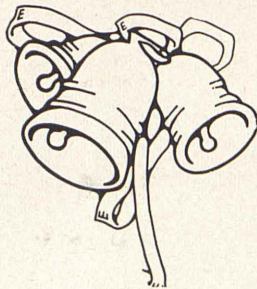


NOV.-DEC. 1949  
**PACIFIC ELECTRIC**  
*Magazine*



*Season's  
Greetings*





## Season's Greetings

***T**O each Pacific Electric employe and your family goes my hearty wish that your Christmas may be joyous and the New Year filled with happiness.*

*May the spirit of teamwork and good will prevail among us throughout the year.*

A handwritten signature in dark ink, appearing to read 'R. Smith'. The signature is fluid and cursive, with a long, sweeping tail that extends to the right.

*President*





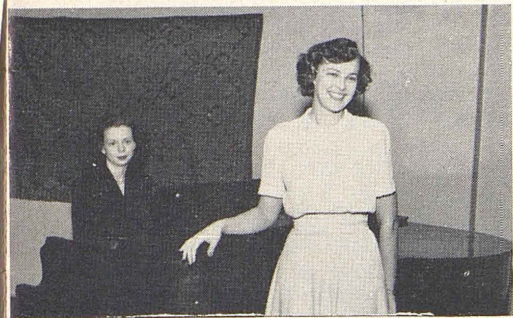
**BALMY SWAMI** E. Oscar Miller gives Slick Hick U. George Perry the treatment — laughs!



**EMCEE** Lester B. McNelly, a favorite with PE audiences, produces and directs the show.



**CHRISTMAS EVE** at Station KISS means trouble! Mary Brenner and Lorrie Noble star.



**MARIE CHISHOLM**, seraphic-voiced soprano, will sing Bach-Gounod's "Ave Maria," with Maxine Eaton, left, accompanying at piano.



**TRIO**, composed of Don McLeod, bass, Evelyn Baker, soprano, and Harry Shea, tenor, will sing Pietro Yon's lovely song, "Gesu Bambino."

**Employees and Their Families  
Are Invited to the Annual**

# Christmas Party

**PE Theater, 627 S. Los Angeles St.**

**Friday, Dec. 23, 9:30-11:00 a.m.**

HERE'S THE PARTY you'll never forget! The party of the year!

With Lester B. McNelly as producer and emcee, you'll laugh till you cry at the antics of the Balmy Swami, E. Oscar Miller, and the Slick Hick, U. George Perry, in their skit involving audience participation.

"Christmas Eve at Radio Station KISS, or, There's Many a Slip 'Twixt the Lip and the Script," is another laugh fest that finds Announcer Lorrie Noble tearing his hair at the way Deadpan Mary Brenner stumbles through "The Night Before Christmas."

And don't sell the musical end of the program short, either. Marie

Chisholm, unable to sing last year because of illness, returns with her spine-tingling voice lovelier than ever. An excellent trio, composed of Don McLeod, Evelyn Baker, and Harry Shea, will produce harmony that thrills.

Dressed in eye-catching red robes, the Glee Club, that surprised everybody last year with its fine choral singing, will be back better than ever with more songs, directed by Warren Silliman. You'll sing, too!

Maxine Eaton will play all accompaniments in her usual discriminating style. She's wonderful, as you know.

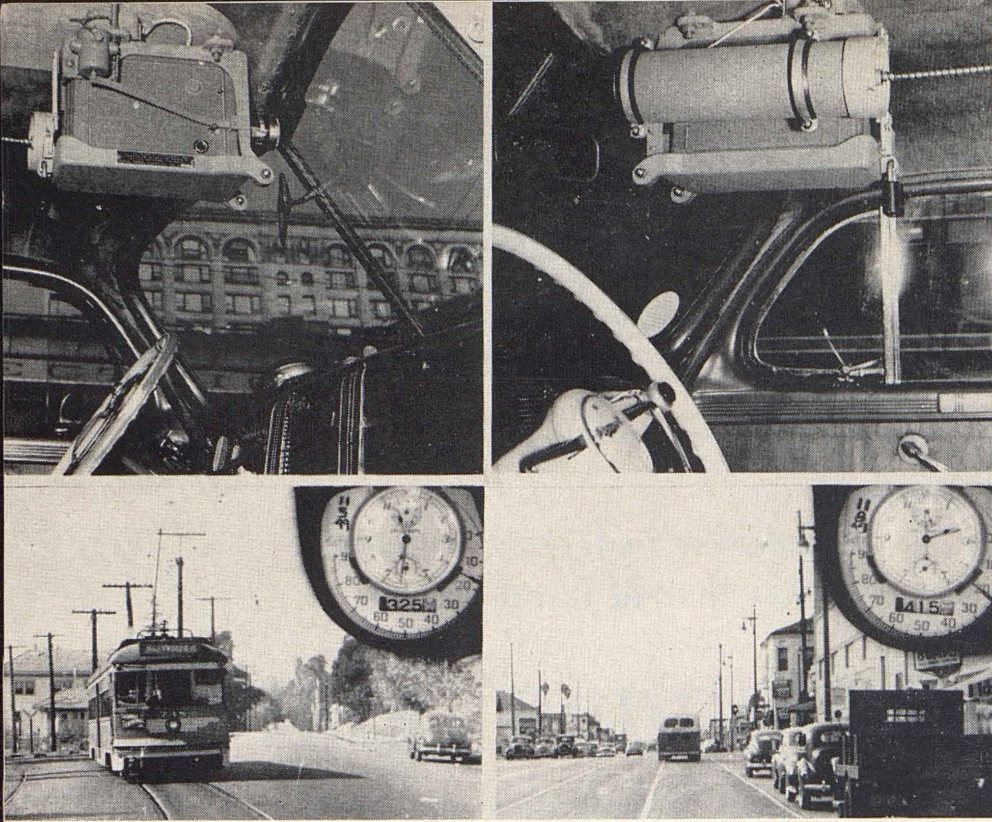
Overflow crowd expected! Come early! Bring the family!

**Laughs! Harmony! Fun! Community Singing!**

THE GLEE CLUB WILL BE THERE TO WISH YOU A MERRY CHRISTMAS IN SONG.







UPPER LEFT — View of 35-mm. motion picture camera mounted in company automobile, showing lens near top of windshield, and mechanism on side which operates camera shutter. UPPER RIGHT — View of opposite side of camera. Speedometer, stop-watch, and date are enclosed in round tube, with speedometer cable projecting at rear. Cable extends down to special connection with driveshaft of automobile. Note also black push-button mounted on steering wheel of automobile. When operator pushes button, camera takes a picture. LOWER LEFT AND RIGHT — Two pictures actually taken with camera shown above. Note how date, speedometer reading, and time of day are photographed in upper right-hand corner.

## Special Camera Mounted in Car For Instruction Of Operators

AS AN EDUCATIONAL FEATURE in the program of instruction for Trainmen and Motor Coach Operators, a special 35-mm. motion picture camera has been installed in a company automobile for the purpose of securing on-the-spot photographs of train and bus operations. Pictures thus obtained are to be used for the correction of poor operating practices, according to General Superintendent F. C. Patton.

### FEATURES OF CAMERA

Special features of the camera are a built-in speedometer, connected to the driveshaft of the car; and a stop watch, which records the exact time of day to 1/10th second. When the operator pushes a button mounted on the steering wheel of the car, a picture is taken of whatever is within range of the lens, and also of the speedometer, the stop watch, and a card bearing the date. The button may be pushed as often and as fast as the operator desires. The mechanism is operated from the car battery.

Pictures thus obtained may be processed and prints obtained within a matter of minutes, if necessary.

Pacific Electric is the only transportation company in the U. S. to use this camera under the operation of a company employe; many insurance companies, however, make wide use of the device. It was first used in PE service about Nov. 1.

### PIX FOR INSTRUCTION PURPOSES

When pictures are taken of the operation of a PE bus or rail car, the Motor Coach Operator or Trainman is so informed. If pictures reveal incorrect operating practice, the person responsible is contacted the next day and shown pictures of his operation on a slide projector. In one case where bus operation had been incorrect, investigation revealed that the driver was afflicted with "tunnel" vision, which was soon corrected by a visit to the optometrist.

To secure pictures of rule violations, at least four pictures are taken three seconds apart. Cases of speeding can

easily be proved by simple calculations based on the size of the image in the picture, speedometer readings, and stop watch readings.

All Trainmen and Motor Coach Operators have been informed through the daily notice book that the camera is in use, and the General Superintendent has attempted to make it very clear that the purpose of the device is not merely to catch violators of rules, but to make better operators of them by showing them what they have been doing wrong and how to correct their practices.

## COVER PICTURE

JERRY JURDAN, handsome five-year-old son of Night Foreman Bill Jurdan of West Hollywood Garage, got the Christmas spirit a little ahead of time this year so we could bring you this Christmas cover. Here's Jerry holding a model of a PE rail car built by his dad, a miniature railroad enthusiast; and a PE bus model borrowed from the desk of Motor Coach Superintendent John D. Puffer. Picture was taken in the Trainmen's Room at Sixth and Main, and Jerry's wearing a cap belonging to Conductor Earl E. Green. The tree was about the first sold on Wilshire Boulevard, and decorations came from the PE Club, courtesy of Manager Sam W. Newcomer and Clerk E. T. Holmes. Assistant Research Engineers Bob Labbe and Malcolm McNaghten did the decorating. Many thanks are due to all who helped, and especially to Bill Jurdan, who traveled many miles on short notice to make the picture possible.

**JOIN  
THE MARCH OF  
DIMES**

JAN.  16-31						
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS



# Central Power Operators Move to PE Building

THE OLD CENTRAL POWER STATION at Sixth and Central, Los Angeles, is no more. A new supervisory control switchboard has been installed in new quarters at 989 PE Building, and the offices of Superintendent of Substations T. H. Ewers and the Central Power Operator are now to be found at this location.

The supervisory control board handles the five automatic substations at Watts, Slauson, Amoco, Maple Ave., and a new Central Switching Station which has been built to the east of the old Sixth and Central Building to handle the high voltage switching formerly done in the old

plant. In the near future, supervisory control boards will be installed to handle substations at Ocean Park, West Hollywood, Olive St., Ivanhoe, and Burbank. Current for the operation of the boards comes from a set of storage batteries; no heavy voltage from power lines comes into the control board. The tail wags the dog: it's all in a system of relays.

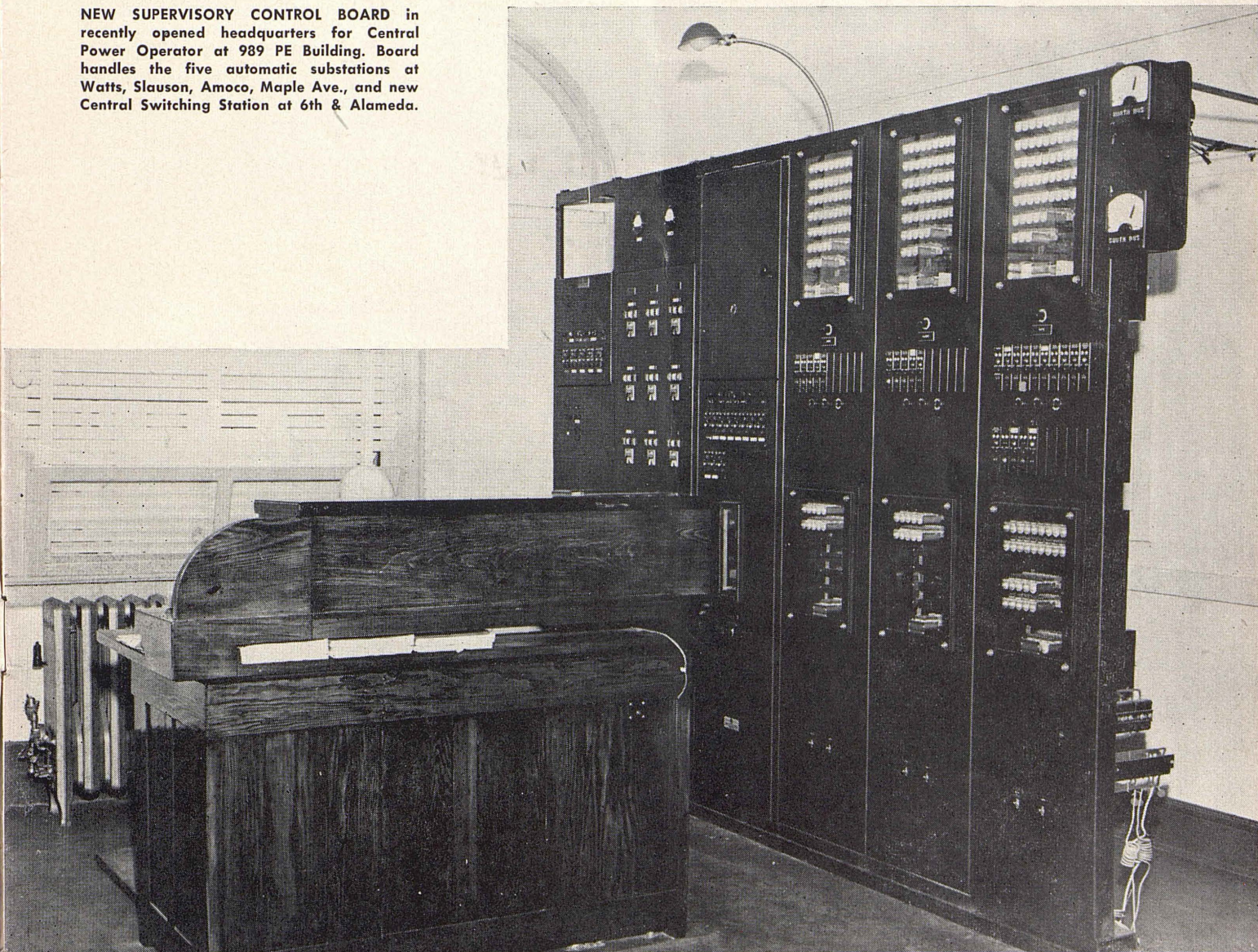
The old power station was a steam plant where in the early days all power was generated. The 15,000-volt alternating current was distributed to a network of substations, where it was converted into direct current for the trolleys. About 1912,

however, the company arranged to purchase all AC power from local power companies, and thereupon discontinued the use of the generating plant. The substation end, referred to as the Central Power Station, was nevertheless continued in operation until the new set-up in the PE Building was opened on Oct. 29.

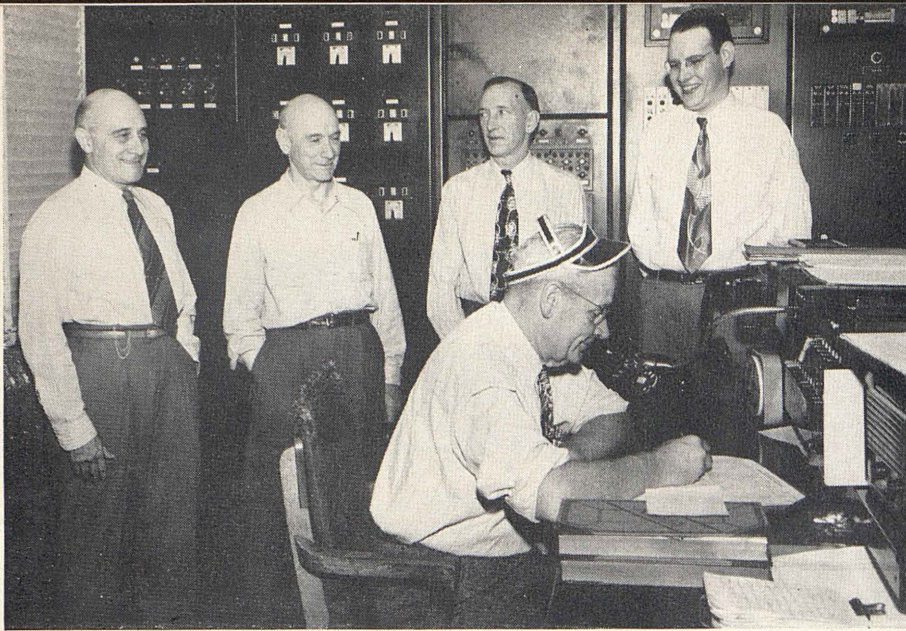
About 1924, the Southern California Edison Company reactivated the steam plant for a few months in order to make up for a shortage of hydroelectric power occasioned by a considerable drought.

(Continued on page 7)

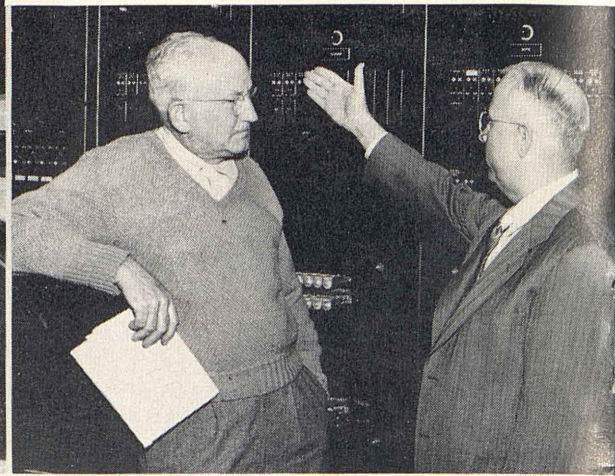
**NEW SUPERVISORY CONTROL BOARD** in recently opened headquarters for Central Power Operator at 989 PE Building. Board handles the five automatic substations at Watts, Slauson, Amoco, Maple Ave., and new Central Switching Station at 6th & Alameda.







**CENTRAL POWER OPERATORS**—Seated is H. R. Bullock, second trick man. Others, left to right, are Robert T. Nores, Relief; Joseph A. Nores, first trick man; Norris McLeod, Relief Operator; and William A. Chase, third trick man.

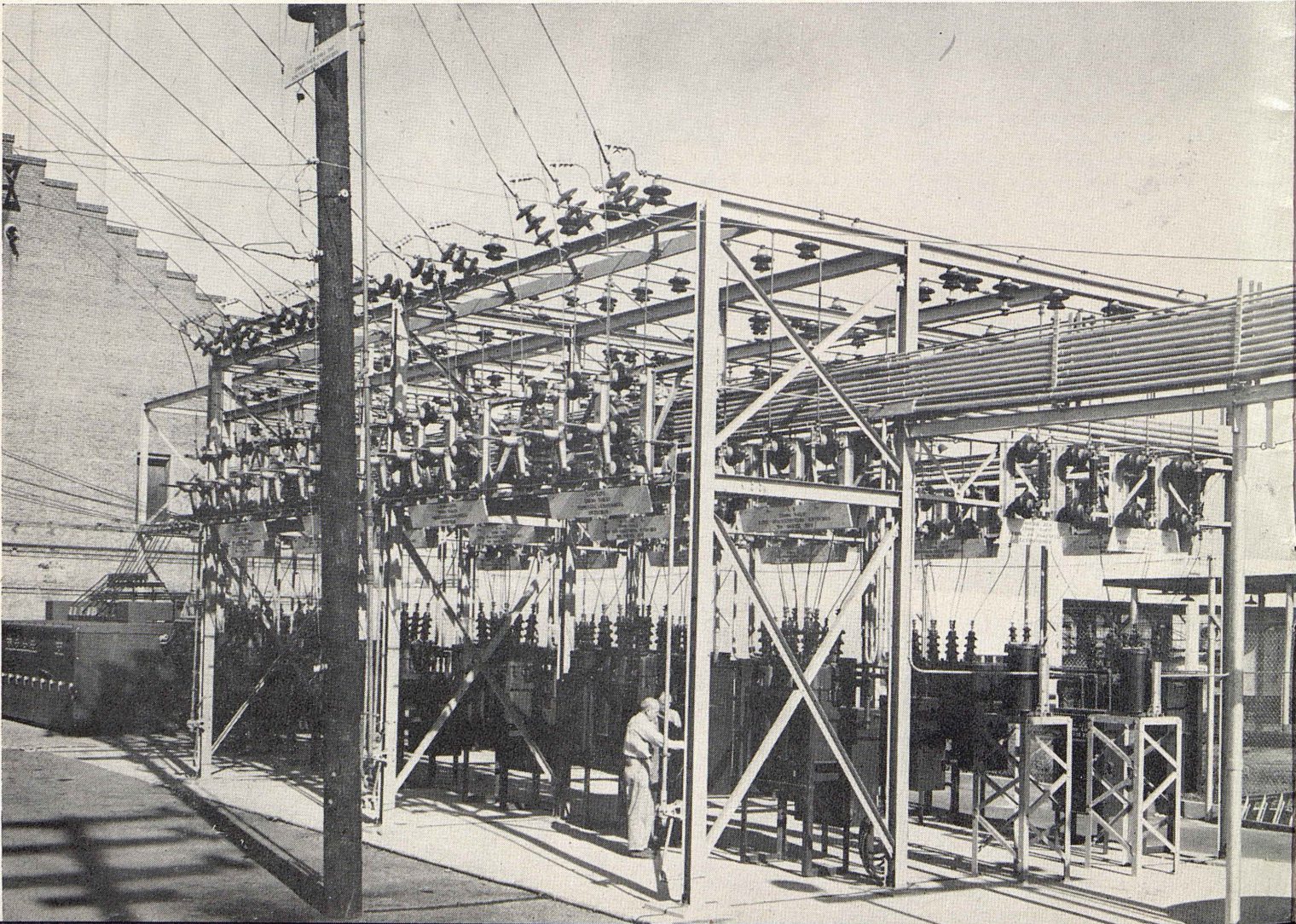


**"IT'S THIS WAY"**—T. H. Ewers, Superintendent of Substations, right, talks over a problem with Eugene Smith, Foreman who installed new board.

## CENTRAL POWER OPERATION

**NEW NO. 1 SUBSTATION** at Sixth and Alameda, designed by Westinghouse and built by PE electrical forces during a four-month period. The substation is used for switching power from one district to another, and for feeding the Pacific Electric Building, shop circuits,

and the Maple Ave. Substation. It has been in operation since Oct. 29. In foreground are Leader Electrician A. C. Brown, left, and Electrician 1/c Robert Pearson. The new supervisory control boards on the ninth floor of the PE Building control No. 1 Substation.





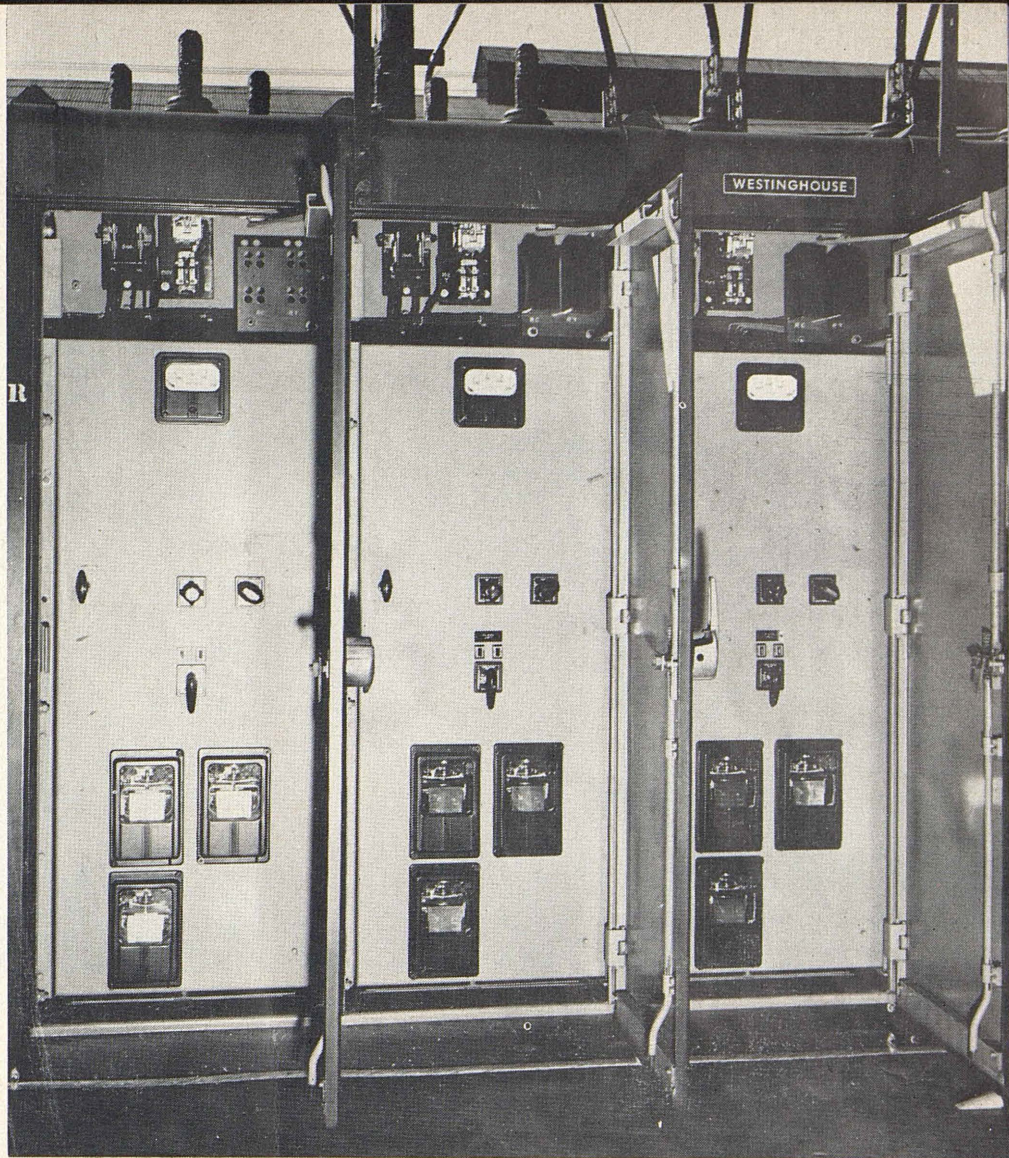
## Central Power Operators

(Continued from page 5)

The supervisory control boards are actually just a glorified system of remote control, for the purpose of opening or closing switches operating generators and rectifiers in the automatic substations. If the Central Power Operator wants to cut in a rectifier at Watts, for instance, he pushes a button, clearly labeled with the name of the particular rectifier in question. Immediately a green light on the control board goes off and a red light goes on. A red light indicates that a switch governing the rectifier has been closed; a green light, that the switch is open and the rectifier therefore not in operation.

The supervisory control board is not affected if trouble develops in an automatic substation. Protective relays in each of the automatic substations operate automatically to open switches on lines where trouble develops. In the manually operated substations, of course, there is always an Operator present to open switches in case of trouble.

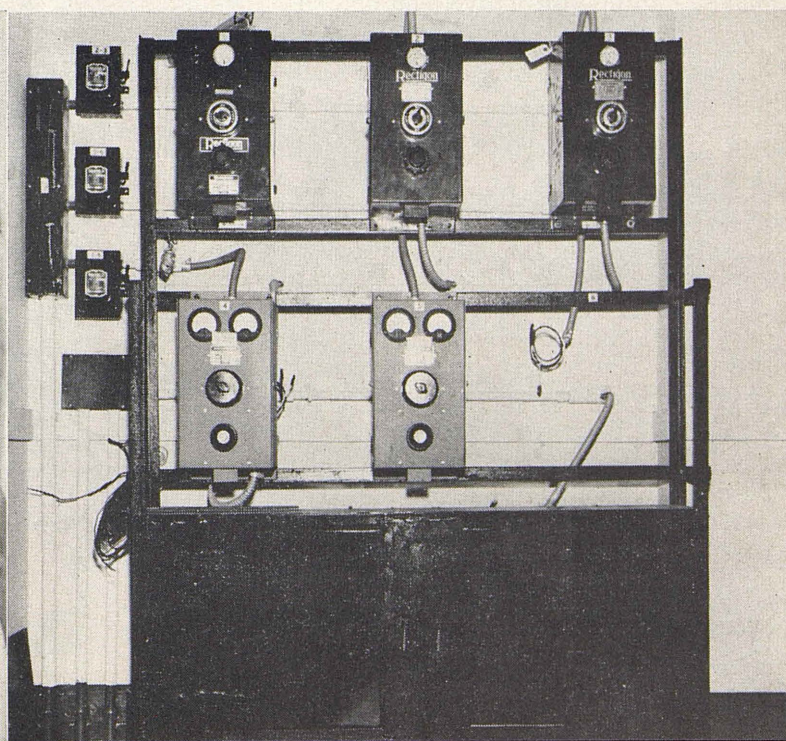
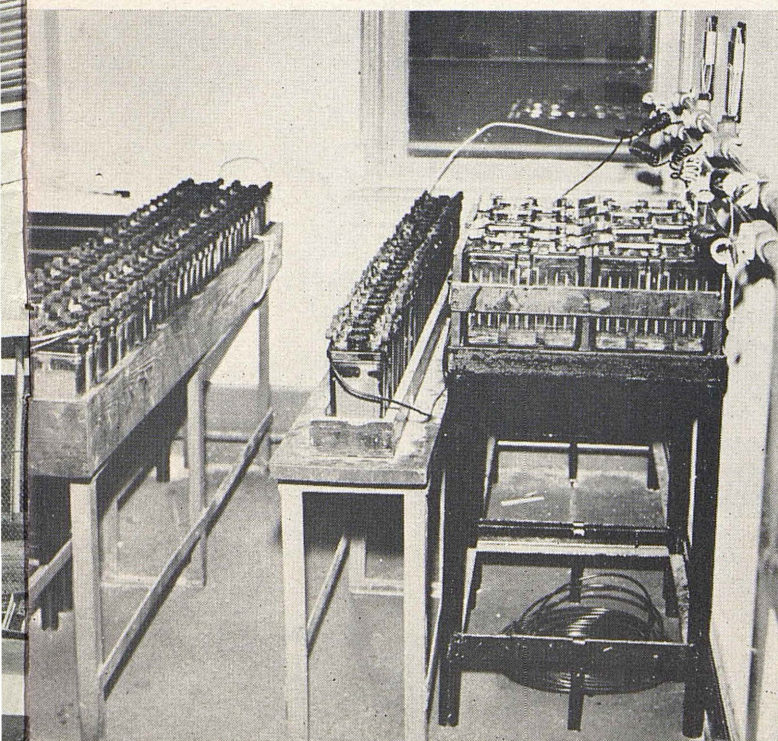
The Central Power Operator sits before a telephone switchboard, and can call any Substation Operator on the system. Each Operator reports by telephone to the Central Power Operator once an hour, and any failure to do so results in immediate investigation. This system protects the life of the Operator as well as his substation.



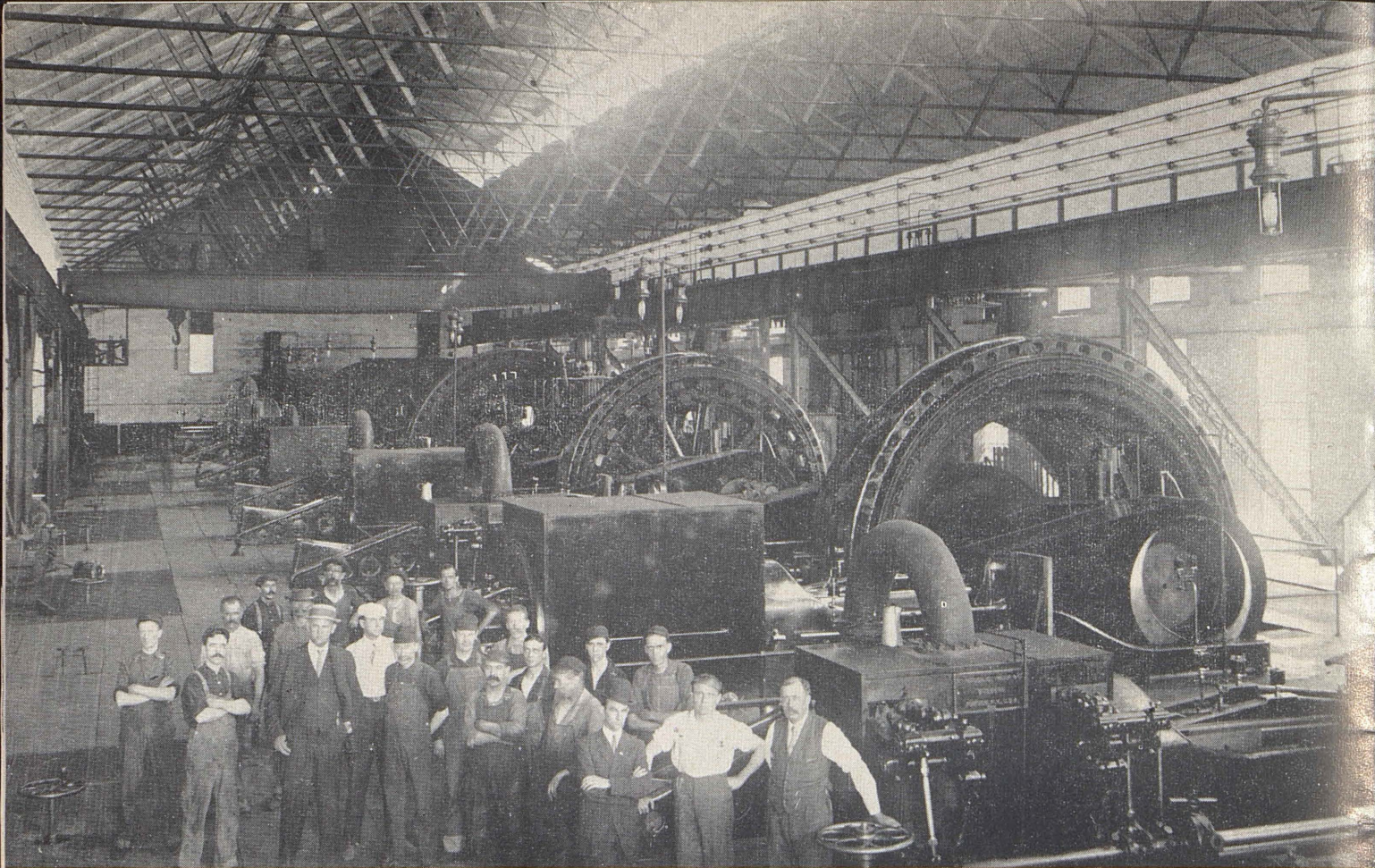
**CONTROL PANELS** in No. 1 Substation for 2200-volt circuits for the PE Building, 8th St. Yard, Washington St. Shops, and Butte St. Yard. These are only a few of the panels, which are located in the group of black boxes seen at extreme left in bottom picture on page 6. Panels are all controlled by supervisory control boards in the PE Building.

**TEMPORARY ARRANGEMENT** of batteries used to activate relays and lights on supervisory control panels in Central Operator's room.

No heavy current passes through panels. Picture at right shows battery chargers used to keep up batteries for supervisory control.



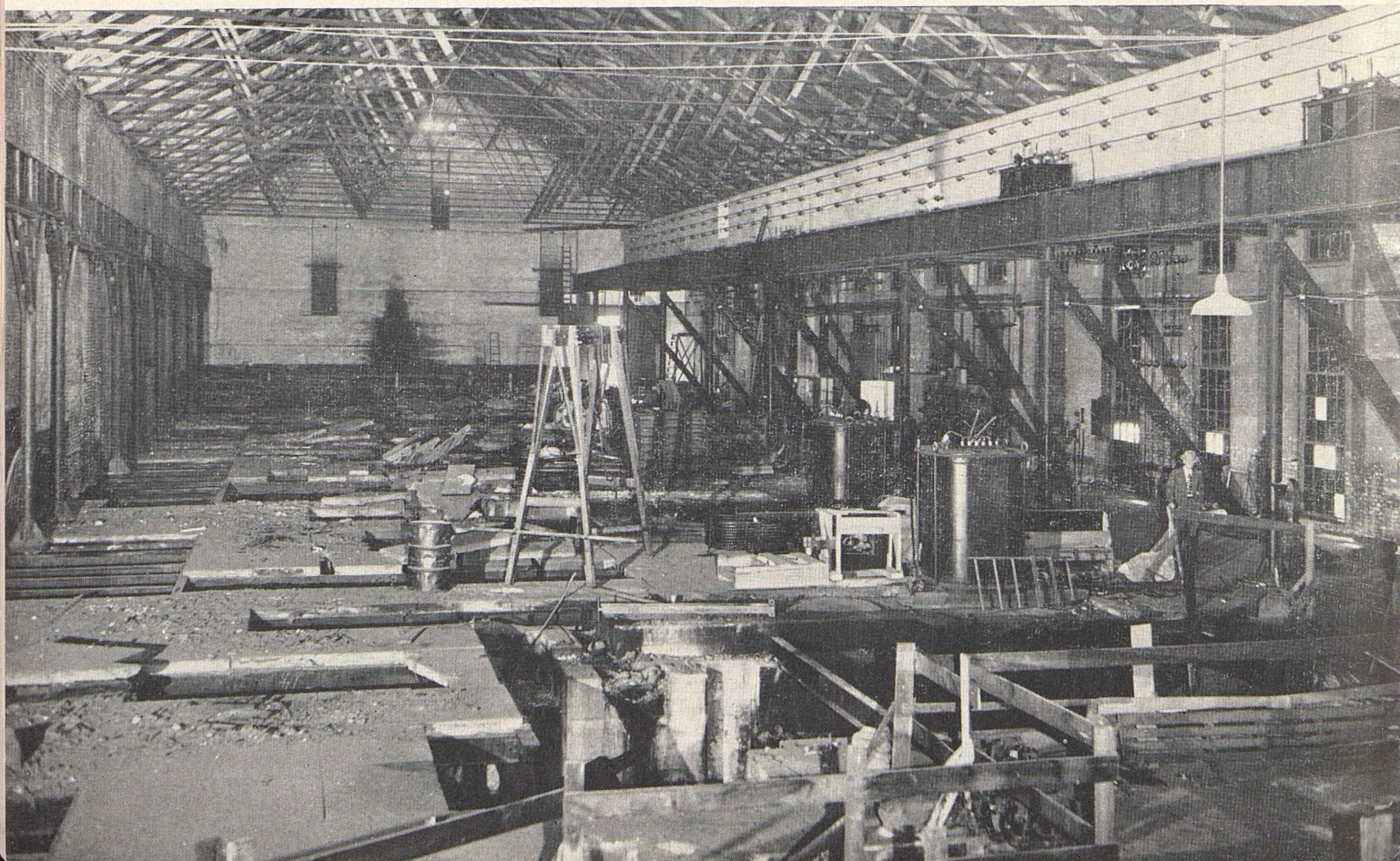




OLD STEAM PLANT IN OPERATION AT SIXTH AND CENTRAL. PICTURE TAKEN ABOUT 1920.

## SIXTH & CENTRAL SUBSTATION IS NO MORE!

SAME LOCATION AS IT LOOKS TODAY — GLOOMY MASS OF CONCRETE, BRICK, AND STEEL TO BE SCRAPPED.





## PE in Move to Speed Decision on Plan Now Before CPUC

IN AN EFFORT to speed up completion of the public hearings on the proposed Modernization Plan, and to obtain an early decision from the State Public Utilities Commission, the company on Oct 27 modified its application, removing some controversial issues.

While the overall Modernization Program is not materially changed by these modifications, C. W. Cornell, Pacific Electric General Attorney, said elimination of several controversial questions would tend to reduce objections and hasten the day when a final decision could be had. The changes are:

1. Remove the rails and facilities on the Venice Short Line between the junction with the Santa Monica Air Line and Vineyard, and on San Vicente and Burton Way. (These were to be retained for freight operation.) The company will make application to the Interstate Commerce Commission for similar authority.

2. Continue rail operations on Santa Monica Boulevard from West Hollywood into the Subway Terminal, operating with one-man cars. This is with the understanding that the tracks on Santa Monica Boulevard will be rehabilitated.

3. Withdraw from the application the request to reroute the San Fernando rail line over Hollywood Boulevard and continue operation of this line over Santa Monica Boulevard.

4. Operate the proposed Echo Park motor coach service beyond Baxter Street to Donaldson Street.

5. Clarify the application so as to show clearly that the five local motor coach lines in San Fernando Valley will continue to be operated if they cannot be disposed of, requesting abandonment only of the service between Tarzana and Woodland Hills and between Tarzana and Northridge as originally proposed.

In order to expedite matters still further, request is made that the question of the Pasadena Short Line, Sierra Vista Line, and Arroyo Seco Motor Coach Line be reserved for later hearings. During the interim period it is proposed to operate a motor coach line substantially following the Oak Knoll Rail Line, and to operate the Sierra Vista Line over San Pedro St. into the Sixth and Main Station.

## Read This! It Concerns You!

*'Twas the night before Christmas, when all through the house,  
Not a creature was stirring, not even a mouse.  
When down through the chimney, all covered with soot,  
Came the "Spirit of Fire," an ugly galoot.  
His eyes glowed like embers, his features were stern,  
As he looked around for something to burn.  
What he saw made him grumble, his anger grew higher,  
For there wasn't a thing that would start a good fire.  
No doors had been blocked by the big Christmas tree,  
It stood in the corner leaving passageways free.*

*The lights that glowed brightly for Betty and Tim  
Had been hung with precaution so none touched a limb.  
All wiring was new, not a break could be seen,  
And wet sand at its base kept the tree nice and green.  
The tree had been trimmed by a mother insistent  
That the ornaments used must be fire resistant.  
And mother had known the things to avoid,  
Like cotton, and paper, and plain celluloid.  
Rock wool, metal icicles, and trinkets of glass,  
Gave life to the tree; it really had class.*

*And would you believe it, right next to the tree,  
Was a suitable box for holding debris,  
A place to throw wrappings of paper and string,  
From all of the gifts that Santa might bring.  
The ugly galoot was so mad he could bust,  
As he climbed up the chimney in utter disgust,  
For the folks in this home had paid close attention  
To all of the rules of good "FIRE PREVENTION."*

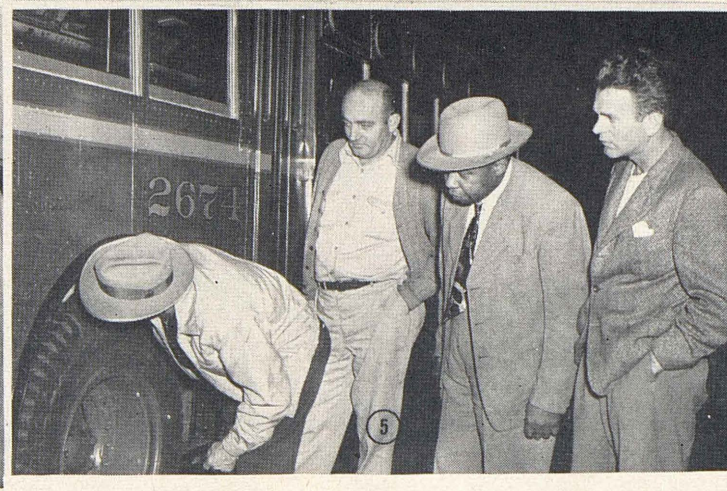
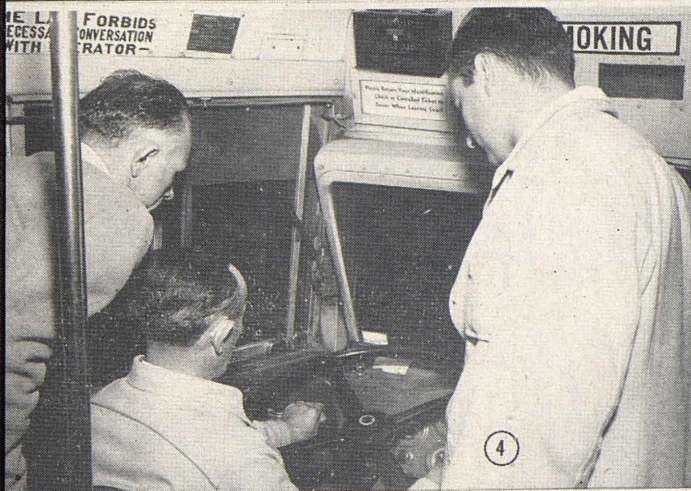
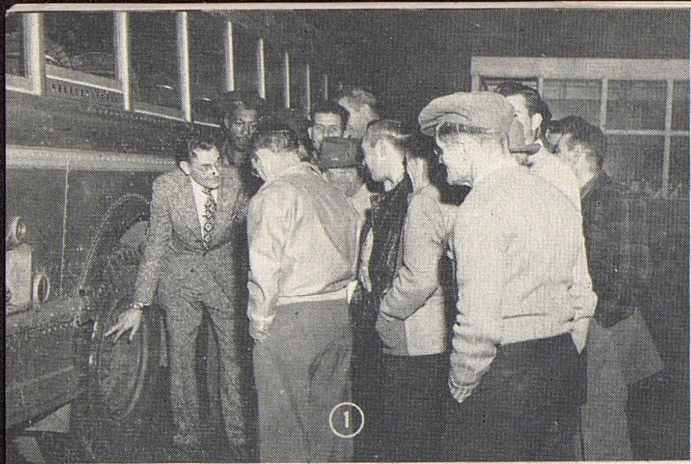
— COURTESY LOS ANGELES FIRE DEPARTMENT

## 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 their memories of PE be always pleasant.

NAME	Occupation	Department	Years Service
Albert Adams	Assistant Agent	Transportation	5
McVernon Anders	Fireman	Transportation	5
Archibald Boyd	Carpenter	Mechanical	30
Murry A. Brice	Armature Winder	Mechanical	31
Edward Craig	Motorman, West	Transportation	28
Fred C. Groth	Motorman, North	Transportation	27
Ross J. Hawley	Check Clerk	Transportation	6
Frank B. Howe	Motorman, South	Transportation	37
Joe Johnson	Janitor	Mechanical	4
Edwin R. Kahl	Ticket Clerk	Transportation	15
Francisco Padilla	Laborer	Engineering	6
Joseph Randall	Conductor, West	Transportation	27
Lloyd W. Reynolds	Baggage Clerk	Transportation	23
William F. Shea	Subforeman	Engineering	7
Henry Stobart	Car Repairer	Mechanical	7
Arthur R. Talbot	Conductor, North	Transportation	10
Jose Torres	Laborer	Engineering	18
Jose Trujillo	Laborer	Engineering	19
Charles Ventris	Brakeman	Transportation	19
Earl C. Wallich	Towerman	Transportation	35
George A. Woodruff	Substation Operator	Engineering	31
Henry J. Zimmer	Signalman	Engineering	26





## PUPILS LEARN AT MACY

INTERESTED EMPLOYEES gathered for a field trip to Macy Garage last Nov. 21 under the tutelage of Automotive Inspector A. L. Bristow and Macy's Night Leader George Wells. Purpose was to demonstrate daily bus safety inspection routine. (1) Bristow shows how to look for loose lug nuts, etc., on wheels. (2) Car Repair Foreman Fred Soule, right, checks driver's report card, which indicates needed repairs. (3) Leader Wells, left, shows how to check windshield wiper. (4) Macy Electrician Frank Sirchie, in driver's seat, tests door operation. (5) Toluca Car Repairer E. T. Bray checks inner rear wheel. (6) Torrance Electrician Bill Simmons inspects for loose grab rail. (7) Macy Electrical Machinist Carl A. Mayfield, right, inspects water hoses, blower connections, etc., on motor, as others watch. (8) Group comes up from pit, where instructors have shown what to look for under bus, such as broken springs, leaks, broken belts, etc.





THE PRESENT automotive training program was instituted by Mechanical Department Superintendent E. A. Stevens in consideration of those working in the car barns whose jobs might be affected by the modernization program, as well as any other employes who may be interested in improving their knowledge of the fundamentals of automotive maintenance and repair on all types of equipment used, both gasoline and diesel. In April, 1949, a personal letter was sent by Mr. Stevens to each individual employe in the Mechanical Department, explaining the purpose of the program.

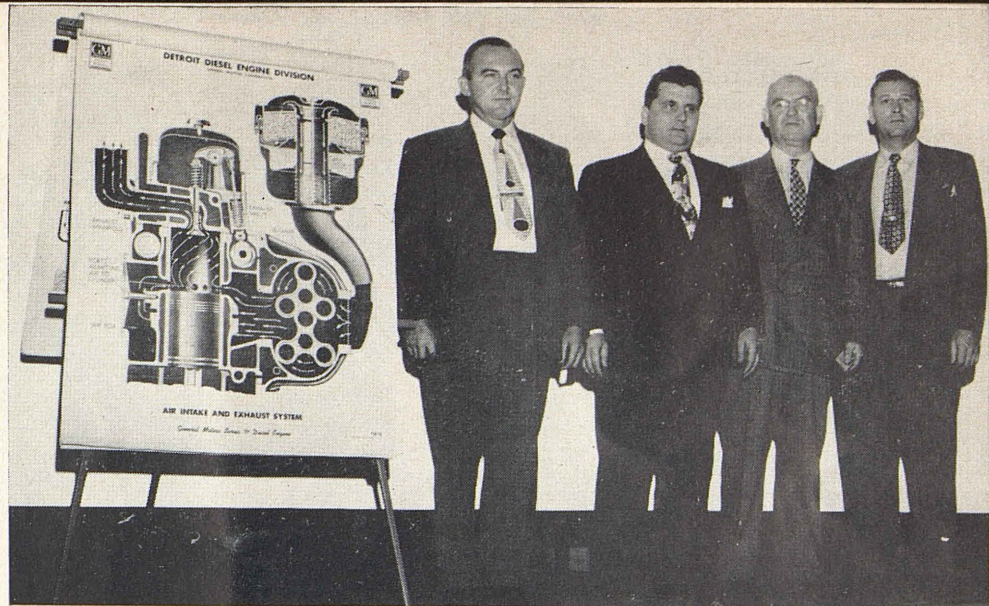
#### SCOPE OF COURSE

For the benefit of those having little knowledge of automotive repair, it was decided to start the classes with a study of basic principles of the various units of the automobile, their names, locations, purposes, and functions. Progress will then be made through the inspection and repair of the particular units on our motor coaches. The attempt to make these elementary topics interesting, even to those possessing advanced knowledge.

W. E. Williams, Automotive Equipment Engineer, was placed in charge of the program, with A. L. Bristow, Automotive Equipment Inspector, as Instructor, and D. E. Bowman, Staff Engineer, as assistant. Mr. Bowman, a camera enthusiast, has lent valuable aid to the program. He has made many of the slides and strip films used to illustrate the lectures.

#### CLASSES ON MONDAYS

The classes are not conducted during working hours. Those attending do so on their own time. One and a half-hour sessions are held each Monday at 1:00 p.m. for the men on swing and night shifts, and at 6:15 p.m. for the benefit of the day shift men.



**DIESEL INSTRUCTION** — Making use of charts of cross sections of GMC diesel engines, Special Instructors Vance Shields and Joe Meyers (first and second left, respectively), from Detroit Diesel Division of General Motors held a class in the PE Theater Oct. 27 for all interested in that subject. With them were PE's Superintendent of Equipment, E. A. Stevens, third from left, and Automotive Maintenance Engineer W. E. Williams.

## Automotive Training Program Draws Interest of Many Men

Through the cooperation of the PE Club, the Instruction and Safety Department, and the PE MAGAZINE, a great deal of interest has been aroused and the classes are being well attended.

The possible sources of films and slides pertaining to the subject have been contacted, and many of these valuable and extremely interesting training aids have been shown and are being scheduled for future use.

Factory representatives have lent their assistance to the program. The cut-away engine shown at the various

shops in October and the special class held Oct. 27 (see picture above) witness their interest in the program.

#### LECTURES AND VISUAL AIDS

Classes were held in June, recessed through vacations, and continued in October. A combination of lectures, visual aids, moving pictures, actual demonstrations, and field trips, all pertinent to the subject, are being used. Whenever possible garage workers who are proficient in their particular specialty are encouraged to assist in the instruction. Their cooperation has been very commendable.

**BOTH OLD-TIMERS AND YOUNG-TIMERS** gathered at Macy Garage Nov. 21 to learn daily bus safety inspection routine. Many were not

garage mechanics by trade, but showed interest enough to come to this, as well as to other classes, voluntarily, on their own time.







**AP NEWSMEN TRY OUT NEW BUS** — Accompanied by General Agent R. O. Christiansen, extreme left, 30 Associated Press newsmen left Glendale on Friday, Nov. 18, in PE's new test bus No. 2700, for a San Berdo convention of the AP News Executives Council. Left to right, in addition to Mr. Christiansen, are John T. Watts, Photo Editor, Glendale News-Press; Harold Hubbard, News Editor, Hollywood Citizen-News; Herb Klein, News Editor, Alhambra Post-Advocate; Jack Berger, Managing Editor, San Fernando Valley Times; Col. Carl White, Managing Editor, Santa Monica Outlook; Bart Heiligers, Publisher, Alhambra Post-Advocate; Fidel La Barba, Sportswriter, and Steve Kalagian, Editorial Department, Santa Monica Outlook; Dick Strobel,

Picture Editor, Associated Press; Charles Hushaw, Managing Editor, H. J. Libby, News Editor, and Carroll Parcher, Publisher, Glendale News-Press; Pete Arthur, City Editor, Associated Press; W. D. McGlasson, Managing Editor, South Bay Daily Breeze (Redondo Beach); Russ Cochran, Telegraph Editor, and Bob Studer, Picture Editor, Alhambra Post-Advocate; Al Fahlstedt, City Editor, Santa Monica Outlook; August Borio, Southern California Associated Newspapers; Henry B. Frank, Telegraph Editor, The Mirror; Warner Jenkins, Managing Editor, Alhambra Post-Advocate; Ernest Winters, Southern California Associated Newspapers; W. D. Weigand, Shop Foreman, and Salvador J. Felix, Chief Photographer, Glendale News-Press. Photo courtesy News-Press.

## AP Newsmen Praise Operator Anstine As "Courteous Shepherd"

"MY THANKS on behalf of APNEC and an extra orchid to the bus driver who so courteously shepherded a noisy and boisterous flock," wrote Warner Jenkins, Managing Editor, Alhambra Post-Advocate, and President, Associated Press News Executives Council, to PE authorities.

The thanks were to PE for the loan of a bus, and the orchid was to Operator H. H. Anstine, Motor Transit District.

The occasion was a trip of some 30 Associated Press newsmen from Glendale to San Bernardino Nov. 18 for a quarterly APNEC convention. General Agent R. O. Christiansen accompanied the group.



H. H. ANSTINE

## More Bus Service for Van Nuys Area

EARLIER MORNING, later evening and more frequent midday schedules, together with service on Saturdays, to and from the Panorama City, Van Nuys Gardens and General Motors area were made effective Friday, November 4, as a part of a schedule change on the Los Angeles-North Hollywood-Van Nuys Motor Coach Line of Pacific Electric Railway.

Under the new schedule 18 trips a day are operated to and from Osborne

Street and Van Nuys Boulevard, Mondays through Fridays, and on Saturdays 14 trips are operated — the first Saturday service that has been operated on this line north of Sherman Oaks.

It is confidently expected that, with the large population residing in Panorama City and Van Nuys Gardens, the greatly increased week-day service and the new Saturday service will be patronized in numbers sufficient to justify its continued operation. The new schedule will be of particular convenience to housewives who desire to do their shopping during the midday periods and on Saturdays.

## Buy Christmas Seals To Help Fight Disease

NOT ALL OF US can give our time and labor in the battle against tuberculosis, heart disease and rheumatic fever, but we can all support that fight, and should, through the generous purchases of Christmas Seals.

These tiny stamps, a Christmastime tradition for 42 years, pay for the health education, research, X-rays and tuberculin testing conducted locally by the Los Angeles County Tuberculosis and Health Association in its attempt to wipe out tuberculosis.

They also support an intensive drive against heart disease, the disease of the middle-aged, and rheumatic fever, which strikes most often in the 5-14 age group and which often leads to heart disease in later years.

The importance of this effort cannot be overestimated.

## Thanks

Mrs. F. M. Hart, who was in charge of special tickets for the Women's Club Bazaar held last Nov. 17, wishes to thank the many people who helped make the bazaar a success by selling the ducats. She deeply appreciates their assistance.



# The Public Appreciates

## NORTHERN DISTRICT

Conductor **H. G. Bracken**, for his attention to the comfort and safety of his passengers, and alertness in avoiding accidents.

Motorman **M. B. Bradford**, for his courtesy and consideration.

Operator **F. L. Danforth** (1) for thanking each passenger for his fare and for giving information and needed assistance willingly; (2) for courtesy and efficiency.

Operator **B. E. Prather** for his courtesy and efficiency.

Conductor **B. F. Way** for his courtesy and consideration.

## WESTERN DISTRICT

Operator **J. U. Aguirre** for his unvarying patience and care in assisting elderly passengers.

Conductor **R. L. Alcock**, the "kindest and most obliging man" one passenger has ever seen on a streetcar.

Operator **O. H. Alexander** for his courtesy and patience in assisting an elderly deaf-mute.

Operator **H. Barrish** for the helpful manner in which he gives information.

Conductor **A. W. Carlock** for his excellent manner of calling stops.

Operator **H. M. Cline** for his courtesy and efficiency.

Conductor **E. H. Dickerson** for his courtesy and helpfulness to a blind passenger.

Operator **F. J. Douglas** for his unflinching courtesy and his deft driving.

Conductor **J. B. Gamble** for his unvarying courtesy to all.

Operator **F. E. Harris** for his courtesy and efficiency.

Operator **C. P. Hornback** for courtesy and consideration.

Operator **Jack Levine** (1) for his smile and good word for everyone, and (2) for his attention to duty, safe operation, and maintenance of schedule.

Operator **Raymond Matzenbacher** for outstanding patience and helpfulness toward all.

Conductor **C. J. Mathison** for his courtesy and efficiency, particularly for the consideration he showed a passenger and his wife on a trip they took.

Conductor **G. H. Meek** for his unusual courtesy and consideration for all passengers, particularly the older ones.

Conductor **H. L. Miller** for his display of courtesy and patience under trying circumstances.

Conductor **R. D. Mullen** for his

cheerful manner of assisting those who need help.

Operator **A. D. Oar** for courtesy and efficiency.

Conductor **R. W. Osborne** for personal neatness, helpfulness in giving information, and assistance to passengers boarding and leaving cars.

Operator **F. G. Poppleton**, (1) courteous, obliging, and conscientious; and (2) kind in handling the most difficult passengers while at the same time maintaining safety in operation of the coach.

Conductor **E. F. Prince**, for clarity and distinctness in announcing stops, and for unvarying helpfulness and consideration of passengers.

Operator **R. A. Ritter** for acknowledging an error to a passenger, and returning a 5c overcharge. Under protest, the passenger paid 20c for a trip he had always made for 15c. Discovering his error, Mr. Ritter waited until the next time the passenger boarded his bus—several months later—and returned the nickel. The

## "Don't Be the Joker"

LET'S HOPE that every PE Operator gets a load of a safety pamphlet, "Don't Be the Joker," put out by the Pacific Employers Insurance Company under the auspices of the Motor Truck Association of Southern California, and received by us from the National Safety Council.

Basically for truck drivers, the eternal verities concerning safety it contains are so attractively packaged in down-to-earth humor that they no longer sound platitudinous. You might even begin to laugh—until you begin to glimpse the hard core of safety facts behind the humor. Cartoons, too.

For instance, on left turns, here's the latest word: "Your truck, being a big thing, and a lot harder to handle than a private car, should always give the right of way to the smaller feller. Sure, sometimes it annoys the hell out of you to sit there while dozens of those characters swoop by, but if you try to cut ahead of one, and by some bad luck should happen to nick him, he'll make life miserable for you, your Company, your Insurance carrier, and anybody else he happens to reach."

On pedestrians: "It is amazing how often otherwise sane people suddenly turn into pedestrians."

Boys, it's a riot! Ask your boss to get you one quick.

passenger was agreeably surprised to be remembered and to receive the admission of error.

Conductor **Simon Sachs** (1) for attention to the comfort of older passengers; (2) for neat appearance and helpfulness to all passengers, and (3) for kindness in answering questions and helpfulness to older passengers.

Conductor **R. V. Schupbach**, "evidently a man who really likes people in general, and earnestly enjoys serving the public."

Conductor **Oscar Senf**, for his courteous efforts to restrain a passenger from smoking in the non-smoking section of his car.

Conductor **D. B. Simmons** for his courteous, efficient service.

Operator **W. A. Stewart** for his courteous and efficient service.

Operator **H. M. Wirth** for his kindness in lending a money-less passenger ten cents, and general over-all courtesy.

West Operators in general for their courteous treatment of a nine-year-old constant passenger who goes back and forth to school each day between Santa Monica and Beverly Hills. Letter from the little passenger's parents.

## MOTOR TRANSIT DISTRICT

Operator **H. H. Anstine** (see picture and story on page 12).

Operator **D. R. Edmunds** for courtesy and efficiency.

Operator **Paul Dusserre**, whom one passenger believes to be "the most efficient and safe operator working the line between San Bernardino and Riverside."

Operator **H. T. Whipple**, whose quick thinking and action were felt by several of his passengers to have saved the busload from a very serious accident on the Arrow Highway.

One way to insure future merry Christmases is to save regularly, systematically NOW by storing away U. S. Savings Bonds on the Payroll Savings Plan. There's no easier way to save and there's no better investment in the world than Uncle Sam's bonds.

A young bride was much annoyed by her husband's presence in the kitchen while she was preparing dinner. When he accidentally knocked her cook book to the floor, she let her temper flare.

"Now look at what you've done," she bawled. "You've lost my place, and I haven't the slightest idea of what I'm cooking."





RETIRING MOTORMAN Jack Gibson (seated in chair) and Mrs. Gibson (on chair arm) surrounded by group of friends at Morgan Ave. Yard, when chair was presented to him Friday, Dec. 2. Others, left to right, include Paul Candwol, John Miller, Clifford Webb, Kenneth M. Young (Leader Switchman), Charles Underwood, Ray Withee, Lloyd

Wallace (Freight Conductor), A. D. Fortner, Harry N. Voisard, R. C. Dyson (Freight Trolleyman), Mrs. George Gibson (daughter-in-law), H. L. Warren, T. R. Bond (Switchman), R. H. Woolley, Dick Prettyman, J. D. Blake, L. E. Cole (Freight Diesel Motorman), W. M. Wasson, Frank Willis, O. J. Bean, and C. T. Miller (Freight Brakeman).

## Motorman Jack Gibson Retires At 70 After 30 Years' Service

HONORING the retirement of Passenger Motorman Jack Gibson, employes gathered at Morgan Ave. Yard on Friday, Dec. 2, to present him with a fine platform rocker and a friendly send-off. Mr. Gibson was to retire on Dec. 4, his 70th birthday, after over 30 years with the company, all of his service having been on the Southern District.

After thanking donors for the gift and hearing and expressing many thoughts of mutual esteem, Old-Timer Gibson seized the opportunity to express his esteem also for employes and officials of the entire company. "All have been 100 per cent," said he.

For the first 40 years of his life a cowpuncher and rancher in South Dakota, Mr. Gibson served as chief of police at Sturgis, S. D., from 1914

to 1917. He worked afterwards for two years as motorman on the Twin Port Electric Lines, Duluth, Minn., on an interstate run between Duluth and Superior, Wis.

In 1919 he came to Long Beach and at once went to work for PE. Harry Voisard, one of the first men he worked with 30 years ago, had been his Conductor almost continually for the past seven years.

He was married in 1926 to Mary A. King, and the couple have two boys: John K., 22, now at UCLA; and Robert C., 21, now at Stanford but with an appointment to Annapolis in 1950. Mr. Gibson also has three sons by a previous marriage: Bill, a building contractor in San Diego; Harold, a geologist with the U. S. Engineers; and George, a tool planner.

The retiring Motorman plans "to

sit in that platform rocker," and perhaps to move to the mountains around Yosemite "to get out of the smog."

Best wishes from all employes to Old-Timer Jack Gibson.

### LONG BEACH FREIGHT HOUSE



By Jack DeLaney

A GRANDSON of a California pioneer of 1849 retires from the service of the Pacific Electric Railway after completing 37 years and five months of faithful service.

Frank B. Howe, who started working for Pacific Electric July 19, 1912, retired from active duty Nov. 19, 1949, his 65th birthday. Frank, as he is known by his many friends, first went to work in the Electrical Department as a Substation Operator under Mr. Ballard, where he remained for about four months. Then he entered train service as a Passenger Conductor under Superintendent W. T. Maddox and remained in that capacity until 1918, when he was promoted to Assistant Trainmaster until 1920. He then returned to train service as Freight Motorman until his retirement.

Frank has performed various duties from time to time, such as Freight Motorman, Instructor, Relief Depotmaster, etc.

In the early days, Frank was a popular black-face comedian who ap-

## Vital Statistics

October 21, 1949, to November 20, 1949

### DEATHS

NAME	OCCUPATION	Died	Group Insurance	Mortuary
Johns, Laurence A.	Retired Engineer	10-30-49	No**	No
Luna, Jesus	Retired Laborer	10-31-49	Yes	No
Thornburg, Roy L.	Clerk	11-1-49	No	No
Jackson, John	Retired Line Storekeeper	11-13-49	Yes	Yes
Whitley, John	Retired Car Inspector	11-16-49	Yes	Yes

### EMPLOYEES' WIVES' DEATH BENEFIT FUND

Name	Died	Wife of	Department
Anderson, Reitha D.	11-11-49	Claude Anderson	Transportation

\*\* Employee declined to accept Group Insurance.



peared at many employe picnics, minstrel shows, and stage plays.

He was born in Red Wing, Minn., Nov. 19, 1884, where his father, a very prominent citizen, having been elected Mayor of Red Wing three times, refused to run for the fourth time on account of poor health.

On doctor's advice, the family moved to Middleboro, Ky., where they lived for two years, then moved to Huntsville, Ala., where Frank's father passed away in 1897 at the age of 51 years, leaving his wife and six small children. Frank, then 13, was compelled to leave school and go to work to help support the family. His first job paid him the rich sum of \$1.50 per week. In 1899 the family moved to Chicago, where they lived until 1906. Then they started for California, one by one. Frank arrived here in 1908.

And last, but not least, Frank has helped in a small way to make California the wonderful state it is now.

Freight Station employes chipped in and bought a fine shotgun for Frank, who says he intends to do plenty of hunting.

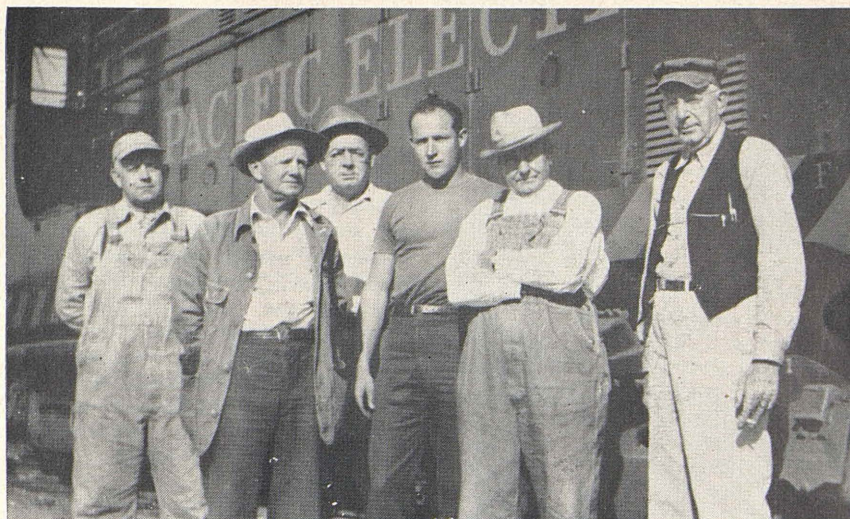
We are very sorry to report the passing on Dec. 5 of Locomotive Engineer Charles J. Shean, who had been in service here since 1923. Unmarried, he left three sisters and two brothers. One sister, Mrs. Gertrude Hughes, arrived by plane from Miami, Fla.; a brother, Ed Shean, flew in from Chicago. His brother Barnard lives in Pasadena; a sister, Margaret Dalton, in Alhambra; and the third sister, Mary, lives in Long Beach.

We are mighty pleased to mention the marriage of Florence Black, our well-liked Chief Telephone Operator here at Long Beach. Florence was married Dec. 17 to Elmo Savery, her school days sweetheart, at the Huntington Park Christian Church. All the employes at the Freight Station contributed to a lovely gift which will help them toward a long and happy married life.

Margaret Rogers is now our second trick Telephone Operator, having displaced Mariann Reno, now first trick Operator. Mae McKane, who recently resigned as Operator, is greatly missed. Hope she will come back some day. Muriel McClelland says she has her stocking hung up for Santa Claus. Says she wants a toy telephone set for Christmas.

### Railway Car Institute Plans Campaign to End Unfairness to RR's

ALL FORMS of transportation except the railroads are subsidized in one way or another by public funds. The railroads pay their own way—or go bankrupt. They alone are not subsidized. Moreover, railroads are



**SOUTH FREIGHT VETERAN RETIRES**—Frank B. Howe, right, Freight Motorman who retired Nov. 19 after 37½ years of PE service, and the last crew he worked with. Others, left to right, are W. A. Allen, C. T. Miller, Amos Tang (Yardmaster), R. S. Cain, and R. C. Dyson.

laboring under rigorous controls and heavy taxation imposed many years ago when they had a relative monopoly in transportation.

Feeling that the public is unaware of this unfair discrimination, the American Railway Car Institute has announced a campaign of public education by means of advertising, publicity, and other methods, built around the idea of "Fair Play for America's Railroads."

Only when the public is educated to demand fair play for the railroads can the rail carriers begin to regain their financial health, states the Institute's President, S. M. Felton.

A series of full-page advertisements in national magazines began Oct. 8 in *The Saturday Evening Post*.

### Corona Agent Housley Gets Startling Job — Hobnobs with Ginger

CORONA AGENT A. W. Housley was Manager of the "River States Lines" in "Rock Point," and his station was labeled "River States Bus Lines" and "Capitol Express Agency," when Warner Brothers went on location in that city Monday, Nov. 28, to film a forthcoming picture entitled "Storm Center." Ginger Rogers and Ronald Reagan, stars of the picture, were much in evidence around the station. Corona temporarily became the town of "Rock Point."

Miss Rogers appears in the picture, according to the *Corona Daily Independent*, when she gets off a bus at Rock Point, where her sister lives. She's an unwitting witness to a murder following a jail break, and thereby hangs a tale.

The station was repainted for the occasion, and was the focal point of

the filming for three days and nights. Two weeks, and a goodly section of Corona, were to be used in the shooting of the motion picture.

There was no report to the effect that Agent Housley was to be photographed in a scene with Miss Rogers in his arms; in fact, he is not in the picture at all. However, he remained on duty for the night shooting for the convenience of the motion picture company.

All those connected with the movie were being housed at Corona, except the two stars, who stayed at the Glen Ivy resort 10 miles south of Corona.

### LOS ANGELES TERMINAL FREIGHT STATION

By  
Suzanne J.  
Smith



A BUNDLE OF SWEETNESS named Linda Leonor arrived at the home of Eleanor and Russell Fawley on Nov. 22. . . . Charles E. Loveland bid in a newly-created job of Station Clerk at Azusa. . . . Elmo Hall is working temporarily at Culver City . . . Bud Shreeve says the doctors tell him that he is on the road to recovery . . . Edward A. Hume, Jr., returned from a leave of absence and is working a Claim Clerk job at the Station. . . . After an extended illness, William E. Upton passed away on Nov. 27. To his wife, Helen Maxwell Upton, who



is affiliated with our Credit Union, and to Bill's family, we extend our sympathetic understanding. . . . **Sung Kook Whang** does janitor work at Watts Station, **Elvin Guinn** has the Relief Janitor Job, and **Joseph Norris** has been nicknamed "wax king" for the way he makes our floors shine. . . . **Russell Marino** and **Samuel Tellechea** have the "escrow blues." Russell will buy an adobe in Monrovia, and **Sammy** has decided to buy an apartment house in Roseberg, Oregon. . . . **Frank Holloway** and his family are just crazy about their newly built home in Rivera. . . . **Frederick Marshall** is working the Extra Board again. . . . **Reba Weathers** can bake the "bestest" bread; she brought us a sample. . . . **Joyce Wagner** says a black cat must have crossed her path; she broke her glasses twice in a month. . . . **Russell Hinis**, **Howard Kopsho**, and **Russell Marino** say they will take odds on themselves in any diaper folding contest. . . . **Theresa Engstrom**, **Ethel Turner**, and **Yours Truly** are furiously knitting Christmas gifts. . . . Have all of you adopted the canasta craze yet?? **Leona Winget** was back on a temporary job recently. . . . **Jimmy Haugen** likes his plaid shirts (and the wool blanket and vase the gang gave him for wedding gifts) . . . "Texas" **Jimmy Lewis** is making the keys dance at 8th St. . . . **Jack and Eleanor Harris** adopted a newly-born baby boy, and he is the cutest little fellow. . . . **Dorothy H. Hill** is proud of her baby daughter, **Wanda Jill**. . . . **Mary Breese** had pneumonia and spent some time in the Santa Fe Coast Lines Hospital—**Bonnie Jean Thompson** worked her job while Mary

was off sick. . . . **Ray Grafius** was hospitalized with an elbow operation. . . . **Jean Farrow** has been quite ill and **Martin Hutson** had an emergency appendectomy. . . . **Frank Read** vacationed in Mexico, where his wife unfortunately became very ill, a fact which cut their vacation short. . . . **Harry Pierson** bid a job at Torrance and moved to El Segundo, where he intends to preach in his own established church. . . . **Lester A. Post** got "two for the price of one" when grandchildren **Lorraine** and **Louise** were born to keep his grandson **Gary Lee** company. . . . **Dorothy Kvpil** is back to work after a leave of absence. She has three sons now, **Marvin Wayne** (only a few months), **William**, 11, and **Arthur**, 10.

#### FROM HERE AND THERE:

**Elden Rea**, Agent at Watts, spends his spare moments entertaining friends and relatives with his short-wave set. . . . **Ivan W. Erhardt**, Chief Supervisor of Schedules, is convalescing at home, and lives the life of Riley with a television set at the foot of his bed. . . . **Roy L. Thornburg**, formerly a Yard Clerk at Butte Street, passed on Nov. 2. He is survived by his wife, **Hazel**, and tiny daughter, **Kathryn**. Roy was very active in the Union and a bowling team member. Interment was at Inglewood on Nov. 5. . . . **Huntington Beach** Agent **C. Anderson's** wife passed on on Nov. 11. . . . **Harold Kuck**, Asst. to Freight Traffic Manager, spent a few unpleasant weeks recuperating from an operation. . . . **Dixie** of the Mail Room at 6th and Main, answers to the name of **Mrs. Dick Shaner**. Dick is a PE Towerman. . . . **Gretchen Erhardt**

**Hammond** and hubby announce the arrival of a little boy on Nov. 6. His middle name is **Wesley**, after Gretchen's dad. . . . **Robert L. Tyler, II**, brings the income tax deduction slip up to "4" in the home of **Bob, Betty** and **Roberta Tyler**.

## MACY STREET TERMINAL



By  
Ted  
Harrison

HERE'S WISHING all the Pacific Electric family a very Merry Christmas and a Happy and Prosperous New Year from us here at Macy Street.

It's not often that we have a story in our PE MAGAZINE that is "continued next month," but the exception comes up this time. To continue a story from last month, let us think back to the one about Monrovia Line Conductor **Gus Polach**, whose Motorman got him out of bed and part way to work before Gus remembered it was his day off. Well, it seems Gus got back home and to bed and was just about asleep, when again the phone rang. It was his daughter inviting him to take her on a little trip to the hospital. They just did get there when Gus became the proudest man on the PE. Yes, sir! He was a grandpa to a six-pound seven-ounce girl, **Susan Louise**.

Another happy event was reported by Motorman **C. W. Alexander**, who returned from his vacation to report the arrival of a son, **Steven Charles**. Congratulations to both happy families.

Conductor **E. S. Lewis**, working the Monrovia Line recently with Motorman **Allison**, reported something unusual. A stop was made on San Pedro St. for a signal and the Conductor gave the bells to proceed. As the car started, Mr. Lewis saw a pair of feet disappear up the side of the car. Giving a stop signal, he looked out to the side of the car, and there was a man going to the roof. As the car stopped, and before Lewis could do or say anything, the would-be second-story man came part way down, jumped to the street, and took off!

Motorman **Gilroy**, who has been off with an injured leg for some time, was over to see us the other day and is getting around pretty well on crutches. Hope to see you back on the job soon, **Gilroy**.



**AZUSA GOLDEN DAY**—General Agent **George P. Billhardt** (in business suit and hat) being fined \$5.00 for lacking a beard during Azusa's Golden Day last October 29. Agent **W. A. ("Bill") Cunningham**, Vigilante Marshal, in fancy-striped shirt, stands beside the victim.



## MOTOR TRANSIT HIGHWAYS OF HAPPINESS



By  
**Nelson C.  
Fetterleigh**

FLYING TIME, aeronautically speaking, was built up by Operator **Joe E. Evans** of El Monte extra board on his recent vacation at Phoenix, Ariz., with his family.

A welcome back to Operator **E. Jennings** after his long illness. All hope good health continues for him throughout the New York and beyond.

**SAFETY NOTE:** The Green Cross is for safety, the Red Cross, for humanity; and there's another cross often erected after careless mistakes.

**Harry A. Fabun**, Motor Transit Operator out of Riverside, is an old hand at the gold-digging game. Some years ago he found a vein on a ledge in the Trigo Mts. in Arizona, near Blythe, but lack of time prevented him from working it. Last June he returned with Riverside Operator **Frank Blumenthal** for another look, but couldn't find the ledge because the contour of the terrain had been changed as a result of artillery practice by the Army, and the road leading to it had been obliterated by the shellfire. The two men plan to return next spring for further search.

For 24 of his 38 years — up until he came to work for PE in 1945 —

**Jack L. Patterson**, Motor Transit Operator, more or less lived to play basketball.

He got started at his high school in Elmore City, Okla., where for three years in a row his team won county, district, and regional district championships. Jack himself was chosen on all-county, all-regional, and all-state teams several times, and two of his teammates were later UP choices for All-American.

At Ada, Okla., he had his own team, a semi-pro outfit of boys he managed with the financial backing of the Tijuana Club of Ada. Two of his boys now work in Van Nuys: one, **James M. Nicely**, is a building contractor; the other, **Jack Nation**, works for Nicely. This team reached the finals of the Southwest Oklahoma Invitational Tournament, in competition with other independent teams.

Jack worked for North American Aviation during the war, and his Dept. 19 team was plant champ for three years. Here he played forward and guard.

Catching him just as he came into L. A. from a Santa Ana run at 5:05, we asked Jack a few questions, including whether he still plays. He sighed regretfully and reckoned he's getting a bit too old. But he still looks mighty trim and fit. He and his wife, **Beatrice**, have two young hopefuls: **Benny**, 7, and **Judy**, 4.

Another Operator with varied interests is **C. H. Edmonds**, of El Monte. A cowboy and rodeo rider in his more youthful days, he homesteaded a large ranch in Colorado on which he specialized in raising cattle. Then he added farming and a small lumber mill. All of this is still in progress. Though he's rented the Colorado house to a caretaker, he keeps it be-



**HOME-BUILDER**—**E. C. Hawkins**, El Monte Operator, is building his home by his own labor. Corner of home is seen in background.

cause some day he may want to retire there with his PE memories. Meanwhile he and **P. N. Stoner** are exchanging ideas on cattle-raising.

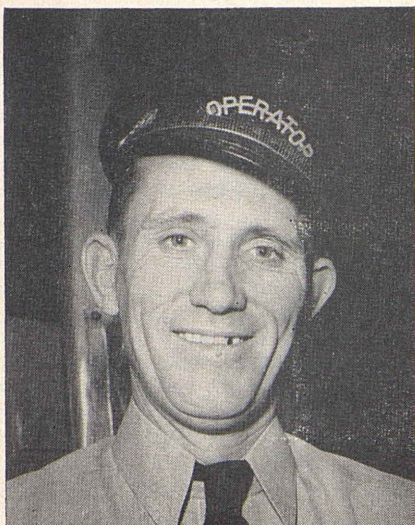
Operator **E. C. Hawkins**, of L. A. Extra Board, has had considerable experience in carpentry, brick-laying, plumbing, electrical work, etc. He's now building his third house, which he started six months ago. Helpmeet **Clarice** saws and nails with him. The family is currently living in a house trailer on the property. The two children also help by cleaning up the building refuse and keeping the yard neat. Hawkins came to work for PE in 1947.

## A PE Family Affair In the Colburn Home

**RICHARD LYLE COLBURN**, a new son, arrived at the home of his Mom and Pop, Electrician and Mrs. **Frank Colburn**, Nov. 5. He's their fourth child, the others being **Franklin**, 9; **Beverly**, 8; and **Rolland**, 2.

It's truly a PE Family affair. You see, his grandfather, **George L. Redd**, is a B & B Foreman; his uncle, **Morris Thompson**, is a Mechanic at the Torrance Shops; and his aunt, **Bonnie Thompson**, is a Steno-Clerk at the Los Angeles Freight Station.

If Boss Richard Lyle can arrange it and let the Magazine know, we'd like to get a group picture of that complete portion of the PE Family for the January-February issue.



**JACK L. PATTERSON** — Motor Transit Operator, cage star, family man.



**C. H. EDMONDS** — Motor Transit Operator, cattleman, farmer, lumberman.



### OCEAN PARK CAR HOUSE AND BUS LOT



By  
**D. L. Graadt  
van Roggen**

JUST ABOUT RECUPERATED from last Thanksgiving turkey dinner, and another in sight! Don't know if I can take it!

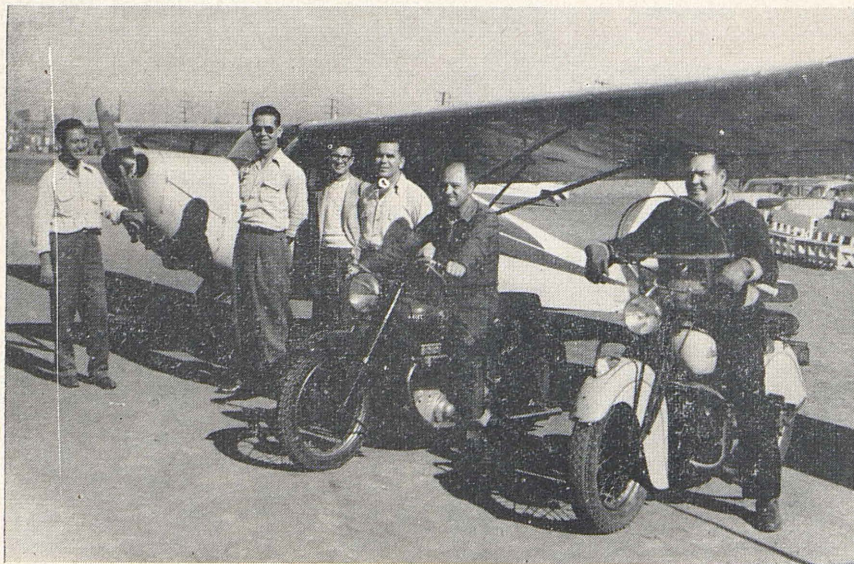
Speaking about dinner: When this PE MAGAZINE reaches you, you will too be getting ready for yours, and probably before or afterwards you will have your Christmas tree.

There is one thing that you may do—hang a copy of this magazine in your tree, for it contains the best wishes from all of us to all of you, for a very Merry Christmas and a prosperous and successful New Year 1950.

Read in the last number that my newest grandchild is a boy! Correction please! The boy is a girl! And I still like the idea!

We welcome back Motorman Jack Stevens. Jack has been away for some months, but can be seen regularly on the front end. Jack says: "Just like before—no different!"

There are several motion picture camera fans among us, and it seems that color has the "aye" over black and white—Murl E. Timm became the latest enthusiast when he got himself an eight mm. camera. Since then he has made some really good shots.



THEY LIKE SPEED—Group of Redondo Beach Operators who have formed a motorcycle and airplane club. Left to right are L. E. Pierson, E. L. Finley, Fred Roth, Jr., Fred Roth, Sr., D. O. Hines, H. D. Fisher. Photo courtesy Don Grayson, Redondo Beach Operator.

Vacationing is still the vogue—and and proving this point have been E. E. Trahan, W. Todd, T. R. Axel, D. K. Clark, R. F. Foster, S. Rona, H. E. Walton, W. C. Crabbe, R. H. Brandelin, and H. R. Spicer.

On the sick list have been E. S. Fraser, P. Nordquist, J. Schwartz, E. H. Vannoy, and W. Montague.

### SUBWAY TERMINAL and WEST HOLLYWOOD



By  
**Bill  
Newman**

REDONDO BEACH OPERATORS have organized a motorcycle and airplane club. Every Sunday the boys get together on the motors and airplanes and make a day of it. Membership includes L. E. Pierson, E. L. Finley, Fred Roth, Jr. and Sr., H. D. Fisher, D. O. Hines, H. A. McClintock, Ray Hightower, "Wild Man" Terry, Fred Brancato, Paul Heckman, and others. On Saturday nights the gang goes over to Hightower's home for a weekly round of square dancing. The club, known the Pacific Electric Flying Club, will meet at 7:30 p.m., Thursday, Jan. 5, in the PE Club. See E. L. Finley at the Subway, or call the PE Club on Ext. 2171 for more details.

One of the boys finally made the grade on a television show. Conductor

S. T. C.

CIGAR COUPON

THIS COUPON

when detached and presented at proper time will be honored for one El Roppo Cigar—not good, not bad but guaranteed.

For best results see our Asst. Production Manager J. GERHARDT.

Infant Ticket	ISSUING STATION	Nov. 1949
	Hollywood Hospital	11 2
	Santa Monica Hospital	31 4
	California Hospital	51 6
	Venice Hospital	71 8
	Glendale Hospital	910
	General Hospital	1112
		1314
		1516
		1718
	<b>VALIDATED BY</b>	
		1920
		2122
		2324
	Dr. Williams	2526
	Dr. Slagerman	2728
	Dr. Jones	2930
	Dr. Brown	
	Dr. Johnson	

PATRICIA ANNE GERHARDT, Junior Partner  
 JANICE MARIE GERHARDT, Senior Partner  
 ANN GERHARDT, Production Manager  
 JACK GERHARDT, Asst. Production Mgr.

FREIGHT CARRIED	ITEMS	WEIGHT	
		LBS.	OZS.
	BOY	1 2 3	4 5 6
	GIRL	7 8 9	10 11

A. M.	P. M.										
	12	1	2	3	4	5	6	7	8	9	10
	20	20	20	20	20	20	20	20	20	20	20
	40	40	40	40	40	40	40	40	40	40	40

NEW TRANSFER issued by Stork Transportation Co., Jack Gerhardt, Asst. Production Manager. Patrons should read transfer carefully.

W. W. Kelley was best man for his friend, Jim Hadman, Nov. 7, in a full-dress wedding televised over Station KLAC.

A Christmas present was delivered to Relief Terminal Foreman and Mrs. Jack Gerhardt Nov. 17 at California Hospital. The stork delivered a five-pound baby girl. The parents sent out the announcement in the form of a transfer, reproduced on this page.

The boys welcomed back Motorman C. A. Wood after his return from a month's trip to Colorado and Kansas City by auto.

Welcome from the Subway to Relief Terminal Foreman R. L. DeMoss and S. F. Scott, both formerly of Long Beach Terminal.

From the standpoint of the average number of freight cars handled and the number of freight trains which pass in and out of it daily, the Enola freight yards near Harrisburg, Pa., exceeds all others, but based on area, freight car capacity and miles of track, the Proviso Freight Yard near Chicago is the largest in the United States.





**LAUREL S. JONES**  
Acting Chief Schedule Supervisor

**FRANCIS P. WILSON**  
Schedule Supervisor

**FRED W. D'ARCY**  
Senior Schedule Supervisor

**PAUL E. DURBIN**  
Assistant Schedule Supervisor

## Sked Bureau Changes Follow Sick Leave for Chief Supv. Erhardt

SENIOR SCHEDULE SUPERVISOR Laurel S. Jones has been appointed Acting Chief Supervisor of Schedules effective Dec. 1, to take the place of Ivan W. Erhardt, now on sick leave.

Other changes in the Schedule Bureau include promotion of Fred W. D'Arcy to Senior Schedule Supervisor, F. P. Wilson to Schedule Supervisor, and Paul E. Durbin from Schedule Clerk to Assistant Schedule Supervisor.

## THE ART Of Taking the Trouble

WE NEVER HEARD of the man before. He sent us a little booklet on salesmanship, "Wake Up Brother!" which would ordinarily have gone the way of most of that sort of thing — into the editorial waste basket.

But along with this particular little booklet came an individually typed letter from the author, addressed personally to the Editor by name, and signed in ink by the sender. A note penned across the bottom suggested that we show the booklet to our sales manager, whoever that may be. Letter began like this: "Editors must certainly be a friendly cooperative group of people." This being flattering to our ego, we read further, and discovered that, according to Mr. Elmore, several of them had written him nice letters about the booklet and reviewed it in their house organs. The implication was obvious.

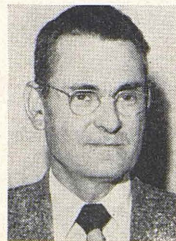
Having read the letter, our curiosity was sufficiently aroused to make us turn to the booklet. A friendly-sounding fellow who could write that good a letter must have something to say on salesmanship. Lo and behold, penned in ink across one of the margins of the booklet was still another

instance of personalization; namely, a greeting to the Editor, with best wishes from the author, E. W. Elmore. Another good name for personalization might be "interest enough to take the trouble."

Well, it didn't take more than five or ten minutes to read the whole thing. Sure enough, there was the art of salesmanship in a nutshell, and enthusiastically proclaimed; perhaps nothing new, but the old rules told infectiously, with examples of good and bad selling. Mr. Elmore is director of public relations for Burns Cuboid Co., Santa Ana, and if you are interested, you can write him at Box 658, Santa Ana, and get his booklet for 25c a copy or six for a dollar.

Well, he got what he wanted — by personalized selling. Maybe there's something to be learned from his example.

## SYSTEM GARAGES



By  
**A. L.  
Bristow**

### MACY GARAGE

T. J. Clifford, Jr., swing shift Mechanic, is the proud father of a big boy, Thomas Erwin, who arrived Oct. 12, 1949. Walt Randig, General Foreman, reports that the hunting is good but that the game is scarce. Elmer Harper, Walt's assistant, reports the same regarding the trout fishing, although he says the trips to and from are very pleasant in his new Pontiac.

### TORRANCE BUS GANG

Another new arrival, also a fine boy, is the son of Earnest Oscar Dow-

ler, Auto Mechanic. The prospects for future mechanics look pretty good. "Fitz" Fitzgerald, Bus Gang Foreman, spent his vacation visiting his son, an oil company geologist, at St. Angelo, Texas. Carl Cross, Leader, says the new teeth worked pretty well on the Thanksgiving turkey.

### LONG BEACH GARAGE

Charlie Mitchell, Foreman, and the boys nearly have the busses weaned at Long Beach. 'Tis said they will soon be doling out the daily rations of gasoline with a teaspoon.

### OCEAN PARK GARAGE

The annual "fogball" season is in full swing at Ocean Park. During one recent lunch period the Repair Shop gang, captained by John Pantera, and the inspection crew, with Stanley Hauze as captain, met in a fogball battle royal on the parking lot. Although they were evenly matched, Stanley's experience (gained in dear old London) was beginning to tell when the whistle blew to go back to work.

### WEST HOLLYWOOD GARAGE

All quiet here except that it might be mentioned that, even after many disappointments, or worse, Bill Stosberg is still an ardent lobster fisherman — eats 'em, too.

### SAN BERDOO CAR BARN & GARAGE

Glenn V. Jackson, Freight Car Repairer, is retiring after many years of service both in the Operating and Mechanical Department. Jack's ready wit and comical sayings will be missed and we all wish him many happy days.

### MECHANICAL DEPARTMENT OFFICE

Welcome to newcomer, Mrs. May Boughton, who came recently to fill the job of Record Clerk vacated by Ruth Young.

It is a lifelong dream of some people to shoot some day a wild goose. L. T. Tighe, Chief Clerk, recently took a week of his vacation and came back with a bag full of the big honkers.

Frank Markley, Equipment Engi-



neer, took a week of his vacation and went to his ranch by Lancaster, intending to get a mess of quail for Thanksgiving, only to find that a couple of stray dogs had beaten him to it. However, this did not keep him from enjoying the glorious sunshine and the good-breathin' air.

A Merry Christmas and Happy New Year to all.

**MECHANICAL DEPARTMENT**



By  
**R. P.  
Murphy**

THANKSGIVING DAY was spent by most of us at home. A few of us went out of town to Santa Barbara, San Bernardino and to Barstow. We all enjoyed ourselves; a few might have overeaten, but don't we all on such an occasion? Living in this America of ours should make us extremely thankful, overjoyed and full of confidence, because as a whole we certainly are denied very little when everything is considered.

A few are going on Christmas vacations. J. F. Hulnik will be in Oklahoma during Christmas and New

Year's with his family. H. Durfee will spend his vacation on a ranch near Reno, Nev., with his family.

W. G. Lloy acquired a family — a nephew and his wife are staying with him. He is having the time of his life and living the life of Riley. Walter had quite a time during his stay in the hospital. He was operated on for hernia. Everyone was so good to him that he wants to take this opportunity to express his appreciation.

D. P. McMackin left us Monday, Nov. 28, after a wonderful send-off by his fellow workers, who gave him many gifts which will fit right in with the country to which he is moving, eleven miles out of Chehalis, Wash., on an 80-acre farm stocked with fishing streams and deer. What a life! We wish him lots of luck on his new venture.

H. Echert spent his vacation in Utah with his family and bagged three deer.

Safety in our work is uppermost in our minds. The Macy Repair Shop has had an excellent record of no accidents since 9-26-49.

V. E. Clemens, who has been off most of the year because of an accident he had in his auto, has returned to work and is doing fine. We are all glad to have him back.

Railroads in 1947 hauled 4,567 ton-miles of freight per capita, an increase of 17.5 per cent compared with the average in 1920.

# North Passenger District Ahead In Accident Reduction for Oct.

NORTH PASSENGER DISTRICT moved into first place in the District Safety Contest in October with a record of a 32 per cent decrease for that month under October, 1948. With this decrease, North Passenger took first place from South Passenger, which was first in September.

The record of first places since July has been as follows: July, Motor Transit District; August, North Passenger; September, South Passenger; October, North Passenger.

South Passenger now holds the Safety Plaque for the first six months of 1949; South Freight held it all during 1948. Chief Instructor E. H. Clarke states that the next award will be made after the first of January to the winning district for the last half of 1949 — as soon as records can be completed.

The record for all districts during the month of October, 1949, is as follows:

	NO. OF ACCIDENTS		INCREASE OR DECREASE OF ACCIDENTS	
	October 1949	October 1948	Number	Per Cent
First Place — North Passenger.....	44	65	Dec. 21	Dec. 32%
Second Place — South Passenger.....	43	57	Dec. 14	Dec. 25%
Third Place — Motor Transit .....	36	47	Dec. 11	Dec. 23%
Fourth Place — West Passenger .....	212	165	Inc. 47	Inc. 28%
Fifth Place — System Frt. & B.M. - Work.....	37	24	Inc. 13	Inc. 54%
<b>SYSTEM</b> .....	<b>372</b>	<b>358</b>	<b>Inc. 14</b>	<b>Inc. 4%</b>

**MECHANICAL DEPARTMENT  
Western District**



By  
**Milton R.  
Clark**

A NUMBER of the boys here on the West are full-fledged television fans. H. Averill, Bill Fields, M. F. Brady and A. F. Cash all have sets. T. H. Green has one on order and hopes it will be delivered soon.

Cliff Curle and wife spent their vacation down in Old Mexico.

Ben Brown is quite a farmer now, has some chickens, ducks, turkeys, pigs, and a couple of cows. Also has some pumpkins about ready to be harvested.

Bill White and Mutt McGinnis each own a home out Encino way.

Herb McLaughlin had the pleasure of talking to most of his brothers and sisters at Chicago on Thanksgiving Day over long distance. Found they were all eating turkey also.

Cliff McKee has quite a family: three girls and two boys. A queen high full house.

Art McCauley expects to eat Christmas dinner with his cousin Jack from Nevada.

It has been reported that the stork has been seen flying around above the home of Mr. & Mrs. Charles E. Hewitt. Any good 50c cigar will be all right, Charley.

M. E. Studebaker just completed installing a floor furnace in his home.

Joan Perry is back to work after a long illness.

Charles Lundgren is off on the sick list.

Claude Blair, of rabbit raising fame, is now raising chinchillas. Anyone in the market for chinchillas see Claude.

Juan Hernandez, son of Leonor Hernandez, was married to Victoria Hernandez on Nov. 26 at the Plaza Methodist Church, Los Angeles.

I wish you all a very Merry Christmas and hope that the coming New Year will be the best yet.

The Pennsylvania Station in New York City handles daily an average of 830 passenger trains, including suburban, and more than 322,000 passengers, the greatest number for any passenger station in the United States.



## Well-Known Carpenter To Retire Jan. 1

FOREMAN Walter A. ("Happy") Fredericks, of the Pacific Electric Building Carpenters, will retire Jan. 1 after 27 years of service with the company.

Walter has led a full and varied life, from gold-digging to cowpunching. He came by his carpentry naturally, since his father, also a carpenter, taught him the trade. Born in Rock Island, Ill., 76 years ago, Walter led the life of a pioneer in the Middle West, as his father moved from place to place by prairie schooner, train, and steamboat, following his trade. Walter was even a newsboy in St. Louis for awhile. About 1896 and 1897 he worked in the U. S. forestry service in the mountains of Idaho and during this period prospected for gold in the mountains above Boise City.

When his father bought a farm in Audubon, Iowa, about 1900, Walter spent 12 years as a "cowpoke" in the Snake River Range in Idaho, where he had some hair-raising adventures. After that he went back to Audubon to help his father in the carpenter's business.

In 1921, after having acquired a family of his own, he moved to Los Angeles because his two children wanted to, and the following year came to work for Pacific Electric.

Right now he's spending some of his spare time writing his autobiography at the request of his children. It should be mighty interesting reading.

Everybody who knows Walter—and almost everybody in the PE Building is acquainted with his whimsical good humor, his willingness to oblige, and his facility at repairing 'most anything—will regret seeing this old-timer go. Best wishes from all will follow him.



"HAPPY" TO RETIRE—Foreman Walter Fredericks, second from right, of the PE Building Carpenter Shop, gets Certificate of Retirement from PE Building Manager James C. Rankin, in anticipation of Walter's ("Happy's") retirement next Jan. 1. Others, left to right, include Valentine Weber, Painter; Pete Bogdanov, Painter; Bill Lee, Carpenter; and Harry Gorman, Supervisor of Maintenance and Repair. Everybody will miss Walter's whimsical good humor.

## PACIFIC ELECTRIC ROD AND GUN CLUB



By  
Arlie  
Skelton

GREETINGS, Rod and Gun Clubbers.

Well, this brings us to the end of another Tournament Season, and a glance at the records shows that several brother sportsmen have done quite well for themselves again. Clarence E. Haig bagged a five-by-five-point muletail buck in Nine Mile Canyon. B. F. Manley bagged a four-by-three at Sonora Jct., and Harold Smith, careful not to beat the boss, took a nice four-by-two at the same place.

Lee C. Bartula bagged a nice four-by-four in the Modoc Country, far beyond his fondest hopes, as proved by the fact he did not carry registration entry blanks and was so excited

## SAFETY CONDITIONS: IDEAL!

STATISTICAL ANALYSIS OF ACCIDENTS in California for 1948, recently issued by the State Director of Motor Vehicles, indicate there were 56,245 accidents resulting in 79,546 injuries and 3,085 deaths.

These figures are appalling when you realize that 3,085 persons lost their lives, and that 79,546 suffered different degrees of injuries in spite of all that has been done and is being done to promote safety on the streets and highways. There is no question that the majority of these lives were lost and that the untold suffering of thousands was due to reckless driving through the disregard of speed restrictions, traffic

signals, crossing warnings, etc.

Most of these accidents occurred when conditions were ideal for safety. Most of the 92,725 involved vehicles were going straight ahead at time of accident. Also, most of the accidents were on straight and level roads; and, strangely, most of the accidents occurred on clear days and nights.

When confronted with these facts, every one of us must realize that to avoid accidents, we must obey the vehicle rules and regulations and be governed by the devices installed for our protection. We must be ever alert when driving a vehicle or walking on the streets and highways.





**AT YELLOWSTONE**—Taken by retired Senior Timekeeper Clarence J. Williams, these pictures show two of the interesting spots Mr. and Mrs. Williams visited on a trip to Yellowstone during the latter part of August. **UPPER PICTURE** shows the Paint Pots, a series of small geysers erupting a molten thick substance like plaster that the Williamses think is pumice. The pool in foreground consists of this molten material. The heat is felt as one stands near. **LOWER PICTURE**—Mrs. Williams standing beside Paradise Geyser, a hot water geyser in continuous flow, and one of the innumerable geysers throughout the park. A noticeable sulphur odor prevails in the park area, says Mr. Williams.

trying to get the beautiful head home quickly to show Mamma that he lost the tag off the horns. Luckily he had already had same tag validated. Otherwise poor Lee might now be a guest of our fair state. Now he is putting pressure to bear on our Division of Fish and Game to furnish proof copy that the whole thing was legal and in time to compete for our own club prizes. Looks bad, but a little time still remains at this writing to make good.

Paul Turri could not connect with an elusive buck, but did manage to rub out a couple of marauding coyotes. Congratulations, Paul! that means several fawns will have a chance to grow up and make game for us another year.

Due to family relations, yours truly did not get a chance to go afield for

bucks, but I do feel that I'm due some consideration, for becoming a grandfather and a step-child both during the month of October. **Roger Owen Skelton** was born to my son and his wife, Mr. and Mrs. **Arlie Don Skelton**, on October 2. I hope I'm not prejudiced but I do believe he (Roger Owen, that is) is the finest-looking specimen of mankind I've ever seen. With those massive shoulders you can just see he is a natural woodsman. See him level a rifle in dead aim or set a hook in a big game fish. When he looks at me he seems to say, "Grandpappy, preserve some of that wildlife until I get out of these swaddling clothes." We'll fix them then. Stepchild? Oh yes, Pa got hitched again after being a widower for twenty years, on Oct. 29, to Mrs. **Daisy Wright** of Winslow, Arkansas.

Reports coming back from the Catalina deer and wild boar shoot were not all good. The deer were generally poor, the bucks were starting their rutting season and the cows that some hunters mistook for deer were pregnant. One hunter stated that a deer once flushed didn't have a chance, since any way it ran there was a hunter waiting. It was unfortunate the deer could not have been economically transported to the mainland.

Duck shooters did right well early in the first season. Signalman **Bill Smith** and yours truly took our limit at Lake Henshaw. Prexy **R. M. Lawrence** and party did as well at Salton Sea. Vice Prexy **Bill Stolsburg** and **Lloyd Leary** did not do so well in the vicinity of Parker Dam. Because of the warm and clear weather, most of the birds taken were resident birds, as it takes plenty of snow and ice to bring the migratory fowl in from the far north. Quail, pheasant, rabbits, and more waterfowl are on the agenda for the balance of the year, and it looks as if good shooting days may still be had yet this year.

Early in the 1950 Tournament Season a charter party is planned for one of those hot bass spots somewhere along the Colorado River. Better get your name on the dotted line for that outing. It's going to make these other outings look like pikers.

## PACIFIC ELECTRIC BOWLING NEWS

By  
**Charlie  
Hill**



**ELEVEN WEEKS** of our bowling season had passed at this writing (Friday, Dec. 2), and during that period a total of 550,163 pins had been credited to the 20 teams in the league: 273,874 in the Six O'Clock Branch, and 276,289 in the Eight O'Clock Branch, the second branch having an edge over the first branch. The Wranglers, who were leading the Eight O'Clockers by three points

The Officers of the Pacific Electric Bowling League extend to the members and other readers of this column their best wishes for a Merry Christmas and a New Year full of good cheer.



in league standing, also led the league in total pins — 28,364.

At the end of the 11th week, the News Service and Larks were tied for first place honors in the Six O'Clock Branch, with 27-17. The Alleyhots and BRC Railettes, with 26-18, were tied up for third and fourth places, while the BRC Railers were in fifth place 25-19, to complete the first division. The News Service held the lead throughout the month of November, but failed to turn over the Alleyhots for a single point on December 2, while the Larks grabbed a 2 to 2 count with the Rod and Gun Club to gain the tie with the Newsmen.

In the Eight O'Clock Branch the race had tightened up. The Wranglers' 29-15 gave them a three-point lead over the second place Woodpeckers, who, despite the absence of Oliver Steuernagel, the league's star bowler, grabbed all four points from the Newsettes on Dec. 2, with Carl Campbell, substituting for Ollie, rolling over 548, high for the Branch, to aid in the cause of the birdmen. Motor Coach and BRC Aces were tied up for third and fourth positions, and the DeSpares and Motor Transit teams were likewise knotted for the next spot.

McCoy's Motor Coach Team carried the high season honors for both game and series, 1051 and 2873; the News Service team had high game of 966 in the second Branch, while the BRC Railers carried the high series of the Branch, 2841. Roy Jones toted the season high series of 606, closely followed by Johnnie Hubener's 602. Pat King was first in high game — 255.

For the ladies, Marion Lutes and Marie Wheeler were tied for season high average. "Ginnie" Kuhlman had high game and series — 201 and 473 — in the Six O'Clock Branch, and Peggy Northcutt's 466 series and Nita Ice's 192 game were tops among the Eight O'Clock Keglers. Bettie Knight's Newsettes were at the bottom in the Second Branch, but Bettie promises bigger things from her team

# All Work, But Little Profit, In New Year's Day Traffic

LOTS OF WORK, but little or nothing in the profit column, will be the story for PE on New Year's Day, when huge crowds (25,000 last year) will be handled to and from Pasadena.

Why no profit? That's easy to explain. Before the war, when the tracks were on Sixth St., it was easy to shunt cars from the West over to the North to supplement equipment. But now, instead of traveling the few blocks over Sixth St., Venice Short Line cars, for example, have to travel 20 miles! They go from the Subway Terminal down Hill St., out Venice Blvd. to Culver City, and are switched to the Exposition Blvd. freight line. Thence they travel southeast to Long Beach Blvd., and north to the Main

St. Station. Switching procedures on other lines are equally complicated, in many instances.

And of course, after the day's work is completed, the equipment has to be returned.

All this deadheading and extra service naturally requires extra help, not only from Trainmen, but from standby repair crews, Ticket Sellers, Towermen, Signalmen, Dispatchers, Switchmen, and officials from early dawn to midnight of New Year's Day.

Moreover, most Operators are forced to spend more time deadheading equipment and standing by during the Rose Parade and the football game than in actually hauling passengers.

henceforth. The Keglerettes and Wolverines have been fighting it out, both being knotted for sixth and seventh places in the First Branch. Vi Steuernagel's DeSpares, since becoming thoroughly organized, are furnishing plenty of competition for their opponents. All of the girls, plus that 85 per cent handicap, are dynamite on the bowling alley.

President Les Lutes, who rolls a screw-ball, was out of the line-up for several weeks, first because of a B.O. eye, and then by an injured foot. Don Houston, the veteran, has been doing nicely as a substitute for Les. With Houston and "Jug" Yeager on the same squad, the team is not devoid of enthusiasm and lots of noise.

The Van Nuys team, a new member of the League, has possibly the largest following of rooters, most of whom are ladies; and they make it tough for the other side.

The league will not bowl on December 23 and 30, because of Christmas Holidays.

## STEAMSHIP LEAGUE

After tying the American President Lines for first place on October 31, the Pacific Electric team jumped into undisputed possession of that spot the following week and had held that place since then. At the end of the 11th round the PE contingent was four points in the lead, having won 26 of the 33 games rolled. The Matson Lines and L.A. Transportation Club were tied for third and fourth positions 19-14. This league, the oldest in the Los Angeles Bowling Association, bowls every Monday evening at the West Pico Bowl, 6:30 o'clock.

A special match game was bowled at the Hollywood Lanes on November 26, Pacific Electric versus Eastside Beer, and the latter nosed out the railroaders by 14 pins. These same two teams are scheduled for a rematch, same to be bowled at the West Pico Bowl on Saturday, December 17.

## WEEKLY HIGHLIGHTS OF PACIFIC ELECTRIC BOWLERS

### SIX O'CLOCK BRANCH

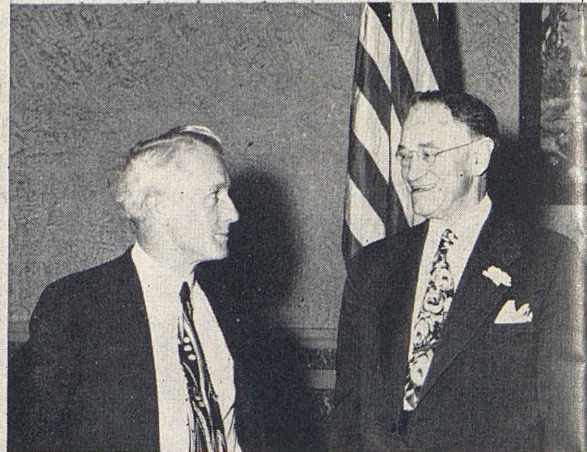
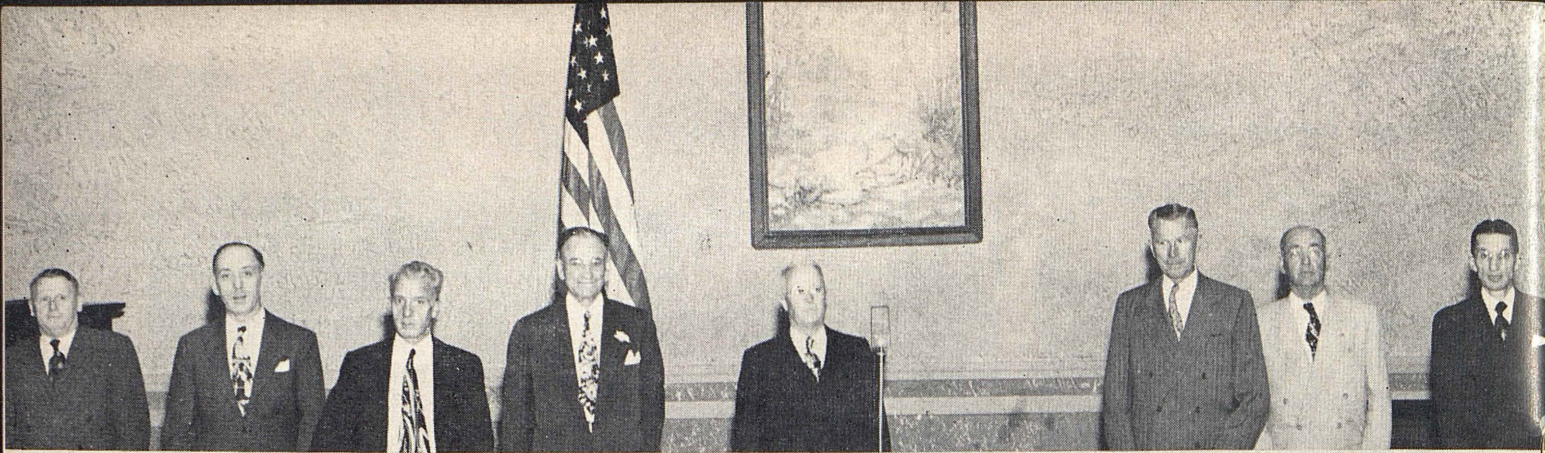
Date	High Team	Game	High Team Series	High Game	*Individual High	Game	*Individual High Series	
Oct. 14	News Service	953	News Service	2767	A. LaFranchi	234	E. D. Fitch	596
Oct. 21	Alleyhots	929	Wolverines	2668	C. F. Hill	202	*D. W. Yeager	523
Oct. 28	News Service	906	PE Club	2617	R. M. Jones	215	*R. M. Jones	523
Nov. 4	News Service	905	Wolverines	2583	J. B. Rogers	217	R. M. Jones	606
Nov. 11	News Service	966	News Service	2775	C. F. Hill	212	J. B. Rogers	539
Nov. 18	RRC Railers	924	PE Club	2623	R. C. Smith	210	*J. C. Rankin	557
Nov. 25	Rod & Gun Club	942	Rod & Gun Club	2648	H. Beardsley	200	*J. B. Rogers	557
Dec. 2	Rod & Gun Club	941	Keglerettes	2559	R. C. Smith	190	R. M. Jones	554
							C. F. Hill	527
							L. Wedl	521

### EIGHT O'CLOCK BRANCH

Oct. 14	Wranglers	939	Wranglers	2708	J. Thompson	214	P. King	592
Oct. 21	Motor Coach	969	Newsettes	2682	J. Thompson	234	W. F. Cowell	567
Oct. 28	Motor Transit	972	Wranglers	2758	O. Steuernagel	224	C. Henry	583
Nov. 4	DeSpares	932	Motor Coach	2676	C. Henry	233	P. Silver	569
Nov. 11	Wranglers	962	Motor Coach	2700	P. King	255	W. H. McCoy	581
Nov. 18	Wranglers	962	Wranglers	2732	V. Cianciola	236	J. O. Hubener	602
Nov. 25	BRC Aces	976	BRC Aces	2734	J. Kinney	222	J. Kinney	557
Dec. 2	Motor Transit	994	Atomic	2594	S. Franich	221	L. Mantus	543

x — Does not include individual handicap.  
\* — Tied.





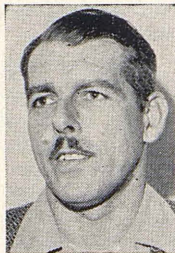
## 27TH ANNUAL MASONIC PRESIDENT'S DINNER

UPPER PICTURE — Group at head table, including, left to right, C. F. Quirnbach, 1st Vice-President; M. J. Davison, Secretary; Vernon B. Williams, President; Dr. J. W. Brougher, Sr., speaker of the evening; T. H. Ewers, Past President and master of ceremonies; C. W. Cornell, General Attorney for PE; H. L. Young, Past President; G. S. Watson,

2nd Vice-President. LOWER LEFT — Entertainers, including, left to right, Martha Marshall, violinist; Mrs. A. R. Gallacher, her accompanist; Maxine Eaton, accompanist for the remaining artists, Harry Shea and Evelyn Baker. LOWER RIGHT — President Vernon B. Williams converses informally with the speaker, Dr. J. W. Brougher.

### PACIFIC ELECTRIC MASONIC CLUB

By  
Lloyd T.  
Leary



THE 27TH ANNUAL PRESIDENT'S DINNER was held at the Rodger Young Auditorium on the evening of Nov. 4, and those present had the time of their lives. After one of the famed prime rib dinners came entertainment and short talks by several well-known dignitaries.

The main speaker, Dr. J. Whitcomb Brougher, Sr., well-known retired minister, introduced by President Vernon B. Williams, talked on the subject M-A-S-O-N, taking each letter of the word and giving an explanation of it.

Our good friend C. W. Cornell, PE's General Attorney, also spoke briefly.

Entertainment was of the best, with Brother A. B. Marshall's talented

daughter, Martha, giving violin solos, accompanied by Mrs. A. R. Gallacher; and Evelyn Baker and Harry Shea singing several duets and solos, accompanied by Maxine Eaton.

We were happy to see so many of our retired members among us at this time. Brothers, you are always welcome.

A very important meeting will be held Dec. 28 in the Club rooms. Don't fail to make this a must.

At this time your correspondent wishes to thank all the members that have so graciously lent a helping hand, and to wish you and yours the best of the season.

For the addition of rubies to tie clasp awards for safe operation, the company has spent \$1755 in 1949 — gladly. "This is one item of expense we sincerely look forward to with increasing satisfaction," declares the management.

Commendations for PE employes by the public are on the increase. Thus courteous treatment brings its rewards.

Overhauling of diesel motors is now being done at Ocean Park Garage.

### W. W. May, Pioneer Sawtelle Agent, Dies

William W. May, 85, retired Agent at Sawtelle and father-in-law of Vice-President George F. Squires, died at Evergreen Sanitarium Nov. 22. Funeral services were held in the Little Church of the Flowers, Forest Lawn Memorial Park.

A native of Paola, Kans., Mr. May had lived in California for the past 45 years. After 53 years of railroad service, he retired from Pacific Electric in 1930. Many old-timers will remember him when he was Agent for Wells Fargo and PE at the station at Sawtelle and Santa Monica Blvds.

A member of the Masonic order for 50 years, he was one of the last two remaining charter members of the West Los Angeles lodge.

Mr. May was Past President of the Retired Railway Association of Los Angeles and a member of the Retired Railroad Club of Pasadena.

He is survived by two daughters, Mrs. Squires, of San Marino, and Mrs. Pearl M. Higgins, of Santa Monica, a granddaughter, Sally Burke Higgins, and one sister, Mrs. Loula M. Eaton, of El Monte.



## Veterans, Watch Where You Put Refunds

REFUNDS TO VETERANS on their National Service Life Insurance policies will arrive shortly after Jan. 1, 1950, according to information from the U. S. Treasury Department. Average payment will run about \$125, and in some cases will reach \$528.

Many schemers, aware of the possibilities for profit to themselves if they can persuade veterans to invest in some crackpot or downright dishonest idea, are going to try to get their share of the refunds.

The safest place for these refunds is in U. S. Savings Bonds, of course. But if you consider some other place to put the money, be sure it's a safe place. Check with your banker, or with the Better Business Bureau, if you're the least bit doubtful about any scheme offered, especially if it's by a stranger. Don't let anybody rush you.

### AMERICAN LEGION PE POST 321



By  
**John L.  
Morris**

COMRADES, the big 1950 push is on. Yes, the membership drive is now in full swing. Our quota is 123 this year. We have 83 paid-up members so far. We ask that you send in your dues before the end of the year. Yes, our quota is 123, but we want 150 before next Department Convention is held. Won't you cooperate?

Speaking of membership, we take pride in welcoming Philip Morrison, H. C. Markley, and Eber D. Foore. Comrade E. D. Foore is the father of our very efficient comrade Commander J. W. Foore.

Recently we had the pleasure of having as a guest at one of our meetings our dear friend, Comrade Al Poddi, a member of Teddy's Rough Riders Post No. 516.

Comrades, attention: Our annual Christmas dinner and fellowship will be held this year in the home of Comrade and Mrs. K. M. Brown, 14005 S. Budlong, Gardena. The date will be Dec. 27, at 7:00 p.m. Please attend. The Post wishes to thank K. M. and Kathryn for their cordial invitation.

Comrades, each of you should know



## FORUM HONORS SEIN, PERRY

**NEW PREXY** — Charles Sein, Time Supervisor, extreme right, receives gavel of office as new President of the PE Speakers Forum from retiring President W. J. ("Woody") Honold, Chief Clerk, Schedule Bureau. Looking on, left to right, are other new officers: Robert Woodrow, Instruction Department, Sergeant-at-Arms; Lester B. McNelly, Special Accountant to Auditor, Treasurer; Honold; Harry Shea, Pay Roll Accounts, Secretary; and Ed Mason, Freight Accounts, Vice President. Terms of office will be three months beginning Nov. 2. **BEST SPEAKER** — George Perry, Business Manager, Hospital Association, right center, receives President's Trophy from President Honold after being adjudged best two-minute speaker in Forum for three-month period ending Nov. 2. Others, left to right, are Wm. C. Scholl, Assistant Manager of Personnel, Toastmaster of the evening; E. A. Stevens, Superintendent of Equipment, special guest speaker; and Charles Sein, new President. Perry's is the second name to be engraved on the trophy, the first having been that of Earl O. Miller, Tax Agent.

more about the important resolutions drawn up in our recent Post meetings. Come to the meetings and learn what our post is doing to benefit the various communities, state and nation.

We have formed a fund by which we make it possible to pay the per capita tax for a comrade who may lack sufficient funds to continue his membership because of his dependence on inadequate pension, or because of the cost of hospitalization.

Most of our comrades know that for many years we have been sponsoring Ward 3 at Sawtelle Hospital. We have transferred our sponsorship from Ward 3 to Ward 15.

The holiday season—milling crowds—slippery streets—fog—rain. Help keep "holiday" from spelling "tragedy." Be alert! Take no chances.

Delay in obtaining certain materials from the East has held up alteration of 600-class cars for one-man operation. Full one-man service is planned to start Saturday, Jan. 7.

### AMERICAN LEGION AUXILIARY By Phyllis Withee

DURING DECEMBER our Hospital and Patients' Welfare Chairmen are very busy ladies.

Mrs. Fred Nichols, Hospital Chairman, will see that all in our Ward and others she has adopted will receive gifts and visits.

Mrs. K. M. Brown, Patients' Welfare Chairman, will busy herself at the Gift Shop located at Brentwood in the Neuro-Psychiatric Hospital at Sawtelle. Patients will shop for gifts here as in a regular store, but no money is used. Gifts will be gift-wrapped and mailed to the loved ones by ladies of the American Legion Auxiliary, who also furnish the gifts. The hospitalized veteran is never forgotten by our Auxiliary.

Dec. 27 will be a dark night as far as business is concerned, but the Post and Auxiliary will have a ham dinner at the home of Mr. and Mrs. K. M. Brown in Gardena. A Christmas party and exchange of gifts follow.





W. C. WALKER



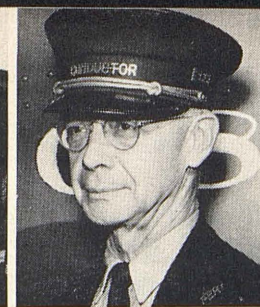
H. C. WOODIE



C. N. VAN SYCKLE



A. E. AMOS



C. W. KNIGHT



C. E. WRIGHT

## Inquiring Reporter

We were very sorry to hear of the death of Mrs. Kathryn Steinmueller.

Our Gold Star Mother, Mrs. Edna Price, is about again after hospitalization.

Past President Leota Wilcox had a slight operation and we hope she is doing fine.

Jan. 10 and 24 will be regular business meetings, so mark them and come out. President Ethel Heath will have several important things to bring up and make plans for at these meetings.

Merry Christmas and a most happy and successful New Year.

## Pacific Electric Club Bulletin

### AGENTS ASSOCIATION:

Agents Association Monthly Meeting held the third Thursday of month in room 806, 7:30 p.m. Refreshments after meeting.

### AMERICAN LEGION AUXILIARY:

Semi-monthly Meeting held at 8:00 p.m. in the Ladies' Lounge of the PE Club on the second and fourth Tuesdays of the month.

### AMERICAN LEGION POST:

Semi-monthly Meeting held at 8:00 p.m. in the Assembly Room of the PE Club on the second and fourth Tuesdays of the month.

### AUTOMOTIVE MAINTENANCE CLASSES:

Automotive Maintenance Instruction Classes. Club Theater—1:00 p.m. and 6:15 p.m. Each Monday of the month.

### BOWLING LEAGUE:

Matches held each Friday evening at the Arcade Recreation Center, 542 South Broadway. First Branch bowls at 6:00 p.m. Second Branch bowls at 8:15 p.m. Spectators invited.

### CAMERA CLUB:

Monthly meeting held third Wednesday of the month in Assembly Room of the Club at 7:30 p.m. Employes and their families interested in photography invited to attend. Refreshments.

### GLEE CLUB:

Rehearsals held from 4:30 to 7:00 p.m. in the Club Theater each Tuesday of month. Open to any employe or member of his family. Call 2195 for information.

Concerts scheduled: Dec. 20, 5:00 p.m.—Main Waiting Room, PE Station, 6th and Main.

Tuesday, Dec. 20, 5:00 p.m.—Main Waiting Room, PE Station, 6th and Main.

Thursday, Dec. 22, 5:00 p.m.—Main Waiting Room, PE Station, 6th and Main.

Thursday, Dec. 22, 7:30 p.m.—Santa Fe Hospital.

Friday, Dec. 23, 9:30 a.m.—Christmas Party, PE Theater, 627 S. Los Angeles St.

### MASONIC CLUB:

Monthly meeting held at 7:30 p.m. the fourth Wednesday of the month in Assembly Room of the PE Club. Refreshments after meeting.

*BEGINNING WITH THIS ISSUE, the Magazine inaugurates this new feature, which will continue so long as interest warrants. The plan is to ask a question of general interest of six people chosen at random at various points over the system, and print their answers and their pictures. The Editor would be glad to consider questions sent in by employes for this purpose. We begin with a question asked of six Trainmen at the Pasadena Car House:*

### QUESTION: Do you believe that television will permanently injure attendance at sports events?

H. C. Woodie, Pasadena Conductor: "No. I think that seeing a sports event over television makes people want to go in person to see the event. Many things go on during football games, for instance, that people can't see over television."

Clarence N. Van Syckle, Pasadena Motorman: "No. If you like sports, you like to see them with your own eyes, because you get more out of a game by actually seeing it. To illustrate: If you see a picture of an accident in the paper, you soon forget it; but if you are an eye witness, it makes a lasting impression. The same applies to televised sports. Moreover, when radio first came out, people said it would injure attendance at football games, etc., yet there are more people going to games now than there were before radio."

A. E. Amos, Pasadena Conductor: "I've heard that argued often over radio and television, and the conclusion usually reached has been that television won't permanently injure attendance. I believe that seeing a game over television will make people want to go and see the game itself."

W. C. Walker, Pasadena Conductor: "I don't believe it will. I think a lot of people would rather see things with their own eyes than through a series of pictures, no matter how expertly presented. I know I would."

C. W. Knight, Macy Conductor: "Yes. The difficulties of getting to and from athletic events, such as the Rose Bowl Game, will

make many decide to sit at home and watch the game through television. I live about two and a half miles from the Rose Bowl, but I'd rather sit at home and see a televised version of the game than to have to buck the traffic to get there in person."

Clyde E. Wright, Pasadena Conductor: "From the financial standpoint, yes. People won't pay money to go and see a game when they can sit home, safe from the hazards of traffic, and see the game in comfort."

## Retired? — Retiring?

TO INSURE that retiring employes get their Certificates of Retirement requires action on the part of each individual employe before he retires. The Certificates cannot be made out without certain information that only the retiring employe possesses.

Each employe who intends to retire should notify his department head of the date (month, day, and year) when he wishes his retirement to become effective, and also of the total number of years of railroad employment he has had, so that Certificates may be properly inscribed.

"Years of railroad employment" should include years of railroad service with other railroads as well as service with Pacific Electric, regardless of whether the service counts toward a pension.

Department heads should then forward this information to the Auditor without delay.

Employes who retired before the new Certificates were in effect—about June 1—may also obtain theirs by forwarding the same information to the head of the department in which they worked.

Suitable for framing, the document bears the gold seal of the company and is signed personally by President O. A. Smith and Auditor Jno. J. Suman.

### ROD & GUN CLUB:

Monthly Meetings held at 7:30 p.m. the second Wednesday of the month in Assembly Room of the PE Club. Motion pictures and refreshments after meeting.

### SPEAKERS FORUM:

Semi-monthly Meeting held at 6:30 p.m. sharp at Rosslyn Hotel, the first and third Wednesdays of the month.

### VETERANS OF FOREIGN WARS POST:

Semi-monthly meeting held at 8:00 p.m. in the Assembly Room of the PE Club the first and third Tuesdays of the month.

### WOMEN'S CLUB:

Afternoon Card Party held at 1:00 p.m. the first and third Thursdays of the month in Ladies' Lounge—Bridge and 500—Prizes to winners.

Program and Business Meeting held at 1:00 p.m. the second Thursday of month in Ladies' Lounge. Refreshments served after meeting. Social gathering held on fourth Thursday of each month.



## Four Concerts Loom In Dec. for Glee Club

FOUR CONCERTS loom up in December for the Glee Club.

Most important, of course, is the Annual Christmas Party in the PE Theater, Friday, Dec. 23, at 9:30 p.m. (For more on the Christmas Party, see page 3.)

An entirely new departure will be two half-hour concerts to be given at 5:00 p.m., Tuesday, Dec. 20, and Thursday, Dec. 22, on the steps near the Parcel Check Room in the Sixth and Main Station.

The program on Thursday, Dec. 22, will be followed by dinner in the Sheetz Restaurant in the Station, after which the singers will board a bus bound for the Santa Fe Hospital, where another program will be given at 7:30 p.m.

Red robes will be worn by the entire group for all four of the concerts.

A dinner party for the Glee Club, preceded and followed by much hilarity, singing, and impromptu square dancing, was given on Saturday, Dec. 3, at the home of the Director and his wife, Warren and Esther Silliman, 944 W. Duarte Road, Arcadia. Partygoers were stacked nearly three deep in every available square inch of space.

Employees who like to sing but have hesitated to join the Glee Club shouldn't wait any longer. A great spirit of comradeship and gaiety pervades the group, despite their definitely serious purpose.

## Five Entries Sent to Chest In "Day With a Star" Contest

FIVE ENTRIES received in the "Day with a Star" contest sponsored by the Community Chest were passed on to the contest headquarters Nov. 21 for further judging by the Community Chest committee of judges.

Listed in alphabetical order by the name of the writer, they are as follows:

**C. G. Gibson**, Clerk, General Agent's Office, San Bernardino: "I support the Community Chest because it is a privilege I have to assist those that need help in the good American way."

**G. A. Gould**, Assistant General Agent, San Bernardino: "I support the Community Chest because as an American it is a pleasure to help those less fortunate and by so doing I help myself even more."

**Arthur M. Graham**, Machinist, Torrance Shops: "I support the Community Chest because I know they endeavor to do a job. It is a job that is made no easier by the wisecracks one hears every year either."

**Frank M. Milburn**, Engineer, Southern District: "I support the Community Chest because I want to help those less fortunate than I. It is my duty and privilege to give others a chance to live and be loved."

**John W. Ott**, retired Engineer,

Southern District: "I support the Community Chest because — 'Greater love hath no man than this, — that a man lay down his life for his friends.' — John 15:13.

These entries will be judged in competition with entries by other Los Angeles firms throughout the entire Los Angeles Community Chest Area. Announcement of the winning entries will be made as soon as information is received.

First prize includes: (1) a day at Paramount Studios, including lunch, a visit to the sound stages, etc., as guest of Alan Ladd, Mrs. Ladd (Sue Carroll), and Gloria Swanson; dinner and dancing at Ciro's with date or escort of the winner's choice; a Westinghouse radio; and a two-week guest card to the Masquer's Club, resort of many celebrities of stage, screen, radio, and television.

Second prize is a shishkabob barbecue. Third prize is a deluxe Kitchen Treasure selection of Thermic Ray Norris Ware.



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PHOTOGRAPHY  
Harley B. Talbott

Copy deadline for the January-February issue will be Jan. 16.

## On the Bus

*BUNDLES of this and bundles of that ;  
Some of them seem to contain a hat ;  
New hats and old hats, notice their looks!  
Bags of groceries, arms full of books.  
Two pretty maids in starched plaid dresses,  
White collars and cuffs and flowing tresses.  
Blouses, sweaters and winter winter clothes,  
Bare legs and sox, many colors of hose,  
Frowns and smiles and red, red lips,  
Clinging fingers with scarlet tips.  
Beautiful eyes and pretty faces,  
Odd-shaped noses and queer grimaces ;  
Tall folks and slim, and folks too chubby,  
Children and grown-ups — some of them tubby.  
Folks who relax and folks who fuss  
These are the people I see on the bus.*

— BESSIE MAE COLE.



## SANTA'S HELPER

