators themselves can help to improve relations with the riders. The need for improvement of relations was demonstrated to me as I was being turned in on the various divisions of our company. I was very much impressed by the way some of our drivers were greeted by almost every rider who boarded the bus; then again on the very same divisions other of our drivers were frowned upon, the riders finding fault with them no matter how trivial the fault was. I wondered to myself just what was the matter, as I knew all of our divisions had the same make of bus; drivers had the same uniforms; all divisions had sufficient time to make the scheduled round trip. After taking everything into consideration, the only thing that I found that was of any great difference was the driver himself.

As I liked the transportation business very much I thought I had better find out just what that difference was between drivers if I were to make good on the job. In the personal survey I took at that time, I found numerous ways that a driver can improve relations between himself and the rider, and by putting them in practice in the years I have been with the Company, I found they pay off great dividends for the rider, as well as the driver and his company.

PERSONAL APPEARANCE COUNTS

The first thing I noticed was the personal appearance of the driver counts very much in improving relations with the rider. Things like "Does he have a clean and pressed uniform? Are his shoes shined? Is he clean shaven? Did he have a good night's rest?" The public watches all this very closely. Just try missing a shave once and you will find the riders saying, "What time did you get in last night? Did you get up in a hurry this morning?" and many other casual remarks. They mean it in fun, but it shows that they do notice it, and a driver who continues such a practice finds after a while his popularity is on the downgrade as far as the rider is concerned.

CORRECT OPERATION PREFERRED

Another thing that improves relations with the rider is the manner with which a driver handles his bus. By making smooth stops and starts, not only do the people consider you a good driver, but it helps the driver maintain a schedule. With a good stop, the people will get up and stand at the door, ready to get off the moment the bus stops, but just make some bad stops and you will find the people staying seated until the bus stops. Then, only after the bus stops, do they get up to leave the bus; and

any driver knows just how much time can really be lost in this manner. The riders also watch to see if a driver makes stops at stop signs, gives pedestrians the right of way, obeys traffic signals, and many other things that pertain to the courtesy of the road. The best thing for a driver to remember, in this respect, is there is always a rider watching him and if he is alert and cautious, he will make a friend and a repeat rider. However, if he is careless and indifferent to the traffic and operates in a careless manner, he will stand a good chance of losing a rider.

Rail oddities

TO STOP A TRAIN RUNNING AT 60 MILES AN HOUR REQUIRES ENOUGH POWER TO LIFT THE TRAIN VERTICALLY TO A HEIGHT OF 120 FEET.

AN UNUSUAL INSECT OF SOUTH AMERICA IS CALLED THE "RAILROAD WORM". LIKE A TRAIN AT NIGHT, IT HAS A ROW OF YELLOW LIGHTS ALONG ITS SIDES AND A RED LIGHT AT ONE END.

ON THE BASIS OF THE 1947 RECORD, ONE COULD TRAVEL IN SAFETY 1,350,000,000 MILES—430,600 TIMES ACROSS THE CONTINENT—WITHOUT FATALITY IN A DERAILMENT, COLLISION OR OTHER TRAIN ACCIDENT.

ASSOCIATION OF AMERICAN RAILROADS 248

RIDERS LIKE COURTESY

We just talked of courtesy of the road; now comes one of the most important things that an operator can do to help improve relations with the rider, and that is courtesy to the rider himself. A rider is the most important person in our business, and we must remember that we are not doing him a favor by serving him, but rather, he is doing us a favor by giving us the opportunity to serve him. It is our job to handle him and his requirements so pleasantly and so helpfully that he will ride with us again and again. There are many ways of showing courtesy to the rider, from the time he enters the bus until he leaves it, and one great thing about courtesy is that it costs nothing and pays off great dividends.

This reminds me of a story a driver once told me. He had read in the newspaper that a wealthy woman willed a large sum of money to a bus driver for his courtesy and service whenever she rode his bus. So this driver thought if he tried that, somebody might will him some money. Now he likes being courteous so much, and it has made him so many friends, that he forgot all about the money end of it.

Any driver will find that by greeting a rider with a ready smile, and bidding him the time of day, he will make friends immediately with the rider, and this tends to set up a front for the many other courtesies he can perform.

11 WAYS TO INDUCE GOOD WILL

There are 11 ways to improve relations with the rider that I feel are important.

First—Wait for any rider who might be running for the bus, no matter how late you may be in your schedule.

Second—When a crippled person, elderly person, or a lady with a baby gets on the bus, wait until they are seated before starting.

Third—When a rider gets on with a heavy package or basket, don't be afraid to pull on the emergency brake, get up, and offer him a helping hand.

Fourth—When a rider asks a driver a question, answer it to the best of your knowledge and with a smile. If you don't know the answer direct the rider to a person or place where he can get the answer.

Fifth—When a rider gets on and starts complaining about the company or the bus service, or anything for that matter, the best thing to remember is what old Ben Franklin said, "A pair of good ears will drain dry a hundred tongues!" Just let the rider talk himself out, even agree

(Continued on page 12, col. 3)

The Public Appreciates

MOTOR TRANSIT DISTRICT

Sam Adams, Operator, for courtesy and efficiency.

J. A. Bradley, Operator, for being "one of the finest and most competent bus drivers" one passenger had ever ridden with.

LeRoy R. Cox, Operator, for courtesy and efficiency.

R. D. Fitch, Operator, whose alertness enabled him to prevent a possible serious collision with an automobile.

J. L. Gilmore, Operator, for courtesy and efficiency.

Frank Glover, Operator, for courtesy and efficiency.

M. H. Klawiter, Operator, for his courtesy and good nature in waiting for a lady to find her missing ticket when she left his bus.

B. C. Lamb, Operator, for courtesy and efficiency.

C. C. Paden, Operator, "one of the most perfect gentlemen" a certain passenger had ever ridden with.

Frank Runa, Operator, for courtesy and efficiency.

O. V. Selig, Operator, believed by one rider, who has traveled on lines all over the U. S., to be the most consistently courteous driver this passenger has ever ridden with.

Ernest Wheeler, Operator, for courtesy and efficiency.

NORTHERN DISTRICT

J. C. Curtiss, Conductor, whose kindness and consideration toward a blind woman was noticed by another passenger. Mr. Curtiss, noting the blind woman's anxiety about reaching her destination, offered to walk with her to her destination near the end of the line.

L. I. Dennison, Operator, "an exceptionally fine gentleman—pleasant, courteous, wide awake, and a good driver."

J. P. Ferrier, Motorman, for his smooth stops and starts, and his courtesy in answering questions.

C. A. Johnson, Operator, whose alertness prevented an accident when two children stepped from the sidewalk into the path of the bus.

SOUTHERN DISTRICT

L. V. Adie, Conductor, for unusual courtesy to a Los Angeles Transit Lines trolley coach operator.

L. E. Englehardt, Conductor, whose courtesy under abuse from a passenger whom he requested not to smoke in the non-smoking section was noticed by another passenger.

J. E. Harper, Conductor, praised as always extremely courteous and worthy of a real commendation.

U. L. Smith, Operator, for his courtesy and efficiency, especially in handling elderly people and cripples.

WESTERN DISTRICT

L. M. Bowman, Conductor, for his helpfulness and consideration in aiding a lady to find her purse. He called the North Hollywood Switchtender and waited for an answering call after the Switchtender had investigated.

N. J. Dionne, Conductor, said by an experienced traveler to be "the most courteous and efficient conductor that I have had the pleasure to observe . . . keen attention to detail . . . fast in making change, issuing transfers, and giving correct information pleasantly . . . He announces every car stop in advance . . . pleasantly."

George W. Foltz, Operator, for his efficiency, and especially his courtesy to all passengers.

M. Goyack, Conductor, who went out of his way to assist two women and a small child.

C. H. Jones, Operator, "a very excellent driver," and "always very courteous and accommodating to all passengers."

George H. Keep, Conductor, for his efforts in recovering and returning a purse lost by a woman on his car. He refused to accept any reward.

R. F. Lamb, Operator, observed to be outstandingly courteous and pleasant in dealing with passengers.

William O'Hern, Conductor, for his helpful manner in giving information to an elderly woman.

H. L. Raney, Motorman, for his smooth operation, as well as on-time performance.

George W. Reed, Operator, for his tact in handling an intoxicated woman passenger.

William G. Shafer, Operator, for his considerate and good-natured help in returning a pass to the son of Mrs. Alma L. Potter of Pay Roll Accounts. "I work for the company also," says Mrs. Potter, "and I am very proud to acknowledge that my fellow-workers could be such swell persons."

Jack H. Stanford, Conductor, for his helpful information given to a visitor in the city.

Harold A. Wilks, Conductor, whose courtesy in helping two elderly blind couples to alight from his car was observed by another passenger.

C. E. Yapple, Motorman, for unusual courtesy to a Los Angeles Transit Lines operator.

23 Towns Acknowledge \$5,000 from MECCA

ACKNOWLEDGING receipt of MECCA contributions for the current Community Chest campaign throughout Southern California cities in which PE employes live, 23 letters from various Community Chest officials had been received up to the time of going to press.

Largest single MECCA check was for \$4,710, made out to the Community Chest of the Los Angeles area for distribution to the other Chests of Los Angeles County. This was acknowledged with thanks.

Other acknowledgments have been received from Redondo Beach, El Monte, Temple City, Duarte, Fullerton, Santa Ana, Azusa, San Marino, Artesia, San Dimas, Burbank, Arcadia, La Verne, Covina, Hermosa Beach, La Canada, Long Beach, El Segundo, Alhambra, Glendale, Monrovia, and Bellflower.

1/4% Increase In RR Retirement Tax In January

EFFECTIVE JAN. 1, the present 5 3/4% deduction from wages will be increased to 6%, under the provisions of the Railroad Retirement Tax Act. As it does now, the deduction applies only to the first \$300 or less of monthly wages. What you receive in excess of \$300 a month is not taxed. Maximum deduction, now \$17.25, will be \$18.00.

The company contributes the same amount as employes, under the terms of the Act.

The increase of 1/4% will be deducted from the check you receive for the first period in January, 1949.

An Operator Looks at Operators

(Continued from page 11)

with him if necessary, and the next day you will find he has forgotten all about the complaints he was making the day before and may even be praising the very things today that he was running down yesterday.

Sixth—If a driver has done a wrong, for instance, running ahead of schedule, and the rider put it up to the driver, the driver shouldn't deny it, but admit it, if he was wrong. He will be more thought of by the rider. Then when a major issue comes up sometime, and the driver says he didn't do it, the rider will think, "Well, he admitted before when he was wrong; he must be telling the truth now."

Seventh—Always maintain the schedule that is set up. Never be ahead or behind time, so that the rider can really depend on the bus being at the place where it is supposed to be, at the time it is supposed to be there. If the driver finds the schedule is too fast or too slow, he should discuss it with the company officials so that they can decide on a schedule that is proper and fitting to that particular division.

Eighth—Know your rider! Where he works, his family, his hobbies, his pastimes. Take an interest in him and the things he does.

Ninth—If a rider gives a driver a dollar, or any amount for change, first let the driver give the rider the exact money he is to put in the fare box. Then let the rider put this money into the fare box. Then give the rider the remainder of his change. This not only prevents the rider from fumbling to get the exact change from the assorted coins returned, but it helps the driver to load his bus faster.

Tenth—If a rider has done something wrong, like giving a bad transfer, not dropping the right amount of money into the fare box, or something to that effect, don't yell back through the bus at him. Rather, go back to him, or call him aside politely, and explain to him in a quiet, mannerly tone of voice what he has done wrong and explain why it is wrong. This way, nobody is embarrassed and it brings up the old saying, "To err is human; to forgive, divine."

Eleventh—Last, but not least, never complain to a rider, or anybody for that matter, about the company, its rulings, the employes, the employes, or anything pertaining to the company, as that not only gives the rider a bad opinion of the company,

but of yourself as well, because you are part of that company.

USE GOLDEN RULE

These ways I mentioned, and many more I could mention, all improve relations with the riders, but total them all up and they just mean the golden rule, "Do unto others as you would have them do unto you."

I say this, and it has always held true for me, that if a driver goes fifty per cent of the way toward cooperation with the public, the public will respond with the other fifty per cent. This means one hundred per cent cooperation for relations between the driver and the rider.

Air Line Evolution Told in Daily News

HOW the Santa Monica Air Line finally evolved from a half-built rail line from Santa Monica to Independence was the theme of a half-page story by Lee Goodman in the Los Angeles Daily News for Nov. 30. It was illustrated by an old 1875 woodcut of the Santa Monica Depot with the antique train that ran between Santa Monica and Los Angeles in those days on the partly completed line. A picture of Sen. John P. Jones, the builder, completed the newspaper layout.

According to Mr. Goodman, Senator Jones wanted to build his line between Santa Monica and Independence (a silver mining center) via Los Angeles, San Bernardino, and Cajon Pass. Phineas Banning had already completed a rail line from Santa Monica to Wilmington. But depression broke out in 1875 after Jones's line was completed to Los Angeles, and the "execrable" service produced little revenue. Hence, the line was never finished.

It was acquired in 1878 by the Southern Pacific and later taken over by the Los Angeles Pacific Co., which, says Goodman, "converted it from steam to electricity and in a wild flight of fancy named it 'The Santa Monica Air Line.'" It came to PE through the 1911 merger.

And now, adds the Daily News writer, PE finds the patronage "painfully anemic" with 40 passengers a day.—An interesting and well-told tale, Mr. Goodman!

It's a matter of record, of course, that PE has asked the City and State Public Utility Authorities for permission to discontinue the single daily round trip for passengers for economic reasons.

Railroad operating costs since 1939 have increased 97 per cent, but the level of freight rates has gone up only 44 per cent.



NEW WEED-KILLING EQUIPMENT, the Hykil T-80 Sprayer, developed by the W. T. Cox Co. of Santa Ana, was given a trial run Nov. 22-23 on the Stanton-Los Alamitos and the Stanton-Huntington Beach lines. Ball joints on the spray pipe enable the equipment to pass line poles. Heart of the machine, which may be installed with relative ease on a flat car, is a gasoline-driven pump which emulsifies and pressurizes oil and water. Gauges indicate the exact amount of oil and water used on a run. Use of several valves makes it possible to shut off sections of the spray pipe at will. Witnessing the demonstration for PE were H. J. Culp, Paving Foreman, and L. J. Bush, Roadmaster. Train Crew included I. C. Colt, Engineer; G. K. Herbold, Conductor; C. E. Saylor and J. R. Norte, Brakemen; and F. P. Fitzpatrick, Trolleyman. Left to right in picture are W. T. Cox, Mr. Herbold, Edwin Cox (who operated the sprayer), Mr. Culp (hat only shows), Mr. Bush, and Thomas M. Cox.

"Wait for Mommie!" — So Dowding Does

By Lonnie Campbell

"Wait for Mommie!"

Motorman H. S. ("Red") Dowding has discovered a new high in how mother can get her lipstick on straight and still catch the 7:50 into town.

According to the patron who reported the incident, the inbound 7:50 a.m. Sierra Madre train had made a passenger stop in the vicinity of Huntington Drive and San Pasqual on Nov. 30, and was just about ready to proceed when a small boy was observed running toward the car as fast as his pudgy legs could carry him. Red, being a gentleman of the old school, held the train for a few seconds until the youngster arrived. The boy climbed to the bottom step of the car and then called to the Motorman.

"Wait for my Mommie!"

Red replied, "Where is your mother?"

"She'll be here in a minute," the youngster answered.

So the train stood for a matter of two or three minutes while the passengers began to squirm, and even Red was finding it difficult to maintain his equilibrium. Then from an apartment house approximately a block away a woman emerged at a trot. When she arrived at the steps of the car she said, "All right, Sonny, you may go back to the house. Thanks for holding the car for Mommie."

And the train proceeded on its way.

Motorman Dowding was commended for his patience and courtesy in this connection, and the passengers were so amused over the incident that they forgot to gripe about the delay. Anyway, the train arrived in Los Angeles on time.

While it is not advocated that Motormen make a practice of waiting two or three minutes for passengers who are not able to dress on schedule, the incident does illustrate that good judgment can be exercised in the interests of good public relations without detriment to the service.

Join the MARCH OF DIMES

1949 **FIGHT INFANTILE PARALYSIS** 1949

JANUARY 14-31

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| 30 | 31 | | | | | |

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS

Community Chest of Los Angeles Area

729 SOUTH FIGUEROA STREET • LOS ANGELES 14, CALIFORNIA MICHIGAN 8821

November 12, 1948

Mr. Fred L. McCulley, Chairman
Management-Employees Charity Chest - Association
Room 882, Pacific Electric Building
610 S. Main St.
Los Angeles 14, California

Dear Mr. McCulley:

This is to acknowledge receipt of the check from your Association in the amount of \$4,710, and to advise you that distribution to the other Community Chests in Los Angeles County is now in process. We thank you for this subscription.

We are asking each of the recipient Chests to make acknowledgment directly to you for your files.

Yours very truly,
V. F. Bedwell
V. F. Bedwell,
Controller.

VFB:jk

Everybody Benefits... Everybody Gives



GENERAL VIEW of North Brand project as of about Dec. 1

NORTH BRAND BLVD. IN GLENDALE SINGLE-TRACKED

Extensive Alterations Under Way Near Arden Junction, Glendale

STREET IMPROVEMENT WORK on North Brand Blvd., Glendale, begun Nov. 8, has progressed rapidly as the result of the cooperative efforts of Glendale City and PE officials.

North Brand between Arden Junction and Mountain St. has been single-tracked and the center poles removed.

Trolley wires have been suspended from new ornamental light poles. The street is being paved from curb to curb. Restroom facilities at the end of the line at Mountain will be removed from the surface and special underground facilities provided at this point.

To speed the work, part of Brand Blvd. was closed to traffic and shuttle busses were employed in place of rail service while tracks were being removed and relaid.

The construction of car storage

tracks on property along Glenoaks Blvd. between Central and Pacific Aves. was finished in the latter part of October. Glenoaks Blvd. is being widened and a new curb and gutter installed, 10 feet behind which an eight-foot-high ornamental concrete wall 1600 feet long is being constructed between Central and Pacific Aves., to screen car storage facilities. Shrubbery, trees, and a sprinkling system are to be installed in the 10-foot strip between the curb and the wall.

LEFT, Bonders and Welders at work on North Brand project. RIGHT, and Alexander Paul (right), Foreman of Section No. 7. Section men laid the new track in record time, as all rail traffic was stopped.



IT PAYS TO FIGHT

Everybody loves a fighter. For that reason, the popularity of Harry S. Truman is running pretty high at this time. All the pollsters, all the misled, have had their say: President Truman was the man who wouldn't be licked! Mr. Truman was apparently the only candidate who really took the opinion polls to heart. While the general public was being lulled to sleep by everybody's opinion as to the outcome of the election, Candidate Truman got in there and fought.

The result was that Mr. Truman got voters enough to come to his aid — enough to win. Nor will this experience be the death of the pollsters. They were probably correct in their reported findings. Their samplings were calculated on the basis of some 90 million eligible voters. But only about 47 million (little more than half) of these eligible voters went to the polls to vote. And not a few of these were fighting — for Mr. Truman.

AN AMERICAN IDEA

Preferences for candidates in the voting on November 2 were not the same as reported by the poll takers before election. What happened? My guess is this: a larger percentage of those who favored a fighting man went out to vote than was the case with those favoring the non-fighter, who thought he would be elected anyhow. In other words, the opinion polls were interpreted by each candidate — by Mr. Truman in a way that helped elect Mr. Truman and by Mr. Dewey in a way that defeated Mr. Dewey.

The important thing is that the fighting man won. This is an old American principle. The man who works the hardest, who never-says-die, is favored in the struggle for success. Our nation has been built by heroes, sung and unsung, who lived by that rule. May I submit that in these critical times, it will not be possible for America to keep her traditional place as the most favored of lands, unless Americans are willing to take up the fight.

FIGHT OR DIE

Why has America more national income than any other six nations you can name? Why do more American youth have a chance to go to high school and college than go in all the rest of the world put together? Why

do American workers have the highest wages in all the world? Here are some of the reasons: we have the right to own property, to operate our own businesses and compete with each other, to invest capital in industrial tools.

Moreover, we Americans can work at the job we like, wherever we like, with equal justice for all. If we keep these liberties, preserve constitutional government, and maintain freedom of individual opportunity, it will be possible for us to double our wages and standards of living, as we did during the last generation. If we turn to government management and thus kill our incentives, we can expect wages and living standards to go down 50 per cent below the present level.

STAKES ARE HIGH

World trends are toward government management, with low standards of living. Step by step America is being pushed in that direction. A few more steps, and we may find ourselves under such pressure that we cannot avoid socialism, and the communism that follows it. Our people must understand these facts. More important, we must be active in preserving the fundamentals of our American way of life.

Our fathers gladly fought for freedom. They pledged fortune and honor to its preservation. The price is still "eternal vigilance." Are we willing to fight valiantly by every means: platform, radio, press, screen, and conversation — to preserve America's

Passing of Old "Fitz," 42 Years a Substation Operator, Mourned

CHARLES L. FITZGERALD, retired Substation Operator, died at St. Vincent's Hospital Sunday, Nov. 28. Funeral services were held at Dunway Funeral Parlor at 10:00 a.m. the following Thursday, and burial was at Inglewood Cemetery.

"Fitz," as he was affectionately called, had been in frail health for some years, even before his retirement on June 15, 1945. But his health didn't keep him from vigorously pursuing his hobby of raising miniature roses on his place at 536 Acacia St., Hawthorne.

His substation experience dated back to 1903, when he joined the company, and he was at Valley Junction from 1910 until he retired. He was known as a careful and watchful Operator, who would anticipate possible troubles with his substation equipment before they occurred, and make necessary corrections. Fitz was also something of a philosopher, and loved his fellow humans.

Mr. Fitzgerald is survived by his wife and two sons, to whom all employees extend their sympathy.

freedoms? If so, we can keep our freedoms. Otherwise, they will pass away, as from Greece and Rome. It takes a valiant heart. Those who win are those who fight.

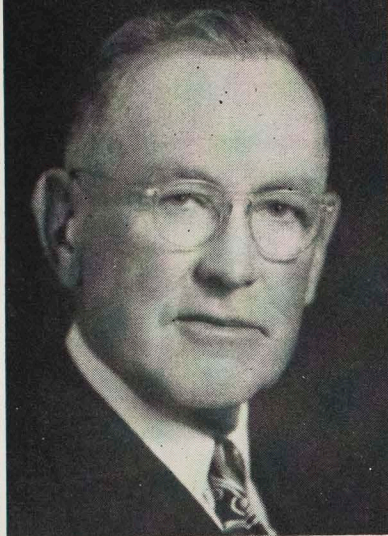
Retirements

VERY BEST WISHES for many more years of peaceful, happy living to the following employes, who retired, according to the Treasurer's office, during the months of October and November. May their years of loyal service bring their just rewards, and may their memories of PE be always pleasant ones.

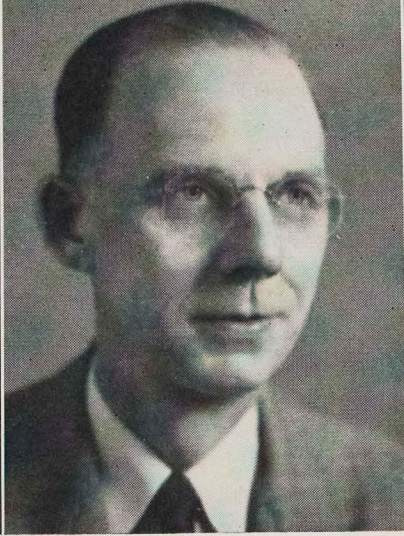
| NAME | Occupation | Department | Years of Service |
|------------------------|-----------------|----------------|------------------|
| Scott Braley | Section Foreman | Engineering | 25 |
| Samuel R. Brame | Messenger | Transportation | 4 |
| Frank D. Buckland | Signalman | Engineering | 28 |
| John P. Coy | Brakeman, North | Transportation | 29 |
| Harold E. Draper | Motorman, North | Transportation | 27 |
| Michael J. Duffy | Section Foreman | Engineering | 30 |
| Thomas W. Edwards | Carpenter | Mechanical | 3 |
| Charles G. Gonzalez | Signalman | Engineering | 37 |
| Clarence C. Harrington | Lineman | Engineering | 16 |
| Paul F. Hassler | Carpenter | Mechanical | 13 |
| Jesus O. Jimenez | Laborer | Engineering | 23 |
| Hiram L. Marshall | Motorman, South | Transportation | 25 |
| Jacob H. Osterhoudt | Motorman, South | Transportation | 27 |
| Jose T. Sanchez | Laborer | Engineering | 6 |
| Erle E. Switzer | Engineer, South | Transportation | 22 |
| Jos. T. Wilkinson | Motorman, North | Transportation | 29 |



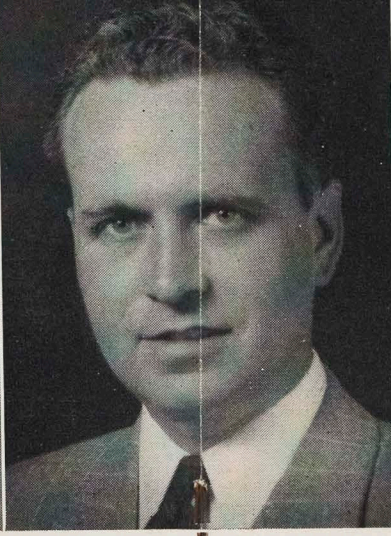
GEORGE F. SQUIRES
Vice President
Pacific Electric Railway Co.



CARLE H. BELT
General Superintendent
Freight Service



RUSSELL MOEBIUS
Superintendent
Rail Passenger Service



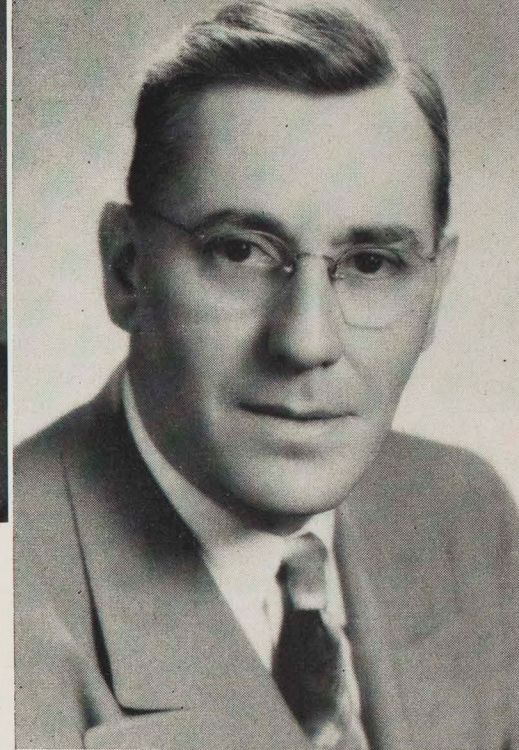
DONALD R. LEWIS
Engineering Assistant in charge of
Research and Schedule Bureaus



JOHN D. PUFFER
Superintendent
Motor Coach Services



FRED C. PATTON
General Superintendent
Passenger Service



T. L. WAGENBACH
General Manager
Pacific Electric Railway Co.

Executive Reorganization Follows Appointment of Squires, Vice President; Wagenbach, General Manager

THE APPOINTMENT of Assistant to President **George F. Squires** as Vice President, and the appointment of General Superintendent **T. L. Wagenbach** as General Manager, are outstanding on a list of important executive promotions which became effective Nov. 1.

GEORGE F. SQUIRES

Mr. Squires brings to his new position as Vice President 40 years of varied railroad experience which began in 1908 with the Los Angeles Pacific Company, predecessor of Pacific Electric. He filled various assignments in the Operating and Traffic Departments until 1922, when he was made Assistant Freight Traffic Manager. Then followed his appointment in 1928 as General Manager of the Harbor Belt Line, Railroad, his return to Pacific Electric in 1933 as General Superintendent, and his appointment in 1946 as Assistant to the President.

T. L. WAGENBACH

As General Manager, **T. L. Wagenbach** will have charge of the Transportation, Engineering, and Mechanical Departments. He has been with the Pacific Electric 23 years, prior to which he spent 15 years with the Southern Pacific. His positions with Pacific Electric have included those of Office Manager in the Engineering Department, Assistant Superintendent, Superintendent of Freight and Car Service, Assistant to General Superintendent, Assistant General Superintendent, and General Superinten-

dent, the latter being his present assignment.

OTHER APPOINTMENTS

Other appointments concurrently effective were the promotions of Assistant General Superintendent **C. H. Belt** to General Superintendent of Freight Service; Los Angeles Motor Coach Lines Manager **Fred C. Patton** to General Superintendent of Passenger Service; Trainmaster **Russell Moebius** to Superintendent of Rail Passenger Service; and Chief Supervisor **John D. Puffer** to Superintendent of Motor Coach Service. **D. R. Lewis**, Engineer Assistant, has become Engineer Assistant to President, in charge of the Research and Schedule Bureaus.

CARLE H. BELT

Colonel Belt's record of service is well known. Beginning as Conductor in 1903, he rose through the positions of Dispatcher, Trainmaster, and Assistant Superintendent, holding the latter position from 1913 to 1937, when he was made Superintendent of Rail Operations. He held this last position until he went into military service in 1941. Retiring from the Army as Colonel in 1943, he returned to PE as Superintendent of Instruction and Safety, and was made Assistant General Superintendent in August, 1946.

FRED C. PATTON

Although **Fred C. Patton**, now General Superintendent of Passenger Service, comes to us from a position as Manager of the Los Angeles Motor

Coach Lines, he is by no means an "outsider" coming in. In March, 1918, after 10 years previous railroad and steamship service with other companies, he became Agent at the shipyard office maintained by PE during World War I at San Pedro. From there he came to Sixth and Main as

Ticket Clerk and later became successively Ticket Agent in the Ticket Office and Traveling Passenger Agent.

It was in 1923 that Mr. Patton went to the Los Angeles Motor Coach Lines as Assistant Manager, holding that position until 1936, when he became Manager. During his LAMC

days he became well known for his safety work, especially for fostering the development of new techniques for testing driver ability. He is now Vice President of the Fleet Division, Greater Los Angeles Chapter National Safety Council.

RUSSELL MOEBIUS

The new Superintendent of Passenger Rail Service, **Russell Moebius**, began his PE work as Car Clerk and Relief Agent in September, 1920, and served as Agent at Beverly Hills from 1922 to 1943. For six months, beginning in January, 1943, he was Assistant Supervisor of Box Motor Service, and then for the next 1½ years served as Supervisor on the Western District. When Trainmaster **James E. Douglass** fell ill, Mr. Moebius acted as Trainmaster and, upon the retirement of his chief in February, 1947, succeeded him as Trainmaster.

JOHN D. PUFFER

The rise of **John D. Puffer**, new Superintendent of Motor Coach Operations, has been rapid. Beginning in 1934 as Motor Operator, he transferred to a position as Ticket Clerk two years later, and in 1941 was made Service Director. In 1943 he was appointed Supervisor on the Motor Transit District, and by April, 1948, had become Chief Supervisor on that District. His present position gives him jurisdiction over motor coach operations on the entire system.

DONALD R. LEWIS

Donald R. Lewis, Engineer Assistant to President, now assumes super-

vision of the Schedule Bureau in addition to supervision over the Research Bureau, the latter a responsibility given him last March. A graduate of Whittier College in 1935, he immediately entered PE service as Chairman in the Field Engineering Bureau, where he held various positions, the last of which was as Junior Engineer in 1939. During this time he pursued civil engineering studies at night at the University of Southern California. From April, 1939, to October, 1942, he was Assistant Chief Clerk in the Executive Department. He was promoted from this assignment to Engineer Assistant, Executive Department, in 1942.

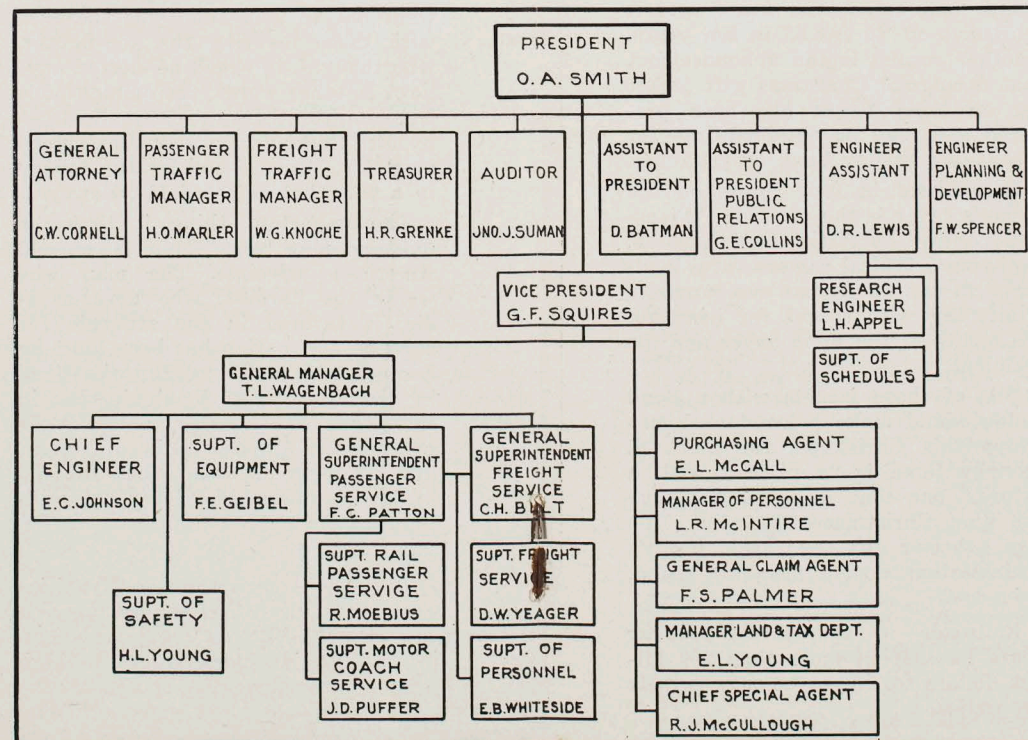
OTHER PROMOTIONS

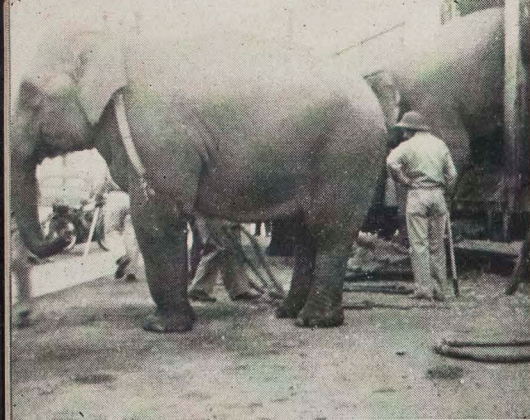
A number of other changes have followed the executive reorganization. **Harry L. Young**, whose jurisdiction as Superintendent of Instruction and Safety included only the Transportation Department, has transferred to the General Manager's office, 617 PE Building, and his authority on matters of safety has been broadened to include the Transportation, Mechanical, and Engineering Departments.

J. Whitley Casey, Office Manager, Transportation Department, has become Office Manager in the General Manager's Office; and **Lonnie Campbell**, Chief Clerk, Transportation Department, has succeeded to Mr. Casey's former position.

Robert W. Forcier, Staff Engineer, has been transferred from the Transportation Department to the General Manager's office.

PE ORGANIZATION CHART





NOW WE'VE SEEN EVERYTHING!—Elephants — and not pink ones — at Hollywood Freight Station. These jumbos of Clyde Beatty Circus were unloaded from special freight cars at the Station Nov. 24, and led the stars in the opening of Santa Claus Lane. Eight elephants and two camels disembarked. Picture by Mildred Brown, with Bette Harper and Ruth Fisher holding the birdie. Wonder if that's Agent A. R. Stevan or Asst. Agent Ira Fennell gently petting Jumbo's cute nose?

AGENCIES ROUND-UP

By Don Hileman

TORRANCE STATION won the plaque for being first in good house-keeping during the second period of 1948.

Agents are all looking forward to meeting their new General Superintendent, C. H. Belt, who has promised

to visit the stations as soon as possible to get acquainted.

Bill Cunningham, Agent, Azusa, and President, Agents' Association, now has the contract out to have a pipe line from the Acme Beer plant to his desk in the office completed by Christmas, we hear.

Jim Crow, Agent, Compton, recently returned from a trip to Kansas, and said he had a great time on the farm. We'll bet that convertible helped make the trip pleasant and smooth. R. H. McLaughlin was Agent at Compton for Jim's vacation period.

Ted Shafer, Agent, Fontana, has been seen sporting a new Buick lately.

Off on a two-weeks vacation have been Mel Soper, Agent, Garden Grove; T. R. ("Bud") Bartlett, Agent, Ocean Park; and C. L. Heflin, Agent, Redlands. R. A. Cooper, Agent, Alhambra, took a leave of absence for a month.

H. A. Studebaker, Agent, Watson, was to go on vacation Dec. 16.

DON HILEMAN, Agent, Wilmington Ticket Office, begins a new Agents' column with this issue and is hereby officially welcomed to the editorial staff. Now in his second year as Secretary for the Agents' Association, Don began his PE career as a Trucker in the L.A. Freight Shed in 1940 for six months, went to West Hollywood as Janitor for four

months, and then hit the extra board as Relief Clerk. Since then he has seen service at numerous stations, in several, and increasingly more responsible, capacities, with three years' time out for Coast Guard service, 1942-45. He married a Compton girl, DOROTHY MINAHAN, in 1942, and they have three children: PATRICK, 6; MARGARET ANN, 3; and JIMMIE, 1½. They live in Compton, where Don is buying his home and practicing his hobby of gardening. Don is also a charter member of the PE Speakers Forum.

Whittier Station Men Make Whittier News

PERSONNEL of the Whittier Bus Station were in the news in October. "Whittier Whittlings," a column by Harry E. Young, told, in the Oct. 21 Whittier News, of the good work of Agent H. K. Moss; Assistant Agent W. H. Bowers; Ticket Clerks W. G. Adams and Erwin Kahle; and Mr. Bowers' grandson, Gary, who works there in his spare time.

"A lot of Whittier people contact these fellows daily and I know they do a good job with the public for their work proves it," said Mr. Young, after giving some biographical details on each man.

The PRESENT With a FUTURE

MORE U. S. SAVINGS BONDS are expected to be bought as Christmas gifts this year than ever before. One reason, says the Treasury Department, is that a U. S. Savings Bond is one item which costs no more today than before the war—and it still pays off \$4 for \$3 in ten years. Another reason is the announcement that a colorful Christmas gift jacket for enclosing Bonds has been prepared and may be obtained free for the asking at any bank or postoffice.

Reproduced in four colors on the jacket's cover is the painting, "Pleasant Valley," by Artist Carl Lawless, depicting a typical eastern rural landscape in winter. Across one corner is a gift tag with spaces for inserting the names of the Bond buyer and the recipient.

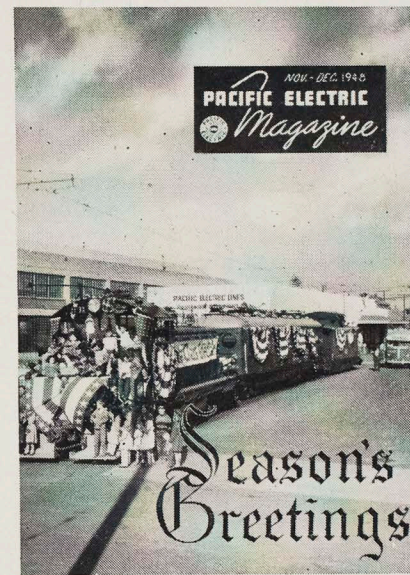
One of these jackets with a Bond inside would make a loved one very happy this Christmas, for a U. S. Savings Bond is "a present with a future," one that increases in value for nine Christmases to come. It's also a better gift than cash, for it's an invitation to save instead of spend.

Railroads in the three postwar years have spent more than 2½ billion dollars for improvements to their properties.



Santa Claus Special Comes to Santa Ana

COVER PICTURE — On Saturday morning a steady stream of children came to Santa Ana Station to see Santa Claus. He was persuaded to leave his post in the RPO car and pose with some of his small admirers in the fashion seen here. He then returned to all day duty. TOP LEFT — At start of parade at Fourth and Flower, a number of photos were snapped of those responsible for planning and operating the Santa Claus Special. At extreme left and right in front row are Tom C. Powell, of the 20-30 Club, General Chairman of the project; and PE's General Superintendent of Freight, C. H. Belt. Others in front are the crew, including, left to right, Brakeman Paul M. Davis, Engineer G. Louis Leete, Conductor S. E. Hogue, and Brakeman S. G. Harper. Santa was Lewis Hanson, of Santa Ana. Others pictured were Mr. Powell's assistants from the Chamber of Commerce, 20-30 Club, etc. ABOVE — Friday night crowds on freight dock waiting to mail their letters to Santa on the RPO car, entrance to which was at extreme left. They filed out of next door to right.



THRONGING THE STREETS of Santa Ana on the evening of Friday, Nov. 26, were some thousands of big and little boys and girls waiting for Santa Claus to come on a PE Santa Claus Special moving east on Fourth Street between Flower St. and the PE Station.

It was a good will move made possible by the joint efforts of the PE authorities, the Santa Ana 20-30 Club, and the Santa Ana Chamber of Com-

merce. Much publicity had been given to the event, and all the children knew that when the train reached the station that night they would have a chance to meet Santa in person and mail their letters to him on the RPO car, which, with a 660-h.p. diesel and a caboose, constituted the Santa Claus Special.

By the time the train had reached the Station, and had been switched to the house track alongside the freight dock, the yard was packed and jammed with throngs of parents and wildly excited offspring of all ages. A long line formed on the freight dock of those who wanted to enter the mail car and deposit their letters.

Santa stayed until late, and returned the next morning for an all-day succession of orders, while over the public address system that had been hooked up on the train rang out the old, familiar Christmas carols and hymns.

1/3 U.S. People Read Industrial Publications

The total circulation of all types of industrial publications published in the U. P. and Canada is 49,282,900, according to a report of the International Council of Industrial Editors.

Of 6,000 industrial editors queried in the ICIE's questionnaire, 19.56% stated that their publications had been in existence over 20 years. The PACIFIC ELECTRIC MAGAZINE belongs in this group, having been published since 1916 except for a four-year gap during the depression.

Vital Statistics

September 21, 1948, to November 20, 1948

DEATHS

| NAME | OCCUPATION | Died | Group Insurance | Mortuary |
|--------------------|------------------------------|----------|-----------------|----------|
| Monroe, Walter C. | Retired Asst. Trainmaster | 9-21-48 | Yes | Yes |
| Labbe, Robert E. | Retired Treasurer | 10- 2-48 | Yes | Yes |
| Thurman, Lee O. | Retired Subforeman | 10- 3-48 | No** | Yes |
| Wilson, Robert Roy | Superintendent | 10- 5-48 | Yes | Yes |
| Sans, Charles P. | Retired Substation Operator | 10- 5-48 | No** | Yes |
| Wallin, Mauritz W. | Cabinet Maker | 10- 5-48 | No** | No |
| Davis, Oscar P. | Retired Superintendent | 10- 8-48 | Yes | Yes |
| Kenyon, Justus O. | Operator | 10-11-48 | Yes | No |
| Cunha, Irene | Retired Rate & Expense Clerk | 10-11-48 | No** | No |
| Walden, John W. | Retired Laborer | 10-11-48 | Yes | Yes |
| Howard, Henry H. | Retired Assistant Agent | 10-15-48 | Yes | Yes |
| Martinez, Cecilis | Paving Laborer | 10-24-48 | Yes | No |
| Baglin, William | Retired Carpenter | 10-28-48 | Yes | Yes |
| Stewart, Warren J. | Stationmaster | 10-29-48 | Yes | Yes |
| Cooper, Douglas A. | Conductor | 10-31-48 | No | No |
| Butler, Joseph H. | Conductor | 11- 5-48 | Yes | No |
| Barich, Peter | Motorman | 11-15-48 | No** | Yes |

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NONE

**Employee eligible for but declined to accept Group Insurance.

1865... George Westinghouse - at 19 - received first of his 361 PATENTS!

1866... Saw train-wreck - INVENTED CAR REPLACER!

1869... HIS AIR-BRAKE INVENTION - on first actual test - stopped speeding train - SAVED DRAYMAN'S LIFE at crossing!

1872... PATENTED AUTOMATIC AIR BRAKE!

DEVELOPED INTERLOCKING SWITCHES - RAILWAY SIGNALS - STEAM TURBINES... HARNESSSED FORCES OF NATURAL GAS AND ELECTRICITY FOR WIDESPREAD USE... FOUNDED MANY NEW INDUSTRIES... IMPROVED LIVING STANDARDS... **CREATED BETTER JOBS!**

Prepared by National Patent Council

LONG BEACH FREIGHT HOUSE



By
Jack
DeLaney

Mr. and Mrs. J. L. Van Valkenburg, Sr., parents of J. L. Van Valkenburg, Yardmaster, Southern Division, at Long Beach, were guests of Radio Station KECA at Los Angeles Nov. 15, when they celebrated their sixtieth wedding anniversary on the Bride and Groom program. They were each presented with a 17-jewel Gruen wrist watch for having been married longest of any couple present that day.

On the previous Saturday the family gathered at the home of their daughter, Mrs. H. H. Foreman, in East Los Angeles for dinner. Present were their two sons, two daughters, one son-in-law, three daughters-in-law, eleven grandchildren, and three great-grandchildren.

Married in Kansas, they homesteaded in Oklahoma, where they lived for about 25 years, later moving back to Kansas, and then to Los Angeles in 1923, where they have lived for the past quarter century.

Bob Hilburn, all-round Conductor and Switch Foreman, will soon be back at work after several weeks of absence due to an injured hand. Bob says he was due for a long rest anyway, but will be glad to get back to work again.

We are also pleased to announce that Revising Clerk William Lawrence's wife is now out of the hospital and is recuperating very nicely at home.

Yardmaster Amos Tang came to work recently with a brand new haircut. Perhaps he won it on an election bet.

Fay Stirn, Secretary to Agent H. P. Clark, was lucky enough with the right number to win a \$15.00 pen and pencil set Oct. 21 at a "Safety First" meeting at Los Angeles.

Madeline Sheffield, better known as Midge, is now employed here as Freight Clerk. Midge came here from the Los Angeles Yards, where she had been working for the past five years.

The old slogan, "You can take the farmer out of the country, but you

can't take the country out of the farmer," well applies to Chas. Jolly, our Assistant Cashier. Got caught jay-walking Nov. 13 and had to donate a couple of bucks to the Long Beach Treasurer.

Yardmaster and Mrs. C. Brooks Allen (the former Florence Funival, Messenger) have just returned from a month's visit to Hawaii, where they visited most of the famous places on the Islands. They stayed with Mrs. Brook's youngest daughter, Margie. They left the States by Pan American Air Lines. Mr. Allen returned Nov. 23; Mrs. Allen, Dec. 11.

Romance seems to be in the air around the ticket office. Sorry, we cannot give more particulars, but maybe next time we might have the complete story.

Tom Blackwell, Freight Clerk, is sporting a new green coupe. He calls it the "Green Hornet," or "Super Duper."

Muriel McClelland, one of our Telephone Operators, is on a 30-day leave of absence due to illness, her position now being occupied by Mae McKane.

Florence Black, Chief Operator, is now back looking after things in general after a few days of leisure at Santa Barbara.

Marian Reno, another one of our Telephone Operators, is now recuperating from a serious operation at the General Hospital at San Francisco. Wayne Downing is now holding down Marian's job.

LOS ANGELES TERMINAL FREIGHT STATION



By
Suzanne J.
Smith

LEONARD HAMPTON traveled all the way to Idaho for his Thanksgiving turkey . . . Margaret Seymour is recuperating at her home in Sierra Madre, from a knee operation . . . Louis Davila and family took an extended trip to Mexico City to visit relatives and friends. . . Miguel Escoto's son really "brought home the bacon" when he won a big ham at the Pomona Fair . . . Joyce Wagner looks tres chic in a green "weskit" purchased in Minnesota . . . Shirley and Howard Kopsho were thrilled with their Proctor Toaster, a wedding gift from Howard's co-workers . . .

Everett Hagenbaugh is slowly recovering from his recent illness . . . Jack Simmons has some wonderful color photographs of his "Mrs.," small daughter, and son . . . Loran D. Ice is glad to be back on the Lift Truck Operator's job after his long siege of sickness . . . Betty Jean Lipschultz, daughter of Seymour Lipschultz and the niece of Louis Lipschultz, became Mrs. Reece Virgin on October 1, at Palms, California. Reece is a driver for the Pacific Motor Trucking Company. The young couple expect to move into a newly built home in Alhambra, with Betty's parents, in the not too distant future . . . Ruth Fuerstenau brings us cinnamon donuts every Saturday morning . . . Howard and Dorothy Riseling drove over 4,000 miles on their vacation trip to Missouri . . . Delores N. Rooney, formerly employed at LATFS, now is in business for herself selling slacks and suits . . . We extend our sympathies to Louis and Seymour Lipschultz on the death of their father, Nov. 2 . . . At the Agents' meeting on Nov. 12, President Bill Cunningham said he's never had a traffic ticket in Azusa, but Los Angeles, well, that's different! . . . The Christmas holidays will find Bea and Larry Leavitt planning to go to Salt Lake City, Utah; Bill Walker hopes to open his presents in Colorado; Dan Sanchez will take his daughter to Oklahoma for the Santa Claus season; and Joyce Wagner will see snow, she hopes, in Portland, Oregon . . . On Nov. 20, when our Chief Clerk celebrated his birthday, he had a cake with four candles, and he's still trying to get the connection of the "4" candles . . . Phil Durant's newly constructed home should be ready for occupancy by the publishing of this article . . . Bill Hostetter worked George Jehl's job, while George and the "Missus" took a second honeymoon to Niagara Falls, Washington, Chicago, and all points East . . . Bud Shreeve, looking greatly improved, paid us a short visit when he had a two-day leave from the Rancho Los Amigos, over the Thanksgiving holiday period.

Winter Warning!

Are you planning a trip to the snow? If so, take a tip from your Police Department and drive carefully. Don't forget those skid chains and keep your car under control at all times.

Each year death and injury mark the roads to Winter Sporting Spots.



RETIRED STATIONMASTER HONORED — Clarence O. Snodgrass, long-time Stationmaster in the Subway, received a merchandise order as a parting gift from his many friends Oct. 23. Making the presentation is Bob Lowe, his successor. Left to right are D. L. Davidson, Supervisor; R. F. Zook, Operator; George Rice, Switchman; H. W. Bradbury, Terminal Foreman; Jennie Morgan, Car Cleaner; Charlie Wood, Switchman; Joan Perry, Car Cleaner; Mr. Snodgrass; W. L. Wiles, Conductor; Mr. Lowe; R. S. Lomba, Conductor; W. L. Blakeley, Leader Switchman; Claude Deaton, Motorman; J. B. Whitehead, Cashier; Ed Remelt, retired Motorman.

SUBWAY TERMINAL



By
Bill
Newman

THE SUBWAY will operate better now that Motorman B. Jaynes is back. On Oct. 11 he and Mrs. Jaynes left for Denver, Colo., to see a brother. They continued their trip to Iowa, Illinois, and Arkansas, and returned to Denver, where they visited the Red Rock outdoor auditorium. Now that Jaynes is back from his "restful" vacation, he's ready for another.

The boys were sorry to hear of the sudden death of Depot Master Warren J. Stewart, Oct. 11, at his home. He was laid to rest in Calvary Cemetery.

Eddie Delmar is back after a long siege in the hospital. A couple of months ago he was thrown from a horse that he had won in a raffle. Broken bones and internal injuries took him out of circulation awhile.

The Third Annual Pool Tournament will get under way right after the first of the year. A large entry is expected from the Subway, including C. W. Wisler and C. A. Cardwell, who won in the first and second years, respectively.

Save your money, boys, and see your writer for low-cost financing on your auto. The plan is sponsored by the BRT.

A big welcome was given Jimmie

Craft on his return from his father's farm in Pennsylvania. He was glad to get back. Said his regular job was easier than milking cows and feeding chickens.

OUR HIGHWAYS OF HAPPINESS

By Nelson Fetterleigh

Leslie MacDonald, who was with Motor Transit as Motor Coach Operator for 24 years, has returned to rails as Conductor on the El Monte-Baldwin Park Line to finish up the required number of years before retiring. Motor Transit Operators who made their student trips with Mac wish to thank him for all his patience while he was breaking them in on the Riverside-Redlands run. They wish him all the luck in the world.

Operator F. S. Carpenter, while driving on the Covina-Pomona Line outbound on San Bernardino Road, saw a motorist turn left at an intersection and strike a telephone pole. Two children in the car were thrown from the rear seat into the front. Operator Carpenter quickly stopped his bus in a safe parking position and came to the aid of the excited lady. Luckily, no one was injured. He examined her car to see if it was safe to proceed home in. The lady was very grateful for his help.

Safety Note: Consider the other fellow. Suppose you were driving his car.

Miss Susan Handorf, fiancée of Operator J. E. Roubison of El Monte, recently left the hospital to recuperate at home after sustaining a mild attack of polio.

Operator Charles ("Chuck") Davidson, accompanied by Mrs. Davidson

THE OTHER FELLOW Has the Accidents

YESTERDAY a man was killed — tomorrow may bring another such tragedy. You don't expect to have your life cut short tomorrow, do you? Well, neither did the man who was killed yesterday. Like you, he read the safety articles, looked at the posters, attended safety meetings, and he didn't expect to have his life cut short just because he took a chance. He had taken many such chances before and got away with it.

Rules and safety precautions always seem to apply to the other fellow, but never to us. Oh no, we're smart enough to take care of ourselves — so we think. We have two eyes, two arms, two legs and intend to keep them, and we don't need anyone to tell us how to do it.

The man who was killed yesterday may have thought the same. He may have brushed aside the kindly word of advice to "be careful" by saying "I won't have an accident — I'm different." Well, the only difference between the man who was killed and you is that he paid with his life for taking a chance you think you can take tomorrow and not get caught. I wonder if he didn't believe like you, that safety was "great stuff" especially for the other fellow.

Yes — yesterday a man was killed, tomorrow perhaps another. We don't have to worry though, it won't be us, we're different. But are we? Think it over, fellow — safety is great stuff for everyone — including you and me.

— N. P. TELLTALE



HONK-HONK TO DING-DONG — Leslie MacDonald loads 'em on the El Monte Rail Line now instead of Motor Transit buses.

and their son, took a nine-day trip, traveled 1400 miles, and fished in Navajo Lake, near Cedar City, Utah. He stopped at Lake Mead on his return home and caught more fish than he could eat.

MACY STREET TERMINAL

By Ted Harrison

We here at Macy St. extend all the PE family best wishes for a Merry Christmas and a Happy and Prosperous New Year.

Scene: Macy Club, two or three Trainmen on shine. Says one Trainman as he glanced over the last issue of the PE MAGAZINE: "You know, just seems like everyone gets their name in the Magazine but me." — Well, that's where you're wrong, Motorman A. A. Johnston, because the model railroad that you are building out home is quite an interesting project and when others know about it they too might get interested. First thing you know we might work out a Scale Model Club among the boys.

We are sorry to have to announce some sad news this month. The sympathy of everyone at Macy St. is extended to conductor Harry French, whose wife passed away just recently; to Retired Conductor A. S. Cooper, whose son, a Conductor on the Western District, passed away after a short illness; to the family of Sierra Vista Line Motorman Peter Baruch, who died Nov. 15, after more than a year's illness; to Conductor W. H.

Hefin, recently called East on account of death in the family; and to Conductor C. C. Carpenter, whose sister died after a short illness.

This Christmas Santa Claus will have to stop a little longer at the home of Motorman and Mrs. W. F. Harris. On Sunday evening, Nov. 7, at the San Gabriel Hospital there arrived an 8½-pound baby boy, Terry Vaughn Harris. According to reports from the proud father, Terry is bossing things already.

Motorman Fred Nichols of the El Monte Line wants to thank his many Macy St. and El Monte friends who so generously aided him during the recent serious illness of his wife. He says it's wonderful to have friends! — Latest report is that Mrs. Nichols is showing wonderful improvement. "That gift was certainly appreciated. Thanks a million, fellows!" says he.

A 463-pound black bear was bagged by a hunting party of which Conductor R. B. Whitney was a member in November, up near Canada. One of the other members of the party shot the bear, modestly admitted Whitney. He was nevertheless so out of breath when he told the story one would have thought the bear was chasing him.

VOICES OF EXPERIENCE

By FRANK O. HAYMOND

Supervisor of Instruction and Safety

THERE IS always interest centered about the man who operates day in and day out for a long period of time without a chargeable accident. A short time ago we had the opportunity to ask a few of our men what, in addition to their driving skill, they felt enabled them to prevent accidents. Frank V. Haulman, who has been with us since 1915, stated, "I try to keep my mind on my work — steadily and constantly. I try to cultivate patience and tolerance and practice courtesy of the road." Frank hasn't had a chargeable accident since June, 1938.

Walter A. McKenzie was last charged with a responsible accident 9 years and 7 months ago — a considerable time to operate in heavy traffic such as is encountered in Los Angeles without being at fault for an accident. Walter says, "I always concede the right-of-way to others at intersections, alleys, and driveways, and always to pedestrians. I watch the road, cars, and drivers for a considerable distance from vehicles ahead of me. This enables me to act quickly to avoid any collisions." Walter has been an employe of Pacific Electric since March, 1927.

Another man with an outstanding accident record is Garrett W. Demarest, a Pacific Electric Trainman since October, 1923. Garrett has not been charged with an avoidable accident since May, 1938 — a period of over 10½ years. He says, "I think that obeying traffic rules to the best of my ability and also giving the careless and head-strong driver the right of way are perhaps the main factors in preventing many accidents."

All of these men (and there are many others) practice one thing in common: Courtesy of the Road. Probably the two major contributing factors in most accidents are lack of common courtesy on the highways and speed. It does take practice to develop courtesy. It takes patience, tolerance, and the desire to do a job right. The latter is termed attitude, and without the proper attitude any task is difficult. It is human nature to perform a task in the easiest manner, and the easiest manner to do our job is to develop the proper frame of mind and then execute it pleasantly and courteously. It's the combination that always succeeds. The voices of experience say so.

OCEAN PARK CAR HOUSE AND BUS LOT



By Dakin Boardman

R. B. Kelly and E. L. Finley are organizing a flying school. Anyone interested in trying out his wings should contact these boys.

We have some mighty good hunters at Ocean Park. A. E. Freas, E. E. Trehan, and H. G. Garrison each brought home a deer.

C. J. Sutter is back to work. L. A. Kennedy is out of the hospital and also back on the job, thanks to the wonderful work of Dr. A. M. Scholz.



Mrs. Don Bohorques

R. S. ("Nick") Nicholls, on the job again after sick leave, gave away his daughter, Jo Ann, in marriage on Nov. 20 to Don Bohorques, at the Venice Baptist Church.

Harry Williams vacationed in San Francisco. Other vacationers have been C. C. Doak, F. Lowing-er, W. A. Wintrow, L. Stack, G. D. Burnett, G. M. Levitt, B. G. Bristow, D. K. Clark, H. E. Roberts, W. C. Crabe, C. H. Marshall, and R. B. Kelly.

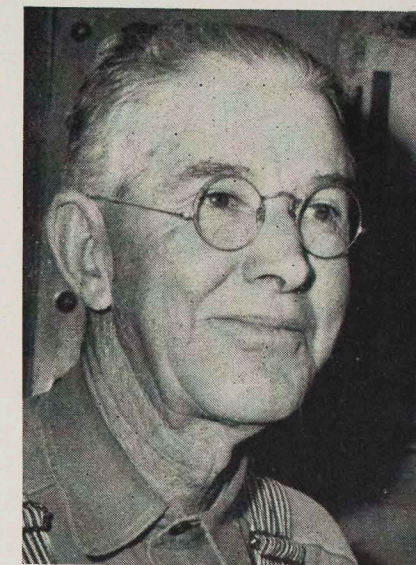
Your correspondent entered a fishing derby on Oct. 31 at Bethel Island, Calif., and caught three 12½-pound striped bass. Island residents have the derbies three or four times a year, and people from miles around participate — even those as far south as Venice. Bethel is one of 31 islands located about 50 miles northeast of San Francisco. Largest catch of the day weighed 29¾ pounds.

Diesel-electric locomotives, in the first eight months of 1948, handled approximately 20 per cent of the freight traffic, as measured in gross ton-miles of cars, contents and cabooses; 38 per cent of the passenger traffic, as measured in passenger train car-miles, and performed nearly 35 per cent of yard switching locomotive hours.

Pacific Electric Club Bulletin

- FRIDAY, DECEMBER 24:
PE Christmas Party — Auditorium — 8:15 a.m.
- SATURDAY, DECEMBER 25:
Christmas Day — Club Rooms closed.
- TUESDAY, DECEMBER 28:
American Legion Post 321 Semimonthly Meeting — 8:00 p.m.
American Legion Auxiliary Unit 321 Christmas Party and Meeting — 8:00 p.m.
- SATURDAY, JANUARY 1:
New Year's Day — Club Rooms closed.
- TUESDAY, JANUARY 4:
Veterans of Foreign Wars Post 3956 Semimonthly Meeting — 8:00 p.m.
- THURSDAY, JANUARY 6:
PE Women's Club Afternoon Card Party, 500 and Bridge — Prizes to winners — 1:00 p.m.
- FRIDAY, JANUARY 7:
PE Bowling League Matches — 6:00 p.m. and 8:00 p.m. — Arcade Recreation Center. First Matches after Holiday Season.
- TUESDAY, JANUARY 11:
American Legion Post No. 321 Semimonthly Meeting — 8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting — 8:00 p.m.
- WEDNESDAY, JANUARY 12:
PE Rod & Gun Club Monthly Meeting. Pictures and Refreshments — 7:30 p.m.
- THURSDAY, JANUARY 13:
PE Women's Club Afternoon Business Meeting and Program — 1:00 p.m.
- FRIDAY, JANUARY 14:
PE Bowling League Matches, 6:00 p.m. and 8:00 p.m. — Arcade Recreation Center.
- TUESDAY, JANUARY 18:
Veterans of Foreign Wars Post 3956 Semimonthly Meeting — 8:00 p.m.
- WEDNESDAY, JANUARY 19:
PE Camera Club Monthly Meeting — 7:30 p.m.
- THURSDAY, JANUARY 20:
PE Women's Club Afternoon Card Party, Bridge and 500 — Prizes to winners — 1:00 p.m.
- FRIDAY, JANUARY 21:
PE Bowling League Matches — 6:00 p.m. and 8:00 p.m. — Arcade Recreation Center.
- TUESDAY, JANUARY 25:
American Legion Post No. 321 Semimonthly Meeting — 8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting — 8:00 p.m.
- THURSDAY, JANUARY 27:
PE Women's Club Afternoon Business Meeting and Program — 1:00 p.m.
- FRIDAY, JANUARY 28:
PE Bowling League Matches — 6:00 p.m. and 8:00 p.m. — Arcade Recreation Center.
- TUESDAY, FEBRUARY 1:
Veterans of Foreign Wars Post 3956 Semimonthly Meeting — 8:00 p.m.
- THURSDAY, FEBRUARY 3:
PE Women's Club Afternoon Card Party, 500 and Bridge — Prizes to winners — 1:00 p.m.
- FRIDAY, FEBRUARY 4:
PE Bowling League Matches — 6:00 p.m. and 8:00 p.m. — Arcade Recreation Center.
- TUESDAY, FEBRUARY 8:
American Legion Post No. 321 Semimonthly Meeting — 8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting — 8:00 p.m.
- WEDNESDAY, FEBRUARY 9:
PE Rod & Gun Club Monthly Meeting. Pictures and Refreshments — 7:30 p.m.
- THURSDAY, FEBRUARY 10:
PE Women's Club Afternoon Business Meeting and Program — 1:00 p.m.
- FRIDAY, FEBRUARY 11:
PE Bowling League Matches — 6:00 p.m. and 8:00 p.m. — Arcade Recreation Center.
- TUESDAY, FEBRUARY 15:
Veterans of Foreign Wars Post 3956 Semimonthly Meeting — 8:00 p.m.

The officers of the Pacific Electric Bowling League extend their best wishes to all for a Merry Christmas and a New Year full of good cheer.



JOSEPH T. WILKINSON, Motorman, North, retired Tuesday, Nov. 30, after 30 years with the company, 22 of those years having been spent as Motorman on the North. First employed as Conductor in September, 1918, he became a Motorman in 1919. Mr. Wilkinson plans to do a couple of summers of traveling — on his own time, instead of PE's. The hobby in which he indulges at his home, 159 S. Rowland St., Temple City, is working in his flower garden. He received a cigarette lighter and holder from a group of his fellow-Trainmen in token of the high esteem in which he was held. His last year of service was spent on a switching assignment at Sixth and Main. — Best of luck to one of PE's grand old-timers.

PACIFIC ELECTRIC BOWLING NEWS

By Charlie Hill



TEN WEEKS of the bowling season have passed, and the lady De Spares have taken the lead in the Second Branch, as the result of a gradual climb from the cellar position; and to prove further the power of the fair sex, the Dreamers were leading the First Branch until Nov. 19, when they slightly stumbled, allowing the PE Club to take the lead, which they now hold. The BRC Railettes hold down fourth place in the early branch, while the PE Restaurant ladies are very much in the Second Branch race. One of the highlights of the season is the 580 scratch series rolled by



PE BOWLING LEAGUE TEAMS, 1948-49 season. Left to right, beginning with top row: Dreamers, PE News Service. Third row: Macy Garage, PE Restaurant, Field Engineers, Audettes. Bottom row: BRC Pilots, Woodpeckers, Keglerettes. Second row: Coach Pilots, BRC Aces, Who Cares, Rod and Gun Club, Who Cares, BRC Aces. Five other teams are not pictured.

Phyllis Giles of the "Who Cares." This young lady tops the girl bowlers. Her average has soared to 172, and she has to her credit a 275 game, which is the season's high in the First Branch.

The PE News Service keglers all got hot at one time and rolled 2902, including a 1029 game, both high for the season. These scores will be hard to beat. Motor Transit has high series (2766) and high game (1014) in the Eight O'Clock Branch.

Ollie Steuernagel, the old reliable, tops the Eight O'Clock bowlers with a 680 series and also has a 256 game, while Tom Putman leads the Six O'Clock individuals with high series of 626 and high game of 247.

Claude Kazee has joined the Rod and Gun Club team and he should furnish the needed spark plug.

Bill Jennings, sharp-shooter of the Atomics, won first individual prize in the Thanksgiving Turkey Shoot, with a bang-up series of 706, including handicap, and with his partner, "Irish" Boone (531), also took away first honors in the doubles. Other cash prizes were won by Johnny Hubener, Ray Jones, H. R. Chandler, Lucy Comstock, Ruby Knight, Ernie Pont, Vi Steuernagel, Bob Rachford, Ted Wolfe, and Francy Houston.

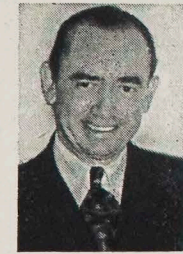
Our congratulations and best wishes to Charlie Gonzalez on his retirement from active service of the Company. As a token of esteem and appreciation for his many years of endeavor as Secretary-Treasurer, the members of the Bowling League joined with the Rod and Gun Club and presented him with a platform rocker. He has also served a long time with the sportsmen club as Treasurer.

Steamship League

At the close of eleven weeks of play the Pacific Electric team is in second place, two points behind the leading American President Lines, captained by our good friend Ronnie De Long.

Johnnie Hubener won the Thanksgiving special event and a nice cash prize when he rolled a 631 series. Johnny carries a 180 average in this league. He likes the West Pico Bowl alleys. Ollie Steuernagel is second high in the league with a 186 average.

PACIFIC ELECTRIC ROD AND GUN CLUB



By Arlie Skelton

GREETINGS, Rod and Gun Clubbers!

We are at the end of the 1948 Tournament Season with the majority of our active sportsmen enjoying at least a few days in the fields hunting and fishing.

The Dec. 8 regular meeting marked the deadline for all registrations, as well as the election of officers for the 1949 Tournament Season. At a late date no bets were being offered on the results of this election. No upsets, please.

The retiring President's annual show will be held early in January. Exact date will be announced later by bulletin. Prizes for the 1848 Tournament will be distributed at the show.

A brief resume of the year's activities. On the hunting side: Vice President R. M. Lawrence and sons, along with several friends, packed into the high Sierras at the opening of the deer season and were fortunate to bag a total of eight bucks. B. F. Manley and Harold Smith, along with their families and house trailers, started their vacation by fishing for

WE'RE SORRY —

that the pictures of the National Safety Council Fleet Safety Award Banquet and the pictures of El Monte softball activities inadvertently became transposed on pages 6 and 27 of the September-October issue of the Magazine. It was an error on the part of a pressman at our printer's, Murray and Gee, Publishers. The printing firm pleads guilty and wishes to express its apologies to all concerned. — Let him who has never made an egregious error cast the first stone!

Murray and Gee has printed our magazine for many years, has helped your Editor over many a hump, and its employes have been uniformly cooperative and pleasant to deal with. That's saying a lot, for—in case you don't know—most artists of the type slug are as temperamental as prima donnas with a toothache.

WEEKLY HIGHLIGHTS OF PACIFIC ELECTRIC BOWLERS

SIX O'CLOCK BRANCH

| Date | High Team Game | High Team Series | High Individual Game | xHigh Individual Series |
|----------|---------------------|----------------------|----------------------|-------------------------|
| Sept. 24 | Field Engineers 882 | Field Engineers 2475 | K. A. Olson 227 | K. A. Olson 575 |
| Oct. 1 | Coach Pilots 931 | P.E. Club 2676 | D. F. Houston 243 | F. J. Kosak 561 |
| Oct. 8 | News Service 922 | News Service 2633 | K. A. Olson *209 | J. Stewart 570 |
| | | | E. F. Harrison *209 | |
| | | | R. L. Thornburg *209 | |
| Oct. 15 | News Service 949 | News Service 2819 | T. C. Putman 240 | T. C. Putman 612 |
| Oct. 22 | News Service 941 | News Service 2688 | H. Smith 218 | J. Stewart 584 |
| Oct. 29 | News Service 953 | News Service 2765 | C. H. Kazee 225 | C. H. Kazee 609 |
| Nov. 5 | News Service 959 | B.R.C. Railers 2741 | T. C. Putman 226 | J. Stewart 600 |
| Nov. 12 | B.R.C. Railers 907 | P.E. Club 2602 | C. F. Hill 214 | J. Stewart 587 |
| Nov. 19 | News Service 1029 | News Service 2902 | T. C. Putman 247 | T. C. Putman 676 |
| Nov. 26 | Rod & Gun Club 946 | Rod & Gun Club 2715 | C. H. Kazee 217 | C. H. Kazee 570 |

EIGHT O'CLOCK BRANCH

| | | | | |
|----------|--------------------|----------------------|---------------------|---------------------|
| Sept. 24 | Woodpeckers 924 | Woodpeckers 2609 | P. King 233 | P. King 621 |
| Oct. 1 | Motor Transit 1014 | Motor Transit 2720 | O. Steuernagel 256 | O. Steuernagel 680 |
| Oct. 8 | B.R.C. Aces 963 | B.R.C. Aces 2748 | C. W. Comstock *203 | S. Benton 552 |
| | | | E. W. Swanson *203 | |
| Oct. 15 | Macy Garage 982 | Macy Garage 2730 | O. Steuernagel 218 | F. W. Cowell 588 |
| Oct. 22 | B.R.C. Aces 941 | B.R.C. Aces 2659 | O. Steuernagel 222 | C. Henry 555 |
| Oct. 29 | Westerners 915 | Westerners 2751 | W. Jennings 220 | J. H. Rowe 571 |
| Nov. 5 | Macy Garage 947 | Macy Garage 2677 | W. F. Cowell 235 | L. B. Thomas 605 |
| Nov. 12 | Atomics 963 | Atomics 2662 | O. M. Gregg 223 | W. Jennings 625 |
| Nov. 19 | Motor Transit 984 | Motor Transit 2766 | S. Benton 246 | O. Steuernagel *620 |
| | | | G. M. Bisbee 222 | L. B. Thomas *620 |
| Nov. 26 | Atomics 943 | P.E. Restaurant 2648 | | P. King 563 |

x—Individual handicap excluded
*—Tie Score

salmon and steelhead trout on the Klamath River. Tiring of this sport, they crossed over the State to the forest for some deer hunting. After bagging a nice fat buck, they journeyed on to the Owens River, where they picked up a limit of trout and ducks. Later, when the pheasant season opened, they returned to their hunting grounds for the limit of pheasants. Not bad hunting in our State if you know where to go.

Congratulations to our good friend and fellow sportsman and Treasurer for many years, C. G. Gonzalez, who retired from his position as Leading Signalman at the Main Street Station Oct. 31. We are hoping "Gon," as he is affectionately known to all of us, will not retire from his Rod and Gun Club activities. No Club outing seems complete without our good friend along to keep the records straight.

A vote of thanks to the United States Navy for the loan of a very interesting picture shown at our last meeting. "Cross Roads" showed the mighty devastation of the atom bomb. Each meeting has some special feature well worth coming out to see.

President Roger LeMelle has really done a swell job administering the affairs of the Club this year and he, as well as his whole staff, are due a vote of thanks.

Thanksgiving Day was well celebrated along the home front, and well it should be, for being an American in America is within itself something well worth being thankful for. Only by the grace of God, we might have been born somewhere else.

To all of you a Very Merry Christmas and a Happy and Prosperous New Year.

MECHANICAL DEPARTMENT North and South Districts



By
R. P.
Murphy

WE ARE AGAIN in that season of the year when we are reminded of all our many blessings: Thanksgiving Day, the day we should all have given thanks that our land is still free and full of all the good things in life; Christmas, when we should be generous; and New Year's Day, when we should all resolve to do just a little better during the coming year.

A few of us are going places Christmas on our vacations. Out of town will go J. F. Julnik, C. Marshall, B. Murphy, and L. V. Simmons.

Returned from prolonged vacations are L. Merriman and F. Phlaf.

Over at 6th and Los Angeles Yard a face-lifting is going on in the shape of a brand new paint job.

Deepest sympathy is extended to R. E. Deren on the loss of his mother, who passed away the latter part of October.

MACY REPAIR SHOP

The Repair Shop office is smartly fresh with its new paint, a new industrial carpet, and a metal letter file.

Duffy Chisholm, 16-year-old son of Car Repairer Alexander Chisholm, enlisted Oct. 8 for training in military

college. Good luck to this young man in his chosen career.

Albert A. Romero, 52, brother of Arthur G. Romero, died suddenly Nov. 2 of a brain clot. Interment was in Calvary Cemetery. Deepest sympathy to Electrician Arthur and to the surviving wife and sister.

R. V. Rachford visited Macy Nov. 18.

The new green car on the parking lot is the property of J. J. Huemerich. The new Buick belongs to R. B. De La Vara.

Welcome back to V. G. Clemens and W. W. Hennon after their recent hospital experience. Friends of G. H. Fess hope he also will be able to return to duty soon.

The Martin F. Whalens are happily expecting a new grandchild. Parents are Mr. and Mrs. Lyle Tedrick.

Car Repairer Dave Le Flore is the new owner of a home on Topaz St.

Henry Hammons is settled in his new home on Alpha St.

Talent scouts at Macy have learned that Thomas Matten once played the bag pipe in a most entertaining manner.

The birthplace of Electricians John R. and Hugh Jones, of Macy, is Llanfairpwllgwyngyllgogerychwyrndrobwl andisiliogogoch, Wales. Have one of these men pronounce this interesting name for you.

John Grudziadz, Jr., son of Car Repairer John W. Grudziadz, and Miss Esther Gajewski were united in marriage in a beautiful service at Inglewood Catholic Church at 6:00 p.m., Nov. 13. May the future be a glad adventure to this happy pair.

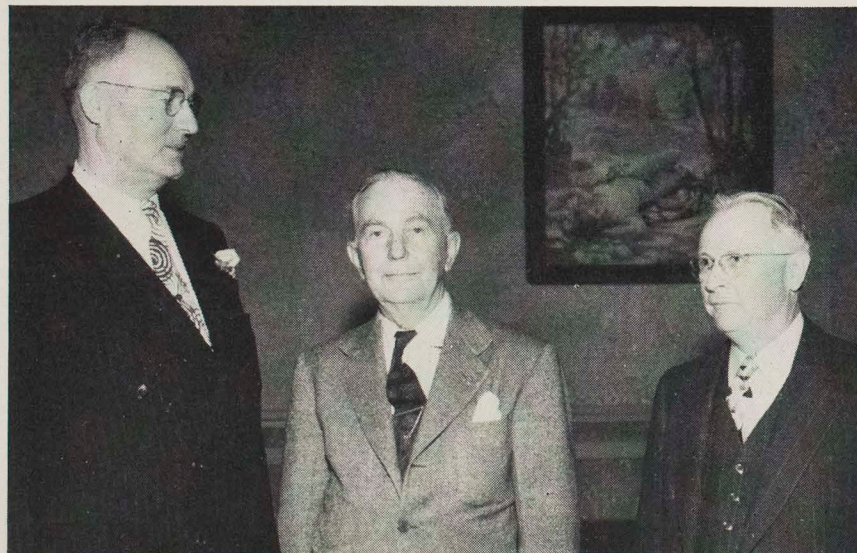
PUBLIC ENEMIES Of Safety

WRONG IDEAS can be even more dangerous than persons. Here are six persistent notions that each year pile up a huge and needless toll of human life and limb.

1. That accidents happen to the "other fellow."
2. That an accident will get you when "your number's up."
3. That accident occurrence is governed by the law of averages.
4. That accidents are the inevitable price of progress.
5. That caution is something unworthy of our national heritage.
6. That accidents are "Acts of God."

Perhaps it is better to remember always to be careful because the life you save may be your own.

—Accident Preventionist.



AT THE MASONIC BANQUET held at Rodger Young Auditorium Nov. 10, these three men were much in evidence: Left to right, J. E. Harper, President, PE Masonic Club; William G. Ogden, Past Grand Master, Masons in California, and principal speaker of the evening; and T. H. Ewers, Toastmaster. Mr. Ogden's topic was the peculiarities of Masonry.

TORRANCE NEWS TOPICS

By the Ghost Writer

WORK IS INCREASING here at Torrance Shops. Called back are some of our men who were laid off during September because of reduction of force: James Jordan and George Lane, Painters; and Curtis McDaniel, Wayne McMillen, George Bailey, and Foster Michaels, Carpenters. Reason for the increase is painting and making repairs to freight cars.

The vacation season at Torrance is about ended. The following are looking forward to their "rest period:" James Daniels, Victor Gasper, Pedro Jiminez, Eugene Rivet, Orville Hoy, Claude Stubblefield, Dolph Cain and Mary Hernandez.

Torrance Shops employes are sorry to hear of the illness of Supt. F. E. Geibel, and extend our wish for his speedy recovery.

We're proud here at Torrance of our 27-year-old Carpenter, William H. Turman, for his vocal attainments as well as for his efficiency on his job. Some years back his dad, William W. Turman, also a Torrance Carpenter, and Mrs. W. W. T. organized a family quartet consisting of the parents and their two sons, William and Virgil. The father is an accomplished composer, and under his coaching William, Jr., began to go places.

Bill, Jr., has been singing second tenor in the Weatherford-Stamps Quartet since 1947. This quartet, specializing in gospel songs, may be heard over KGER five days a week, Monday-Friday, at 6:15 p.m. Bill is also assistant master of ceremonies. Take my advice and tune in on this station for 15 minutes of peace and good music. It's good to know that one of your fellow-employes is singing to you.

Born in Arkansas Aug. 1, 1921, Bill, Jr., came to Torrance in 1941, and married a Torrance girl, Geneve Everett. They have two children, Patricia, 4, and Ronnie, 1.

SAFETY MEANS:

Sound thinking at the start.

Always on the alert for hazards.

Feeling a duty to fellow workers.

Eternal vigilance for unsafe ones.

Thinking straight, acting same.

Your life depends on you.



GOSPEL TRUTH—William H. Turman, Torrance Carpenter, last man at right, is second tenor and assistant master of ceremonies in this Weatherford-Stamps quartet, which sings gospel songs over KGER Monday through Friday at 6:15 p.m. Other members, though not PE employes, are also talented. They include, left to right, Jerry Kirk, pianist; Foster Smith, first tenor; Ray Bressler, bass; Earl Weatherford, baritone and manager; and Turman.

MECHANICAL DEPARTMENT Western District



By
Milton R.
Clark

THE SAFETY GANG PLAQUE was up at all points on the West during the month of September except the West Hollywood Repair Shop, and up at all points during the month of October except the West Hollywood Car House days.

Our best wishes for a speedy return to good health we extend to Superintendent of Equipment Fred E. Geibel, who has been confined to the hospital.

Vacations are just about over for the gang here on the West, and the boys are all looking forward to vacations in 1949.

Bob Byrd tells me his son was to be married in November. We all extend our best wishes for a happy and prosperous married life.

Charles Lundgren of Hill St. has been on the sick list. Wyatt Bottoms has been pinch-hitting in his place.

Lucille Johnson of Ocean Park has been off duty for some time on account of illness.

We extend our deepest sympathy to

Gardner Junction's Carrie Robinson, who recently lost her son.

Joe and Mr. Connelly recently spent a few weeks out on the desert.

C. E. Eagles is back at work after a spell of sickness and a trip east.

C. L. Brown is back at work after an illness which confined him for a time to the hospital.

Art McCauley received from New Mexico a photo of his cousin Jack whom he hasn't seen for 40 years. Has planned a reunion with his cousin soon.

A "Good Housekeeping" program is going on all the time here on the West and all points are looking nice.

I wish you all a very merry time at Christmas and hope the New Year will bring you good fortune, good health, and personal safety.

HERE AND THERE WITH THE WOMEN'S CLUB

By Florence N. Gramling

THE BIG EVENT, the Annual Christmas Bazaar, held on Thursday, Nov. 18, was a grand success. We thank all who patronized us. Many comments, all favorable, were heard and overheard on the items offered at the various booths. The luncheon was really good. The Chairman is very grateful to the Co-Chairmen and their assistants for the hard work involved.

The fortunate prize winners: \$25.00 merchandise order, W. E. Stratman, Signal Department, Washington

Street Yards; candy, Mrs. Proctor; Apron, Miss Margaret Hawks, 173 PE Bldg.; doll and wardrobe, Miss Bessie Chobotsky, 924 PE Bldg.; door prize, Mrs. Goldie Hart.

Proceeds are used for Club philanthropies.

Thursday, Dec. 16, was the date for our Xmas Party for Club Members only. We had a pretty tree and exchanged gifts and cards. Just a good old fashioned party in the good old fashioned way!

Attendance at the card parties on the first and third Thursdays of each month at 1:00 p.m. is increasing. Hope to see more coming. Bring your friends. Mrs. Columbus, Card Chairman, will be happy to meet your guests.

Woman's prerogative is to change her mind. We of the PEWC did just that. The trip to Long Beach scheduled for Thursday, Oct. 28, didn't happen. Instead a special meeting was held in the Club Room to expedite Bazaar plans.

Old Father Time has caught up with us! The time-honored festive season is here again — time of good cheer — good wishes — loving and sharing — Christmas — the magic word for young and old. 1948 is on the wane; 1949, just around the corner. Greetings to all from the PEWC.



SPOOK PARTY — Among Hallowe'en festivities engaged in by employes was a party held at the home of Marge Zimmer, of the Accounting Department. Standing, left to right at rear, are Mrs. Charlie Sein, Margie Brogan, Veda Underwood, Lillian Talbert, Howard Sheets, Gertie Adams, Jim Bond, Nora Hensley, Don Sealey, Wilma Wiegand, Jerry Veughn, Carl Campbell, Frances Campbell. Front row: Marge Zimmer, Gene Zimmer, Marvin McGaughey, Erlene Baker, and, we are credibly informed, Charlie Sein ("she" with bare midriff and pigtailed). Others: Laura Shafer, Bill Jennings, Tex Falconer, Joe Little, Eloise Little, Ruby Fraser, and Jim Kelly. Sam Brogan and Jim Shafer (see ectoplasmic naval arm insignia, left rear, and hand, left foreground) were also present at the evening's merry-making.

ACCOUNTING DEPARTMENT



By
**Marge
Zimmer**

Our deepest sympathy to Mrs. Dorothy Graham on the death of her husband Nov. 9.

Miss Edna Bare, retired Clerk of Disbursements Accts., died Nov. 24. She had been with the company since May 15, 1908, and retired in 1947.

Wedding bells rang for Toni Egge-man and Paul Cole Oct. 23 at the Lutheran Church of Pasadena. They honeymooned at Big Bear Lake.

Rosalie Lamonaco and Vincent Filippi were married at the Sacred Heart Church of L. A., Nov. 27. They honeymooned at Carmel.

Vacationing in December, Eileen Dillon will visit her sisters at Tucson. Ellen Sparks will go to Mexico City. Anna Beseman visited her niece at Prescott, Ariz.

Ruthe Altpeter had a well-known pianist in her home because of Ruth's recent purchase of an electric Min-

shall-Estey combination radio and record changer.

Congratulations to M. J. Davidson on his being installed as Worshipful Master of John Marshall Masonic Lodge No. 636 of Beverly Hills, Dec. 13.

We're happy to welcome back Mildred Bates from an extended sick leave.

We are sorry to hear that L. B. McNelly is on the sick list again. We hope you will be back with us soon, Mac.

Speedy recovery to Irene Hurlbut, who is on sick leave till the first of the year.

The Accounting Department reported having a good time at the union dance.

A little relaxation is (in the words of all political candidates) "your inalienable right." Make the most of this rare privilege by having yourself a very Merry Christmas & Happy New Year.

PE NEWS SERVICE AND RESTAURANTICS

By
**Floyd
Hamel**



WE ARE HAPPY to announce that this Department has arranged to have the Health Department of the City of Los Angeles conduct its Food Sanitation Institute exclusively for the benefit of our employes. This six-weeks course is conducted by food sanitation officers who lecture and use sound movies and actual demonstrations to bring to the employe the latest information available on this very important subject. These classes are held in the PE Building and are attended by all our employes who are engaged in the preparation or serving of food. Upon the completion of this course and the passing of a written examination, diplomas are presented by the Health Department to all who have a passing grade. It is our hope that every employe who is attending this Institute will be able to display with pride his certificate, signed by the Health Department and signifying that he has successfully passed the course. To date, attendance at classes has been very good and it is gratifying to see the interest displayed.

A Jewelry Bar, handling a popular priced line of the newest in costume

jewelry, has been added to Unit 121-A, near the Fountain, and to Unit No. 107 in the Subway Terminal Bldg. These attractive displays are meeting with considerable success.

F. W. Field, Restaurant Manager, is featuring a novelty "Bowling Pin Key Chain" and special menu for all the PE bowlers who eat at the Restaurant before going to the alley to Bowl. A list of names and meal check numbers is kept by the Cashier, who determines the winners according to the rules. Two chains are given each Friday night, one for ladies and one for men. For variety, a different game is played each Friday evening so that all who eat may have a good chance of winning one of these clever prizes.

AMERICAN LEGION PE POST 321



By
**John L.
Morris**

American Legion Post No. 321

I WISH to extend my appreciation to the Post for the assistance they provided during my recent illness. Especially do I wish to express my appreciation to Comrade C. E. Wilcox for the excellent column he composed for the Magazine during my absence.

In behalf of the Post, I wish to acknowledge the card of thanks received from Mrs. Warren J. Stewart in appreciation of aid which was provided her by the Post during her recent bereavement.

A hearty welcome to our new comrades, including Albert Silverman, Conductor, who at last report had been residing as a patient in St. Vincent's Hospital; Robert N. Anderson, Motorman; William H. Lyons, Motorman, a veteran of the Navy; and Robert M. Sokol, a Machine Operator, who transferred into our Post from the Ohio Department.

Since the last publication went to press, we have had several noted guests, including Comrades James A. McNaugh and Al Poggi of Post No. 516; Louis Audet of Post No. 488; Harry Schabbleman of Post No. 188; and Henry Will, Junior Past Commander of the 23rd District. He made an excellent talk concerning the Christmas remembrance show which is to be put on for the benefit of the handicapped hospitalized veterans.

A potluck dinner was served at the Nov. 23 meeting. Speaking of dinners, there is to be a party and dinner on Dec. 28, which will feature music by the Post-sponsored Gardena Valley Boys' Band. COME! Let's all join in the fun.

Our welcome mat is always out for you comrades who do not attend regularly. Why don't you all come out for this Christmas-New Year Party?

I wish to express my gratitude to the Women's Auxiliary Unit for the assistance they provided Mrs. Morris and me during the two-month period that I was absent from my job during my illness.

The latest in aids for veterans with deformities, such as loss of limbs, is a plastic flesh which actually breathes. It can be used over braces and other prosthetic equipment. This plastic flesh is a compound which is composed of powdered balsa wood, powdered cork, synthetic rubber, resins and some chemicals. It is very pliable.

Railroads in 1947 hauled approximately 66.8 per cent of the total volume of intercity ton-miles of freight traffic.



JOSEPH C. LORTIE, Manager, Brotherhood of Railway Clerks Credit Union for PE and SP employes in Southern California, and President, Los Angeles Chapter, Credit Union League, emceed at the annual Credit Union Day dinner at the City Hall, Oct. 21, at which Mayor Bowron was host. Mr. Lortie is pictured here reading a proclamation covering the centennial of credit unions. A number of prominent civic and business leaders attended the dinner, at which Dr. George Hildebrand, Professor of Finance, UCLA, was principal speaker.

Thorburn Letter of World War I Reveals His Friendly Intent

PACIFIC ELECTRIC'S late Purchasing Agent, Clifford Thorburn, was known by most employes as a rather silent man who would rather have the other fellow do the talking. In company with those who knew him well, however, he "opened up" and talked fluently, with a fine sense of humor.

The following letter written to Clifford Curle (now Storekeeper at West Hollywood) when Curle was in the AEF in France during World War I reveals Mr. Thorburn in his more fluent mood. At the time, he was General Storekeeper. Mr. Curle was then on military leave from his job in the Track Store at Graham Yard.

Los Angeles, 4/29/18

My Dear Clifford,

Just received your letter which reminds me of a promise I made myself some time ago, that is to write both you and Shea a letter once in awhile. Shea is still at Camp Lewis. Don't hear from him very often. No one else has been taken from the Store yet but we will undoubtedly lose Bill Kitto² in a week or so as he is very close on the list. Have made lots of changes; now have a Store at San Pedro. Earl McCall³ is Storekeeper and expect to start one at Pasadena in a day or so. We sure are having our own troubles keeping the cars rolling. Almost every day we discover some little shortage that is tying up cars and which seems due to carelessness on the part of stock and shipping clerks throughout the country. Perhaps inexperience would have been a better word than carelessness.

Harry⁴ is having a very busy time on the receiving end as we are buying more or getting better deliveries than we did last winter, and so the receiving floor is always chuck full. Shirley Barnes⁵ is on the supply car and Forrest⁶ is on the shipping floor in L. A. store. It makes him work some. The total of the PE liberty loan on 4/26 was \$281,100.00 more than the 2nd loan and included 3242 employes. The story dept. on 1st loan was 36 employes \$2,550.00; second, 54 em-

1 Jack Shea, now District Manager for Associated Oil in the PE Building, is a former PE Stationer, and was later Freight Bill Clerk in the General Storekeeper's office when Store Room was located at 7th and Alameda Sts.

2 Now Storekeeper at Butte St. Yard.

3 Now Purchasing Agent.

4 Harry Humphries, then Receiving Clerk, now retired.

5 Now Sales Manager, the Stationer's Corporation, Los Angeles.

6 Forrest Campbell, now in the Auditor's office, Wilshire Oil Co.

ployes \$4,030.00; third, 48 employees \$4,150.00; and we will go over \$5000.00 with 100 per cent rating. Anyone whom we figure as a steady man either buys or comes in the office to me. Only 2 came and both bought good-naturedly before they left the office. The city is about \$3,000,000.00 short but we will undoubtedly go well over the limit before the end.

You ought to be getting some good shop experience and I hope you are taking it all in. Do you keep a notebook about anything like that that looks good or is an improvement over PE practice? As I understand the army organization, each branch or each kind of work is grouped and in charge of men trained along these particular lines. How does it work out, and are you studying the big feature

of relationship and harmony between depts.? You know when I think about the training and the dope you boys have a chance to pick up I wish I had several more dollars than I have. But then it's all in a life time. Recently fell for a rebuilt Overland and have lots of work and pleasure each Sunday. Don't know whether to try the canyon next Sunday or not. I want to wet a line but I don't like such narrow roads. Expect to get out with Ward' on several trips and will show him how he ought to fish.

Hope this finds you licking hell out of the other side and eating well. I will quit with a promise to write again some day.

Yours
C. THORBURN

7 Ward McCall, retired Torrance Store-keeper.

Reorganized SP Band Wants PE Players

THE SOUTHERN PACIFIC BAND is now being reorganized as a marching unit under the direction of Frank Marsales, long famed in the musical world as a composer-director.

PE employes who can play a band instrument are urged to join other PE members already in the band. Marching engagements, always open, afford opportunities to get into some fine Southern California activities.

Rehearsals begin promptly at 8:00 p.m. and end promptly at 10:00 in the PE Auditorium, 627 S. Los Angeles St., every Wednesday.

FOR SALE—13½' boat, ten horsepower out-board motor complete with trailer, 16" wheelbase, newly painted, excellent condition, \$250.00. Also one navy blue pan-velvet evening wrap and one white fur evening wrap. Call ORchard 1-4424 after 6:00 p.m.



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PHOTOGRAPHY
Harley B. Talbott

Copy deadline for the January-February issue will be January 24.

MY VACATION



By
Adeline
McIntyre
Information
Bureau

WHEN MY BOSS SAID, "No work for you for two weeks," I took the train to El Paso, Texas, to fulfill two of my pet ambitions: to see Carlsbad Caverns National Park in New Mexico and Grand Canyon in Arizona. In this issue I will tell you of my tour through the Caverns.

Leaving El Paso at 8:15 a.m. by bus, we drove for four hours, traveling 154 miles through desert country. We were 932 miles from Los Angeles. I could not understand where the Caverns could possibly be in this flat area. Then the bus stopped. Here were several native stone, pueblo style structures. But where were the caves? The guide pointed to an opening in the ground. At this time there were 450 persons with the same question as mine. As we approached the opening, it seemed to become larger and larger. Actually it is 90 feet wide and 45 feet high.

HAS MISGIVINGS

At the entrance I hesitated, thinking of the hundreds of bats that come out every summer evening about sundown. Suppose they should come out now? Suppose the trail was too steep, or dark and cold? But soon the guide relieved me of my misgivings. At most points two or three persons can easily walk down the trails and stairways—a distance of seven miles. As we left the light of day, we found the caves well lighted by 800 electric bulbs. Immediately I began to see fantastic formations which seemed like petrified shrubbery hanging from the ceiling, and their opposites reaching up from the floor.

SIGHTS INCREDIBLE

Down, down we went, at every step and turn new, larger, more unbelievable sights. Every so often the guide would stop and explain, as much as is known to men, the formations of these pillars, all in terms of millions of years.

Arriving at the floor of the caves we began the tour of the many immense chambers and corridors. In natural sequence are the Green Lake

Room, the King's Palace, the Queen's Room and the Papoose Room, lined with strange images which are massive as well as magnificent, and which vary from needle-like proportions to huge chandeliers. I was no longer conscious of time or space and was trying eagerly to get a full share of the beauty and mystery of it all.

The smell of hot coffee brought me back to reality. After a box lunch consisting of two sandwiches, cake, and fruit, we were ready to continue the balance of our four-hour tour.

"BIG ROOM"

We were led into the "Big Room," which is about 13 city blocks long and 300 feet high. At one place the ceiling arches 285 feet above. Here is the Hall of Giants, where lofty spires reach 62 feet. Some of the most popu-

lar formations are the Iceberg, Veiled Statue, Rock of Ages, Totem Poles, Snow White and Two Dwarves, Temple of the Sun, and many others—brilliant and translucent in appearance.

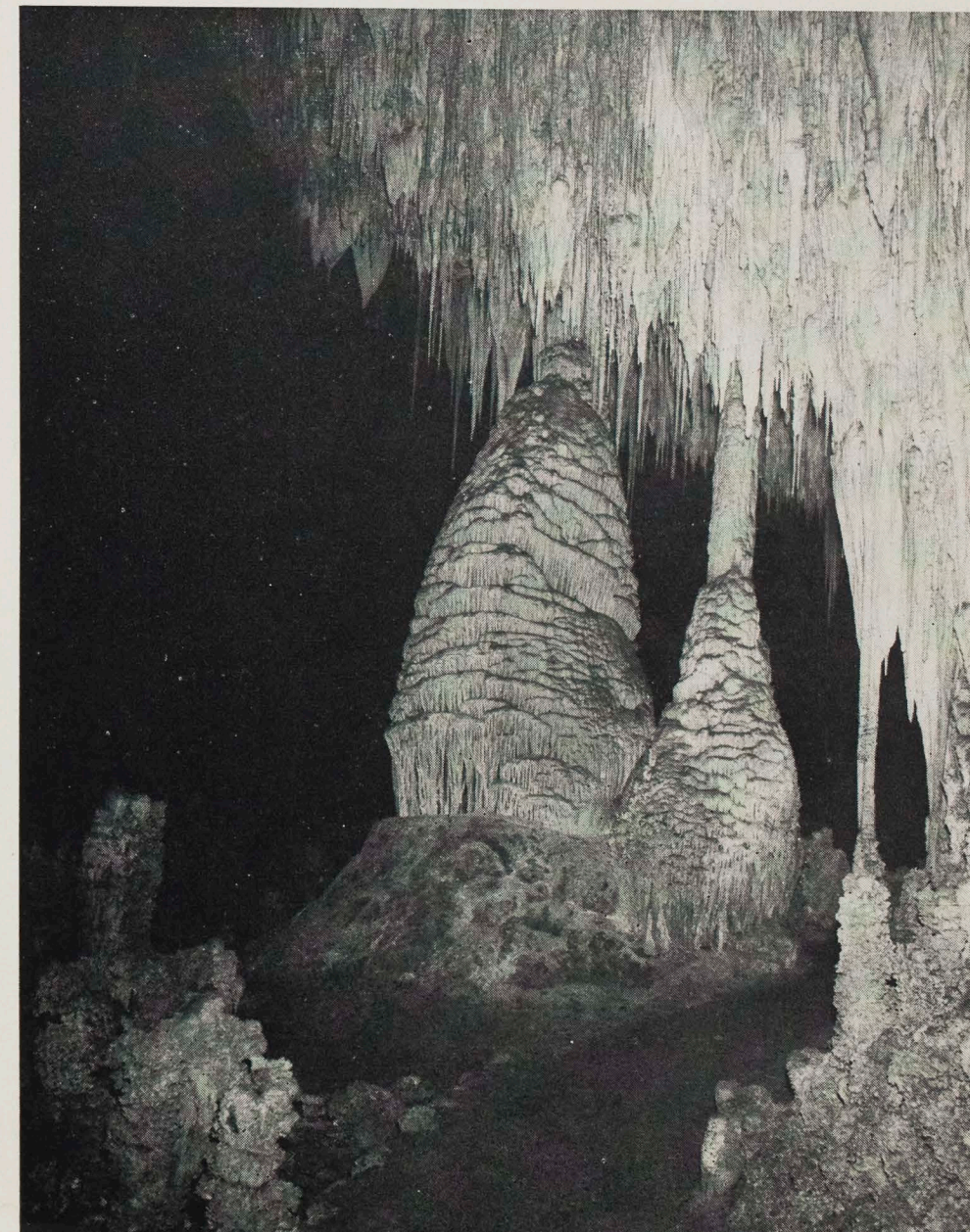
There are still many unexplored rooms in this vast underground fantasy where the temperature remains at 56° all year round.

750-FOOT ELEVATORS

Although it is possible to walk back over a short-cut trail by climbing 754 feet, many in the procession continued to the elevator room where two elevators, carrying about 15 persons each, make the 750-foot trip to the surface in 59 seconds.

Back in the light of day I realized it was not a dream, but an actual experience long to be remembered.

"IN CAVERNS MEASURELESS"—The Temple of the Sun, one of the grand sights of Carlsbad Caverns, recently visited by Information Clerk Adeline McIntyre. Photo was taken by our highly efficient and ubiquitous photographer, Harley B. Talbott, Duplicating Bureau.

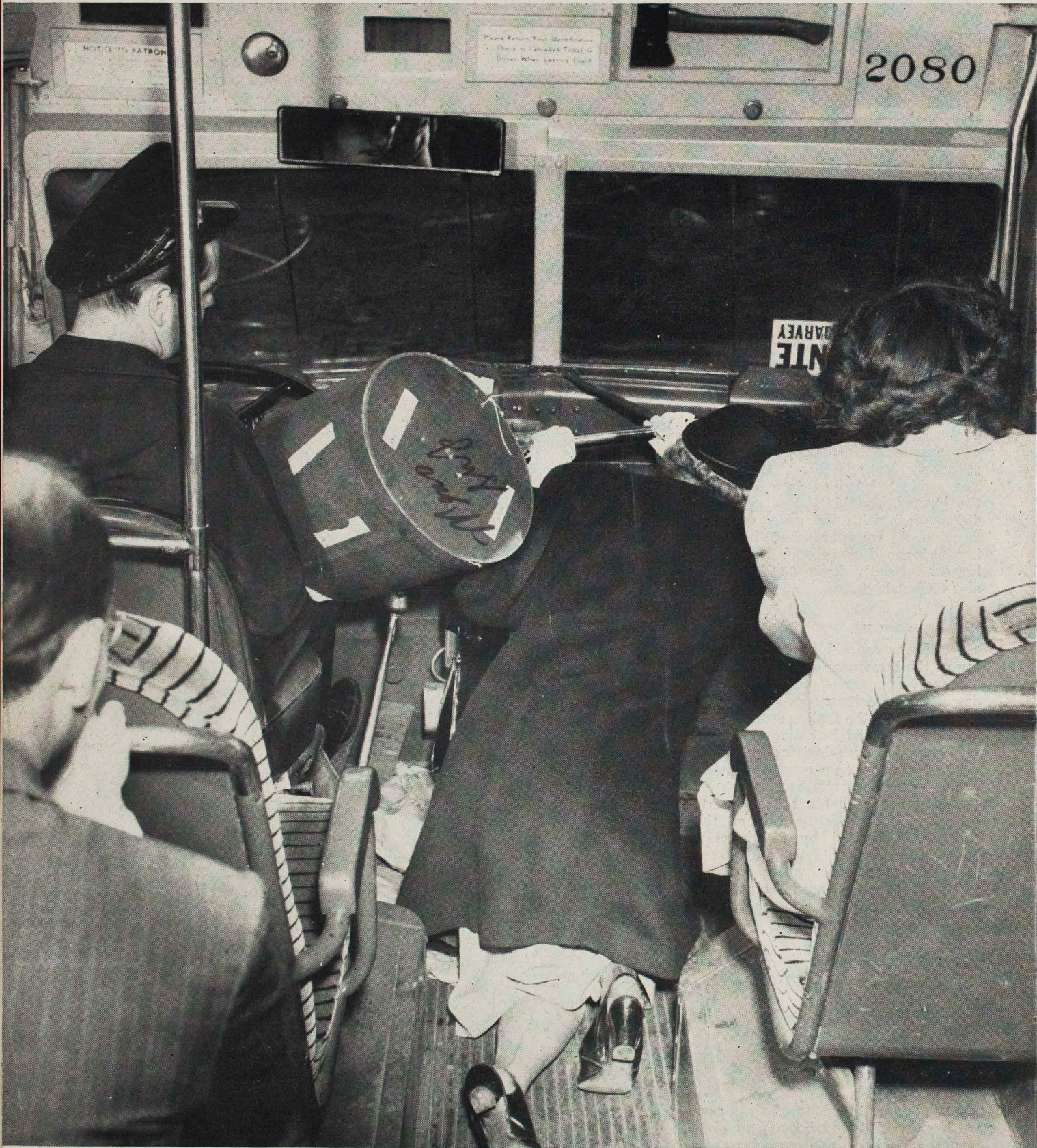


WORK TOGETHER



Teamwork, Kid-- that's what piles up victories in play and in life. If you want to score--play together--work together--

WE DEPEND ON EACH OTHER



STOPPING TOO QUICKLY IS A DANGEROUS TRICK!

(Posed by Miss Nancy Kelly, Field Engineering; and Motor Transit Operator L. V. Steinert)