

DECEMBER 1950

PACIFIC ELECTRIC Magazine



Silent Night



1. Si - lent night, Ho - ly night! All is here
 2. Si - lent night, Ho - ly night! Shep - herds
 3. Si - lent night, Ho - ly night! Son of

on Vir - gin Moth - er and Child
 as stream from heav - en a - fairs
 out beams from Thy ho - ly face



To Each member of the Pacific Electric Family



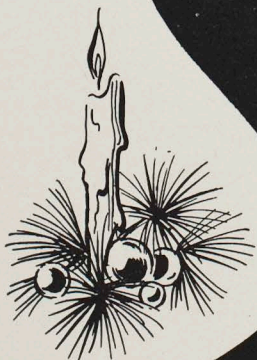
Season's Greetings

MY WISHES to you for a joyous holiday season are extended with a feeling of personal gratitude, and a mixture of humility and pride.

Your cooperation in meeting the challenge of almost daily changes during 1950 made our extensive modernization program a success and enabled Pacific Electric to provide improved transportation service for Southern California.

I am proud of that record and humble in the realization that each of you deserves a share of the credit.

To our 50 employes in the armed forces, many of them far from home, and to all of you and your families—my sincere hope that the blessings of Christmas will strengthen and inspire you in your endeavors throughout the New Year.



President

T. L. Wagenbach Began His Career at \$65 a Month

(Third of a series of interviews with PE executives)

THE LOWEST-PAID WORKER on the Pacific Electric pay roll would scoff at a full-time salary of \$65 a month. Yet that is the salary at which General Manager Thomas L. Wagenbach began his railroad career.

He grew up in a neighborhood where the atmosphere was permeated with railroading. His father, a German, was a Southern Pacific locomotive engineer, and the family lived at Sacramento near the homes of Leland Stanford and Collis P. Huntington. Everybody worked for and talked about the railroad.

Nevertheless, his parents wanted him to embark on a teaching career. Owing to the fact that his mother was Italian, he studied her native tongue under a private teacher while he attended grammar school and junior high school, and then spent seven months in school in Italy. Upon his return he attended normal school in Pennsylvania. But the independence of mind and spirit that characterizes Pacific Electric's General Manager was already making itself manifest. "I readily became aware," laughingly said Mr. Wagenbach, "that I was not the college professor type, and left normal school to study business administration, banking, and cost accounting at Pennsylvania Business College and then start railroading." It was as an Accountant with the Southern Pacific in the Sacramento Division Accounting Bureau that in August, 1912, he took his first railroad job at \$65 a month.

Dissatisfied with his knowledge, he took International Correspondence School courses in business English, letter writing, civil engineering, and accountancy soon after he started his Southern Pacific work, and by early 1915 had become Assistant Engineer to the Division Engineer. In the fall of 1917 he was given a leave of absence to help the Holt Mfg. Company, developers of the first battle tank used by the British and French governments, establish a cost accounting bureau. Recalled to Southern Pacific service after six months, he was promoted to Division Accountant of the Tucson Division at Tucson, Arizona.

To gain operating experience, he left that position after a year and took a cut in salary to become Division Chief Clerk. In the spring of 1920 he became Special Accountant to the SP General Auditor, and remained in that capacity until 1923. Further to expand his operating experience, he then took the position of Chief Clerk of the Salt Lake Division, but was recalled by the General Auditor for a special assignment in 1925. Completing that, he was asked by the General Auditor if he would consider a temporary one-year assignment as Office Manager for Pacific

Electric's Engineering Department. He accepted, but at the end of the year, (1925), "liking the people and the climate—here I am—after a quarter of a century!"

He was Office Manager for the Engineering Department until 1933, and since then has served as Assistant Superintendent in the Transportation Department, Superintendent of Freight and Car Service, Assistant General Superintendent, and General Manager, in which capacity he has served since November 1, 1948. According to those who have observed his career, his work has been marked by decisive vigor of action, the ability to find quickly the essentials of a matter—or a man—and a capacious memory for all sorts of useful information, from freight tariffs to the descent of Chiang Kai-shek. "One should develop," he says, "the faculty of observing detail, so that in passing over one of our lines, for instance, all phases in connection with the operation of that line will be registered in his mind."



T. L. WAGENBACH

A lively and entertaining talker, endowed with a ready wit and a keen sense of humor, Mr. Wagenbach is usually the life of any party he attends. If there's fun to be had, he's looking for it. Hence, as a master of ceremonies he is in great demand. Ready to praise anyone whose work and attitude meet with his approval (witness personal letters to two janitors

in this issue's "The Public Appreciates"), it was he who, while General Superintendent a few years ago, instituted a policy of writing letters of commendation to every Operator whose courtesy and skill drew appreciation from passengers or staff.—But woe unto the man who incurs his wrath! He has no patience with indolence, stupidity, incompetency, or dishonesty.

"I might say to my fellow employes," he states, "that my experience in this railroad business, approaching 39 years, indicates that if one is willing to work and apply himself diligently to the job at hand, and at the same time make an effort on the side to enhance his academic knowledge, he will eventually get ahead."

Next Issue:

Passenger Traffic Manager H. O. Marler



NEW LOS ANGELES STREET BUS TERMINAL, WHICH OPENED OCTOBER 9.

RING OUT THE OLD, RING IN THE NEW

GREAT CHANGES have taken place in passenger service since the last issue of the Magazine, by which time the institution of bus in place of rail service on the Venice Short Line had become history.

WREATH AT SIERRA MADRE

In Sierra Madre on Friday, Oct. 6, the passing of the last train inbound at 5:43 p.m. brought some 200 residents to the Sierra Madre Station to witness the placing of a large white wreath with a black crepe bow on the front end of Car 1128, operated by popular Motorman Herbert S. ("Red") Dowding and Conductor Seth Van Wickle. Times columnist Lee Shippey, famous resident and the sage of Sierra Madre; Al E. Morgan, President of the Sierra Madre Chamber of Commerce; and Rollin Lewis, President of the Bank of Sierra Madre, combined their efforts in placing the wreath as flash bulbs snapped. Taps was played by Bugler Larry

Ballenger, son of Operator W. L. Ballenger, of Temple City.

OAK KNOLL CEREMONIES

On the Oak Knoll Line, ceremonies were held at Colorado and Lake at 4:30 p.m. on Monday, Oct. 9, under the sponsorship of the Lake-Colorado Business District Association, celebrating the abandonment of the rail line and the inauguration of the paralleling bus

BALDWIN PARK LINE

The new motor coach service was established, and rail passenger service discontinued, on the Baldwin Park Line on Sunday, Oct. 15, as Conductor L. L. McDonald and Motorman J. B. Ohmert took the last train outbound at 12:25 a.m.

An entirely new line, the Los Angeles-Hellman Ave. Motor Coach Line, was inaugurated at this time, operating between Los Angeles and Walnut Grove Ave. on a basic 45-minute

headway, over Ramona Freeway and Hellman Ave. First Operator was A. A. Kuhn, who left Los Angeles at 7:40 a.m., Oct. 15.

Valley Blvd. local motor coach service was augmented between Rosemead Blvd. and El Monte Station; and the Garvey Ave. Motor Coach Line was extended from El Monte to Baldwin Park over San Bernardino Road and Ramona Blvd. to Maine Ave.

Previewing the new Hellman Ave. service, Operator Roy Gaffney, in one of the new 2700-class coaches, took civic officials and press representatives of Alhambra and Monterey Park for a ride, and PE's Public Relations Department, in the person of Director James G. Shea, was host at luncheon in Temple City on Oct. 12.

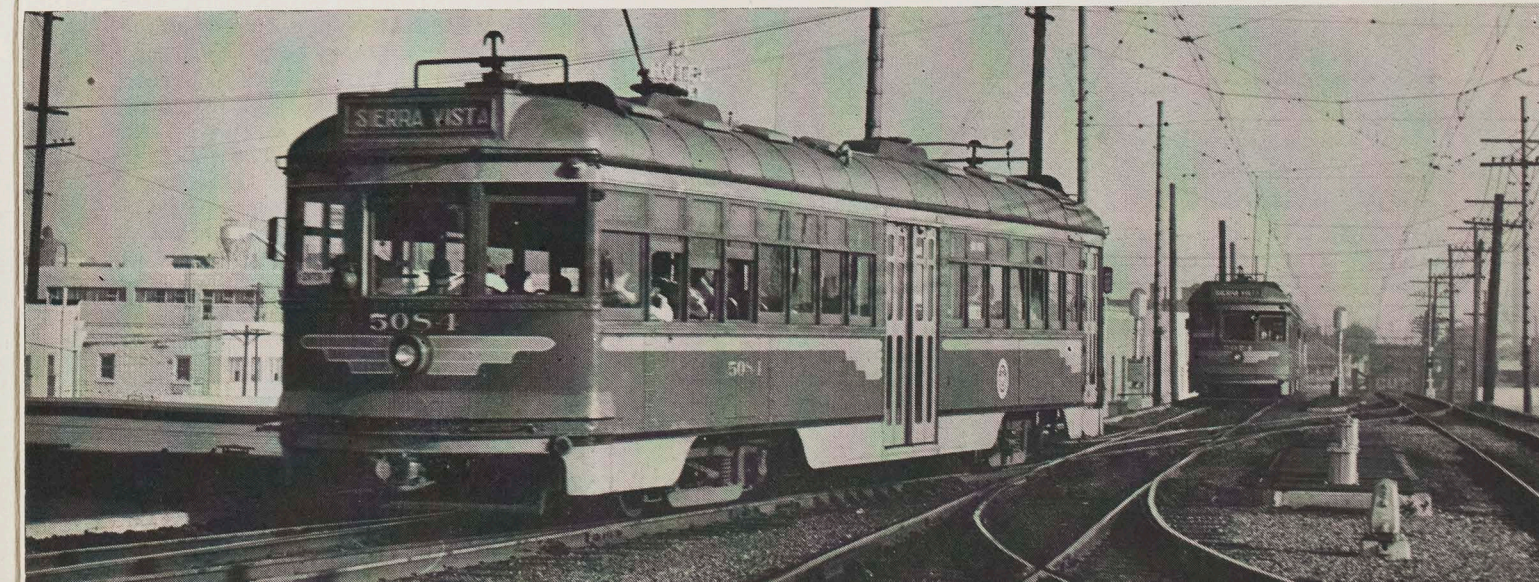
Next day, officials and press representatives of El Monte and Baldwin Park enjoyed a similar ride and luncheon in connection with the augmented

OPERATORS LOVELACE, WRIGHT, HONORED AT OAK KNOLL CEREMONIES OCT. 8

PASADENANS REMINISCE, REJOICE — Debut of fleet of new Pacific Electric 48-passenger motor coaches on the Pasadena Oak Knoll Line on Monday, Oct. 9, was hailed by Pasadenans in a colorful procession from the Pasadena Car House to Colorado and Lake Sts. Leading the way was "Old 999," ancient and historic wooden car, filled with waving Pasadena City officials, businessmen and their wives, many attired in "Gay 90's" garb. A similar car had the roof cut away to accommodate Tournament of Roses band (top photo). Four new motor coaches with "Hi, Pasadena!" greeting followed the flag-bedecked rail cars, which were covered with such signs as "Streetcar Named Expire," "Headin' for the Last Roundhouse," and "Next Week I'm a

Diner." Crewmen on the farewell run were Motorman William M. Lovelace and Conductor Luther M. Wright (left center), who received pen and pencil sets from Vice President George F. Squires to commemorate the event. Mrs. Lillian Bangham (lower left), pioneer resident who made the first rail trip from Pasadena to Los Angeles in 1895, was presented a bouquet by the crewmen, while Herb Speth, Pasadena banker in top hat and tails, looked on. Speth, who emceed the brief program, cut ribbon (lower right) officially opening the motor coach service, while Mr. Squires and two lovely Pasadena belles smiled their approval. The ceremony was arranged by the Lake and Colorado Business District Assn. in cooperation with PE's Public Relations Dept.

SIERRA VISTA AND WATTS TRAINS NOW OPERATE OVER THE VIADUCT INTO THE PE STATION.



service on the Valley Blvd. Line and the extension of the Garvey Ave. Line. The Operator on this occasion was also Mr. Gaffney.

WATTS-SIERRA VISTA LINE DIVIDED

The end of PE rail service on Main St., Los Angeles, came with the division of the Watts-Sierra Vista Line on Sunday, Oct. 22, and the inauguration of one-man service on the Sierra Vista Line. Both lines now operate over San Pedro St. into the Sixth and Main Terminal by way of the Viaduct.

Operators of the last schedule of the old service were Motorman Leon Gillis and Conductor W. C. Walker, who took the last two-man car from Sierra Vista at 2:36 a.m. B. A. Broge operated the first one-man Sierra Vista schedule leaving Sierra Vista at 4:28 a.m. The Watts Line, still under two-man service, began when Conductor A. F. Shipley and Motorman E. F. Mickie took the first train inbound at 5:32 a.m.

With the end of rail service on Main St. came also the end of rail service on Ninth St. between San Pedro and Main Sts., on First St. between Main and Los Angeles Sts., on Los Angeles St. between First and Aliso Sts., and on Aliso St. between Los Angeles and San Pedro Sts. The

change also falls in with city's plan for one-way traffic on Eighth and Ninth Sts., in the near future.

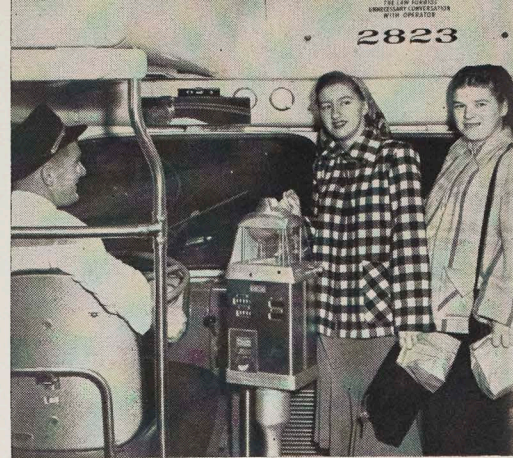
PASADENA SHORT LINE

One-man service on the Pasadena Short Line, with remodeled 750-class cars replacing the 1100's and 1200's, also began on Sunday, Oct. 22. The first one-man schedule left Pasadena at 5:35 a.m. with C. W. Olson as the Operator. The last two-man schedule left Los Angeles at 12:45 a.m., with Conductor E. A. Foglesong and Motorman R. W. Burgess as the crew.

NEW LOS ANGELES ST. TERMINAL

Used as a public parking facility since the construction of the Bus Deck at the rear of the Sixth and Main Terminal, the space under the Bus Deck was turned into a four-lane bus terminal and opened on Monday, Oct. 9, with the new Oak Knoll and Sierra Madre lines as first users. On Oct. 15, the Hellman Ave. Line was added, and on Nov. 6, the Santa Ana, the Whittier, and the Newport-Balboa lines came down from the Bus Deck above.

The new terminal is open daily except Saturdays, Sundays, and holidays from early morning until 7:00 p.m. After this hour, and on the



FIRSTS — Operator A. A. Kuhn greets his first passengers on first inbound trip of Hellman Ave. Line. They were sisters — Patricia (left) and Mary Morrison, who boarded at San Gabriel Blvd. about 7:00 a.m., October 15.

excepted days, service operates from and to the Bus Deck above.

FIRST OPERATORS

First Oak Knoll bus to operate with discontinuance of rail service was piloted by Operator W. H. Windsor, who left the Sixth and Main Bus Deck at 7:01 a.m., Oct. 8. Other firsts: C. E. Tomkinson, Sierra Madre Line leaving Los Angeles at 7:35 a.m., Oct. 9; J. C. Robb, first extended Garvey Ave. schedule leaving Los Angeles at 7:00 a.m., Oct. 15; F. W. Lenard, Santa Ana Line leaving Los Angeles at 5:30 a.m., Nov. 6; and Raymond Collins, Newport-Balboa Line leaving Los Angeles at 7:30 a.m., Nov. 6.

Preliminary Work on New OP Garage Begun

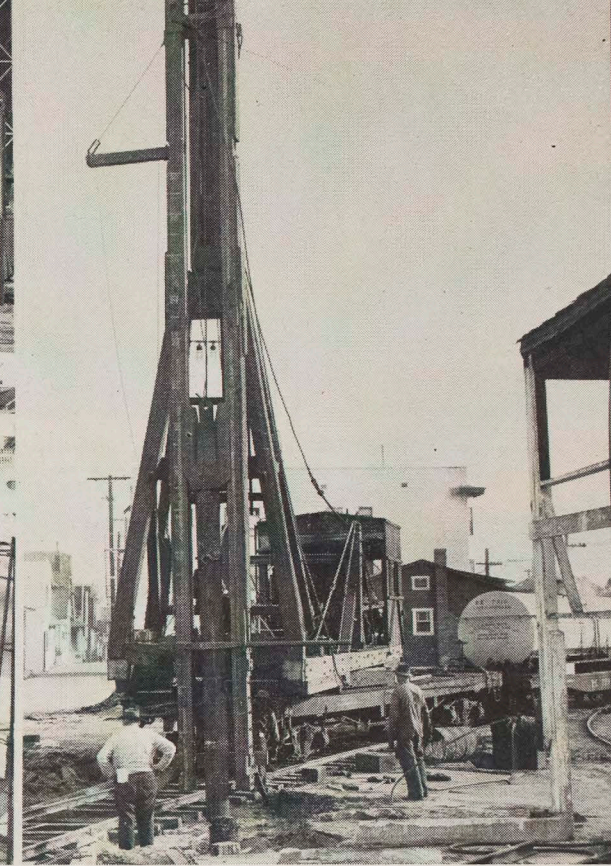
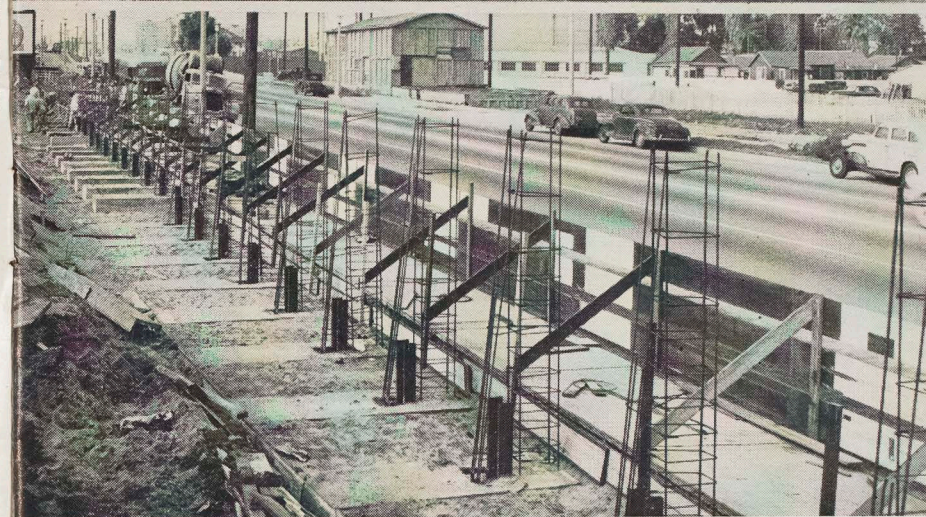
(Pictures on next page)

PRELIMINARY WORK on a \$315,000 motor coach garage in Venice to be completed early next year was begun on Thursday, Nov. 8, by B&B Supervisor B. F. Manley and his crew.

The new facilities, covering an entire block bordered by Sunset Ave., Main St., Thornton Pl., and the PE Venice Short Line right-of-way, will handle 120 coaches and will require about 250 employes, including 180 Motor Coach Operators, 60 Mechanics, and 10 miscellaneous workers.

Ocean Park Car House, a landmark built in 1905 on this property, has been razed. An adjacent power substation will remain. The present Ocean Park Garage, on Ashland St. a few blocks west in Ocean Park, will continue in operation until the new Venice facilities are ready.

The entire 160,000 square feet of the project will be paved with concrete. A 17,000 sq. ft. L-shaped structure of reinforced concrete will house the main shop, consisting of general repair equipment, inspection, lubrication, battery, electrical and steam



PROGRESS IN OCEAN PARK GARAGE CONSTRUCTION

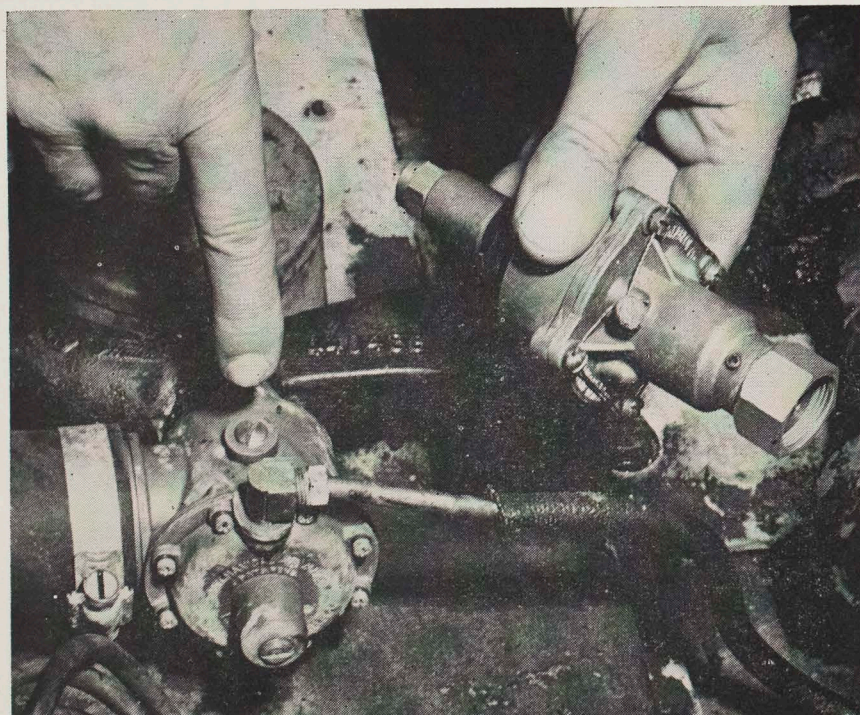
UPPER LEFT — Ocean Park Car House, landmark built in 1904, is being torn down to make room for new Garage layout on Car House grounds. **LOWER LEFT** — Retaining wall is being built along Main St. and grounds are to be filled in to expedite movements of busses at new Garage. **RIGHT** — Piledriver of B&B Department driving foundation pilings for new Garage. This was done while yard tracks were still in place; they will be taken out later. Corner of Car House is in right foreground. In white shirt is B&B Foreman George L. Redd. Man at right is John Krueger, Piledriver Man. Operator, not visible, is William Rhodes.

cleaning departments, and a \$16,250 automatic bus washer.

A second floor of 3,600 square feet is planned for locker rooms, rest rooms, and business offices.

A service station will be supplied by three 10,000-gallon diesel fuel tanks, two 10,000-gallon gasoline tanks, and an 8,000-gallon lubricating oil tank, all underground.

Entrance gate is to be located near the intersection of Sunset Ave. and Main St. A retaining wall is being erected along Main St. Chain link fencing will protect the other sides.



DEGASSER — 312 gasoline busses are being equipped with degassers of the type shown here, at a cost of \$135 for each installation. The finger of Assistant General Foreman E. H. Harper points to the air intake scavange valve mounted on the intake manifold of a White engine. This valve opens during deceleration to allow fresh air to enter the manifold and kill the fumes. Mr. Harper's other hand holds a spinner valve, which in actual use is mounted on the front of the engine and controls the action of the air scavange valve by controlling the vacuum that operates the latter. A set of governor weights in the spinner unit opens a valve, allowing vacuum to go to the air scavange valve when engine RPM is above 600, and closing when engine RPM is below 600. This operation eliminates the possibility of the air scavange valve remaining open too long and stalling the engine.

Glendora Woman's Club Hears PE Side from Shea, Wagenbach

MAINTENANCE of high service standards protection of the company's financial integrity and preservation of America's free enterprise heritage are Pacific Electric's objectives in its current \$5,200,000 modernization from rails to motor coaches on six passenger lines, James G. Shea, Director of Public Relations, said Nov. 13 in a speech to the Glendora Coordinating Council at the Glendora Woman's Club.

Explaining PE's transportation plans for the Monrovia-Glendora area, Mr. Shea declared: "While striving to provide the best possible passenger service on a sound economic basis, we are opposing a well-organized move-

ment in this country to sap the profits of private industry to the point where government must take over.

"England is a tragic example, and too many industries in the United States are being forced down the same path. In no case has government achieved a more efficient operation, merely more socialization. Pacific Electric does not want to see the destruction of the initiative of its 5000 employes and top executives, many of whom worked their way up the ladder.

"An efficient mass transportation system must be reasonably profitable. Pacific Electric and General Motors engineers designed the latest type

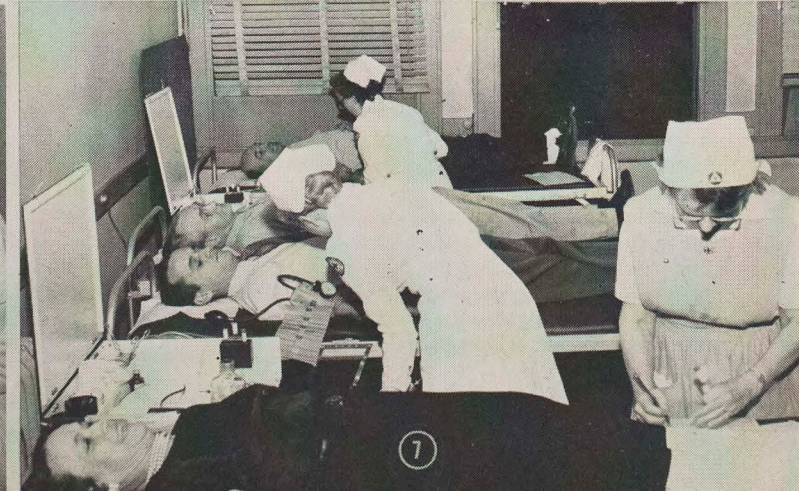
vehicles used anywhere in the industry. PE purchased 133 to provide a more flexible and more economic service than rails.

"Because the new \$23,000 coaches mean a change in riding habits, objections from some commuters were expected, along with the familiar cry for public ownership. Yet there are many people who prefer the new service to the old, and I have the letters and newspaper clippings to prove it," said Mr. Shea.

General Manager T. L. Wagenbach answered specific questions on passenger operations following Mr. Shea's talk, and to illustrate their remarks, the PE officials demonstrated one of the new 48-passenger coaches which will serve the Glendora area beginning in September, 1951. The entire group was given a test ride in the coach to Mr. Wagenbach's home in Covina where refreshments were served. The Operator was R. S. Colt.



HERE'S WHAT HAPPENS when you donate to the Red Cross Blood Bank. Here's what happened to Donor Marian Perry (1), Clerk in Passenger Accounts, when she visited the temporary unit set up in the PE Building on Wednesday, Nov. 16, and donated her share (one pint) of the 128 pints given by employes on that day. When she entered, she was given a large glass of orange juice to drink, as shown in the first picture. (2) Still drinking it, she went to the first table, where a Red Cross worker rechecked her blood donor card for accuracy. (3) Another worker then had Marian complete a form which typists in background used, along with her blood donor card, to compile a record for Red Cross files. (4) Two nurses then administered various physical tests—blood test, blood pressure reading, temperature, and pulse rate—at the same time asking her if she had had any one of a number of ailments or any surgery within a certain period of time. (5) Having passed all the tests with flying colors, she proved eligible to donate blood, was taken to a cot, and told to lie down. The nurse then carefully prepared her for her donation, a procedure which Marian, who had never given before, found so simple and effortless that she later declared herself willing to give again. The actual donation took between five and ten minutes. (6) A smiling worker then showed her to the refreshment table, where, chatting sociably with other donors, she had her choice of coffee or orange juice and several kinds of cookies. (Girl in foreground is Verna Lee Oldendorph, also of Passenger Accounts.) In front of Marian was a little booklet officially thanking her for her unselfish gift and explaining its benefits to others. A Blood Donor's Pin, in the shape of a drop of blood, was also there for Marian to wear with pride. (7) View of others giving blood. Front to rear: Velma Douce, Passenger Accounts; H. W. Hawley, Claim Agent; Carl Haskin, Ticket Stock; Glenn Stancer, Clerk, Transportation.



BLOOD BANK SOLICITORS for PE Building. Front row, left to right: Adam Klug, Henry Eggert, Albert Walker, Mary Alice Cooper, Edna Tilley, Margaret Carper, Opal Haas, Helen M. Freedle, T. E. Dickey. Others, left to right: R. V. Rachford, L. A. Campbell, George F. Jehl, L. A. Biehler, George Perry, Otto Martin, L. C. Maloney, W. A.

Pollack, Bill Clarke, George Quesenbery, Lew Cromie, C. F. Quirnbach, Jim Lewis, Lionel Averitt, R. W. Vanderhoff, Jr., Frank Screech, K. G. Rolfe, Tom Bristow, Hessel Van der Zee, Frank Carr, Charles Escovar, Harry Dietsche, Reuben F. Gies. It was entirely due to the efforts of these folks that PE Building donations were tripled this time.

Response to Blood Bank Drive Far Greater than Last Year

ONE HUNDRED TWENTY-EIGHT pints of blood were donated by employes at the temporary Red Cross Blood Bank set up on the second floor of the PE Building on Nov. 16 as the first step in a campaign sponsored by the Labor-Management Council in cooperation with the Red Cross. Temporary units were also scheduled at Macy St. on Dec. 6 and at Torrance on Dec. 20 for employes in those areas.

The purpose of the drive was three-fold: to replenish the PE Blood Bank for the benefit of PE employes and their families, so that in case of emergency blood may be obtained for them without cost to beneficiaries; to aid the armed forces; and to aid civilian defense.

There was little or no waiting in line. Each prospective donor had been assigned a definite time to report at the center.

Noticeable was a spirit of gayety and good will on the part of all.

A few characteristic comments made by some employes just after they had donated their blood follow:

Velma Douce, Clerk, Miscellaneous Accounts: "I'm glad to do this. All I felt was a pin prick. It's a very small thing to do compared with the benefits received by all."

Carl Haskin, Ticket Stock Clerk: "Didn't hurt."

Sam Akers, Assistant Research Engineer: "The coffee afterward is wonderful! No, I didn't feel faint."

Dorothy Kvapil, Clerk, Land and Tax: "It didn't hurt at all, and I feel perfectly normal."

T. V. Hoyle, Assistant District Supervisor: "Men are sissies! I feel a slight temporary weakness, but it's going away fast."

Bertha Weaver, Clerk - Typist,

Freight Claim: "I know it's worth the slight effort because last December (1949) my brother-in-law (not in the immediate family and not eligible to benefits of PE Blood Bank) needed blood and six people donated for him: **George Perry** (Manager, Hospital Association), **Kenneth Rolfe**, **Jack Cummings**, **E. F. Harrison** (all of Freight Traffic), **Mary Jane Johnston** (Hospital Association), and myself. It's wonderful to have a blood supply to call on when it's needed."

Patsy Schwertfeger, Clerk, Schedule Bureau: "Don't they want another pint from me now?"

Red Cross Canteen worker: "Say for us that we think you are all swell people to come in."

The Magazine had gone to press before the results in the blood centers set up at Macy St. and Torrance could be determined. However, the results of the campaign at the first center, Sixth and Main—128 pints—already surpassed by 38 pints the total results of the entire campaign held a year ago, when stations were set up at the Subway Terminal, Los Angeles Freight Station, and West Hollywood, in addition to the other three. (Last year employes in outlying districts were also directed to centers set up for municipal purposes at Alhambra, Arcadia, Pasadena, Ocean Park, and Long Beach.)

"Employes who have been unable to donate at the temporary units on PE property because of the hour are urged to form groups to visit the Red Cross Regional Blood Donor Center at 925 S. Western Ave., Los Angeles, or any unit which may be established in their local communities," said **George Perry**, Chairman of the Blood Bank Committee appointed by the Labor-Management Council. "It would

be best to telephone for an appointment ahead of time." Telephone number of the Regional Center is DUnkirk 4-5261.

Polio Cost Skyrockets; March of Dimes Needs Vastly Greater Gifts

BLACKEST POLIO YEARS in the nation's history, 1948, 1949, and 1950 brought such a staggering incidence of this disease that the National Association for Infantile Paralysis this year, for the second successive year, has been forced to operate at a deficit. All sections of the country have been hard hit.

Yet, according to a statement from nation headquarters, no patient has been denied the best possible care, made possible only by deficit financing.

Therefore, when March of Dimes Week comes, Jan. 15-31, think carefully of doubling or tripling your usual contribution to the campaign. Need for funds is many times greater than ever before.



The Public Appreciates

OPERATORS AS A GROUP

Bus drivers: "very congenial and courteous; all most accommodating. Tell your passengers to smile once in a while and they will get a smile in return."

Pasadena Trainmen: "invariable courteous and helpful conduct."

WESTERN DISTRICT OPERATORS

A. B. Bogartz: courteous and pleasant, especially to older people.
Manuel Brazil: gracious and polite.
H. M. Cherry: cheerful and courteous.

C. R. Curd: courteous and considerate.

M. C. Davis: operated train without jars, jerks, or rough stops and starts.

L. S. Dodge: recovering lost wrist watch.

E. L. Donald: most skillful, pleasant, courteous, careful driver met in nine years.

H. M. Geno: very good driver, very cheerful and kind.

A. Goldberg: efficient, courteous, and kind always.

D. C. Grayson: courteous and gracious.

E. C. Hawkins: courteous, kind, and careful.

H. C. Hunten: courteous and gracious.

J. W. Jeffus: two letters: (1) unobtrusively helpful, especially to old lady who could hardly walk. Excellent manner in handling school children. (2) courteous and helpful to all.

A. R. Jischke: kind and thoughtful.

Peter Knoll: courteous, patient, alert, accurate in information.

T. J. Koskey: courteous, diplomatic,

thoughtful, patient, practical minded.

K. E. Leonard: driving passenger home who missed his regular stop.

R. P. Lewis: went to considerable length to help lady recover purse.

S. M. Lundine: two letters: (1) courteous, efficient, patient; (2) courteous, careful, patient.

C. A. Mack: courteous, thoughtful, cheerful, especially in answering questions.

Sidney Margolis: courteous, efficient, pleasant, good-humored.

E. H. Martin: helped blind passenger across street.

R. A. McClelland: greatly impressed a "lifelong student of human behavior."

P. A. MacDonald: good conduct, courtesy and cheerfulness.

J. A. McCookin: skillful driver, patient in giving information.

E. F. Morgan: extremely helpful and considerate.

C. W. Neel: courteous under abuse from passenger.

J. Nickel: courteous and considerate to all.

W. R. Perry: turning in lost handbag.

F. G. Poppleton: unflinching good humor, courtesy and patience.

P. D. Proud: unusual courtesy and efficiency on charter bus for Volunteers of America.

E. E. Rodgers: waiting for passengers.

W. D. Rupert: courteous and efficient, especially in giving information.

R. B. Schaffer: waiting while pas-

senger went back to stop to get purse.

K. N. Smith: returning lost letter.

R. C. Sperry: warning alighting passengers of slippery pavement.

M. D. Tafoya: returning lost purse.

T. W. Thompson: slowing down to see if any transfers wanted to board from another bus.

E. G. Tworek: courtesy and kindness.

W. C. Ulrich: two letters: (1) befriending three elderly passengers; (2) courtesy and kindness.

H. A. Wilks: helping Operator of another bus correct mechanical difficulty.

B. J. Wyatt: "acme of courtesy and kindness."

MOTOR TRANSIT DISTRICT

P. R. Allison: safe, pleasant, accommodating, neat.

G. A. Asher: safe, pleasant, accommodating, neat.

Frank Blumenthal: courteous and efficient on charter bus trip.

W. F. Cowell: picking up aged passenger between stops.

T. A. Dinkins: one of the best drivers a regular passenger has ever ridden with.

A. H. Doig: unflinching courtesy, very pleasant, tends to business.

H. W. Fisher: neat, kind, courteous, skillful.

J. A. Hatchett: courtesy and good humor.

F. L. Hight: on time, pleasant, accommodating, very neat.

A. H. Howell: stopped bus in heavy traffic to permit motorist to enter main boulevard.

J. P. Jones: courteous, cooperative, skillful, careful.

F. W. Lenard: courteous, helpful, smiling, efficient.

O. W. Lilley: careful cautious at all times; thanked people as they left his bus.

R. L. Martin: excellent operation in heavy traffic.

C. J. McAtee: careful, safe, waited for transfers from busses operating late.

"Pat" (no further identification could be made): though he called stop several times lady missed it. He helped her across street to proper bus back to her stop. Lady identified him as young, tall, dark, handsome.

D. W. Varner: most pleasant and courteous driver met with in many years by a certain passenger. Smooth in starts and stops.

NORTHERN DISTRICT OPERATORS

L. M. Hacker: kind and pleasant attitude. "Tops all the drivers I have met" on tour of U. S., says passenger.

J. L. Karalis: courtesy and alertness in stopping car for intending passenger who failed to see car approaching.

SOUTHERN DISTRICT

E. H. Martin: courtesy to blind passenger.

U. L. Smith: recovering lost package.

G. S. Waters: alertness in avoiding an accident undoubtedly saved life of elderly pedestrian.

FREIGHT MEN

D. W. Abbey, Freight Conductor, and crew for efficient handling of traffic for J. N. Ceazan Co.

J. R. Groom, Freight Conductor, and **A. E. Jones,** Motorman, for clearing main line track of freight car door that had fallen on it.

Dave Martin, Freight Conductor, who often goes out of his way to oblige at packing house of La Habra Citrus Association.

G. P. Barkhurst, Wingfoot Agent, and Wingfoot switching crews, for assistance in moving traffic for newly opened J. W. Robinson warehouse.

OTHER COMMENDATIONS

Janitors **George Johnson,** Santa Ana Station, and **J. W. Littles,** Compton Station, for their share in keeping these stations clean. Personal observations by General Manager **T. L. Wagenbach.**

Towerman **George J. Curtiss** for spotting broken frog at Claremont Tower and promptly calling section crew.

Information Clerk **Elsie D. Tappendorf:** very courteous and helpful.

T. L. Wagenbach, General Manager, and others concerned, for improving performance of wigwag at Melrose and San Vicente, in response to previous letter of correspondent.

Complaints

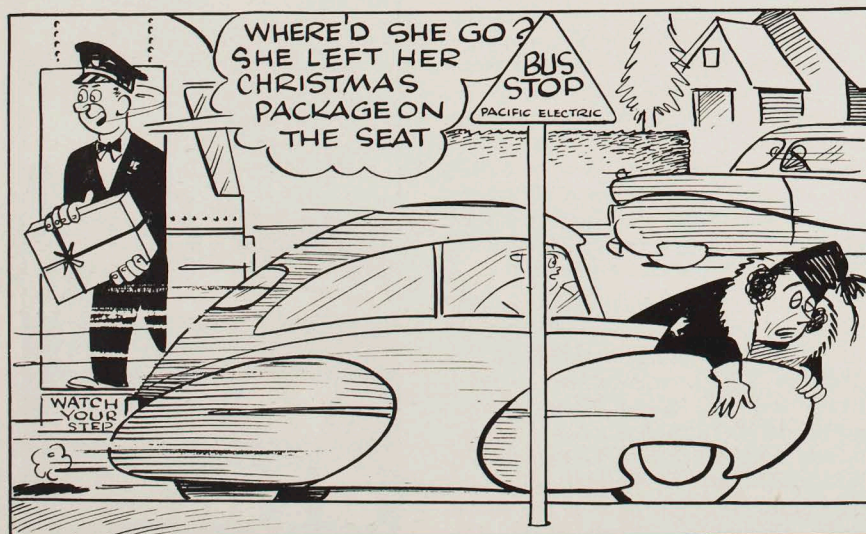
NOT TO BE CRITICAL, but to be helpful in preventing their recurrence, the Magazine publishes, for the benefit of employes contacting the public, a summary of complaints received from users of PE service. Many employes may not be fully aware of how their acts and attitudes appear to the public.

Most current complaints can perhaps be attributed to difficulties faced by both Operators and the public in



— Copyright Kelly-Read & Co., Inc., Rochester, N. Y.

ONLY TWO BIG IDEAS keep customers coming our way. One is good work. The other is good service. Let's never forget that — and let's always concentrate on those two items, no matter what our job, to keep customers coming our way — customers who keep us in business and in jobs.



falling into the routine of the new service. However, a considerable number of letters record difficulties involving personnel, and in many instances discourteous language is said to have accompanied the act or failure to act of the employe involved.

The types of complaints are as follows:

1. **Passengers carried past stops.** Operator either disregarded signals or did not know where the stop was.

2. **Excessive waiting.** Bus was (a) ahead of time, or (b) merely failed to stop though only partially filled.

3. **Indifference to or impatience with questions.** Most complaints indicate that Operators (a) felt that questions were foolish and that passengers should already know the an-

swers, or (b) did not know the answer and covered up with a "smart" retort.

4. **Fare and transfer troubles.** (a) Operator first accepted fare offered, and later demanded additional fare. (b) Operator refused to accept transfer, either because it had been incorrectly punched or incorrectly selected by the previous Operator, or because he did not know it was good on his line. (c) When bus broke down, Operator refused to give school children transfers, told them to get off, and then drove away. (d) Mother was upset at 10-year-old daughter's report that Operator had severely lectured her for innocently dropping quarter in box.

(Continued on Page 12)

Safety Valve

LETTERS

from Our Readers

Want to register an idea, suggestion, pet peeve, or opinion? Send your letter, signed or unsigned, to the Public Relations Department, 817 PE Building. Any questions you ask will get answers from the proper authorities. Every letter will receive full consideration.

A COMPANY SLOGAN

Anonymous letter of recent date urges selection of a company slogan. "Since 'Speed, Comfort, Safety,' the slogan formerly used in the company's advertising, seems to have gone by the board, we simply must have another. Today's man, woman, and child live by slogans—the exhortations of the advertising agencies which, and which alone, give us the rules of life. We must drink a certain variety of pop at '10-2-4,' meanwhile quenching our thirst with 'the beer that made Milwaukee famous.' A certain brand of vitamins must be taken at the rate of 'One a Day,' and if we are wise we will also 'alkalize'—with a tablet so delicious that it's a delight merely to 'listen to it fizz.' It seems that every company and every product can exist only on a slogan. There's 'The Friendly Southern Pacific,' the milk 'From Contented Cows,' 'Wheaties, Breakfast of Champions,' 'The Lift Without a Let-down' provided by a certain brand of feminine armor to provoke lingering male glances, etc. Hence, it is clear that in some manner we must urge folks to 'Go Pacific Electric' by slugging them with a slogan. 'Eventually,' we must explain; 'why not now?'"

Delighted with this suggestion, the Public Relations Department would

COMPLAINTS

(Continued from Page 11)

senger could get completely off step.

6. **Bus cutting in ahead of motorist.** Despite alleged proper signals by motorists, bus cut in ahead and in one case "deliberately" damaged new car's rear fender; in another case would have damaged fender except for quick braking by motorist.

7. **Operator failed to pick up waiting passengers.** (a) On some schedules, car failed to wait for transfers from bus. (b) Operator would let people off and refuse to permit others at same stop to board, even though seats were available.

8. **Public bawling out.** Greatest single cause of resentment by passengers.

9. **Calling streets.** (a) Failure to call them, or (b) calling indistinctly.

appreciate receiving appropriate ideas for slogans from employes. Such ideas should be brief, truthful, and untinged with irony.

* * *

SHIPPER SUPPORTS PE

From C. N. Wallis, great PE enthusiast and owner of the New York Store, Phoenix, Ariz., came a letter advising us of a change of address because of his entry into the armed forces and enclosing a number of bills of lading, all of which required the shipper to send material via PE. "You can see from these few bills [of lading] I have earnestly tried to support your fine road. Most rail fans usually talk about the fine electric lines but do nothing much to support them."

PE deeply appreciates Mr. Wallis's concrete interest in our railroad, wishes him good luck in the service of his country, and hopes for his safe return.

* * *

CENTER DOOR EXITS

From Emory W. Hanlon, Freight Claim Adjuster, asking why center door exits are not used on Riverside Drive Line on crowded outbound busses, particularly in late afternoon:

According to General Supt. Fred C. Patton, this line will soon be assigned equipment without rear door exit, and it would create confusion to make use of the rear door exit temporarily, pending change in type of coach.

* * *

UNIFORM CAPS

Also from Mr. Hanlon, who states: "Bus operators may be given 'brownies' for being caught without wearing their uniform caps, but even this discipline is not enough to deter some of them from shedding the uncomfortable and old-fashioned caps which the company now provides for them." And he asks, "Why not supplant them with a natty, lightweight, comfortable, and attractive headgear somewhat on the order of the Air Force dress cap?"

Our General Superintendent knows of no cases where demerits have been issued for violation of the

present cap rule, "except in cases where the man has deliberately hung the cap over the fare recording dial on the farebox, for reasons best known to himself." He continues: "The style of the cap is at present very close to the one worn by the Air Force, and is of the soft crown type which is standard for most properties having similar operations." He sees no reason to redesign the cap, particularly in view of the fact that it is not worn very much of the time when a man is on duty.

* * *

"PERYSCOPE" VS. SUBMARINES

From an anonymous writer in Riverside, Sept. 4:

Today I had the pleasure of seeing the first "PERYSCOPE," and it was certainly a wonderful feeling. . . . [But] one of the drivers must have thought I was crazy. "Periscope?" he said. "Brother I drive a bus, not a submarine."

However, I found what I was looking for on the L. A. run. But I had to search all around before I located the box where they are kept. And even then I had trouble, because the precious "PERYSCOPIES" were hidden behind some time tables.

. . . If the leaflets were placed in a more conspicuous manner . . . a little box for them on the back of each double seat . . . or let the Ticket Clerks pass them out, one with each ticket . . . or maybe a sign by the ticket window reading, "Get a free 'PERYSCOPE' with your ticket."

As to the leaflet itself, I thought it was very nice, and I compliment you on it. The acrostic on the cover was very clever and original.

Public Relations Director James G. Shea says that the scarcity of PERYSCOPE in outlying districts was due to demand by commuters



— ATC Trans. News

using the Los Angeles Terminal, but that "as public interest increases, it should also increase the distribution of PERYSCOPE to the outer perimeters.

"It was necessary to use the time table containers for the first issue of PERYSCOPE pending installing of additional containers located at the middle trestle door on the motor coaches, and along the side door separating the smoking coach from the non-smoking coach on the rail cars. Installation was completed Sept. 8. Placing PERYSCOPIES behind the time tables instead of in front was a misjudgment of the person loading the containers," said Mr. Shea, as he expressed appreciation for the suggestions offered.

* * *

GAS FUMES

From John A. Stuart, a passenger on the Los Angeles-Whittier Motor Coach Line, comes a letter dated Nov. 3 praising the "already splendid service," but commenting on fumes in Whittier busses and asking: "Would it be possible to lead these fumes up above the bus top—much as the diesel truck fumes are conducted upward?"

General Manager T. L. Wagenbach states that, "conscientiously aware of the situation with some of the units of our equipment," experiments are being made with "several types of degassers" in the hope of finding one to do the work satisfactorily. "We will then apply them to all of the units of equipment which throw off exhaust gas fumes to an obnoxious degree." See also pictures of degasser on page 6.

* * *

HORSE AND BUGGY DAYS GONE

Retired Yard Clerk T. R. Brackett, now in Grants Pass, Ore., wrote Oct. 24 thanking us for receipt of the PACIFIC ELECTRIC MAGAZINE for the past four years, and says: "My father-in-law, Earl Lowe, who was also with the Pacific Electric Ry. for a number of years (as Foreman, L.A. Freight Station), lives here in Grants Pass and he enjoys reading the Magazine, and the news about the doings of the PE, very much." Mr. Brackett also adds:

"The bus division of your company surely is taking on a new look, for which I am most happy for you, as I am almost certain that is the way you wanted it. Streetcars are going the way of the horse and buggy all over the country. Progress just won't be stopped."



TO NEW EMPLOYEES

A HEARTY WELCOME to new and re-employed workers over the PE system. These folks were hired during August, September, October and November, and are now, besides working industriously to learn their new jobs, making new friends and desirous of making more.

Let's all help to make them feel at home. The Magazine suggests that they immediately apply for membership in one or more of the clubs coming under the head of extra-curricular employe activities, such as the Pacific Electric Employes Club, American Legion Post, Bowling League, Camera Club, Glee Club, Masonic Club, Speaker's Forum, Stamp Club, Veterans of Foreign Wars Post, and the Women's Club. Information regarding these may be had by contacting the Public Relations Department, 817 PE Building, or the PE Club, 917 PE Building.

MECHANICAL DEPARTMENT

- Upholsterer—James M. Blake.
- Electricians—Chester Downs, Glen F. Dunning, Buster W. Jordan, Ovie V. Ferguson, Callie A. Thompson, Jules R. Beauford, John G. Wagner, John W. Wagner, Mark M. Patterson.
- Car Repairers—Leopoldo C. Gonzalez, Jack A. Knight, Daniel R. Kirkpatrick, Oren K. Barber, Jack H. Baker, Juan T. Rojo.
- Freight Car Repairers—Samuel C. Bates, Kenneth L. Stepp, Otis F. Rock, John A. Stripling, Theo. W. Kenner, Victor J. Staneiu, Melvin L. R. Hahn, Roy E. Niccum, Jesse S. Eribetz, James H. Reed, Manuel Robles, Albert O. Henninger.
- Carpenters—Cecil R. Berry, George L. Bushnell, Frederick W. Harrington, Robert H. Harrison, Darel K. Laughlin, John J. Nardiello, Alfred J. Teibel, Steve Yuhas, Clarence A. Martinson, Peter S. Stepp, Everett M. Sisson, Bill R. Rose, William L. Trehern, George E. Diehr, Erik G. Eckman, Delmar D. Enright, Wilbur G. Younkings, Frank Buery, Wayne I. McLean, St. John M. Prinzi, Walter J. Enright, Leo A. Rowley, Charles W. Sullivan, Elbert L. Chancellor, Wallace L. Chancellor, Samuel H. O'Neill, Richard E. Wilson.
- Sheet Metal Workers—Hector F. Aguilar, Verdon M. Wollner, Marvin L. McQuillen, Basilio R. Delgado.
- Laborers—Albert Carter, Willie S. Owens, Jones Rafter, Sammy E. Rodriguez, Ralph Chavez, Stanley F. Horton, Albert A. Godines.
- Helpers—Ernest W. Emerson, Leslie D. Woods, Albert A. Garcia, Clarence Lane, Ralph B. Cardena, Ernie F. Tipton.
- Painters—Civilo C. Torres, Gerald W. Spaeth, Albert J. Meyer.
- Pipefitters—Miles Bohne, Nathan O. West.
- Auto Repairers—Alfred J. Lattuga, Willard G. Scott, W. L. Lynsky, W. C. Scarborough, Bayonne R. Stafford, George W. Cuthill, Lewis B. Hickman, Theodore Krogel, John H. Giffis, E. L. Pittman, Walter C. Talleur, David R. Johnson.

- Car Cleaner—Ramon C. Castillo.
- Cleaner-Operator—Lyle C. Smith.
- Air Brake Machinist—Walter K. Blair.
- Machinist—Gerald W. Deal.
- Clerks—Thomas E. Gentry, Kenneth Chandler.

ENGINEERING DEPARTMENT

- Paving Laborers—Andres G. Amesquita, Manuel E. Guisa, Louis Hernandez.
- B&B Helper—Anthony Russo.
- Linemen—Charles R. Coyle, Dewey A. Adams, John J. Dwyer.
- Line Helper—Maurice V. Clark.
- Signalman—Harry J. Allston.
- Assistant Signalmen—Robert L. Lawless, Lee R. Dolson, Henry R. Grady, Richard T. Thompson, Howard L. Chenoweth, Lester H. Mulkey, Jesse Cypert, Jr.
- Blueprinter—Edward C. Maynard.
- Substation Operators—Edward J. Urbane, Carrol B. Robertson.
- Painters—Waldo O. Dollison, Gregroy Lujan, Robert D. McOmber.
- Truck Driver—Bill L. Factor.
- Track Laborers—Refugio Garcia, Henry M. Delgado, Jesus R. Martinez, Hilario H. Tejada, Raymond D. Riojas, Epifanio Ornelas, Jesse W. Robinson, Wilson Reaux, Refugio M. Guerrero, Abdon Munoz, Frank Ramirez, Baldomero G. Santos, Jose Chavira, Manuel R. Orona, Rudy R. Lozano.
- Watchman—John L. Smith.
- Helper—Frank Sorichetti, Jr.
- Laborers—Willie Young, Jr., Ernest McClay, Herbert A. Jones, Ralph M. Reyes.
- Chairmen—Wilson S. Dunn, Edwin Hartley, Jr., Donald E. Emig.
- Groundman—Walter E. Stankey.

TRANSPORTATION DEPARTMENT

- Towerman—Justo P. Apodoca.
- Mail Handlers—Don R. Bell, Donald A. Rigdon, Lyle L. Crump, William M. Clark, Kenneth A. Craig, William R. Worthington, Harvey Falk, John P. Campos.
- Yard Clerks—Robert N. Stiltz, Richard P. Kubias, Roger M. Williams, Jr., Bernard Geist, Alexander Michel, James F. Everly.
- Brakemen—James E. Owens, Henry M. Stellrecht, John L. Switzer, H. Dean Guerry, Arthur A. Kerndt, Lester W. Simon, Roger Gathright, John M. Childers, Edward E. Gilliland.
- Station Clerks—William M. Mellendorf, Albert F. Norris, Robert M. Willis, James R. Currier.
- Extra Clerk—Joseph Siegel.
- Rate and Bill Clerk—Lloyd A. Straub.
- Stenographer—John E. Hysom, Jeanne A. Day.
- Messenger—Merritt C. Clinton.
- Janitor—Rudolph Jackson.

ACCOUNTING DEPARTMENT

- Sorters—Mary E. McKenna, Joyce E. Wood, Marjorie Quigley, Peggy J. Fancher.
- Comptometer Operators—Bonnie B. King, Hazel M. Lawrence, Madalyn McAnarey, Zephyr H. Clark, Evelyn I. Heller, Margaret H. Gibson, Margaret Gembrin.
- Stenographer—Elias J. Pepper.

STORES DEPARTMENT

- Helpers—Jack J. McCune, Glenn E. Miller.
- Laborers—Frank Arias, Esequiel G. Pedroza, Jesus V. Castillo, Joel R. Payares, Luis Zunigi.

PASSENGER TRAFFIC DEPARTMENT

- Extra Clerk—Robert P. Anderson.
- Stenographer—Darlene Marcus.
- Ticket Clerks—Richard J. Carlson, David R. DeVoto.
- Parcel Clerk—William F. Steffey.

OFFICE OF PE BUILDING

- Carpenter—John E. Glick.
- Janitors—John C. Haggard, Florence Shepherd, Mervin E. Kilbourne, Ada M. Lucas.
- Janitresses—Marie Brice, Leola H. Davis.

SPECIAL AGENTS DEPARTMENT

- Guards—William E. Korton, George E. Wood, Amos Greenlee.

FREIGHT TRAFFIC DEPARTMENT

- Calculator Operators—Robert W. Goddard.
- Stenographers—Norven B. McKean, Mildred A. Lantry.

OTHER DEPARTMENTS

- Executive—Grey Oliver, Secretary-Assistant.
- Hospital—Russell A. Davison, Jr., Pharmacist's Helper.
- Law—Kathryn M. Fish, Receptionist; Edna E. Boisvert, Stenographer.
- Research Bureau—Thomas N. Bristow, Assistant Research Engineer.
- Personnel—Pauline L. Pipher.
- Public Relations—Dawn E. Bullard.

HOW GOEST THOU, BRUIN?

(From the California DAILY BRUIN, October 12, 1950)

Hail, Pacific Electric, Alma Mater Dear

By Robert English
Editor, "Scop"

I had often heard the peasants talk, as they sprawled on the green lawnly expanses of Lord Sproul's Westwood estate, while munching their humble lunch from earth-brown paper bags, of a strange vehicle called a "bus."

My curiosity, however, lay dormant until last week, when, upon being requested by the feature editor to strike a blow at the parking situation by advocating that everyone should put their cars on blocks and take "buses" instead, I resolved to investigate the matter fully.

So with travel in mind and adventure in my heart I waited at a "bus" stop for whatever Fate might send my way.

Soon a glittering, elongated metal vehicle approached, like a land-bound naval ship, and came to a halt in front of me.

I stepped up the short gang plank and there confronting me was the captain, resplendent in a snappy uniform! He gazed at me coolly from behind an instrument panel of dizzying dials while I clicked my heels together, saluted smartly, and barked, "Mon Captain, I am aboard!" He in turn, clicked his heels and made a movement which I was sure was going to be a return sale until I felt his clenched fist pocket itself fiercely into the folds of my astounded cheek.

I winked at his playfulness and then handed him a 50-cent piece which he deposited into a little silver machine made of five attached cylinders. I stared at it, fascinated, for this was a "money machine!" All the captain had to do was to pull a little lever and shiny coins came pumping out the bottom. But—you economics majors—there is not a thing to worry about, in case you are inflation-minded, for this machine has an antidote—a money eating machine. This is a glass box affair with a metal frame. When a dime is deposited into it, the dime will zip down a little chute (oh, what fun to be a dime!) and then ker-plunk! it hits the bottom when gulp! the bottom opens up and swallows it! What a vivid example of a perfectly balanced economy.

When I finally pulled my eyes from these above mentioned miracles I noticed the interior of the bus. What a world of merriment it foretold. Two rows of bright green upholstered seats, separated by an aisle, were bordered by two overhead rows of colorful animated cartoon strips. It was like Christmas in Toyland.

The "bus," the one that goes from Venice to Westwood, seems to plunge down alleys, skim under clothes lines and plow through garages. Besides offering the passenger a

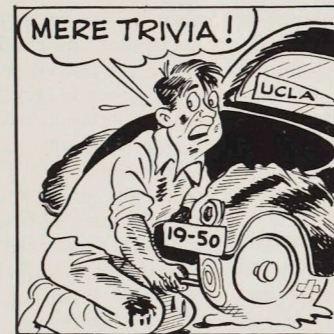
good sociological survey of the living habits of the Santa Monica inhabitants, the "bus" ride gives you an hour's more of fascinating traveling time than would the

We Won't Be Bulldozed Off This Campus

By Martin A. Brower
City Editor, "Daily Bruin"

When it comes to the problem of how to get to school, give me the car anytime. As much as I dislike horning on on the bus company, I never tire of telling the advantages of the old gas-buggy, and the bumper crops of autos at UCLA seems to show that others agree with me.

First, look at the difference in cost between the car and the bus. Every time you get on the bus you have to throw a dime in the meter. Day-after-day the dimes roll out. But a car, well you simply put in a little gas, oil, and brake fluid, get a lube job, the engine tuned up and some spark plugs, a little insurance and a radiator flush and man, you're all set for a round trip to school.



Then there is the convenience of the car. As Ford once said, nothing is better than the Chevrolet. No walking, no waiting, you get in the car, drive to school, park, and go to class. Some may wonder about motor trouble, tire trouble, accidents and parking difficulties, but these are mere trivia when one considers the pleasure of walking from class to your car and without paying bus fare, without walking all the way to the bus stop, and without waiting for the bus. You step into the car and drive away. Naturally, there is always the chance that fenders or grills may be bashed in while the little rocket stands faithfully waiting for you at the parking lot, but this is simply remedied. If you don't bother the dents and scratches, they won't bother you.

Another advantage of the car over the bus that is not to be overlooked is the interesting public officials one meets while driving. These men on sleek black-and-white motorcycles and attired in trim black suits with silver badges which reflect the beautiful sunlight seldom seem too busy to take time to drive out of their way to stop a passing motorist and give him advice on his driving.

Those who would advocate taking the bus to school rather than the car might argue that the bus affords time to study on the way to the campus. Although this is true, it is also true for the car. There are two good places to study. One is the three-way signal at the intersection of Wilshire and Santa Monica Boulevard in the Village. When one is all hepped up about being late to a class and is racing to get there in time, these signals provide convenient cooling-off spots.

Yes, give me the good old car anytime. Who wants to depend on the bus?

mobile.

So for entertainment, adventure, education, and social contacts (one never knows whom one might sit next to on a bus), plus the attraction of an extra traveling hour, I strongly recommend the "Bus."



LAWRENCE D. PATTERSON

WARREN G. SHAFER

EUGENE F. GILLIGAN

JOHN P. CRANFORD

50 Employees Now in the Service of Their Country

NINE MORE EMPLOYEES have answered the nation's call to arms since the last issue of the Magazine, bringing the total number of employees now in military service to 50.

Names and job titles of the nine employees are as follows:

Transportation Department: Operators Robert W. Hogan, Warren G. Shafer, John P. Cranford, Eugene F. Gilligan, Jr.; Clerks Eugene L. Hendrix and L. C. Pittman.

Engineering Department: Lawrence D. Patterson, Chairman.

Freight Traffic Department: Clyde H. McCarrell, Clerk.

Stores Department: J. T. Johnston, Clerk.

EUGENE F. GILLIGAN, Ocean Park Operator, left Nov. 8 for service with the U. S. Navy as Hospitalman 1c, new name for the old rating of Pharmacist's Mate which he held during World War II.

Mr. Gilligan has served in this capacity in every branch of service except the Coast Guard. He was with the Navy in the invasion of North Africa; on the first carrier air strike at Wake Island; with the Marine Corps' Second Division at Tarawa and the Marshalls; in the Air Evacuation Service evacuating casualties from all fronts in the Central and South Pacific; and on air sea rescue missions with the Navy. Thence he was sent to the U. S. for a short period, returned to the Philippines on a carrier, and after V-J Day came back to San Francisco with Army troops.

After several varied jobs, including three years with the Los Angeles Transit Lines, he came to PE on July 23, 1949, as Operator, West.

His wife, Elaine, and the couple's three children now live at 842 California Ave., Venice. Children include Eugene III, 3; Gayle, 2; and Darlene, born last May.

JOHN P. CRANFORD, Brakeman and Motor Coach Operator, West, reported for military duty at Fort Ord as Conductor in train service and rail transportation in the Army Transportation Corps.

During World War II he served in the European Theater, first as Sergeant working as Conductor in the 716th Railroad Operating Battalion in France, Belgium, and Germany; and later in the infantry. He spent 11 months in the German occupation, stationed at Frankfort am Main.

His service in World War II between 1943 and 1947 interrupted his Pacific Electric career, which began in 1941 when he became a Conductor on the West, in passenger service. He later qualified as Brakeman and Motor Coach Operator, and has worked mainly as a Brakeman between Sencous and West Hollywood. He also operated busses for a time on the Riverside Drive Line.

LAWRENCE D. PATTERSON, Chainman, went on duty with the Army in October to play drums and vibraharp in a dance band at Fort Ord. A PE employe with six months of service, he has a professional background in music, having played in two well-known dance bands in the Minneapolis-St. Paul vicinity, and later directing and playing in his own band, the Larry Valentino Trio.

Larry Valentino is the professional name of his brother, Keith, who is also his nearest relative, and lives at 1461 Ridge Way, Los Angeles.

WARREN G. SHAFER, Operator, Ocean Park, entered the Marine Corps as private, first class, on Oct. 16, at Camp Pendleton. He hoped to become a French horn player in a Marine band, as he was during World War II, when he played with a band all over the United States, as well as at such

places as Saipan, Iwo Jima, and other battle grounds.

"Every time we took an island we played a concert — if there were enough of us left," quipped Mr. Shafer, who possesses four battle stars and two Presidential citations.

Born in Cobleskill, N. Y., and reared and educated in the East, he married a California girl, Elma Dundee, while he was in California with the Marines at Camp Pendleton during World War II. Upon his separation from the service of the Marine Corps, he joined PE as Conductor, July 29, 1947, later qualifying as Motor Coach Operator and Motorman. Most of the time he has worked busses out of Ocean Park.

Mrs. Shafer—there are no children—will continue to live at their home, 4145 Grandview Ave., Culver City, and carry on her work for a Santa Monica pet shop.

NORMAN R. STOCK, a member of the California National Guard, was ordered to report to Camp Cook, Sept. 1, 1950, for active duty as a Radio Repair Sergeant.

During World War II he served 13 months in the Navy as Small Craft Boat Coxswain attached to the Fleet Boat Pool at Terminal Island, and attended Radio Repair School at Great Lakes Training Center.

He entered the service of Pacific Electric as a Helper in the Stores Department at Torrance, June 21, 1948, where he has since been continuously employed.

Son of General Storekeeper, C. W. Stock, Norman was born in Redondo Beach, Calif., May 24, 1947 — is married — and resides with his wife, Norma, in Torrance.

Last information received was that he is in a radio-radar school at Camp Gordon, Ga., in charge of teaching radio, and has a Sergeant's rating. His wife is now with him.



I've Become a United States Citizen

By CHARLES RAMIREZ
Clerk, Freight Accounts Bureau

BILL OF RIGHTS WEEK, Dec. 9-15, makes it appropriate for Americans to re-evaluate their heritage of freedom as expressed in the first ten Amendments to the Constitution.

Native-born Americans too often fail to realize the precious possession which is theirs by birth—the privilege of saying, "I am an American." Let us learn in this article how one of our fellow-employees, a Mexican by birth and only recently become a citizen, feels about the nation which gives us the liberty we take for granted.

With about 150 others, Charles took the Oath of Allegiance in Federal Court on the morning of Friday, Nov. 24.—Ed.

I WAS BORN in the capital and State of Zacatecas, Mexico, December 12, 1916. Six months after my birth my father passed on, leaving mother and us children a saving sufficient to keep us from hunger and want until something better came along. Because of the insight of my mother, who realized her predicament along with the doubtful welfare of her two children, we started for the land of opportunity, equality, and righteousness—yes, America!

We entered through the busy frontier of El Paso, Texas, in 1917,

and in a few years moved further north to make California our permanent home.

I found myself among peoples of many races, who had also come to America filled with ambition and the desire, as was ours, to live the way of life here. Many of the customs and beliefs of the old native land we soon forgot; new ones flourished in their places. I attended many grammar schools, attended Redlands Junior High School, and graduated from Belmont High, Los Angeles, in 1938. I married in 1940 and now have two boys, Charles, Jr., 10, Bobby, 8; and a girl, Adeline, 7. They are native-born citizens.

PERSUASIVE FEELING

I became a candidate for naturalization. This was the infancy stage. Environment and friends helped nurse that nucleus of regard for my prospective new homeland. But I wasn't ready to take the oath of citizenship until a persuasive feeling to become an American erupted. It came from deep in my heart, as a craze without insanity, a firm support urging me to undergo all in order to proclaim the magic phrase: "I am an American."

In the U.S. District Court on May 20, 1947, I obtained blanks to apply for my first papers, which were to be submitted to the court together with my alien registration card, and an immigration entry receipt preserved by my mother. This valuable document shows date paid, whether admitted or rejected, application number, and name of clerk accepting same.

Before two years were up, I was called to the U.S. District Court to swear that answers as shown on my first papers were true, at which time I was required to sign my name to three pictures of myself to be submitted with a two-dollar fee. I was notified to file for my second papers at my convenience.

ATTENDS CITIZENSHIP CLASSES

The next four to six months I was busy attending night classes in citizenship, where I met many new and interesting applicants, all eager to learn the duties of a citizen, all with a story of strife and lack of opportunity in their old homeland, all ready to accept their "new world," which



NEW CITIZEN AND FAMILY—Charles Ramirez, Freight Accounts Clerk lately made a citizen of the United States, pays tribute to his nation's flag as his family admiringly looks on. Eldest son, Charles, Jr., 10, gives the Cub salute. Mrs. Ramirez, not yet a citizen, has her arms around son Bobby, 8, and daughter Adeline, 7, holding flag.

they would be ready to fight for and serve with the fervor of fresh appreciation. Yes, we new citizens love America, or who would renounce his native land as a child lays aside a broken toy?

On October 16, 1950, the long awaited crisis was here. My witnesses and I were in the U.S. District Court room in Los Angeles, where some 25 others, tense and nervous, were also awaiting their chance at citizenship. "Will I be rejected or accepted?" I kept thinking. We were expected to remain in the naturalization process for two and a half hours. The suspense was tremendous. One of my witnesses said, "I feel very nervous, as if I were taking the examination." I answered with a smile, for I knew I had her sympathy. My thoughts turned to the other applicants, also ready of experience a thrill of a lifetime. I wondered if they were as nervous as I. Again, a little uneasy, I smiled at my witnesses.

A few minutes after we arrived, I was called for examination. Primarily, it pertained to my personal history and beliefs as to kinds of government. I was prepared for the constitutional examination that followed, and I felt proud to answer question after question on my knowledge of our government and the rights and privileges of citizenship. Examination of my witnesses followed. Each went into the examiner's room to be interrogated, alone. Each was asked the length of time he had known me, how often we visited each other, whether he had been away from the U.S. for more than six months.

"I PASSED! I PASSED!"

The examination partly over, my witnesses and I were called together into a courtroom to finish our examination. This consisted of my reading over my "first papers," approving their entirety by signing my name on the dotted line, and giving the clerk responsible for collection a money order for eight dollars.

I wondered whether I had passed. At length I gathered enough courage to ask the Clerk in charge. He looked at me and said, "Yes," with a comforting smile. This was too much for me to digest. There I was, half believing, half hypnotized.

I passed! I passed! It was a shot in the arm!

CITIZENSHIP AT LEISURE

Now that I am a naturalized citizen, I'm expected to honor the flag of the nation that has adopted me, to respect the nation's laws, and to defend its against all enemies. That will be a pleasure. Who would be so ungrateful as to discard the rights and privileges so long fought for by

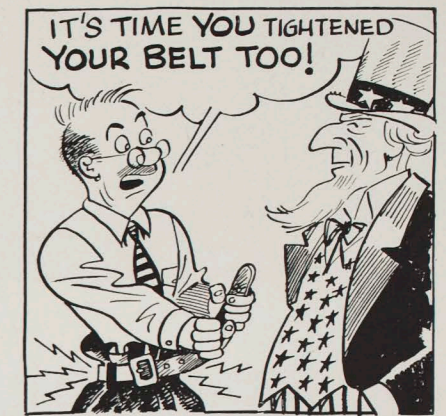
As We Tighten Belts, Let's Watch Spending By Government Bureaus

THAT FIRST PAYCHECK with increased withholding rates to pay your personal income taxes belongs to history now. The increase was enacted by the Congress of the United States to become effective October 1 and you're paying more money to the government.

Not only has the tax rate on your salary or income been increased directly, but equally undermining "hidden" taxation has been applied on many of the things you buy. This lowers your "end result" purchasing power. Government has imposed severe taxation, too, on business and industry. But by any economic standard, these business and corporate taxes are a cost of doing business and are actually paid by consumers.

That's the story to this point. Personal taxes are back to their World War II highs. Now we read that these taxes will probably be increased still further in the near future. Even taxes on existing savings accounts have been suggested.

Granted it will take money to meet and stop today's threat of militant aggression. But we must be continually on guard against misuse of our national financial resources supporting spending projects not absolutely vital at this time. With such



large sums of money, our money, already committed toward defense, allotments here at home for non-defense spending sprees must be curtailed. So-called "social" programs cost billions, and they can so weaken us that we are forced to lean more and more on so-called government subsidies and financial help, making government then a master rather than the intended servant of the individual.

Each one of us, in these times, has a new, vitally important responsibility to the future security of our country. We must continually remind our government representatives in Washington that the so-called 'belt tightening' program should apply not just to wage earning individuals and consumers, but to the many federal government bureaus and agencies alike.

our forefathers, so dear in the hearts of our countrymen?

May God Almighty bless my America!

CAN YOU ANSWER THESE QUESTIONS?

Following are questions on the American system of government asked CHARLES RAMIREZ, author of the accompanying article, before he could become a citizen of the United States. Answers will be found on page 31.

1. Who makes the laws of the United States?
2. What is the supreme law of the United States?
3. What is the legislative branch of U. S. government?
4. What makes up the Congress?
5. How many U. S. Senators have we? How many for each State?
6. How many U. S. Representatives have we? One Representative for how many people?
7. Who are the Senators for California?
8. Name the branches of U. S. Government and duties.
9. What rights do the people have?
10. Can one man make the laws? Name the ways of passing a bill.



PACIFIC ELECTRIC GLEE CLUB as it appeared on Friday, Dec. 22, for a Southern Pacific safety program at the Embassy Auditorium. "Finest choral group I ever heard on the Embassy stage," said the long-experienced stage manager. The group was scheduled to sing

Christmas music at the Hollywood Dinner Club Dec. 11; for commuters at the Subway Terminal lobby at 5:00 p.m. Dec. 18 and 20; for commuters in the Sixth and Main Station lobby at 5:00 p.m. Dec. 19 and 21; and for patients at the Santa Fe Hospital at 7:00 p.m., Dec. 21.

"Pery" Needs Brains! Win \$5 for Each Set

SOMEBODY'S GOING TO WIN \$5.00 every month!

It might as well be you.

The Public Relations Department wants your ideas on a cartoon subject for "Pery," the character whose antics are displayed monthly in the PERY-SCOPE.

Purpose of the cartoon is entertainment — a laugh for, but not at, the public. Humorous incidents you observe on trains and busses from day to day may provide you with a winning idea. The cartoon strip for each issue should be complete in itself.

You do not need to submit a

drawing — merely ideas and/or dialogue. You may submit as many entries as you wish, but each must be on a separate sheet of paper, accompanied by your name, job, and department; and must be legible.

All entries must be received by the 15th of the month for the next month's issue. Send or bring them to the Public Relations Department, 817 PE Building.

Keep in mind that this is not a "one-shot" contest. The present forecast is that it will continue indefinitely.

The Public Relations Department, whose staff will constitute the jury, does not guarantee to use any entry submitted, and reserves the right to suspend payment of prize money if, in its opinion, the quality and quantity of ideas submitted are insufficient.

In case of duplication, the first en-

MECCA Gives \$5,000 To Community Chest

A \$5,000 DIVIDEND for the Community Chest was authorized by your MECCA Administrative Committee at its meeting of Oct. 30.

On behalf of members of MECCA, this dividend is to be distributed to communities in proportion to the number of PE employees residing in each.

Los Angeles County is to receive \$4,710; Orange and San Bernardino Counties, each \$120; and Riverside County, \$50.

try to arrive will receive the prize.

If more than one cartoon received in any given month is deemed worthy of publication at some future date, it will also receive the \$5 prize for the month published.



BENJAMIN M. BOWMAN

WALTER R. BLOOM

CHARLES E. MURRAY

O. BERT BRIGGS

JOHN D. GIBERSON

PE CASHIER, J. L. SMALE, AMONG RETIRING EMPLOYEES

HE'S JUSTLY PROUD of having worked 29 years without losing out on a run. And 29 years is the length of time Operator **Walter R. Bloom** worked for PE before retiring last August 21. He started April 28, 1921.

For the last 12 years he worked on the Garfield Ave. Line, operating through Highland Park, Monterey Park, Alhambra, and South Pasadena.

"I NEVER ENJOYED MYSELF so much in my life as during my years with PE," said Motorman and Conductor **Charles Ernest Murray** of the Western District just before he retired Dec. 15.

Off on account of his health since December, 1949, he has been working as a crossing guard for the Glendale Police Department since school started in September. His other plans are indefinite. Only 14½ when he began railroading, he's now 65.

A PAST PRESIDENT of the PE Masonic Club, **O. Bert Briggs**, who started out as Motorman on the Glendora Line, later worked the line car for seven years, and since 1935 had been a Hostler and a Trolleyman, retired officially last June but didn't announce it officially until October.

JOHN DANIEL GIBERSON, Electrician, Mechanical Department, and troubleshooter on the Viaduct for rail equipment, has turned to farming. He retired Sept. 30 after 30 years of service — all of it, he says, on the Viaduct at Sixth and Main.

ONE-TIME GUIDE on the trolley trips to the Orange Empire and the missions, Operator **Benjamin M. Bowman** retired Oct. 26 after 43 years of service.

Although now 71, he isn't going to be idle, since last October he and his

son **Rea**, 27, opened a new radio station, KBMX, the Pleasant Valley Radio Co., Coalinga.

"PE IS A GOOD PLACE to work, and I enjoyed working with the boys at West Hollywood," said Carpenter **Arthur W. McCauley** as he retired Sept. 15, after service dating from 1928.

His railroad service dates from 1907, when he began work with the SP as Brakeman.

ERNEST PERRY, Assistant Bond-er and Welder who started with the company Aug. 20, 1924, laid aside his welding torch and goggles on Oct. 6 to take life easy in retirement.

ONCE A CABIN BOY on sailing vessels destined for ports of romance over the seven seas, Cashier **Joseph L. Smale** of the Treasury Department retired Nov. 30 after 44 years with Pacific Electric and its predecessor company, the Los Angeles and Redondo Railway.

Born in the historic seaport of Plymouth, England, in 1880, he went through the eighth grade of school and then went to sea under the supervision of an old sea captain friend of his father's. During the next 12 years he made several long trips and three trips around the world, on one of which his ship was blown back and disabled while rounding the Cape of Good Hope. He wound up his career at sea as first officer of a freight and passenger steamer.

In 1902 his father came to California for his health, and two years later Joe brought the rest of the family to Long Beach. Joe soon became the manager of the Long Beach Bath House, and later managed the Bath House at Ocean Park. Two years before PE bought the Los Angeles and Redondo Railway, he took a position as Clerk (1907) with the latter concern. From 1915 to 1932 he was PE's

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 |
|--------------------|---------------------|----------------|---------------|
| Henry L. Ashbaugh | Blacksmith | Mechanical | 6 |
| Benjamin M. Bowman | Conductor, North | Transportation | 24 |
| Fred C. Cook | Carpenter | Engineering | 24 |
| Jos. O. Quitare | Switchtender | Transportation | 28 |
| Allen Herrmann | Conductor, West | Transportation | 30 |
| William C. Osborn | Conductor, North | Transportation | 31 |
| George W. Ott | Conductor, North | Transportation | 29 |
| Lee E. Rice | Substation Operator | Engineering | 31 |
| Emuel C. Robertson | Motorman, South | Transportation | 31 |
| Henry F. Sayles | Signalman | Engineering | 29 |
| Jos. L. Smale | Cashier | Treasury | 44 |
| Jos. A. Streff | Conductor, North | Transportation | 27 |
| George Volarevich | Crane Operator | Mechanical | 28 |
| Ralph Wallace | Conductor, North | Transportation | 34 |
| Rafael Chavez | Trackwalker | Engineering | 29 |



HUNDREDS GATHER TO HONOR RETIRING CASHIER

RETIREMENT PARTY—Cashier Joseph L. Smale, left center and inset, receives a fine wrist watch at a party given in honor of his retirement No. 30. Treasurer H. R. Grenke presents the watch on behalf of

Mr. Smale's many friends as they crowded around to offer their congratulations and best wishes. President O. A. Smith (between Mr. Smale and Mr. Grenke) also come in to honor this grand old-timer.

Paymaster, and from 1933 until his retirement was Cashier.

He vividly remembers the bank holiday of 1932, when for ten days all money from all agencies, in the form of cash and checks, came to the PE Treasury. In those few days he handled over \$1,000,000, which had to be placed in vaults under constant guard.

He is a Past President of the Pacific Electric Masonic Club and a member of Southern California Lodge No. 278.

His plans include some traveling, with Mrs. Smale, and he has always enjoyed spending his vacations on an apple orchard farm in Indiana. He has no interest in returning to England.

Be Safe, Not Sorry; Get Free Chest X-Ray

HAD YOUR FREE CHEST X-RAY YET?

If not, remember a little forethought is better than a lifetime of regret. Chances are 1,000 to 1 you don't have tuberculosis, but when you can know beyond a doubt at no cost to you for the service, why not take advantage of it?

If by some chance you do happen to have some indication of this dread disease, early discovery will greatly facilitate treatment. The chest X-ray is the surest method of discovery. Other chest troubles are also sometimes found by the X-ray, such as heart disease, tumor, and cancer.

Los Angeles County is far behind its goal to date, with only 1,570,000 persons X-rayed out of a possible

3,000,000. There's still time before the end of the year for you to visit the permanent units at Pershing Square, or at the Sears, Robuck store at Olympic and Boyle. Roving units are also in the Long Beach area.

There's no embarrassment, no undressing, no discomfort, no long waiting. There's only safety and certainty for you.

Scheduled earlier to end Dec. 31, the survey will be continued through the first two weeks in January, according to County headquarters.

Traveling Frt. Agent Promoted to Colonel

RALPH D. PRATT, Traveling Freight Agent in the office of General Agent H. H. Williams, Santa Monica, has just been promoted from lieutenant colonel to colonel in the Santa Monica Bay Cities Chapter, Reserve Officers Association. He serves as



RALPH D. PRATT

Depot Commander of the 9217th TC Supply Depot, which he activated over two years ago and has commanded since.

Upon his return from military service in World War II in 1946, Mr. Pratt was elected first post-war President of the Bay Cities Chapter.

Announcement of his promotion in rank was made by Maj. Harold V. Allen, Unit Instructor, 9217th TC Supply Depot.

Freight Traffic Tips Helpful, Says Knoche

FOR HIS ALERTNESS in furnishing information regarding the possibility that a certain large company might be interested in locating a branch plant in Southern California, A. H. Zurborg, Section Stockman at Torrance, was commended by Freight Traffic Manager W. G. Knoche.

"Tips of this nature," declared Mr. Knoche, "can be of great value in stimulating our freight traffic, and the assistance of employes in furnishing the Freight Traffic Department with them will be greatly appreciated."

H. C. Kuck Honored by Transportation Club

H. C. KUCK, Assistant to Freight Traffic Manager, was elected Secretary-Treasurer of the Los Angeles Transportation Club for the fiscal years 1950-51 at the meeting held Oct. 23.

IF YOUR MECHANIC took in \$78,-189 a month to keep your car in repair, he could soon retire wealthy. That's the cost of maintenance on PE's busses.



BERNARD F. DOHERTY

Claim Agent Doherty Dies of Heart Attack

THE COUNTLESS FRIENDS of Claim Agent **Bernard F. Doherty**, affectionately known as Barney, were shocked and grieved to learn of his very sudden death on Nov. 8, 1950.

He was stricken with a heart attack and passed away almost immediately while at work.

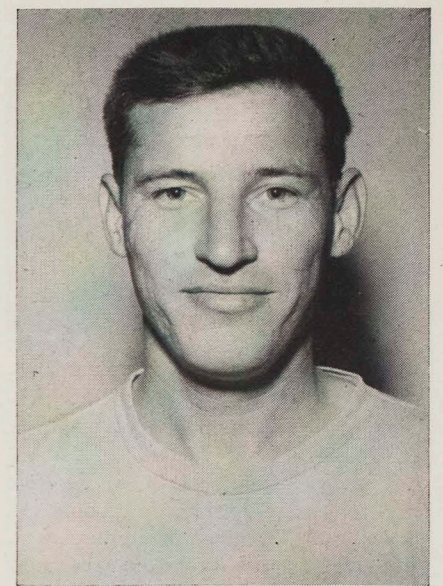
He leaves his wife, **Alice Doherty**, a daughter, **Cleta Mae**, and a son, **James**. He was born in Moulton, Iowa, and had lived in Los Angeles for about 20 years. He came to work as a Claim Agent for this Company on Aug. 6, 1945, having previously been with us as a Conductor.

The heartfelt sympathy of all his fellow employes and friends is extended to his family.

Opr. L. W. Landers Killed in Korea

WITH DEEP REGRET, employes learned of the death in Korea of **Lloyd Wayne Landers**, Motor Coach Operator in service with the Marine Corps. Mrs. **Erla Landers**, his wife, received word from the War Department on Monday, Nov. 6, that he had been killed when his battalion was trapped.

A trombonist in a Marine Band during World War II, this young man



LLOYD W. LANDERS

entered PE service on March 1, 1946, as Conductor on the Southern District.

In addition to Mrs. Landers, there remain the couple's two children, **Linda**, 4; and **Wayne**, 2. All employes extend their deepest sympathy to mother and children.

Vital Statistics

September 21 to November 20, 1950

DEATHS

| NAME | OCCUPATION | Died | Group Insurance | Mortuary |
|-------------------------|------------------------|----------|-----------------|----------|
| Quinney, Fred R. | Motorman | 9-29-50 | Yes | Yes |
| Childs, John | Retired Car Repairer | 9-30-50 | Yes | Yes |
| Gipson, John M. | Retired Carpenter | 10- 3-50 | Yes | No |
| Reise, Ida C. | Retired Clerk | 10- 4-50 | No** | No |
| Duffy, Michael | Retired Subforeman | 10- 5-50 | Yes | No |
| Rhoads, Alvie | Retired Trucker | 10- 6-50 | No** | Yes |
| Cowan, Commodore D. | Motorman | 10- 6-50 | Yes | Yes |
| Myers, Merton C. | Retired Conductor | 10- 7-50 | Yes | Yes |
| Yarger, William D. | Retired Car Cleaner | 10- 9-50 | Yes | Yes |
| Harris, Laura M. | Retired Stenographer | 10-12-50 | No** | Yes |
| Leonard, John P. | Retired Machinist | 10-16-50 | Yes | Yes |
| King, James | Retired Driver | 10-20-50 | Yes | Yes |
| Walker, Wilder C. | Conductor | 10-22-50 | Yes | No |
| Keller, Murrell D. | Clerk | 10-25-50 | No** | Yes |
| Hardy, Frederic C. | Conductor | 10-28-50 | Yes | No |
| McCullough, Benjamin W. | Retired Motorman | 10-28-50 | No** | Yes |
| Conrow, David | Car Cleaner | 10-28-50 | Yes | No |
| Groffholdt, Matz P. | Ret. Gen. Serv. Insp. | 10-29-50 | Yes | Yes |
| Cunningham, Edgar F. | Retired Conductor | 10-29-50 | Yes | Yes |
| Landers, Lloyd Wayne | Milit. Lv. — Conductor | 11- 2-50 | No** | Yes |
| Ames, LeRoy G. | Conductor | 11- 3-50 | Yes | Yes |
| Doherty, Bernard F. | Claim Agent | 11- 8-50 | Yes | No |
| Heisel, Charles B. | Foreman | 11-10-50 | Yes | Yes |
| Wuthenow, Fred K. | Operator | 11-10-50 | No** | No |
| Johnson, Lucille | Car Cleaner | 11-17-50 | No** | Yes |
| Griffin, Emmett B. | Terminal Foreman | 11-18-50 | Yes | Yes |

EMPLOYEES' WIVES' DEATH BENEFIT FUND

| Name | Died | Wife of | Department |
|-----------------------|----------|---------------------|----------------|
| Lee, Gladys Rose | 10-28-50 | Floyd P. Lee | Transportation |
| Hershey, Adelaide May | 9-29-50 | Benjamin H. Hershey | Transportation |

** Employee declined to accept Group Insurance.

El Segundo Agent Wins \$10 for Suggestion

FOR MAKING A SUGGESTION helpful to the Railway Express Agency, **El Segundo Agent E. S. Donaldson** received in September a \$10 award from that company.

His suggestion had to do with placing at the top of each page of the Railway Express Agency tariff manual information that would identify the publication.

Special Agents Dept. Moves Office to 515

SPECIAL AGENTS' Department offices were moved Nov. 6 from Room 704 to Room 515 PE Building. There was no change in telephone numbers.

Chief **R. J. McCullough** and his entire staff are pleased that more space and better offices were secured through the move.

IF YOUR CAR could travel around the earth about 73 times in a single month, it would travel the 1,843,181 miles our fleet of 629 coaches travels in that time in four counties of Southern California. That's an average of about 3,000 miles for each coach.

LOS ANGELES TERMINAL FREIGHT STATION

By
Suzanne J.
Smith



TOPMOST NEWS at LATFS is our new "face-lifting-paint-job" — two-tone green walls and white ceilings. A wonderful improvement! . . . Winding up vacation ramblings, we find the following highlights: **Louis M. Duke**, our Terminal Freight Agent, and his family broke in the new family Studebaker by driving up North; while **Phillips B. Durant**, our Assistant Terminal Freight Agent, and his wife, went via trains to Texas (via Montana) . . . **Louie Davila** and **Albert Gilbert** both traveled to Mexico City (Louie flew one way in order to be in Mexico City in time to attend a family wedding) . . . **Jeanne Thompson** and our friend **Alice Fairbanks** spent an enjoyable afternoon at the Farmers' Market—See any celebrities? . . . **Freddy Leininger** flew to Adrian, Michigan, his hometown. . . . **Louis Lipschultz** caught white seabass and albacore (yep, that's tuna, "chicken of the sea") that were that-t-t long! Oh—for a deep freeze! . . . **Jimmy Warren** took the milk train to Frisco. . . . **Wally Pehrson** spent Thanksgiving home in Ferndale, Washington. . . . Your Correspondent motored to British Columbia with Hubby Charles and visited relatives of **Fred W. Harrington** (Torrance Shops), and **Jack** (former PERYCO employe) and **Roberta Stewart**, who own and operate the Bear Creek Motel which they built themselves at Bear Creek, Oregon. . . . Now we understand why **George Chrystal** "raves" about Canada. . . . **Jimmy** and **Mrs. Haugen** moved and spent some time in the mountains while "resting" . . . **William** ("Bill") **Hostetter** and his wife, **Carolyn**, are living temporarily in Miami, Florida. . . .

Beatrice Morrell is home in Maywood again after living in Oklahoma for the past few years. . . . **Arnold Winqvist** is another one of the gang that "just went fishing". . . . In the cavalcade of new cars **Connie Heath** drives a Nash and **Ray Grafius** a Ford. . . . **Jack Ferris** returned to Macy Street after a long extended sick leave—good luck, Jack! . . . **Ethel Turner** enjoys working at Watts with Agent **Elden Rea** as her boss. . . .

Grace Randall is at West Hollywood. . . . **Jake Anderson** brought one of his grandsons, **Raymond**, who is all of three years old, in to meet us, and the little towhead was quite awed by the immensity of the LATFS. . . . **Pat Stoltz**, our cordial Messenger, bid in a Lift Truck Operator's job at Hollywood. . . . **Norman Vance**, a few months back, moved to Pico and now has a flower garden non-pareil. . . . **Jack G. Alexander** is a new employe at 8th Street. . . . **Robert Willis**, **John Jones**, and **Robert Stilz** are also newcomers. . . . **Lester Post** is improving, but is still on sick leave; why not contact him? He'd appreciate it! Lester's been with the PERYCO since 1911. He resides at 6307 Mayflower Avenue, in Bell. . . . We've had quite a few vacation relief clerks; among them **Virginia Arthur**, **Jean Hart**, **Betty Harper** (who has since resigned) **John Rothermel**, **Ruth Branch** (who is at Watson now) and **George Hippensteal**. . . . **Howard Reisling** says he had a very strenuous vacation—the first week he painted and the second week worked in the yard. . . . Our new janitor is **Albert Williams** from San Bernardino. . . . **Reba Weathers** returned from a sick leave and is all excited about building an addition to her house. . . . **Vernon Dutton** bid back to the LATFS temporarily from Wingfoot. . . . **Daniel Sanchez's** daughter **Grace** became **Mrs. John Lowe** on Oct. 1 and the newly wedded couple moved into a very lovely home in West Covina. . . . As of Aug. 24 a darling little baby named **Janis Ann** moved in to live with **Dorothy** and **Art Orrell**. . . . **Eleanor Fawley** has returned to Hill Street. . . . **Milo Seiglar** works at Wingfoot. . . . **Albert Innes**, son of **C. H. Innes** of the Freight Traffic Department, is temporary Rate and Bill Clerk here. . . . On Oct. 26, **C. C. Dickson**, of the Freight Traffic Department, became a proud grandpa for the second time. . . . **Mr. and Mrs. Elden Rea** became grandparents when little **Susan Ann** was born on Nov. 3 to their daughter-in-law and son **Stanley**. . . . **Paul Umberger** and **Harold Phillips** returned from their leaves. . . . **Bonnie** and **Morris Thompson** have a lot of things to be thankful for—a baby daughter, **Lynda Jeanne**, born Nov. 24 and also a new home at 11705 Caress St., Lynwood. . . . **Charlie** and **Mrs. Loveland** have a son, born Nov. 30, and **Charles A. Gerard** is mighty proud of his daughter, **Deborah Ann**, born Nov. 26. **Mr. Gerald** is City Freight Agent for the Southern Pacific. . . . **Bud Shreeve** has been released from Olive View, and is due back to work the first of the year.



E. F. HARRISON

Harrison Made Asst. Freight Claim Agent

FROM LOCAL FREIGHT CHECKER to Assistant Freight Claim Agent—that's the history of **Eugene F. ("Gene") Harrison**, who was promoted to the latter office in Freight Traffic Nov. 1.

He began his railroad career with the Chicago, South Shore, and South Bend R.R. in 1927, as Checker in the Chicago local freight office, was advanced to Freight Agent, and entered passenger service in 1937 as Ticket Agent.

Gene's railroad career was interrupted by the war, in which he served as Radio Technician from 1942 to 1946 on the heavy cruiser Chester. Honorably discharged on the West Coast, he found the Los Angeles climate to his liking, and became a Freight Claim Investigator for PE in December, 1945. Promotions to Investigator and Adjuster, 1947, and Assistant Chief Clerk in Freight Claims, 1948, followed.

Meanwhile in 1946 he married **Helen Sawyer**, former Statistician in what was then PE's Central Time-keeping Bureau (she was there 10 years), and adopted her son, **Roger**, now 17. The couple also have a 2½-year-old daughter, **Jeannette Jean**, and own their home in Wilmar.

Gene loves all kinds of sports—he used to play left tackle on his high school football team at Gilman, Ill., and later on a semi-pro team—and bowls in the PE Bowling League.

Employes wish him the best of success in his new position.

TIRES FOR BUSES cost PE more than \$17,534 every month, on an average.

LONG BEACH FREIGHT HOUSE



By
Jack
DeLaney

OUR GOOD FRIEND, **Allen Taylor**, who had been employed at the local freight station for many years, and who has been in the Naval Reserve, is now in Japan, having sailed from San Francisco Nov. 13. Have had two very interesting letters from him. Allen is in transportation work and says that is right up his alley, since he worked here on the Car Desk for many years.

Lona Deckert, Freight Clerk, returned Dec. 3 from her two weeks vacation spent in Arkansas. Lona says there was almost a merger with the MPRR after she met some big high official. He is coming out to see her this summer in his private car. Maybe we will lose a good Freight Clerk then.

George Gates, Asst-Chief Clerk, and his wife, **Maxine**, Abstract Clerk, held open house at their new home on Fashion Ave. Dec. 2. Many of their friends were there to wish them well in their new home. We enjoyed their hospitality as well as the cake and coffee served.

HAP HAZARD



NATIONAL SAFETY COUNCIL

Charlie Hambricht is now back again on the Car Desk, after being over at Santa Ana as Asst. Cashier. He bumped **Frank Keevan** here.

Harry Maxwell, Claim Clerk, the busiest man in the office, returned from his vacation spent up near Monterey; so everything is running smoothly in that department though it had been handled very capably during his absence by **Jimmy Connors**.

We are too busy to think much of Christmas but believe a Christmas tree will be put up and trimmed by the girls. We hope Santa Claus will drop in for a few minutes.

Our Agent, **H. P. Clark**, is recuperating at the General Hospital in San Francisco. From last reports he is getting along fine and hopes to be back to work soon.

YOU BE EARNEST AND I'LL BE FRANK

By
J. S.
Burton



THIS COUNTRY needs not only a good five cent cigar, but something even more important in our routine of living. We have become so engrossed and entwined with such as the Baruch Plan, the Brannan Plan, the Marshall Plan, Timeplan and the Morris Plan, that we have forgotten how to live with one another.

What this country needs as much as it needs anything, and more than it needs lots of things, is fewer foot prints in front of the mirror where we look at ourselves, and more knee prints alongside the bed where we look at God. The present generation lives so fast that it doesn't take time to live, and we pass up more than we see.

If **George Washington**, **Alexander Hamilton**, **Thomas Jefferson**, or **Abraham Lincoln** knew how we are in straying from the fundamental principles which were so sacrificially laid in the formulating of this great Republic, they would turn over in their graves. This trend not only has had its effect on the economic life of the nation, but has had a telling effect on many other phases of our lives.

I am not so young but that I remember what now passes for juvenile delinquency, used to be settled back of the woodshed. We are living in a

different age now, and the parents don't seem to have time to correctly rear their offspring. A child nowadays doesn't have to be home too early to still get in before the parents. Disrespect to parents is prevalent on every hand, and is explained away by parents who have cast aside common sense for a book on Child Psychology. If I were a child of today, I would not know what to do, or whom to turn to for correct guidance, or whom to depend on for a correct standard of morals.

All of this is traceable right back to the home and the standards maintained in the home. Can you remember when there were certain things that women would not do because they were ladies? Do you remember when a wife refused to go into a saloon after her husband, only because it was a saloon and ladies were out of place there? Things are different now, and this difference is having its effect on the American home. Do you remember when ladies were extremely modest in their habits and attire? I'll admit that in some instances it was carried too far, but

New Members of Golden Rule Club

Andrade, G. R., 1526 Centinela, AR 7-6375.

Biell, C. H., 18210 Strathers Pl., Reseda, RU 6-2298.

Chapman, Lloyd, 967 Palm Ave., CR 1-1560.

Cody, R. G., 1528 N. Evergreen Pl., CH 8-7376.

Davis, J. T., 848 Hilldale St., CR 6-8324.

Deker, R. E., 9039 Lloyd Pl., CR 1-3859.

Dickerson, E. H., 946 Fiske St., Santa Monica 4-7491.

Gallacher, A. J., 9013 Cynchia St., CR 1-2992.

Griggs, F. A., 328 N. Virgil St., OL-8252.

Hill, P., 631 Hobart St., OL-8521.

Lytle, M. G., 3318 W. 111th Pl., Inglewood.

Maderios, J., 1611 N. Formosa St. **Mohan, W. E.**, 8642 Lehigh Ave., CH 7-7795.

Murray, V., 9041 Harlan Ave., CR 1-0120.

Peacock, B., 7007 Costello Ave., ST 5-3375.

Schildt, H. J., 18029 Horst Ave., CR 6-6412.

Smith, M., 3626 Crestmont St., NO 2-7957.

Tooke, J. H., 4712 St. Charles Pl., WE-0356.

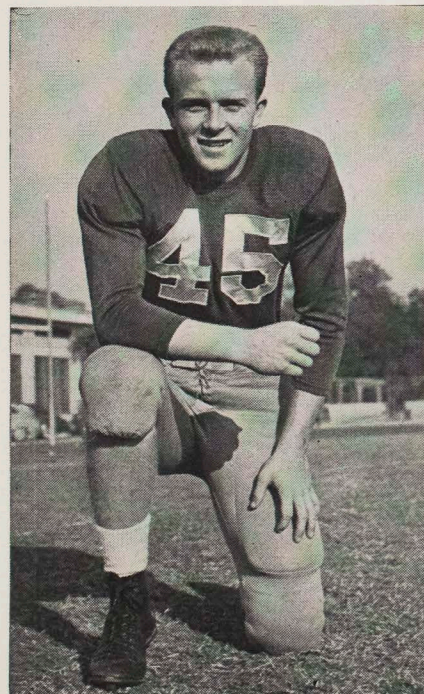
Williams, E., 129 E. 81st St., PL 2-0084.

hasn't the pendulum swung just as far the other way today? How can we expect the daughters of today to be the right kind of mothers tomorrow, if their mothers of yesterday don't set the example?

We may speak of, and hope for, world peace; for a better understanding of one another; for national unity; and for other things which make for an ideal existence, but until we correct the looseness which has gripped our social life and our home life, we hope in vain. Out of the home comes the individual, and out of the individual come the qualities that make character. The right kind of character of our citizens as a whole is what made America great and we can maintain that standard only by maintaining that character.

Have you been reading about Dick Nunis and his escapades on the football field? He plays right halfback for Manual Arts High School and is the son of D. B. Nunis, West Hollywood Motor Coach Operator. Dick was in competition for City High School championship and is one of the star players at Manual Arts High School. He has been approached several times by Scouts from various colleges as football scholarship material. From the looks of his picture, Old Man Nunis would have a difficult time taking any disciplinary action against Dick.

It has been reliably reported that C. J. Maschmeier sleeps in an old fashioned night shirt.



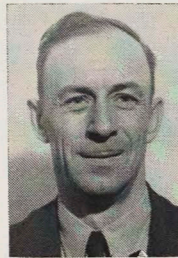
DICK NUNIS, son of Operator D. B. Nunis, West Hollywood, and star halfback on Manual Arts High School football team this year.

When asked what his oddest experience on the Fairfax Line was, L. Fanchin said it was listening to Jack Bahr "crying" because Fanchin was his leader on two trips each day.

Seems funny that a woman can squeeze through an eighteen-inch aisle at the market and push a shopping cart ahead of her and never knock over a single can on display, and then drive home in her automobile and take both doors off of a fourteen-foot garage!

SAN FERNANDO VALLEY TERMINALS

By
Arley E.
Kohlhoff



HI, EVERYBODY!

Here are a few of the hi-lites of our San Fernando Valley folks:

Looking in on Walter Churchill, better known as "Scott," of the North Hollywood Terminal, we find him deeply engrossed in perfecting an invention. He firmly believes this will help considerably as a gas saver and motor "pepper-upper." "Scott" has had years of experience as motor mechanic, so watch this column for further development.

Now, let's look in on the home of the George Howards, of Northridge. There you will find Mrs. Howard and Mrs. Bob Colton busily engaged in making ceramic flowers, and they do beautiful work. George and Bob work out of the Van Nuys Terminal. These boys can be justly proud of their wives' hobby.

We are glad to see Tom Hobson of the North Hollywood Terminal back on the job. Tom had been on the sick list with a bad eye condition.

As it's impossible to make contact with all you San Fernando men, will you kindly cooperate in the news field, and let's try to have an outstanding column next month. May I extend the Season's Greetings to you all.

Welcome to Arley Kohlhoff as correspondent for the San Fernando Valley Terminals — which are thus represented for the first time in the Magazine. Motor Coach Operator for PE since 1942, Arley's home terminal is North Hollywood, and he lives in Van Nuys. He left his own private trucking business in

MOTOR TRANSIT HIGHWAYS OF HAPPINESS

By
Nelson C.
Fetterleigh



AT THE END of his run into Los Angeles from Whittier, Operator A. R. Coker, in routine fashion, inspected his bus for lost articles. On one seat he found a bag with the top folded down. Inside, a white mouse, quite alive, stared at him. The next day a passenger asked him if he had found it.

"Yes," admitted Coker, "and I took it home to the kids."

"Keep it! Keep it!" replied the passenger, a Whittier pharmacist whose identity could not be ascertained. "I've got 80 of them. You want the mate?"

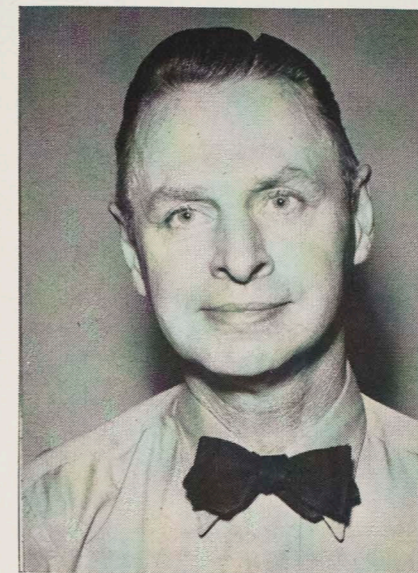
Operator and Mrs. Paul O. Cole rejoice in the birth of their first child, a daughter, Paula Gertrude, born at Huntington Memorial Hospital on Oct. 12, just 458 years to the day after Columbus discovered America. Mrs. Cole, Clerk on leave from Freight Accounts, is the former Gertrude Eggeman, daughter of Special Accountant F. B. Eggeman, of Pay Roll Accounts.

After a lapse of nine years, the four Cox brothers finally got together at the home of Operator Le Roy Cox on Friday, Oct. 27, by pre-arrangement. Two of the brothers, Chauncey and Clifford, both of Moline, Ill., have been in the Navy; the other, Walter, of Boise, Idaho, a racing car driver, previously served in the Army Air Corps.

Operator and Mrs. Ernest ("Swede") Anderson patriotically named their new daughter Ugenia Stella Anderson when she arrived at Monrovia Hospital last Sept. 16.

Cherlyn Denise was the name given to the second daughter born to Operator and Mrs. Earl Arthur on Oct. 31 at Valley Heart Hospital, San Gabriel. Kathy, the first child, is 6.

North Dakota in 1941 to come West for the second time. His brother, Clarence, Freight Motorman, West Hollywood, has been with PE 28 years; so naturally Arley came to work for the same company. He spent five years on the Motor Transit District before transferring to the West. Married 18 years, he is an enthusiastic member of the Lake Elizabeth Ranch Club, 15 miles from Palmdale, and is building a home on the club grounds.



AROL C. EQUITZ

"Good Old Days" of Bus Driving Described By Whittier Operator

BUS DRIVERS had to be iron men as well as mechanics in the days when Arol C. Equitz, now a Whittier Operator, began driving busses.

Back in 1915, when he was driving a bus between Whittier and Los Angeles for the old K&E (Koffman and Ellis) Line, some of the busses were of the two-cylinder, solid tire variety, and others, with pneumatic tires, caused all sorts of trouble because the short-lived tires then in use were on clincher-type rims, which were not demountable.

"We had to change tires ourselves — if we had a spare," says Equitz. "Quite often we drove on the rim to the terminal — usually Montebello, where the main garage was.

"Accident hazards were few," he says, "mostly consisting of horses and produce wagons on narrow roads at night. Auto traffic was negligible.

"Speed? — Forty miles an hour was excessive, the average being 25 or 30. And as for pay, we got \$12 a week for the first three months, and \$18 a week after that. Work lasted from six to six on week days, and from six to 11:00 or 12:00 p.m. Saturdays and Sundays, with no regular day off.

"I was 16 when I went to work for K&E, and no chauffeur's license was required at that time."

When Operator Equitz was 21, he drove a bus for the Santa Fe RR on sightseeing tours of the Grand Canyon. His bus, a 1918 White, had three seats with side doors, and there was plenty of trouble most of the time.

So he found bus driving pretty much a "cinch" when he started working for PE in 1942, with good pay, reasonable hours, and modern busses with relatively trouble-free engines and tires.

First His Passenger, And Later His Bride

A ROMANCE that began on a Valley local on which he was the driver and she a passenger at Christmas time, 1948, led to wedding bells for Operator James A. Hatchet and Miss Faye Mormile on Saturday, Oct. 14.

The wedding occurred at All Souls Church, Alhambra, at 3:00 p.m., and was followed that evening at 8:00 o'clock by a reception in the Knights of Columbus Hall near Atlantic and Main, with a number of PE employees in attendance. After the reception, the bride and groom started on a two-weeks honeymoon trip to Athens, Alabama, home of Mr. Hatchet.

The bride, a native of Cleveland, Ohio, is the daughter of Mr. and Mrs. Edward De Pasquale, of Los Angeles.



WEDDING CAKE for Mr. and Mrs. James A. Hatchet, married Oct. 14.

Approximately 60 tons of steel are required for the construction of a Pullman car except those whose car bodies are made from aluminum.

WHO AM I?

I AM MORE POWERFUL than the combined armies of the world.

I have destroyed more men than all the wars of the nation.

I am more deadly than bullets, and I have wrecked more homes than the mightiest of guns.

I steal in the United States alone over \$500,000,000 each year.

I spare no one, and I find my victims among the rich and the poor alike, the young and the old, the strong and the weak. Widows and orphans know me.

I massacre thousands upon thousands of wage earners in a year.

I lurk in unseen places, and do most of my work silently. You are warned against me, but you heed not.

I am relentless.

I am everywhere — in the home, on the streets, in the factory, at railroad crossings, and on the sea.

I bring sickness, degradation and death, and yet few seek to avoid me.

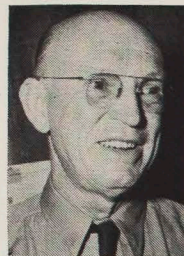
I destroy, crush and maim; I give nothing but take all.

I am your worst enemy.

I am CARELESSNESS!!!



MACY STREET TERMINAL

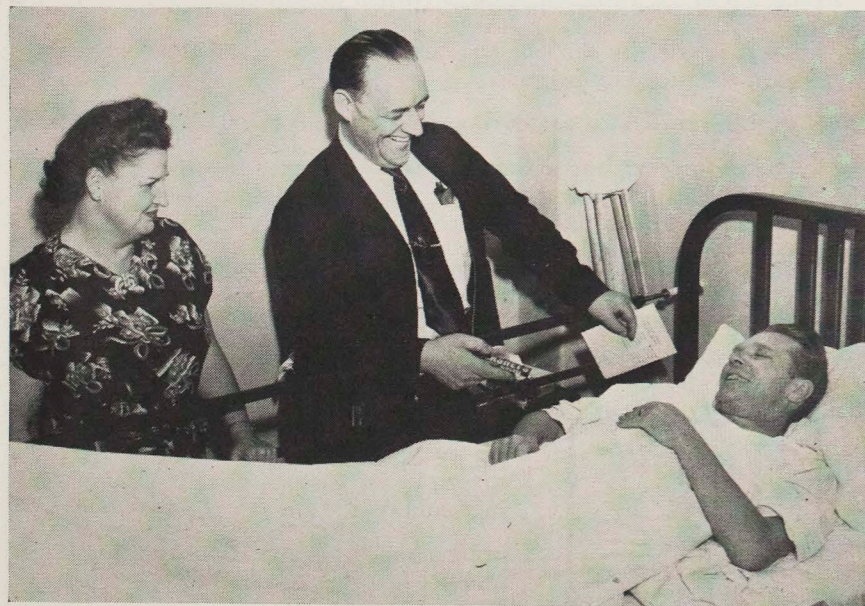


By
Ted
Harrison

FROM ALL OF US to all of you — the rest of the Pacific Electric family — we say: "A Merry Christmas and a Happy and Prosperous New Year."

Have you noticed Operator R. S. Copeland lately strutting around happy as a lark? Reason? Well, you see, R.S. is now "Grandpa," and of course Mrs. R.S. is "Grandma," for on Oct. 16 at the Alhambra Hospital their oldest son and daughter-in-law were the proud parents of a boy weighing 9½ pounds. Congratulations to Ma and Pa and to Grandma and Grandpa.

A few days ago Ed Treischman, retired Freight Motorman, and formerly Line Car Motorman at Macy, called around to say hello. He, along with a number of retired Trainmen, is living at Yucaipa, and, to hear him talk, Yucaipa is the only place in the world. He is looking swell and says he never felt better. Says hello to his many friends he did not see while at Macy.



VISITS HOSPITAL PATIENT — Operator George S. Martin offers a candy bar to Gerald Wayne Kinder, North Conductor who has had a long siege at the Santa Fe Hospital beginning Sept. 30. Mrs. Kinder looks on. A former male nurse, Mr. Martin visits many patients on his own time, and does much to spread good cheer at the Santa Fe Hospital. Though the official Hospital Representative for Lodge 390, BRT, he visits all patients regardless of their union affiliation, and tries to fulfill their various needs. On call 24 hours a day, he serves entirely without compensation. A former male nurse, Mr. Martin is a graduate of Bellevue Hospital, New York City, and has served in several hospitals.

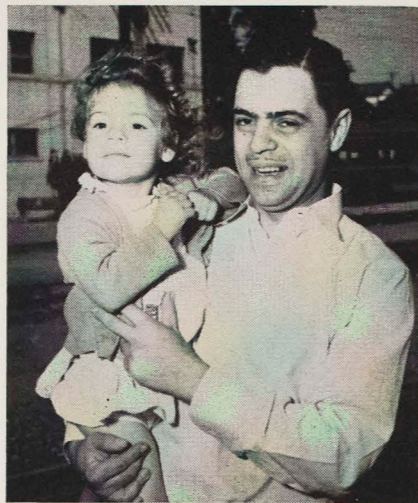
We were all sorry to hear that Operator L. W. Landers of the Temple City Line and at times of the Macy Extra Board was killed in action in Korea on Nov. 2. The boys got together and presented a purse amounting to \$244.00 to the widow, who was left with two children.

Since the last issue of the PE MAGAZINE we have lost two other Operators, both from the Extra Board. Leroy G. Ames and W. C. Walker both died recently from heart attacks. Our sympathies go out to both families in their loss.

Word comes to us that two boys on the sick list are coming along all right. Operator George Kinder, who has been off for some time, is getting along slowly. Operator H. B. Smith, who sprained his ankle about a month ago, is still getting around on crutches but hopes to throw them away pretty soon. Hurry up and get back on the job, fellows.

Nov. 30 was quite a day for Conductor W. C. Osborne of the Glendora Line. He wanted to work 'til he was 70; so after he finished his run on the last day of November he celebrated his 70th birthday as he took his retirement. Here's wishing him many years to enjoy his retirement.

Another visitor to Macy St. recently was retired Motorman Oscar Perry. We were sorry to hear his wife passed away on Nov. 6. He has no special plans for the near future, but is just going to take life easy for a while.



CONDUCTORETTE? — Snapped while she was investigating the layout around the Macy Club House was 2½-year-old Louise Chevlin, seen in the arms of her dad, Operator Sydney ("Sergeant") Chevlin. The Chevlin's also have twins, Bernard and Carl, born last April 20. Well-known to innumerable passengers who appreciate his clear and unflinching announcement of all stops, Sydney has worked for PE 8½ years, all on the Northern District.

SENIOR EMPLOYEES FELLOWSHIP CLUB

By F. J. Oriva

RETIRED AND SENIOR FELLOWSHIP EMPLOYEES are planning to hold their first annual banquet in the month of January, and also are working on a design for a service pin.

Retired South Conductor Howard Bennett is now living with his brother on a large ranch in Bakersfield. He paid us a visit a short time ago and is looking fine.

George Shockley, retired Passenger Director in the PE Station, now living at 29 Palms, says hello to all the boys and will pay us a visit some day.

Retired Trainmaster Henry Packer thanks all the boys for visiting him. He says it made him feel happy to meet some of the boys he had not seen in years.

Retired South Conductor Forrest Newton went to Miami, Florida, to live and stayed there two years. But California finally got under his skin, and he returned home to stay. Good luck, old boy.

Phil Durant, Assistant Agent at the Los Angeles Freight Station, brought in a large bunch of mums. We tied them up in a dozen large bundles, and with the aid of Trainmaster Fred Nichols delivered flowers to the sick at the Santa Fe Hospital. Many thanks for the flowers, Phil!

Retired South Conductor Joseph Leclair, now living at Clear Lake,

California, wants some of the boys to visit him and would like to take his old friends out to catch some large catfish.

Retired South Conductor Charles Cottingham paid us a visit from his home in Yosemite Valley, and is in the best of health.

Retired North Motorman Dave Claudin is painting the outside of his house in Pasadena. He says that is what keeps him young.

James Briggs, retired General Foreman in the Mechanical Department, started last June on a trip to Nova Scotia, visited many states, had a good time, and is feeling fine.

Retired South Motorman Frank Howe bought a trailer and went on a 7-month trip covering 30 states and about 16,000 miles. He is going strong and says hello to his old buddies.

Retired Superintendent of Equipment Fred E. Geibel paid us a visit some time ago and says he would like to come to more meetings, but the doctor says he must get a lot of rest.

MECHANICAL DEPARTMENT
North and South Districts

By
R. P.
Murphy

THANKSGIVING was spent close to home by most of us. One of the many things we had to be thankful for was the weather, which was certainly swell.

R. L. Mankins, who has been off on account of sickness, has returned and is now his healthy self again.

C. B. Heisel, who had been sick for some time, died Nov. 9, 1950. Deepest sympathy is extended to his family by all of us. Charlie was employed in one job and another for the Pacific Electric since 1904.

A few of us have been on vacation and as usual went in about all the directions of the compass.

E. H. Hahnes took a train ride to Portland, Oregon. Coming back he stopped at Red Bluff, Calif., and spent a very pleasant time with his children.

John Hansen, our "Portland Kid," went to Portland, Oregon, to visit relatives and see the Evergreen Country.

Helen Garcia stayed at home to take care of a lovely baby.

Harry Pearson went so far toward the East he felt he was out of this world — everything was: "Oh, boy, what a country!"

James Nunn, Jr., went the way Jimmie has been going since — well, it has been so long it is hard to say — to San Francisco on the friendly SP.

Bernard Murphy took his Mercury to Illinois, where he visited relatives and his old haunts. He had a favorable report to make on things in general throughout the Middle West.

Cyrus Madill, the old deer hunter, went to his usual camping and hunting ground in the High Sierras. He hunted for deer — and came back full of fresh mountain air but no deer.

Gustav Erikson has been off some time with an operation but is now about to return to work — feeling fine.

Naomi Johnson, now Naomi Downing, surprised us by changing her name. She is now married to Gus Downing.

Harold Johnson spent his vacation in Texas just outside of Houston, Texas, on his rice farm, harvesting rice.

Walter Lloy went to Portland, Oregon, and found rain. No wonder they call the people up there Web-foot. Water, water everywhere, and plenty of good water to drink.

K. L. Perry spent his vacation in Old Mexico, especially around Tia Juana.

Yours truly took a trip to Arizona,



CARMEN MARTINEZ, good-natured and obliging Helper in the Mechanical Department, gasses a bus at the Sixth and Los Angeles Terminal. With PE eight years, she worked as a Car Cleaner the first year, and since then has been on her present job.

by way of Boulder Dam, Kingman, Williams, Grand Canyon, Williams, and Oak Creek Canyon to Prescott. Makes one of the most scenic trips in Arizona.

With winter approaching and the Christmas rush coming on, let us all make it a safe and sane Christmas by being more careful on the job, which driving on the highway, and especially around home.

May you all have a very Merry Christmas.

PACIFIC ELECTRIC
WOMEN'S CLUB

By Ruth L. Leatherman

THE ANNUAL BAZAAR was held Nov. 16 and was a huge success. Winners of the day were Tom Roscoe, Signal Department, who won the \$25 merchandise order; Beatrice Swartz, Accounts, who won the door prize; Sam Newcomer, PE Club, who won the box of candy made by Mrs. Harry Thomas.

The Christmas Party scheduled for Dec. 14 was to be featured by an exchange of gifts.

Past activities of particular interest include a grand time at Lake Arrowhead, with Smart's Cafe as the center of attraction; and a good time on the pike at Long Beach.

Don't forget club meetings on the second Thursday of each month; recreation on the fourth Thursday; and cards on the first and third Thursdays in the club room.

Appreciation

SPECIAL APPRECIATION to the numerous PE employes who sold tickets for the merchandise order given away at the Women's Club Bazaar on Thursday, Nov. 16, was expressed by Mrs. F. M. Hart, who was in charge of ticket sales for the Women's Club.

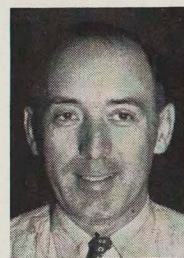
"It was entirely due to their efforts that we were able to realize a considerable sum for our treasury on this feature of the Bazaar," said Mrs. Hart. "Nearly all the money raised by the Women's Club goes for cigarettes, magazines and candy for the benefit of hospitalized employes, and for other welfare purposes such as merchandise orders or baskets given to needy PE families at Thanksgiving and Christmas time."



HEAD TABLE at the 28th Annual Banquet, Pacific Electric Masonic Club, held at Rodger Young Auditorium on Wednesday, Nov. 15. Judge William R. McKay (fourth from left), of the Los Angeles Superior Court, was principal speaker. He is also Past Grand Master, for the U. S., of the Order of De Molay. Left to right are James G. Shea, PE's Director of Public Relations, special guest; John J. Suman,

PE Auditor, also a special guest; W. G. Knoche, Past President; Judge McKay; O. O. Collins, PE's Chief Trial Attorney and member of the Club; T. H. Ewers, Past President and charter member; Charles F. Quirnbach, President; J. L. Smale, Treasurer of the Club; and Mervin L. Davidson, Secretary. This is the last picture which will show Mr. Smale as Masonic Club Treasurer; he retired on Dec. 1.

PACIFIC ELECTRIC MASONIC CLUB



By
M. J.
Davidson

ONCE AGAIN the year is nearing its close and about that time each year the outstanding event of the season is our annual banquet. This year was no exception; it was one of the best yet. The crowd was not as large as we have had but those who attended enjoyed a delicious dinner, a very interesting speech and fine entertainment.

The club is again indebted to Evelyn Baker Jones, soprano; Harry Shea, tenor; and Maxine Eaton, pianist, for the entertainment. Past President Ewers was his usual self as toastmaster. Brother O. O. Collins introduced the speaker, Superior Court Judge Wm. L. McKay, with whom he attended college. The Rodger Young people served one of their fine prime rib dinners and I want to assure all that our friends over there are tops when it comes to pleasing the palate.

I realize many of our members in train service were unable to attend because of late runs. That is a shame but it is impossible to commence action at such a meeting any later. West Hollywood Terminal was probably the best represented of any of the terminals, and we were particularly happy to see a large delegation from Torrance. It was a pleasure to greet so many of our retired members. Many of them were in attendance.

Judge McKay gave an interesting talk on the DeMolay. He certainly does know the facts about that organization. A few of those in attendance were known to the Judge and he spoke very highly of the part some of our members have played and are playing in the DeMolay activities, particularly Brother Wm. M. ("Dad") Sutherland. He is retired from the Torrance shops, but for 25 years he was councillor to the DeMolay boys in Redondo Beach. At the present time, many of our members at Torrance are active in the organization. The Torrance Masonic Club, Bro. Frank Thompson, President, sponsors the club there. The advisory council consists of the following: Brothers Frank Thompson, Chairman; Leonard D. Babcock, Masonic Adviser; Frank Schmidt, Ritual Adviser, and Vinton Waldorf, Athletic Adviser. All of the foregoing are members of Torrance Lodge No. 447, F&AM. It is grand to know so many of our members are active in this splendid work.

So much for Torrance. I will endeavor to give each department, city or terminal a spot in each column. Next month, West Hollywood. Now get busy, boys, and let me have all the news.

On Nov. 30, our Treasurer, Joseph L. Smale, retired from the company's service. We are sorry to lose Brother Smale, but happy to see him retiring in good health and hope he has many years of happy, healthy living. Our new Treasurer, pro tem, is Brother Noble Cates, Senior Warden of Melrose Lodge.

Our guests at the banquet were Mr. J. A. Squires, President, and Bro. A. H. Hoffman, Treasurer, the S.P. Square and Compass Club; Bro. D. F. Donner, President of the Union Pacific Masonic Club; Brothers George T. Dorrance, First Vice-President, and Brother Daniel J. O'Connell, Treasurer, the Edison Masonic Club;

and Mr. J. G. Shea, Director of Public Relations, PE.

Since last writing, another of our members answered the call of the Supreme Grand Master. Brother John Childs was called to that place from whose bourn no traveler returns. Our sincere sympathy is extended to Mrs. Childs.

I hope each of you had a happy Thanksgiving and wish all a Merry Christmas and a Happy New Year.

PACIFIC ELECTRIC BOWLING NEWS

By
Charlie
Hill



THE OFFICERS of the Pacific Electric Bowling League extend to all of the bowlers and employes of our Company their best wishes for a Merry Yuletide Season, with the further hope that the New Year may bring forth much happiness for each one of you and for all a world-wide peace.

AT THE END of the tenth week of our PE Bowling League schedule the Larks and News Service teams were tied for the lead in the Six O'clock Branch, 26 wins and 14 losses. The Larks got off to a mighty good start, having won all of their first 16 games, for 20 points, before being stopped by the Wolverines, who held them to a 2-2 count. They were given a 4 to 0

drubbing at the hands of the News Service and the Lane Dames, due no doubt to the absence from the line-up of Bill Jennings, their leading bowler, who had answered the call of Uncle Sam. Although the News Service took a 3 to 1 lacing from the Railettes on Nov. 24, the 4 to 0 loss by the Larks moved the News Service into a tie with the former.

The race in the early branch has developed into a tight affair. The BRC Rainers are only two points behind the two leading teams and are being pressed by the Lane Dames, just a lone point behind them. With the four ladies teams rolling hot, as they have been, one night's session could change the picture considerably. The Railettes, with only three of their members bowling, took three points from the News Service on Nov. 24. What would have happened were they rolling with a full line-up? Lots of fur was flying when the Wolverines and Keglerettes vied; however, Jeane Patzman's 215 games evidently demoralized the opponents, and the Keglerettes landed a 4 to 0 hard fought battle. Congratulations to Jeane on her magnificent game, which is high for the season among the lady bowlers.

R. Hubbell's 243 stands high for the men in the Six O'clock Branch, and was instrumental in the BRC Rainers taking all four points from the Who Cares on Nov. 17.

The Who Cares, despite the fact that they have had difficulty in keeping their team organized, hold the high series (2753) for the season so far in the early branch. The PE Club has credit for high game of 998, rolled the second week versus the BRC Rainers, when Don Houston found a favorable spot on the alley and was as hot as a fire-cracker.

And congratulations to Shirley Elliott (nee Fortin), who is a new bride.

Marion Lutes tells me there is something radically wrong with the alleys, and she has been unable to find the trouble; on the other hand Marjorie Zimmer thinks the alleys are fine, as she holds the high series of 522 for the lady keglers.

"Jug" Yeager smoked a Southern Pacific cigar that he had in storage, and bowled a 581 series against the Keglerettes.

The league champion Woodpeckers are holding a comfortable six-point lead, for the present at least, in the Eight O'clock Branch. After the Apple Polishers proved that they could polish other than apples by taking the pecking birds for a 3 to 1 cleaning on Nov. 10, the leaders got busy and took it out on the Subway and Ramblers, respectively, by shut-out counts. LeRoy Mantus, during the last two weeks, has been the real spark plug, hitting 614 and 594 in order. Preston Jones' 582, including a 241 game, helped the bird-men materially in downing the Wranglers 4 to 0 on Oct. 20. Ona Gregg, the real veteran on the team, agrees with Marion Lutes that something is wrong, and his average would indicate such.

Betty Knight has her Newettes in second place with 25 wins, and they are surely to be reckoned with. This is the only ladies' team in the late branch and they have proven their ability, which is manifest by their standing. Edna Fligge, the leading lady bowler in both branches, has been the outstanding star on the team.

Bernie DeVor's PMTruckers are in third place with 21 wins, followed by the BRC Aces and Apple Polishers, with 20 and 19 wins, respectively.

We are happy to have Emil Dietz

return to the fold. He is now a member of the Ramblers team, and will aid that team materially.

Hugh Chambers was all set for a 600-series on Oct. 27 and after bowling two 200-games, somebody moved his spot on the alley in the third and he could not locate it. However, he had a nice 574 series.

Account Christmas holidays the league will not bowl on Dec. 22 and 29.

Several of the teams have agreed to participate in the Los Angeles City Tournament to be held in March and April, as well as the Transportation Tournament to take place at the Sunset Recreation in Hollywood in Feb.

STEAMSHIP LEAGUE

The Pacific Electric team is tied with the American President Lines and Sudden & Christenson for first place, each team having won 24 games and lost 12, at the close of the 12th week. Since the beginning of the league the PE team has been in first or second position each week, but with a team average of 884 has had to keep up a continuous fast pace in order to hold a high position. The league has shown a marked improvement over past seasons, with the acquisition of several high average bowlers and much improvement shown by many of the old members. The PE boys opened up the season by bowling a 2809 series, with Ray Jones and your scribe bowling 616 and 621, respectively. Your scribe's opening game was 254, which held as high until the 11th week, when Tom Entwistle of the Freight Transport team rolled a 255. Claude Kazee bowled a 632 series the third week; however, Mel Buether of the Matson Line hit a 636 the following week, which at this time stands as high.

WEEKLY HIGHLIGHTS OF PACIFIC ELECTRIC BOWLERS

| SIX O'CLOCK BRANCH | | | | | | |
|----------------------|-----------------|-----------|-----------------|-------------|------------------------|--------------------------|
| Date | Team | High Game | Team | High Series | * Individual High Game | * Individual High Series |
| Sept. 22 | News Service | 860 | News Service | 2483 | E. F. Harrison | 199 |
| Sept. 29 | PE Club | x 998 | Lane Dames | 2711 | A. Sabot | 235 |
| Oct. 6 | Keglerettes | 950 | Larks | 2676 | W. M. Green | 213 |
| Oct. 13 | Larks | 922 | Larks | 2590 | W. Jennings | 196 |
| Oct. 20 | PE Club | 990 | PE Club | 2710 | J. Baldwin | 212 |
| Oct. 27 | Who Cares | 944 | Who Cares | x 2753 | L. Lipschultz | 216 |
| Nov. 3 | Larks | 930 | Larks | 2602 | F. Leininger | 220 |
| Nov. 10 | Larks | 904 | Larks | 2614 | J. D. Hubener | 211 |
| Nov. 17 | Wingfeets | 942 | Wingfeets | 2671 | R. Rubbell | x 243 |
| Nov. 24 | Wingfeets | 905 | Railettes | 2600 | J. B. Rogers | 230 |
| EIGHT O'CLOCK BRANCH | | | | | | |
| Sept. 22 | BRC Aces | 929 | BRC Aces | 2528 | O. M. Gregg | 205 |
| Sept. 29 | Wranglers | 975 | Atomics | 2718 | J. H. Rowe | 231 |
| Oct. 6 | BRC Aces | 961 | Ramblers | x 2773 | C. H. Kazee | 235 |
| Oct. 13 | Subway | 944 | Subway | 2683 | J. W. Greene | 220 |
| Oct. 20 | Woodpeckers | 919 | Woodpeckers | 2709 | P. M. Jones | 241 |
| Oct. 27 | Motor Transit | x 980 | Apple Polishers | 2620 | H. Chambers | 232 |
| Nov. 3 | Apple Polishers | 946 | Apple Polishers | 2703 | E. Poznan | x 246 |
| Nov. 10 | Subway | 962 | Apple Polishers | 2570 | O. Sadoris | 212 |
| Nov. 17 | Woodpeckers | 955 | Woodpeckers | 2694 | L. L. Mantus | 223 |
| Nov. 24 | Wranglers | 979 | Wranglers | 2765 | O. Steuernagel | 223 |

x - Season's High Score.

* - Does not include individual handicap.

Charlie's Still a Champion

A CHAMPION BASEBALL TEAM was organized by Supervisor of Schedules Charles P. Hill back in 1914. Although he's transferred his active participation to the less strenuous sport of bowling, he still maintains a lively interest in baseball as well as other sports.

Charlie started to work for the company on Nov. 1, 1913, as Clerk in the Transportation Department under Supt. A. C. Bradley. Some PE enthusiasts got together the next year, he recalls, organized a team, and made him Manager — against his will. He finally accepted, however, and in

two or three years had the most powerful team in the league described in the accompanying news clipping.

Men still in PE service who belonged to that team, says Charlie, include Herman R. Grenke, Treasurer; D. W. ("Jug") Yeager, Supt. of Freight Operations; Don F. Houston, Assistant Trainmaster; Joseph Shaffer, Assistant to Chief Special Agent; Mike Levin, Assistant Research Engineer; R. V. ("Bob") Rachford, General Chairman, BRC; and Sam McGraw, Service Director. D. W. ("Slim") Layne, retired General Agent, was also on the team.

The baseball team continued to flourish under Charlie's supervision until depression years set in and forced the company, which had sponsored it and paid its way, to give it up in the interests of economy. According to Charlie, a strong baseball team had been regarded by the company management as a fine public relations tool.

Charlie himself is still a champion — though not at baseball. He's a member of the past season's state champion Steamship League bowling team. And for many years he's been a pillar of the PE Bowling League, whose activities he still continues to public in the PACIFIC ELECTRIC MAGAZINE.

PACIFIC ELECTRIC ROD AND GUN CLUB

By
Arlie
Skelton



GREETINGS, Rod and Gun Clubbers!

This brings us to the end of another year of hunting and fishing in our dear old California with one big question in mind. How much worse can it get? As your Gun Captain, I'm sorry to report that, from all our hunters that went afield for big game, only three were successful in bagging game.

We have Paul Turri as top man with a 4 x 4 point buck mule deer and a bob cat; Irvin E. Mankins with a 3 x 3 point black tail buck; and J. B. Rogers with a forked horn from the Bridgeport area. A grand total of three deer and one predatory animal from our army of big game hunters!

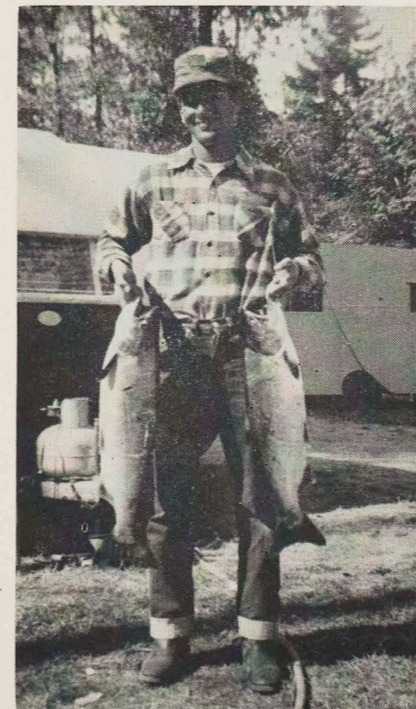
Yet our Division of Fish and Game can see fit to open special seasons to doe slaughter. As one slayer put it: "It's a shame we were only allowed to take one antlerless deer, as the old molly I killed had two fawns at her side and I might as well have had them, as they would probably die anyhow."

I hope he has her head mounted and placed in his den as a constant reminder of those two baby deer he orphaned to starve to death in the forests!

The first division of duck season came with no ducks. Quail and rabbit were spotty if you could find the spots. Yours truly, in company with Prexy Bill Stosberg and three other sportsmen walked about 50 miles around Filmore and adjacent area and got two shots, both clean misses. Fishing has been no better, save for our unusual run of albacore this year. We think it about time to turn the fishing and hunting back to the Indians in these parts.

Associate Member Eugene LeMelle, age 19, caught a pair of Chinook salmon on the Klamath River Sept. 7, using X5 flatfish lure. Papa Roger LeMelle must have just gone along for the ride. These outings are wonderful, just to get out of the crowd and away from the traffic for a few days.

Our sympathies are extended the Ivar E. Black family of Redondo Beach in the passing of Mr. Black's mother, Mrs. Anna Bell Black, age



CHINOOK SALMON caught Sept. 7 in the Klamath River by Eugene LeMelle, 19.

91, on Nov. 2, 1950. Interment was in Fairhaven Cemetery, Santa Ana, Nov. 4. Mrs. Black had resided in Redondo Beach the past 30 years and had many friends in the Pacific Electric family.

This being the end of the year for our Club brings us to transfusion time — new blood, that is — for a new set of officers is to be elected at the December meeting. The annual meeting honoring the retiring President

and his staff with banquet and big show, also the awarding of Prizes for the 1950 Tournament Season, date to be announced by PE Club bulletin plus other means of spreading the information around. It is hoped our members will show greater interest in our Club activities next year than they have in the past.

Club meetings are held regularly the second Wednesday of each month at 7:30 p.m.

ANSWERS

To Citizenship Query on Page 17

1. The Congress.
2. The Constitution.
3. The law-making branch, called Congress.
4. The Senate and the House of Representatives.
5. A total of 96 Senators. Two for each state.
6. A total of 534 Representatives. One for each 300,000 people.
7. Sheridan Downey and William F. Knowland.
8. Legislative — makes the law; Executive — enforces the law; Judicial — explains the law.
9. The Bill of Rights — the first ten amendments to the Constitution: Amendment I. Freedom of religion, speech, press, peaceful assembly, and the right to petition guaranteed. Amendment II. The right of the people to have weapons and a state militia. Amendment III. Soldiers not to be lodged in private houses without the consent of the owners. Amendment IV. No officer to search a house without a search warrant. Amendment V. No person to be held for a crime without a grand jury indictment; nor forced to testify against himself; nor have his life, liberty, or property taken from him without a trial. Private property not to be taken for public use unless the owner is paid a fair price for it. Amendment VI. Any person accused of a crime to have the right to a speedy trial by a fair jury; to a plain statement of the accusation; to hear what witnesses say against him; and to summon witnesses in his favor. Amendment VII. Right of a jury trial when the property is worth more than \$20.00. Amendment VIII. Bails and fines not to be too high; punishments not to be cruel or unreasonable. Amendment IX. The rights of the people not limited only to those rights stated in the Constitution. Amendment X. Reserve Powers — The states to reserve all powers not delegated to the National Government nor denied by the Constitution to the states.
10. No. (1) Passed by majority vote in both Houses and signed by the President.
No. (2) Passed by 2/3 majority vote of both Houses over the President's veto.
No. (3) Passed by majority vote in both Houses, if the President lets bill sit on his desk 10 days (Sundays excepted) it becomes a law provided Congress is still in session.

● Sports men

By NORMAN HARTFORD and BOB MOORE

Sandlots of Southern California have produced some great young ball players, whose fancy salaries in major leagues have run into five figures. . . . Much of the credit is due to a tall, mild-mannered chap named Charley Hill, to whom baseball is just a hobby. . . . Charley is chief clerk at the Pacific Electric Railway. . . . After office hours he answers a thousand and one queries from semi-pro baseball managers and players and keeps everybody happy in "bush" league ranks. . . . For 12 years, Hill has been secretary of the Managers' association. . . . There are some 70 teams in the organization playing at San Bernardino, Pasadena, Houghton Park, Norwalk and other neighborhood diamonds. . . . "We older men love the game," explained Charley, "We like to see these kids develop. Bill Essick of the New York Yankees and other scouts attend our games whenever possible. A youngster pastiming in the tall grass of an improvised diamond may be the Babe Ruth or Dizzy Dean of tomorrow." . . . Several men who were paid big money when they were in organized baseball now run semi-pro clubs. . . . George Stovall manages Houghton Park, Sam "Wahoo" Crawford runs the S.E.R.A. nine, while Rube Ellis handles a team called the Indianapolis Juniors. . . . At one time Crawford, Stovall and Ellis were headline names on the sport pages. . . . The "busher" ranks of Southern California have sent George Myatt, Leslie Powers, Steve Mesner, George McDonald and others into the Coast league. . . . The association also keeps a staff of 25 umpires who are groomed for work in the professional circuits. . . . Each Monday night at 843 South Spring street the association holds a meeting. It is "night court" at which all disputes are

settled. The late H. C. Witwer, the humorist, used to attend the con-fabs to get gags for his stories. Each meeting is a show. . . . Charley Hill pitched his last ball game in



Richmond, Va., in 1912. . . . He hurled a no-hit game, but LOST. . . . It's one for the books. . . . He had the game won, 3 to 0 in the ninth inning when he walked seven men in a row, four runs being forced across the plate. . . . "I decided then and there to quit," he groaned.

STILL AT IT — Supervisor of Schedules Charles Plummer Hill, subject of this feature in the Los Angeles Evening News for February 14, 1926, still loves sports.



TALES OF A TRAVELER—Nancy Kelly, left, Bills Payable Clerk in Engineering, tells Estella Johnson, one of her co-workers, about one of her recent tours of the United States.

PORTRAIT OF A PACIFIC ELECTRIC EMPLOYEE

Nancy Kelly

Bills Payable Clerk, Engineering Department

By Sam Akers
Asst. Research Engineer

NANCY KELLY, Bills Payable Clerk, Engineering Department, covers a lot of territory while working on the job as well as when relaxing on vacation.

If all of the miles and miles of utility bills that she has processed were laid end to end, they would undoubtedly reach some of the distant points she has visited in Canada, Alaska, Mexico, Cuba and the United States.

Her first—and most fateful—bit of travelling took place in 1916 when she set out by train from her home town, Newcastle, Pennsylvania, for a summer job in Yellowstone National Park. During that tourist season at the famed park she learned to like being in the West so well that she decided to stay. Los Angeles became her home that fall, and before long, her glowing letters of the Southern California wonderland of sunny skies and citrus groves had induced the rest of the family to come westward.

The old 'phone company out on Rampart Street was Nancy's initial

place of employment. Two years later, in 1918, after teaching herself typing, she began working for an insurance firm.

CAME TO PE IN 1920

It was in 1920 that she was informed by her sister, Beatrice, then an employe of the Company, of an opening in the file room of the Engineering Department. Needless to say, Nancy got the job. It was fitting, indeed, that she began working for a carrier inasmuch as her favorite pastime is travelling.

A cheerful manner in and about the office has won her many friends. Although her desk is constantly deluged with unprocessed bills, she plunges into her work with a buoyancy which appears to make the most difficult task easy to solve; the most routine chore, quite interesting.

No doubt the vacations—refreshing and interesting as they are—make it a bit easier for Nancy to maintain such an air of perpetual enthusiasm in a demanding job where one never quite catches up. She is a pleasant person, although she modestly disclaims any credit for being so. However, she does feel that vacation treks will give everyone a new viewpoint.

LOVES MEETING PEOPLE

Meeting new people on her tours is as interesting to her as seeing new places. But she continues, "There aren't any finer people anywhere than those working right here for Pacific Electric."

Included in her trips are visits to three World Fairs; the one at Chicago in 1933 and the San Francisco and New York expositions six years later. One of the highlights of the latter junket occurred on a side trip over the Canadian border when she saw the Dionne Quintuplets, then four years old.

Utilizing almost every means of transportation, Nancy has made four trips to Alaska, the most recent being in 1947. On each of the northward sorties, she has made it a point to see a lot of scenic Canada.

Nearly every important scenic and historic point in the West has been included in her annual trips, attending on one occasion the colorful Indian tribal rituals in Gallup, New Mexico.

17,000 MILE JAUNT

In 1946, her 17,000 mile auto trip across Canada—Lake Louise, Banff, Cape Breton Island, Prince Edward Island, Nova Scotia and down the coast of New England—required three and one-half months of travelling. This extensive jaunt was climaxed by sorties to Havana, Cuba, and finally, Monterey, Mexico, the latter being her second excursion south of the border in that she went by rail to Mexico City just the year before.

Last fall, she took a trip so that she could take still more trips; she went by train to Detroit where she bought a new auto. Returning, she motored in leisurely fashion down through Kentucky, Tennessee and Arkansas, then swinging up through Denver, on to Salt Lake City, and then home.

REALLY ENJOYS LIFE

Spare time activities include reading and listening to classical records. On the other hand, she might be found studying maps and folders in preparation for the next vacation trip. At work or play, she's always busy; that's how she covers so much territory. At the same time, she has a lot of fun doing it.

PACIFIC ELECTRIC SPEAKERS FORUM

By Vernon B. Williams

IN THE SPRING of 1948, Jim Lewis, then Trainmaster's Clerk at 8th St. Yard, interested General Manager T. L. Wagenbach in organizing a speaker's club among PE employes. A letter was sent out to employes describing the project, and in July of

that year the first meeting was held, with 43 present, in the Fred Harvey Restaurant at the Union Station.

Tentative plans for the organization were outlined by the founder, Jim Lewis, who was made President of the group, which was to be known as the Pacific Electric Speaker's Forum.

The Forum has continued steadily to grow, until now the roster shows well over 100 members, representing all departments and every level of rank and title within our company.

Recognizing a need for capable professional advice, the Forum, through the good offices of Earl O. Miller, secured in the latter part of 1948 the services of John J. McSweeney, Instructor in the Pasadena City Schools. Still attending meetings, Mr. McSweeney has won the confidence and admiration of the Forum by his excellent teaching.

Officers and members would like to see the roster grow and grow. We extend to all a special invitation to attend and avail yourself of this splendid opportunity to learn to speak correctly and confidently. You will no doubt meet old friends with whom you may have worked long ago. It's a fine place to renew old acquaintanceship.

We meet on the first and third Wednesdays of each month, at 6:00 p.m. in the dining room of the Rosslyn Hotel, Fifth and Main Sts., Los Angeles.

AMERICAN LEGION PE POST 321



By
Byron P.
Heath

THE POST has 71 members paid up for 1951. This number is 65 per cent of our quota of 126. All members who have not sent in their dues are urged to do so as soon as possible. All veterans are cordially invited to join this American Legion Post and help carry on the work the Legion is doing for the veterans' welfare.

New members recently welcomed are Al Poddi, army veteran of World War II; Edward J. Barry, World War II M.P.; Louis W. Methe, Battery B. 78th F.A. 1917-1918, Motor Coach Operator who is now confined to Wadsworth Hospital, Sawtelle; William T. Gaines, Navy, World War I,



NEW PRESIDENT—Head Service Director Henry Stone, third from left, retiring President of the Speakers Forum, presents the gavel to incoming President A. L. Bristow, Automotive Equipment Inspector, who will serve three months ending with the last meeting in January, 1951. PE Building Manager James C. Rankin, extreme left, and Superintendent of Equipment E. A. Stevens, extreme right, were guest speakers at the meeting (November 15). Time Supervisor Charles Sein, second from left, was Toastmaster. At the same meeting a few minutes later the tables were turned as Mr. Stone received the President's Trophy (in foreground) from the previous holder, Mr. Bristow. Mr. Stone had been adjudged the best two-minute speaker for the preceding three months.

now a mechanic; James A. McNaugh, Engineers World War I, retired Federal employe; and William E. Patterson, Air Corps, World War II.

The Post extends deepest sympathy to the family of Conductor LeRoy G. Ames, who passed away recently.

There is a new "Junior Commander" named Kenneth Lynn Sayles in the Inglewood home of our Commander Henry and Evelyn Sayles.

The proud grandparents are retired Signalman and Mrs. H. F. Sayles, Sr. Down in Paramount, Electrician John and Mrs. Sylvia Morris have a daughter, Shirley May. Congratulations.

The second National Service Life Insurance dividend payments, for the period 1948-51, will start in March, 1951. The 81st Congress appropriated \$4,815,000 for approximately 8,000,000 WW2 vets.

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 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.

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.

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 2934 for information.

CHRISTMAS PROGRAMS:

Half-hour programs of Christmas music will be presented from 5:00-5:30 p.m. in the two main stations, as follows:

Monday, Dec. 18—Subway Terminal Waiting Room.

Tuesday, Dec. 19—Sixth and Main Waiting Room.

Wednesday, Dec. 20—Subway Terminal Waiting Room.

Thursday, Dec. 21—Sixth and Main Waiting Room.

Thursday, Dec. 21, 7:00-8:00 p.m.—Program for patients in the Santa Fe Hospital.

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.

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.

SENIOR EMPLOYEES FELLOWSHIP MEETING:

Senior Employes Monthly Fellowship Meeting. Keep in touch with your former fellow employes by attending these meetings held at the Club on third Tuesday of each month at 2:00 p.m.

SPEAKERS FORUM:

Semi-monthly Meeting held at 6:00 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 at various members' homes.

Let's Be Glad We're Human!

LET'S BE GLAD WE'RE HUMAN. One of the world's foremost living biophysicists, Lecomte du Nouy, tells us in his best-selling book, "Human Destiny," that man seems to be evolving into a spiritual being. The lower animals, including "man's best friend," the dog, says du Nouy, have gone about as far as they can along the evolutionary paths, but man, since his brain developed, keeps on evolving on an ever-ascending psychological plane.

Most of us have thought of evolution strictly in terms of bodily changes. Here is a great scientist whose profound lifelong studies convince him that the entire evolutionary process has from the beginning 1200 million years ago been working toward the evolution of the human spirit, and that man, by his own choice, may further that cosmic purpose. The greatest phase in the history of evolution began, says du Nouy, with the birth of man's conscience, in some manner which may never be understood. Conscience has made man a responsible being, aware of right and wrong. Conscience now replaces the "ancient mechanism," natural selection, and gives man the privilege of choosing his place in the sun.

Those who choose rightly, says du Nouy, are at once examples of the highest development of evolution, and forerunners of the superior race that is to come as the result of an infinite number of correct moral choices.

The foregoing remarks are necessary so that some of the implications of the ensuing statements by the famous scientist may be more clearly understood:

"The highest duty of every man is to contribute, to the best of his ability, to this new phase of evolution. No man need worry about the results of his

efforts, nor about the importance of his contribution, as long as he is sincere and devotes his attention to improving himself, since it is the effort in itself that counts. His life thus takes on a universal significance; he becomes a link in the chain; he is no longer an irresponsible toy, a cork on the water, blindly obeying uncontrollable impulses, but a conscious, autonomous element, at all times free to regress and disappear or progress and contribute to the divine task. The whole nobility of man is derived from this liberty which has been refused to the animals."

The Magazine prints this brief and extremely incomplete glimpse of the core of "Human Destiny" simply because *most of us need reassurance, in these dark days, of the basic dignity of human life.* Looking backward, we recoil from the horror of the recent war; looking at the ground on which we tread, we see with pity an almost silent half of the world now prostrate in worse than medieval darkness; looking ahead, we shudder at the semi-imaginable nightmare of atomic warfare. "Why go on living in such a world?" many thoughtful people cry.

Mr. du Nouy provides us with an answer: These are "ephemeral digressions which become imperceptible on the scale of evolution. Like the ship constantly kept on its course by the pilot who corrects his deviations, humanity may seem to hesitate and waver; however, it will infallibly reach the port which is at the same time its goal and its reason of existence." The most advanced and conscientious men will continue to make the choices which will help humanity toward its spiritual triumph.

Let's be glad we're human, and can therefore choose, if we will, to assist mankind in its march toward moral perfection.

Welcome, Chief Parker!

THE APPOINTMENT last Aug. 1 of Wm. H. Parker as Chief of Police, City of Los Angeles, was the unanimous decision of the Police Commission and was the just reward of nearly a quarter of a century of service with the Los Angeles City Police Department, which he joined in 1927. He has made police work a subject of continual study, both formal and informal.

Still more important, having lived in Los Angeles 27 years, he knows the temper and problems of its people, and the special problems presented by its growing decentralization. He has grown up with many members

of the police force, and is popular with his men.

Pacific Electric has always enjoyed cordial relations with the Los Angeles Police Chief Special Agent R. J. McCullough is authority for the statement that on numerous occasions the Los Angeles Police have been of immense assistance to him in his work of protecting the PE property. PE Trainmen and Operators are frequently seen to exchange friendly greetings or a friendly wave of the hand with traffic officers during the routine of the day's operations. The traffic officers, well aware of the problem of maintaining rail and bus schedules

during rush hours, give our Operators every break they can. In turn let us pledge our support to make their job easier.

Under Chief Parker's administrations the mutual friendliness continues; may it increase with the years as we extend him our heartiest congratulations and best wishes for continued success.

Because of improvements in foundry practices, the entire frame of a locomotive can now be cast as one huge, integral part.



BURTON E. EDWARDS

NATE KRUEGER

SETH VAN WICKLE

ROME S. COPELAND

JOHN W. GAYLE

JOSEPH E. BUSH

INQUIRING REPORTER

QUESTION: What is your favorite Christmas dinner?

(Answers this time are by Operators at Macy Terminal)

"Baked ham, candied sweet potatoes, mashed white potatoes, lots of cranberry sauce and fresh peas. For dessert, pumpkin pie with whipped cream and coffee.—Operator Nate Krueger, who says he has a wife and two dogs to enjoy such a dinner.

"We generally have just plain old turkey and all the trimmings. I love a lot of white meat. For dessert I prefer a chocolate pie three hours later, with coffee.—Operator Burton E. Edwards, who has a wife, Marjorie, and a son, Donald, 13, to enjoy it with him.

"What I like best you have to go to Oregon for—pheasant; it's got turkey skinned a mile. Pheasant, with dressing made from corn bread and the giblets, along with candied sweet potatoes, cranberry sauce, vegetables, and parker house rolls. I like to finish off with pumpkin pie and cheese, with black coffee.—So says Operator Seth Van Wickle, whose family in-

cludes his wife, Josephine, and two boys: Frank, 10, and Fred, 7.

"I guess turkey, mashed potatoes, candied yams, fresh vegetables, biscuits, and good hot coffee. I'm not much on dessert.—Furthermore, I'll help my wife get it ready; I help her a lot, anyway.—Operator John W. Gayle, whose wife, Agnes; son, Hollis, 15; and twin seven-year-old boys, Donald and Daniel, will share the meal.

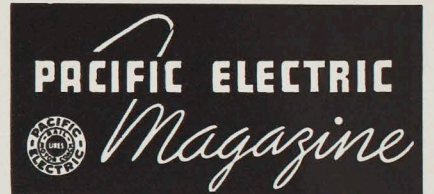
"Turkey stuffed with corn bread dressing, candied sweet potatoes, green beans or carrots and peas, jello vegetable salad, hot rolls, pumpkin pie—or any kind of pie—and cake. Coffee with dinner.—Operator Rome S. Copeland, whose family consists of his wife, Ruby; two sons, Shelton, 24, and Jerry, 18; Shelton's wife, Helen; and Shelton and Helen's son, Mark Stevens, born Oct. 16.

"The usual: turkey with any kind of dressing, so long as there's lots of

it; celery, olives, mashed potatoes with lots of butter (skip the candied sweet potatoes), and cheese. So far as I'm concerned, that's enough. No dessert."—Operator Joseph E. Bush, who says it's a little early to know, but usually six to eight are gathered around the table, including his wife, Helen; her sister; his mother; his brother, John; his sister, Ruth; and a neighbor.

COVER PICTURE

ODESSA CARTER, Comptometer Operator in the City Ticket Office and Librarian of the Glee Club, gives us a foretaste of the Christmas spirit for 1950. A charter member of the Glee Club, she has seldom missed a rehearsal, and her enthusiasm has been infectious. Odessa is studying voice under the GI Bill. She was a SPAR for two years during World War II, winding up as Storekeeper 2c. She's been in the City Ticket Office 7 years.



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Copy deadline for the February issue will be January 19.

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