

JAN.-FEB. 1950  
**PACIFIC ELECTRIC**  
*Magazine*



*Railroad  
Makers*  
(SEE PAGE 4)



## James G. Shea Appointed Director of Public Relations

THE APPOINTMENT of James G. Shea as Director of a newly established Department of Public Relations has been announced by President O. A. Smith, effective Jan. 1. Headquarters are at 817 PE Building.

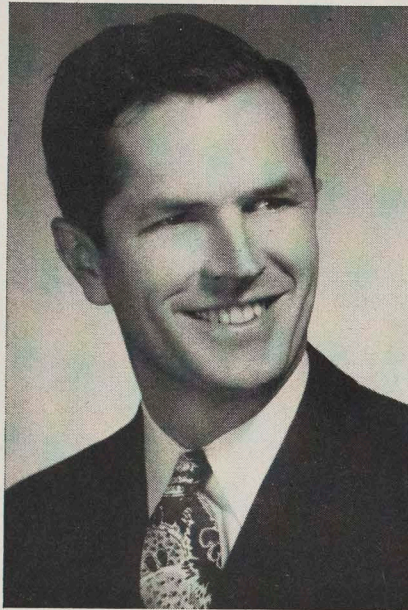
Mr. Shea comes from a position as Assistant District Passenger Agent for the San Diego and Arizona Eastern Railway, San Diego. Though young in years and, for a railroad man, young in service, he has had wide experience in dealing with the public. He has been President of the Palm Springs Chamber of Commerce; Director and Vice President, Lions International, Palm Springs and San Diego; Director of the San Diego California Club; Commissioner of the San Diego Club; and Director of the Traveler's Aid Society.

A native of Los Angeles, where he attended grammar, high, and business schools, Mr. Shea began his railroad career in 1937 at Los Angeles as Clerk and Ticket Seller for the Southern Pacific, and his ability won him rapid promotion. He became Train Passenger Agent out of San Francisco in 1941; Traveling Passenger Agent at Palm Springs and Western Military Bureau Representative for the Desert Training Area, 1941-45; was in military service with the U. S. Army, 1945-46; returned to Palm Springs as Traveling Passenger Agent for a brief period in 1947; and later that year was appointed Assistant District Passenger Agent for the San Diego and Arizona Eastern at San Diego.

The new Public Relations Director in his high school and business college days took part in basketball, tennis, swimming, and diving. He lists as his major accomplishment in this field membership on the Los Angeles City Playground diving and swimming championship team, which included the present Olympic champion, Dr. Sammy Lee. He learned to play tennis during his courtship days, inasmuch as the girl he subsequently married — now his wife — had won several tennis trophies in Los Angeles competition. It wasn't until after the third boy had arrived to bless their marriage, says Mr. Shea, that he was finally able to win from her on the tennis courts.

The children's names are James, 9; Thomas, 7; and Jerry, 3.

The Rhoads trophy, awarded each year to its most outstanding mem-



JAMES G. SHEA

ber, was presented by the San Diego Club to Mr. Shea early in January. His excellent work with boys and young people in the community was particularly regarded as of great service to the Club.

The next issue of the PACIFIC ELECTRIC MAGAZINE will carry a story in detail concerning the work of the new Public Relations Department.

### County TB Association Appreciates PE Aid

THANKS to the Pacific Electric Railway Company for using a Pitney-Bowes postmark Christmas Seal ad on metered mail is extended in a letter dated Jan. 24 from the Los Angeles County Tuberculosis and Health Association.

"We know that you have undoubtedly contributed in other ways to the success of the campaign," wrote Publicity Director Bob Scholl of the Association, "and wish to assure you that we are extremely grateful for your help. While our books will not close until March 31, present indications are that we will meet our local quota of \$500,000, and your organization may be proud of the part it played in bringing this about."

### MECCA Gives \$2,000 To March of Dimes

A CHECK IN amount of \$2,000 has been sent to the March of Dimes on behalf of employees who are members of Mecca. This contribution was unanimously approved at a meeting Jan. 26 of the Administrative Committee of Mecca which is made up of F. L. McCulley, Chairman; G. E. Collins, Vice Chairman; R. L. Bailey, Secretary; H. R. Grenke, Treasurer; Lawrence McKeane; and C. W. Cornell. The Committee also reviewed the annual financial statement of Mecca which showed that members had contributed during 1949 through payroll deductions \$14,060.96, which was distributed by the Administrative Committee on behalf of employees who are members of Mecca, as follows:

Community Chest	\$ 7,885
March of Dimes	1,200
Red Cross	2,500
American Cancer Society	1,500
<b>Total</b>	<b>\$13,085</b>

### Red Cross Asks You To Give More Money This Year Than Last

"FOR EVERY DOLLAR you gave before, this year add a quarter more!"

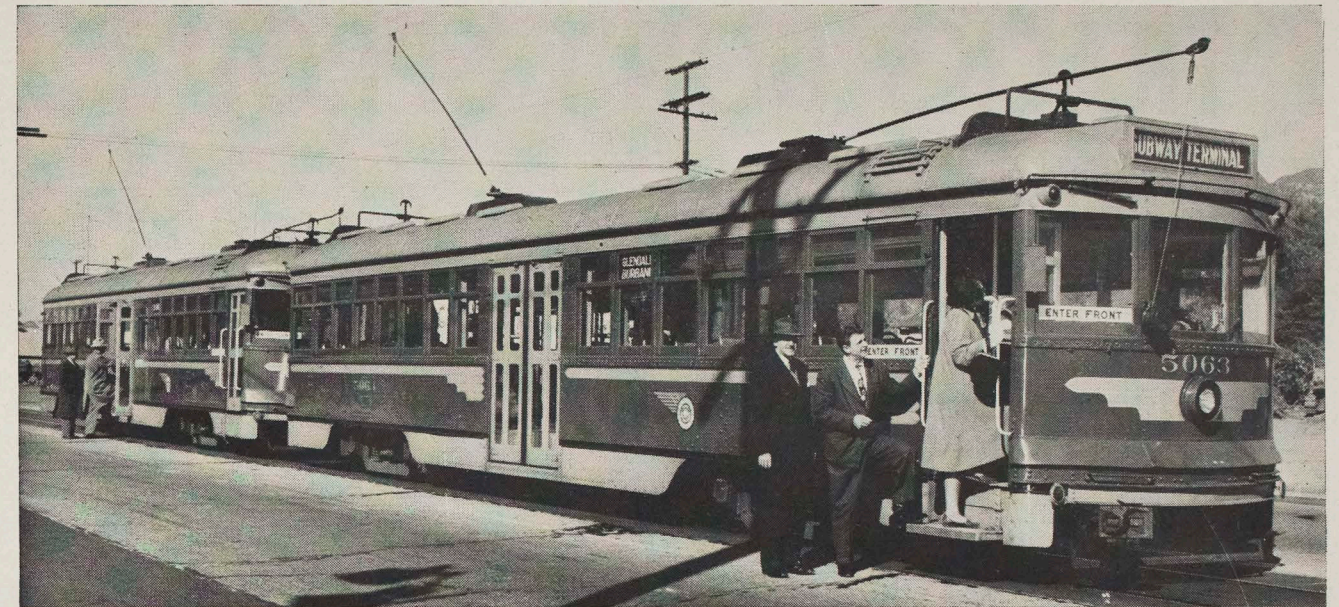
Geared to this theme-slogan, the 1950 Los Angeles Red Cross fund-raising drive gets underway March 1, seeking a goal of \$2,193,000 — representing \$300,000 more than was raised in this locale a year ago.

Simultaneously, more than 3100 other Red Cross chapters across the nation will be conducting their respective fund-raising drives, and PE employees are again asked for their donation either through MECCA or otherwise to support the far-reaching services of the American Red Cross.

In the Los Angeles area, the drive is being supervised by Earle M. Jorgensen, as volunteer General Fund Campaign Chairman. In announcing the 1950 Los Angeles Red Cross fund-drive program, Chairman Jorgensen declared:

"Nationwide, the Red Cross has cut expenses this year by \$6,000,000, yet Los Angeles chapter fell so far short of its goal in 1949, that even with all these economies, we must raise \$300,000 more in this coming campaign. In other words, if all contributors give the same as last year, Red Cross here again will fall short of its goal by a substantial margin.

"Therefore, Red Cross must ask for slightly larger gifts in order to carry on its program of services to this community and adjacent territory."



ONE-MAN CARS in operation on the Glendale-Burbank Line. Note how passengers in head car enter front, in accordance with signs, and rear car passengers enter center doors. Entering head car, right to left, are Ade Banks of the Burbank News staff; George Pardon, Pres., Burbank Junior Chamber of Commerce, and member of Burbank News staff; and J. G. Jefferys, Pres., Burbank Chamber of Commerce.

## One-Man Service Begins on Glendale Line

ONE-MAN CARS were put into regular service on the Los Angeles-Glendale-Burbank Line — Saturday, Jan. 7.

Under the new plan of operation there was a slight schedule adjustment resulting in more frequent service between Los Angeles and Glendale during the mid-day period. Schedules in both directions were slightly lengthened so as to permit three minutes additional running time

between Glendale and Los Angeles, with two additional minutes between Burbank and Glendale.

Although the one-man operation was approved by the California Public Utilities Commission several months ago, inauguration of the service had been withheld pending conversion of 47 cars for one-man operation.

During the early morning, mid-day and late evening periods, service on the line is operated with single

cars. During the morning and evening rush hour periods, however, schedules are operated with two and three-car trains, the only difference from former service being that the head car of the train is operated by one man instead of two. When cars are operated in trains, passengers board the second and third cars at the center door, while loading on the head car is at the front. Loading on single cars is through the front door.

### Skouras Praises Mag For Red Feather Aid

COMMENDING the Magazine for its assistance in connection with the Community Chest campaign recently held, Charles P. Skouras, Chairman, Campaign Public Relations Committee, Community Chest of Los Angeles Area, wrote on Feb. 3 — in part:

"I feel certain that the remarkable job done by publications such as yours is largely responsible for this year's gain of 43,000 subscribers — to an all-time high of 571,000.

"Your readers may be interested in knowing that in three and one-half months contributions now exceed the amount raised in six months last year, including a supplementary emergency appeal in January. With contributions still being received, we now have a total of \$6,580,751, which represents a 2 per cent gain over last year.



"Although the amount raised is still far short of the needs of our growing community, we can feel that

### San Bernardino Frt. Station Wins Plaque

THE PLAQUE for good housekeeping for the last quarter of 1949 was won by the San Bernardino Freight Station, according to a decision by the Good Housekeeping Committee.

Agent C. O. Stephens, San Berdo Freight Agent, who has been on sick leave for the past several months, will be gratified that such a fine record has been made by his employees during his absence. Assistant Agent R. R. Corey has been in charge.

The Good Housekeeping Committee consisted of L. M. Duke, Terminal Freight Agent; Harold Hall, Assistant Agent, Uplands; and Cleve Johnson, Agent, Fullerton.

The plaque was to be presented at the Agents' meeting of Feb. 16.

we have made a respectable gain." Mr. Skouras enclosed in his letter the award reproduced on this page.



# TRACKS DON'T SPROUT

**TRACKS DON'T SPROUT.** Just because they're almost as frequent as desert flowers in Southern California, that doesn't mean Mother Nature put 'em there. Men did. Engineers planned where they were to go, and Section Gangs laid 'em down just so.

Just so is the word. Ever stop to think while you're riding your train to work that a slight deviation of two or three inches in just one spot in a rail could put your car and you on the ground—or worse? What's a little matter of three inches in, say, 15 miles? Mighty little—but that little is really mighty!

## RAILS TAKE BEATING

Things happen to rails. They take a terrific beating. Iron-wheeled monsters weighing from 19 to 60 tons roar over main lines 30, 40, and sometimes 50 miles an hour, scores of times a day, carrying thousands of passengers. Long freight trains, the average car weighing perhaps 25

tons empty, 50 tons loaded, thunder over the rails. Those wheels are brutal. You've seen rails bend under 'em. Stopping and starting produce additional strains.

Untended, rails spread, buckle, creep, break, crack, twist. The hot sun stretches 'em; cold weather shortens 'em.—But the trains keep running, day in, day out, and every night. And they stay on the track! Statistics show it's far safer to ride a train than to drive your car.—A miracle, on the face of it!

But—meet the miracle workers; the Section Gangs. They not only lay the track; they watch it. Working under the direction of the Roadmasters and Section Foremen, they not only cure the disease; they prevent it.

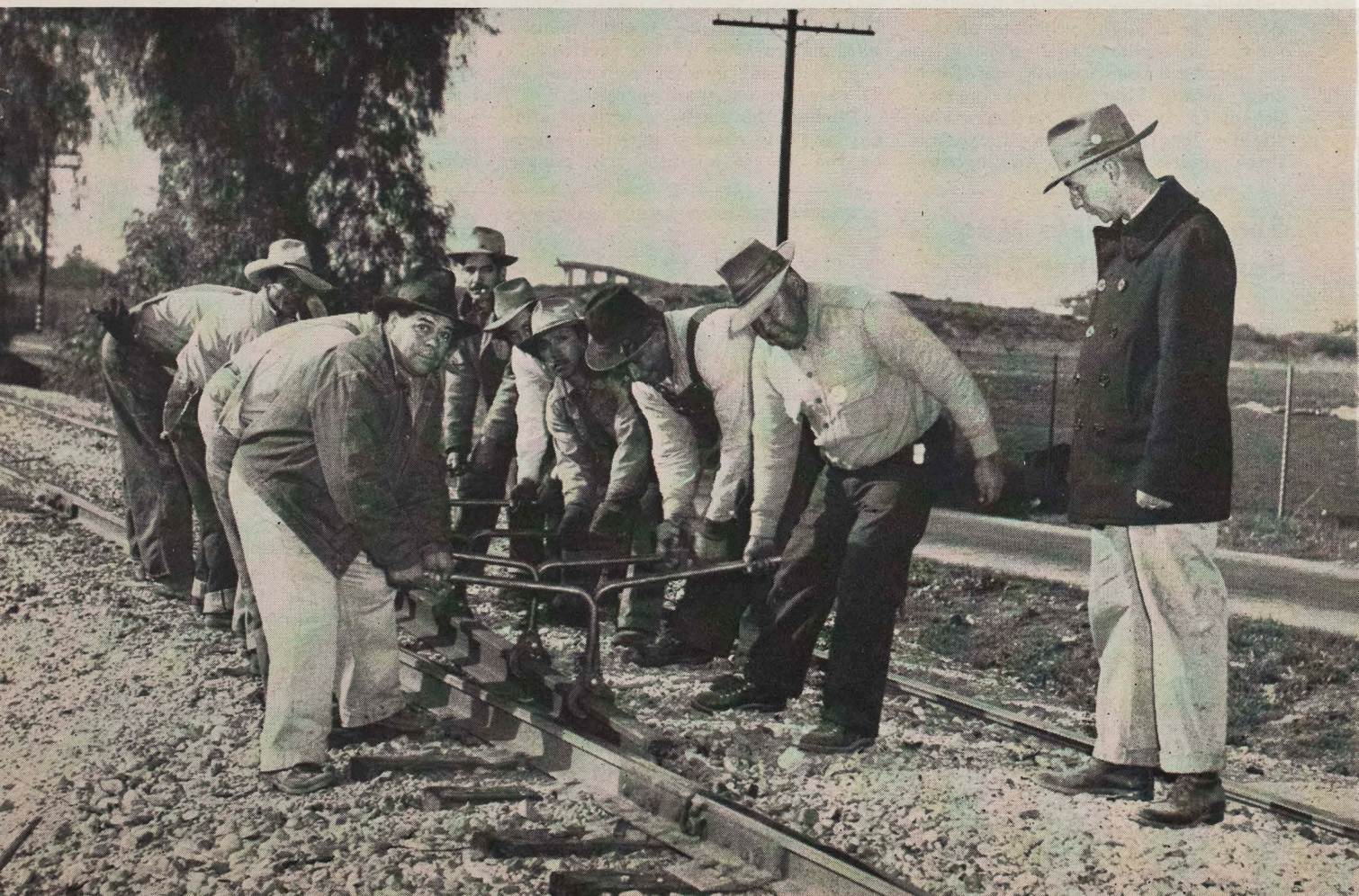
## GAP IN RAIL JOINT

A few examples. The other day on the Covina Line Foreman **Herbert Cook** and his Section 5 found a place

at Orange Avenue where the rail joint in the grade crossing was beginning to separate, leaving a gap. Left alone, it might have derailed a freight. So they proceeded to fix it. Several hundred yards down the track the crew started hammering on another rail joint with a long piece of rail as a battering ram. That was a job of **work!** Standing near the separated joint at the crossing, we watched. The crew in the distance was driving the rail toward us. With each blow, the gap closed a tiny fraction of an inch. It took several dozen blows before the joint was nearly closed. Foreman Cook signaled his men to stop. "We'll have to clean the joint out more before it'll go together," he said.

Then he explained how it happened. The weather had been cold in recent weeks. The cold contracted the rails and caused an opening at the weakest joint. New bolts would be necessary,

**TO CLOSE GAP** in distant rail joint, Section 5, at Orange Avenue on Covina Line, swings an old rail as a battering ram against the bolts of another joint. They swing almost parallel to the track, and drive the rail in direction of gap. Foreman **Herbert Cook** at right.



**RAIN NO HINDRANCE**—In raincoats, boots, and rain hats, Section 15 at Eighth St. Yard prepares to replace a rail in wet weather. Foreman **Jesus Fonseca** is at left. When it's raining, gangs are careful in handling slippery tools, and must watch for slippery footing.

and to install them meant bringing the rail ends together. Not necessary to take up the rail, he said. Driving them together is the best way in a paved crossing. After all the excess expansion at rail joints is accumulated in one place, a short rail is cut in.

"Sometimes," he said, "rails have to be driven as much as a quarter of a mile from the open joint.—Another thing:" he added, "the rails usually creep down hill. That's why we started down there." He pointed to where the crew had been driving the rail. It was on a slight down grade.

## SPUR CLEANED OF MUD

Down on the line at Harbor City, not far from Torrance, a Trackwalker had reported to the Roadmaster's Office that a spur track had been covered with mud and sand at a low point where water had flooded the area after a hard rain on Jan. 8. In our car we caught up with a red truck containing Foreman **James E. Jeffers** and his Extra Gang No. 1, who were heading for the spur after having received the assignment to clean it off. Jeffers soon had his men at work shoveling. Afterward they tested the firmness of the ties. Switching cars—safely—over industrial spurs brings in revenue.

## ALL NIGHT JOB

Out on the Hollywood Line, the rush was on to cut in the inbound

track over the new bridge at Santa Monica Boulevard near Serrano Street and discontinued the shoofly. The outbound track had been placed into service Dec. 29; the inbound was scheduled to be ready Jan. 5 for the passage of the 4:37 a.m. trip. To meet this schedule, Foreman **Juan Chavez'** Section 6 was preparing the subgrade and Foreman **Vivian Osmer's** Paving Gang was putting in paving where possible when we arrived near noon on Jan. 4. That main thoroughfare location was fraught with peril. Streams of automobile traffic kept whizzing by, and streetcars ran on frequent schedules. Both ends of the bridge were barricaded and flagged, and the bottleneck thus necessarily created kept Flagmen on their toes. The weather was very cold, even at that midday hour, and night promised even lower temperatures.

"My night on," said **Lee Wedl**, Assistant to North Roadmaster **J. E. Flathers**. Lee had been driving us around since early morning over the entire system to watch the work in progress and photograph all the Section and Paving Gangs. "I'll be up all night here supervising," he said. "Got to get that track cut over for sure tonight."

He continued to drive us around the rest of the afternoon, and then went back to the bridge over the new Hollywood Freeway.

"Kept the 4:37 a.m. inbound schedule waiting two minutes," he reported gleefully later. "Boy! Was it a cold night!"

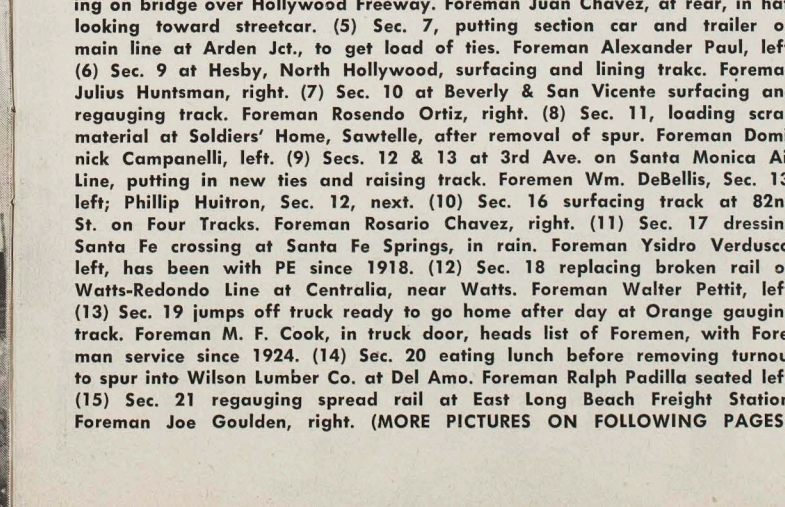
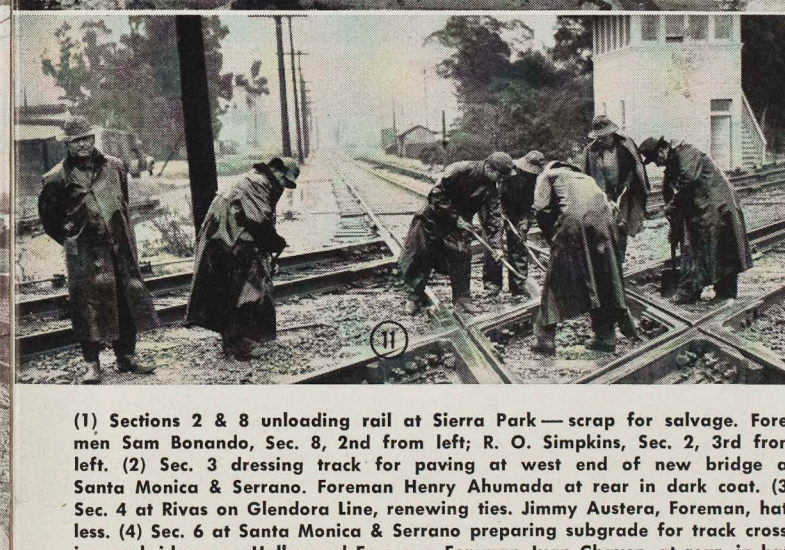
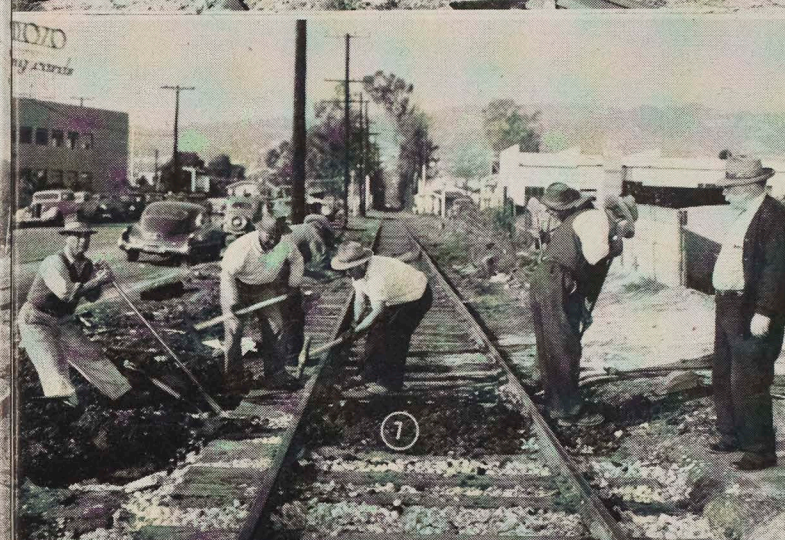
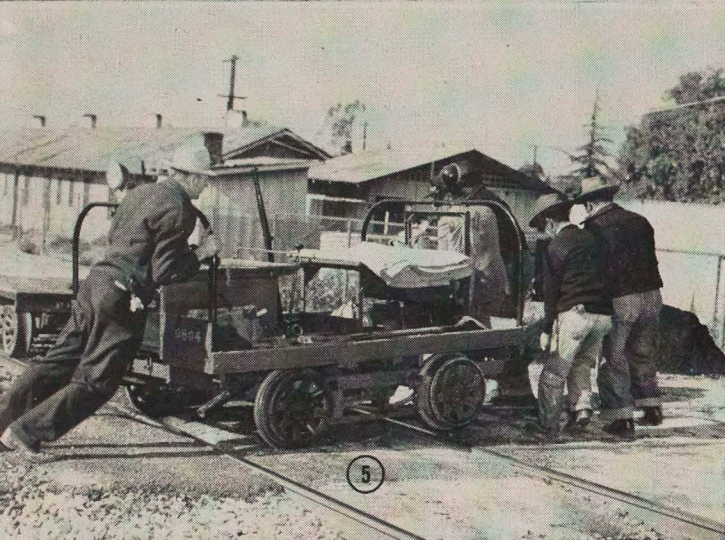
## WEATHER NO DETERRENT

Temperature and rainfall are no deterrents to the Trackmen. Trains run in heat or cold, wind or rain. To make runs safe, the Roadway men are constantly on the job in any kind of weather. It's hard work, but it's healthy work. One Section Foreman told us he hadn't had a cold in 17 years.

Carrying a kit of tools, **Frank Santoyo** and **Isidro Castro** travel around the city inspecting and repairing hand-throw switches in the streets. Sometimes switch-tongues are bent, connecting rods and levers break or jam, or broken springs fail to hold the switch in position. These must be repaired at once. Some types of switch-box covers have to be packed in rubber to prevent them from flying out of their boxes under the impact of heavy truck and automobile wheels. They might land on a track or in a switch and cause derailment. After rains, dirt and debris which have washed into the switches and switch-boxes must be cleaned out so that switches will operate. **Frank** and **Isidro** do that. They follow a regular route throughout the metropolitan area, carrying their bag of

(Continued on page 9)





(1) Sections 2 & 8 unloading rail at Sierra Park—scrap for salvage. Foremen Sam Bonando, Sec. 8, 2nd from left; R. O. Simpkins, Sec. 2, 3rd from left. (2) Sec. 3 dressing track for paving at west end of new bridge at Santa Monica & Serrano. Foreman Henry Ahumada at rear in dark coat. (3) Sec. 4 at Rivas on Glendora Line, renewing ties. Jimmy Auster, Foreman, hatless. (4) Sec. 6 at Santa Monica & Serrano preparing subgrade for track crossing on bridge over Hollywood Freeway. Foreman Juan Chavez, at rear, in hat, looking toward streetcar. (5) Sec. 7, putting section car and trailer on main line at Arden Jct., to get load of ties. Foreman Alexander Paul, left. (6) Sec. 9 at Hesby, North Hollywood, surfacing and lining track. Foreman Julius Huntsman, right. (7) Sec. 10 at Beverly & San Vicente surfacing and regauging track. Foreman Rosendo Ortiz, right. (8) Sec. 11, loading scrap material at Soldiers' Home, Sawtelle, after removal of spur. Foreman Dominick Campanelli, left. (9) Secs. 12 & 13 at 3rd Ave. on Santa Monica Air Line, putting in new ties and raising track. Foremen Wm. DeBellis, Sec. 13, left; Phillip Huitron, Sec. 12, next. (10) Sec. 16 surfacing track at 82nd St. on Four Tracks. Foreman Rosario Chavez, right. (11) Sec. 17 dressing Santa Fe crossing at Santa Fe Springs, in rain. Foreman Ysidro Verduco, left, has been with PE since 1918. (12) Sec. 18 replacing broken rail on Watts-Redondo Line at Centralia, near Watts. Foreman Walter Pettit, left. (13) Sec. 19 jumps off truck ready to go home after day at Orange gauging track. Foreman M. F. Cook, in truck door, heads list of Foremen, with Foreman service since 1924. (14) Sec. 20 eating lunch before removing turnout to spur into Wilson Lumber Co. at Del Amo. Foreman Ralph Padilla seated left. (15) Sec. 21 regauging spread rail at East Long Beach Freight Station. Foreman Joe Goulden, right. (MORE PICTURES ON FOLLOWING PAGES.)





(1) Sec. 23 changing ties on team track at Long Beach Freight Station. Jose Ramirez, Subforeman, holding track level at center rear. Inset is Foreman Augustine Plasencia, right, talking to South Roadmaster L. J. Bush. (2) Sec. 30 surfacing track near La Verne, on San Bernardino Line. Foreman A. B. Holmes in left foreground. (3) Sec. 32 surfacing track at Grapeland on San Bernardino Line. Note track level across track. Subforeman Jesus Garcia at left taking over in absence of Foreman Charles Shunk. (4) Part of Extra Gang 1 cleaning off track at Harbor City after Jan. 8 rain. Foreman James E. Jeffers in white hat, third from right. (5) Main force of Extra 1 changing ties on storage track at Torrance Station. Subforeman Jesus R. Gonzales at right. (6) Extra 2 removing old yard tracks at Burbank Station. Foreman Bartolo Leyva in dark coat, right center. (7) Paving Gang 31 repairing paving at Hellman and Ramona on San Bernardino Line. Foreman James H. Carter, right. The rain was no deterrent.



## Tracks Don't Sprout

(Continued from page 5)

tools and using streetcar service where possible.

### VIGILANT TRACKWALKER

Ramon Becerra, whose likeness appears on our cover this time, is the Trackwalker for Section 7. His work is typical of that of the two dozen Trackwalkers over the system. Clad in a bright red coat and carrying a shovel, spike maul, and big wrench, he walks along between the rails looking for defective bolts, ties, bonds, rails, obstacles on the track, wash-outs, landslides, etc., and corrects the defects or reports to R/MS office. He defects or reports to Roadmaster's office. He always walks against traffic, so trains can't creep up on him, and he's still going strong after nineteen years of vigilance.

These are a few glimpses of typical kinds of jobs encountered by the sturdy men of the Section Gangs.

## KEYS TO SAFETY: Caution, Vigilance

By H. L. Young  
Supt. of Safety

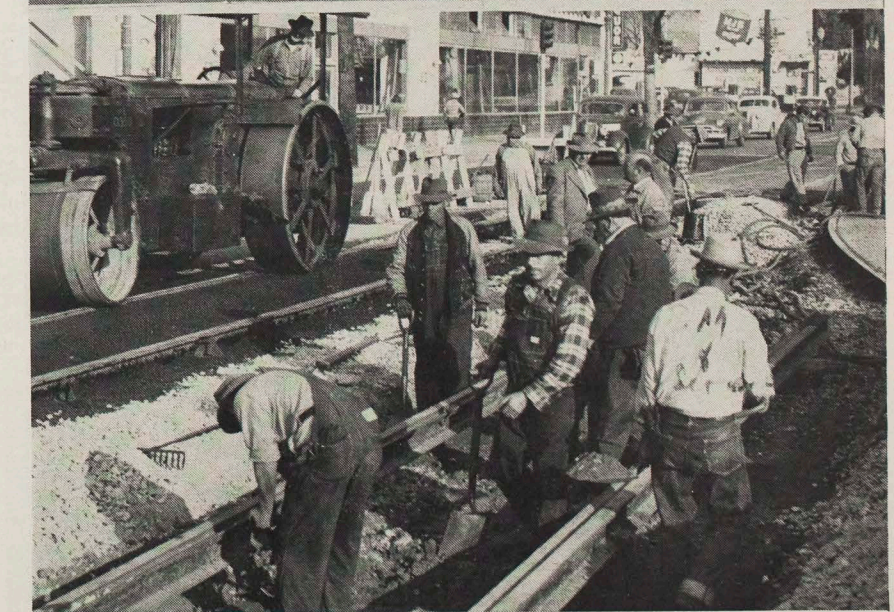
THE EVER PRESENT HAZARD in many phases of railroad operation demands the constant alertness and caution of workers in order that accidents may be avoided.

This is particularly true of those engaged in the construction and maintenance of tracks, which requires that work be carried on by night as well as by day and in fair or foul weather.

Because of the nature of the work involved, the potentiality of accidents is very great, and there can be no relaxing in the observation and enforcement of operating and safety rules. Rails and ties are heavy objects to drop on one's foot, but a lack of coordinated movement by those who lift them might easily put a man in the hospital. There's danger from swinging mauls, from flying metal chips, from slipping crowbars. Rails, ties, loose ballast, etc., may cause the unwary to trip. Thoughtless workmen have been known to step into excavations. Passing trains, unless carefully watched, may become lethal weapons.

It is the duty and responsibility of all to observe all safety rules, not only for their own safety but also for the safety of their fellow workmen.

Too many accidents occur costing unnecessary human suffering as well



TOP—Extra Paving Gang 32 ready to leave from their regular starting point, Sixth and Santa Monica Sts., at 8:00 a.m. to pave tracks over new bridge at Santa Monica Blvd. and Serrano St. They've just loaded some paving on truck. Foreman V. H. Osmer, extreme right. CENTER—Extra Paving Gang 33 about to leave same place at same time for same job as Extra 32. After loading paving material, men are loading tools. Foreman James Casey at right. ROLLER—On the job at Santa Monica and Serrano, with Sec. 6 at work laying track, and roller smoothing paving on outbound track. Roller Operator Paul Morris is on the job.



as loss of time and money because of recklessness or lack of caution. The safety of trackmen is the responsibility of the Section Foreman, and to assure this safety the Foreman must instruct his men in the safe and proper manner of performing work assigned them. He must know all tools are free of defects that might cause personal injury to the user or others. He must have placed proper flag protection before starting work on tracks. He must be alert to detect and correct any unsafe practices or habits of workmen, such as the lack of coordinated action resulting in smashed toes and fingers when united manpower handles heavy materials.

Transporting trackmen on section cars or trucks is a grave responsibility and requires the strict observance of operating traffic and safety rules. The lack of such observance has caused serious injury to our workmen and others.

To make the 1950 goal of a reduction in Engineering Department accidents of 50 per cent under the number which occurred during 1949 will require the sincere effort of every employe toward safe performance of duty. Unrelaxed caution and untiring vigilance are the keys to safety.

### CONGRATULATIONS To Track Men Without Accidents In 1949

The following Section Foremen completed the year 1949 without having a personal injury accident occur on their respective sections while these Foremen were on duty:

H. J. Cook, Section 5; Sam Bonando, Section 8; Rosendo Ortiz, Section 10; Phillip Huitron, Section 12; William DeBellis, Section 13; Jesus Fonseca, Section 15; Joe Goulden, Section 21; A. B. Holmes, Section 30.

Roadway employes completing the year 1949 without accidents are as follows:

Reau O. Simpkins, Marcus Ramirez, Jesus Cardenas, Casario Villigrin (retired), Ramon Duarte, Fausto Solis, Francisco Ayala, Fidenicio Baca, Enrique M. Ahumada, Luis Valenzuela, Felipe Garcia, Tomas Sanchez, Jose Torrez, Jesus Favela, Jose Carrillo, Atilano Diaz, Sontos J. Clemente, Miguel Gutierrez, James T. Austeria, Trinidad Hernandez, Miguel Mancilla, Jose C. Ramirez, Apolonio Contreras, Castulo Aguilar, Vincent E. Arcoverde, Alfredo F. Barajas, Santiago Ortega.

Herbert J. Cook, Luis Alvarez, Jose Prado, Joaquin Arenas, Pablo Ruiz, Vicente P. Vera, Florencio Ruiz, Primitivo Gonzales, Refugio Amador, Ciriaco Moreno, Juan R. Chavez, Benito Covarrubias, Juan Juarez, Gumercindo Gonzales, Simon Rodriguez, Catarino Garcia, Jesus Castillo, Telesforo

Carrasco, Manuel Melendrez, Jesus Gaeta, Arcadio Vargas, Guadalupe Rodarte, Agustin Robles, Alexander Paul, Ramon Becerra, Francisco Sanchez, Ynocencio Martinez.

Eluterio Ramirez, Ed Dents, Sam Bonando, Jose Reyes, Eduardo Araiza, Henry P. Arredondo, Natividad Borunda, Clemente G. Toledo, Jesus Fonseca, Ramon M. Araiza, Vicente Gomez, Bernabe Juarez, Pablo Loza, Nestor Alvarez, Enrique Ortiz, Juan M. Rodriguez, David Miles, Rafael A. Sanchez, Rosendo Ortiz, Luis Avila, Antonio Sierra, Jose Gonzales, Thomas Sanchez, Marin Perez, Dominick Campanelli, Epegmenio Magdalena, Quirino Chavez.

Salvador H. Uret, Salome Garza, Jesus Rodriguez, Ruben T. Heredia, Paz V. Lemos, Jose Guerra, Petronilo Heredia, Phillip Huitron, Yrineo Pereda, Daniel Pimental, Refugio Lopez, Jesus Ruiz, William V. DeBellis, Agraciano Hernandez, Manuel Lopez, Francisco Rivera, Nicola Vernola, Manuel P. Huitron, William Burton, Antonio Guerrero, Jose F. Ramos, Juan Olvera, Francisco Raygosa, Joe Casilla, Isabel R. Rosa, Nicolas Rodriguez, Rosario Chavez.

Ramon Lomas, Hilario Paramo, Quirino Magdaleno, Juan Reyes, Bonifacio Romo, Joe Martinez, Leonard Zachry, Charlie Miller, Sam P. Cardiel, Odell Jordon, Ignacio Hernandez, Nicolas Murillo, Ysidro Verduco, Socorro Garcia, Ramon Macias, Julian Martinez, Antonio Flores, Manuel E. Villalba, Marcelles Richardson, Walter W. Pettit, Jr., Feliciano Vallejo, Agustin Gonzales, Jose Campos, Miguel G. Carrasco, Alfred G. Zavala, Juan A. Chavez, Jesus Alarcon,

Welch Perry, Merton F. Cook, Francisco Viayra, Pedro Acevedo, Franquillo Herrera, Refugio Diaz, Alejandro Lopez, Emilio Lopez, Ylario Montiel, Jose Camarena, Jr., Santos Escobar, Donacion Jimenez, Jose Rosas, Gabriel Martinez, Jose Hoyos, Esperidion Velasco, Atanacio Valenzuela, Jesus Lopez, Sacramento Godines, Adolfo Araiza, Joseph C. Goulden, Jose M. Serrano, Juan Falcon, Johnnie Ramirez, Atanacio G. Valenzuela, Jr., Jose Esparza.

Paulo G. Valenzuela, Gildardo Soto, Jesus Sanchez, Enrique Roman, Teodoro Ortega, Julio Perez, Benjamin Feliz, Jose Bolonos, Eutimio Juarez, Earl R. Dean, Anatolio Flores, Johnnie F. Brown, Augustin Plasencia, Jose G. Ramirez, Rafael Chavez, Delfino Fernandez, Juan Saucido, Rosalio Diaz, Primitivo Cornejo, Alberto E. Amador, Aurelio Munoz, Apolinar Flores, Alfonso Perez, Thomas Dixon, Feliciano S. Rodriguez, Jose Enriquez, Carmen Jaramillo, William P. Diaz, Anastasio M. Valenzuela.

Erlindo Lugo, Gregorio Chavez, Arthur B. Holmes, Rafael Ramos, Cleofas Rosales, Marciano Hernandez, Antonio C. Chavez, Rogelio Reyes, Apolinar B. Orona, Santiago M. Copas, Agustin Tejas, Jesus Talamantes, Jose R. Chavira, Charles C. Shunk, Salvador Arellano, Aurelio Hernandez, Esteban Rios, Jesus G. Martinez, Guadalupe Hernandez, Ramon Barriga, Gonzalo Trujillo, Cecilio Mejia, Francisco Serrano, Jesus Garcia, Carlos B. Lopez, James E. Jeffers, Jesus R. Gonzales, Pascual Garcia.

Timoteo Perez, Gregorio Cabrera, Basilio G. Pedroza, Luis B. Saldivar, Cipriano Torres, Pedro M. Mendoza, Joe R. Moreno, Esteban de la Rosa, Eugenio Amesquita, Cirilio Cruz, Jose Lopez, Gorgonio V. Guerrero, Feliz L. Calvillo, Refugio P. Saldibar, Emiliano R. Lemus, Gregorio M. Garcia, Baldomero Garcia, Gregorio Salas, Salvador Gonzales, Bartola Leyva, Jose A. Torres, Melguiares Jaramillo, Rodolfo Ortega, Jesus P. Martinez, Eddie Munoz, William Rodriguez.

Jesus Romo, Refugio Garcia, Raymond L. Mena, Nick R. Martinez, Salvador H. De Luna, Fidencio A. Lugo, Epigmenico Flores, Alfred Lockwood.

The record established by this group of 253 employes is very commendable, and is proof that by being alert and cautious in the performance of duties one can control accidents.

It is hoped that the list of those having no accidents during 1950 will include not only all those mentioned above, but also many others.

### CONGRATULATIONS To Paving Men Without Accidents In 1949

The Paving group, under the supervision of Paving Supervisor H. J. Culp, completed the year 1949 with but two minor accidents marring an otherwise 100 per cent accident free record, notwithstanding the fact that their work is performed on city streets and highways, a fact which greatly increases the hazard of accident.

This commendable record was achieved only by the competent supervision of James Carter, James Casey, V. H. Osmer, and A. J. Toerper, together with the cooperation and safe performance of the men under their supervision, whose names are as follows:

James H. Carter, Guadalupe Hernandez, Jesus Cisneros, Jose Soto, Pablo G. Guerrero, Maximiano Bravo, Vivian H. Osmer, Santos Munos, Jesus Arias, Dionicio Ortiz, Eulogio M. Valenzuela, Juan Martinez, Encarnacion Holguin, Leobardo R. Zabala, James Casey, Adolph J. Toerper, Solomon Jamerson, Tomas Marguez, Nicolas Leyba, Sr., Jesus D. Fuentes, Faustino A. Viramontes, Josefino M. Garcia.

### EMBA Gains 11,000 Members in 70 Years

IN MAY, 1950, EMBA will have its seventieth birthday. The year 1949 was one of continued growth and prosperity.

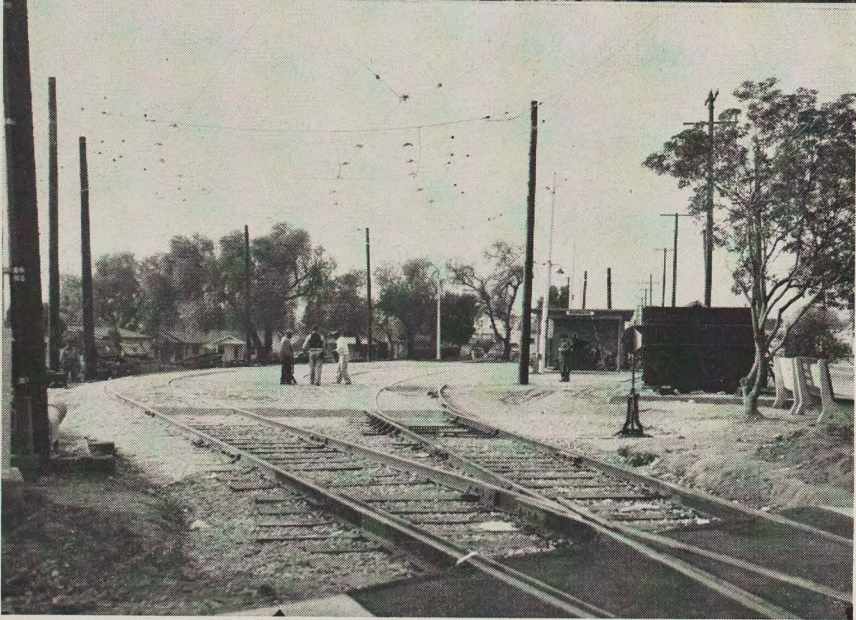
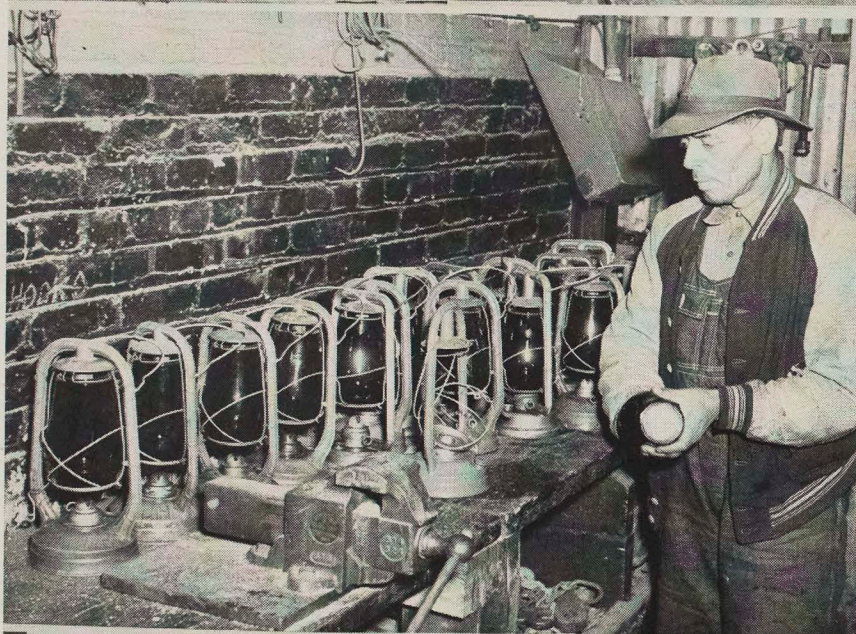
Comparison over the last fifty years shows the following gains:

	Dec. 31, 1899	Dec. 31, 1949
Membership	1,050	12,191
Gross Income	\$ 34,461.40	\$ 320,787.93
Gross Expenses	33,170.15	239,756.44
Surplus	1,291.25	84,562.11
Total Assets	134,158.63	2,804,549.37

NOTE: All assets are in cash or U. S. Government bonds.

President H. I. Benjamin announces the investment of \$68,000 additional in Government securities during the month of January, 1950.

TRACK JACK shown in left picture is in correct position—outside rail. In picture at right, Foreman Julius Huntsman of Sec. 9 points to wrong position of jack. "Don't put a jack between the rails except where the street is paved," says Foreman Huntsman.



TOP—Frank Santoya, Switch Repairman, left, and Helper Isidro Castro busy repairing hand-throw switches after rain at surface tracks, Sixth and Los Angeles Sts. Rain fouls switches with dirt and refuse, springs break, etc. These men follow regular city routes. CENTER—Juan Juarez of Sec. 6 cleaning and filling red safety lanterns at Sixth and Wall. LOWER—New yard tracks just finished at Burbank Station, with new station shown at right.





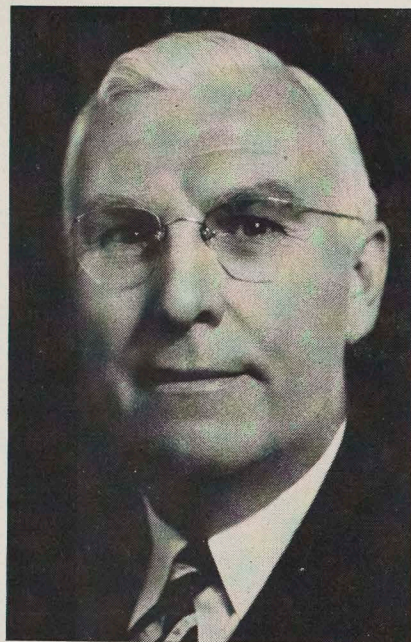
# Asst. to Chief Engineer Retires After Over 36 Years with PE

AFTER 45 YEARS of railroad service, 36 of them with the Pacific Electric Railway, Assistant to Chief Engineer Lewis B. Denton retired from active duty Feb. 1.

Associates and friends gathered in the general office of the Department on that date to present Mr. Denton with a fine wrist watch with gold band. Acting in the absence of Chief Engineer E. C. Johnson, who was ill, Roadway Engineer Rudolph Widmann made the presentation, and also handed to the retiring official a scroll containing over 100 names of the donors of the gift.

Born in Buffalo, N. Y., Mr. Denton went to work as Instrument Man for the New York Central in 1905 and worked up to Construction Inspector. In 1910-11 he did drafting and field work for the Canadian Pacific at Montreal, and then went to the Kansas City Terminal Railroad as Draftsman and Assistant Engineer. In that capacity he came to work in 1913 for the Southern Pacific in Los Angeles, under District Engineer H. B. Titcomb.

In December, 1913, Mr. Denton began work for PE as Draftsman and Inspector. By 1915 he had become Assistant Engineer on special survey work, and two years later was given charge of the Roadway Division.



LEWIS B. DENTON

From 1922 to the time of his retirement he held the title of Assistant to Chief Engineer.

During the construction of the Viaduct behind the PE Building, 1915-16, Mr. Denton was Field Engineer on the

job. He laid out all foundations, assisted in the steel construction, and inspected the steel riveting. In 1917 he was Resident Engineer on the construction of the Orange-Marlborough Line. He was also instrumental in the conversion of the old 7th and Central Shops into the present Los Angeles Freight Station.

His retirement plans include considerable traveling, especially to Mexico.

The retiring engineer states that he feels he owes it to his wife to take a vacation, but that he sincerely regrets leaving his friends and co-workers, whom he hopes to see often in the future.

Employees extend him their best wishes for his future happiness.

## Railroad Progress

RAILFANS will be interested to know that the Panama Railroad began in January to replace kerosene lights by electric lights in its passenger cars.

This information was relayed to the Magazine by El Segundo Agent E. S. Donaldson, whose daughter, Mary, now teaching at Cocoli, in the Canal zone, sent her dad a clipping with this news story.

Power for the lights, according to the clipping, is furnished by batteries from "industrial trucks which have been taken out of service." Kerosene lamp fixtures are to be retained, but are being remodeled with opaque glass shades.

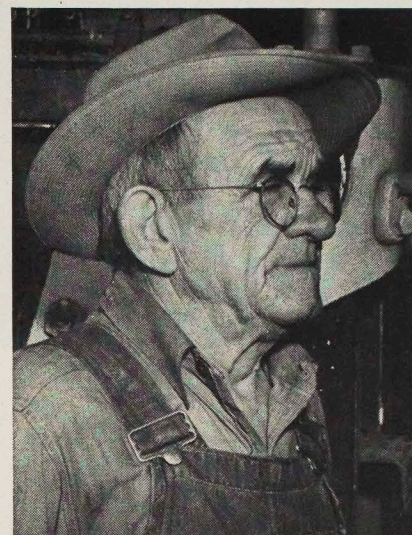
**GIFT AT PARTING**—Friends gather as Lewis B. Denton, retiring Assistant to Chief Engineer, and standing just beyond telephones, receives gift of wrist watch and scroll from Rudolph Widmann, Roadway Engineer, who acted for Chief Engineer E. C. Johnson on behalf of employees. Looking on, left to right, are R. H. Duguid, Electrical Engineer; R. A. Podlech, Roadmaster's Clerk; W. H. Fulton, Chief Valuation Estimator; Victoria Barr, Steno., Electrical; Nancy B. Kelly, Bills Payable Clerk; Florence B. Davis, General Clerk; L. A. Biehler, Senior Clerk; A. C. Walker, Jr., Valuation Estimator; M. L. Rodda, Electrical Designer; J. W. Buchanan, Chief Draftsman; C. F. Quirm-

bach, Staff Engineer, Electrical; Ella D. Shadron, Steno, Field; R. F. Gies, Assistant to Structural Engineer; R. E. Moyer, Junior Engineer, Field; Edna L. Collins, Secretary to Chief Engineer; Albert de Pfyffer, Structural Engineer; W. R. Wilkinson, Assistant Engineer, Field; B. F. Manley, B&B Supervisor; Estella Johnson, Steno-Clerk; R. W. Forcier, Staff Engineer, General Manager's Office; C. W. Collins, Assistant Engineer in charge of Field; F. Emma Smith, Head Steno (partially hidden); L. H. Lowe, Office Manager; E. C. Moyer, Assistant Engineer; A. J. Guercio, Contract and Agreement Clerk. Illness prevented the Chief Engineer, E. C. Johnson, from attending.



# 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 December 1949 and January 1950. May their years of loyal service bring their just rewards and their memories of PE be always pleasant.



GLENN V. JACKSON

## Glenn V. Jackson, 38 Years with PE, Heads Retirement List

WITH THE LONGEST RECORD—38 years—of Pacific Electric service on the list of Retirements this time, Glenn V. Jackson, Freight Car Repairer and Inspector at San Bernardino, has become something of a legendary figure among PE employes.

That word "legendary" has a double meaning in this case, for, according to his co-workers, Glenn has always been a great hand for telling good stories about the old days when he was a boy among trigger-happy cow-punchers, as well as about old days with the PE, etc.

Born in 1883 on a farm in Kansas, he came with his family to Murrietta, Calif., in 1885. His father was a Roadmaster on the Riverside-Arlington Railway. In 1898 the family moved to Riverside, and two years later Glenn went to work greasing switches and curves on the line where his father worked. Glenn became a Motorman on this line in 1903, stayed there till 1910, and then went to the Southern District as Motorman on the Long Beach-Los Angeles Line. That same year he joined the Navy and served four years. Afterward he traveled around taking various jobs such as cooking for Fred Harvey, longshoring on the Seattle waterfront, and working for a fruit company in Santa Barbara.

In 1919 he returned to PE as Car Repairer in the San Bernardino Shops, and there remained until his retirement last Dec. 16.

His many friends wish him only the best in his days of leisure.

NAME	Occupation	Department	Years Service
Robert G. Aten	Rodman	Engineering	7
Alpha R. Barrett	Clerk	Stores	21
George J. Bauer	Motorman, South	Transportation	31
Aaron Brock	Blacksmith's Helper	Mechanical	6
John W. Brooks	Car Repairer	Mechanical	29
Addison C. Brown	Electrician	Engineering	30
Jack W. Chapman	Car Repairer	Mechanical	7
Walter A. Fredericks	Carpenter	PE Building	28
Jack Gibson	Motorman, South	Transportation	30
Ernest E. Glenny	Towerman	Transportation	25
Leslie A. Howell	Conductor, West	Transportation	24
John K. Hubbard	Clerk	Accounting	27
Glenn V. Jackson	Freight Car Repairer	Mechanical	38
Perry E. Jones	Conductor, West	Transportation	30
Le Ola King	Car Cleaner	Mechanical	26
Bortley H. Logue	Electrician	Engineering	37
Roy B. MacDougal	Motorman, West	Transportation	23
Edward W. McKenzie	Electrician	Mechanical	29
Homer Miller	Conductor, West	Transportation	20
John D. Mobley	Conductor, West	Transportation	31
William Moss	Section Foreman	Engineering	27
Orville R. Newhouse	Conductor, South	Transportation	28
Cornelio R. Reza	Paving Laborer	Engineering	6
Max Schuring	Towerman	Transportation	30
Samuel G. Swanson	Motorman, North	Transportation	33
William R. Terry	Supervisor, LAMC	Transportation	22
Wilfred Tresise	Painter	Mechanical	27
Cesario Villagran	Laborer	Engineering	14
Jason Watson	Conductor, West	Transportation	22
Isaac Wickersham	Car Repairer	Mechanical	32



**ONE WAY TO CUT A CAKE**—Walter Fredericks, Foreman, Carpenter Shop, PE Building, "saws" cake at repast held in his honor on his retirement date, Jan. 1. Left to right are Frank W. Converse, Assistant to Land and Tax Manager; Pete Bogdanov, Painter; Bill Lee, Carpenter; Valentine Weber, Painter; Tony Strasser, Head Janitor, PE Building; "Happy" Fredericks; and James C. Rankin, Building Manager. In addition to the "eats," the retiring man received a radio, a \$200 certified check, and an order for a new suit—all gifts resulting from contributions by Happy's innumerable friends throughout the PE Building.





PE SPEAKERS FORUM IN SESSION, WITH DON SHEETS, WEST TRAINMAN, MAKING TWO-MINUTE TALK.

## Speakers Forum Builds Self-Confidence

By John Cummings

"YOUR BEST POINT is clear-cut diction. Your voice is stronger, showing a definite gain in confidence. As the program has advanced, so have you." Instructor John J. McSweeney was commenting in his tactful and encouraging manner on a talk he had just heard by a member of the Pacific Electric Speakers Forum. The progress of each speaker is similarly discussed by Mr. McSweeney at every meeting. He also prepares a written analysis for each individual with suggested points for improvement. Therefore, by attending regularly, a member is given a course of instruction tailored to his needs.

### ALL MEN ELIGIBLE

Formed less than two years ago under the leadership of Jim Lewis, then a Clerk in the 8th Street Yard office, the Speakers Forum has continued to be a robust organization whose purpose is the improvement of the individual's ability to think on his feet and talk before a group in an interesting manner. Members come from all departments of the Pacific Electric Railway Company. All men are eligible to belong and every one

interested is urged to join. No effort is made to limit the selection of members. All departments are invited to have in the Forum a representation of men who will improve themselves and in so doing be more valuable to the company.

Before its formation the approbation of President O. A. Smith and General Manager T. L. Wagenbach was sought. They gave their wholehearted support. President Smith also donated a trophy on which is engraved the name of the member adjudged the best speaker during each three-month period.

### EXPERIENCED INSTRUCTOR

Within a short time after the formation of the club Earl O. Miller was instrumental in securing the services of Mr. McSweeney by showing to P. W. Thelander, Supervisor of Distributive Education of the Los Angeles City Board of Education, the sincerity and worth of the Speakers Forum. On the staff of the Los Angeles and Pasadena school systems, Mr. McSweeney is eminently well qualified in his field and has won the esteem of all who have benefited by his instruction. Though still a young man, he has spent ten years

teaching adults as well as college and high school students. A graduate of St. Mary's College, California, he has post-graduate work to his credit at the University of California, Occidental, University of California at Los Angeles, and the University of Southern California. He has conducted classes in several of the large cities within California.

### EVERYBODY TAKES PART

Everyone present at a Speakers Forum meeting takes part in the speaking program. Two-minute extemporaneous talks are assigned during dinner to all who are not assigned in advance to prepare a longer discourse. At each meeting a guest also is asked to present his views on a subject of his choosing.

Opportunity for experience in directing an organization is given all members, since officers of the Forum are elected every three months. A secondary benefit is gained by this policy of short tenure in office in that the task remains enjoyable and does not become a hardship.

### YOU'LL ENJOY THE FORUM

Pacific Electric men who would like to be better speakers are urged to contact any Speakers Forum member,

PICTURE AT LEFT—Ed Mason, second from right, receives gavel of office as President of Speakers Forum from outgoing President Charles Sein, as others look on. Standing at rear are Harry Shea, retiring Secretary, left; A. L. Bristow, new Secretary; and I. H. Stone, new Forum member. Guest Speaker C. W. Cornell is seated.

CENTER—Mr. Cornell, General Attorney and Law Department head for Pacific Electric, speaking on government regulations of railroads. President Mason also asked him to serve as critic for one speech. RIGHT—L. B. McNelly, left, receives President's Trophy from the previous winner, George Perry. Winners' names are engraved on cup.



or call Ed Mason on extension 2532 for further details and enjoy a pleasant and profitable evening with the Speakers as a guest. Meet capable Instructor McSweeney, as well as the members of the Club. After one personalized discussion of your latent abilities, it is a good bet you will be a regular member.

## PE Law Head Talks To Speakers Forum

By John Cummings

NEW OFFICERS installed; the President's Trophy awarded; and an address by C. W. Cornell, General Attorney. These were the highlights of the Pacific Electric Speakers Forum held at the Rosslyn Hotel on Feb. 1.

Officers for the three months commencing Feb. 1, are: Edward Mason, General Clerk, Freight Claims, President; L. B. McNelly, Special Accountant to Auditor, Vice President; A. L. Bristow, Automotive Equipment Inspector, Secretary; Clyde Schwarz, Auto Machinist, Macy Garage, Sergeant at Arms; and J. W. Keller, Claim Agent, Parliamentarian. Commenting on the excellent work done by their predecessors, these Pacific Electric employes assured the gathering of a continuation of the policies which have brought about the success of the organization.

Programs for the next three dinner meetings were to feature the following men:

Feb. 15, 6:30 p.m. Toastmaster, George Perry, Business Manager, Hospital Association; Guest Speaker, D. R. Lewis, Engineer Assistant in charge of Research; Ten Minute Speakers, Charles Sein, Time Supervisor, Transportation, and Clyde Schwarz.

Mar. 1, 6:30 p.m. Toastmaster, Earl O. Miller, Tax Agent; Guest Speaker, James G. Shea, Director of Public Relations; Ten Minute Speakers, Woodrow J. Honold, Chief Clerk, Schedule Bureau, and A. L. Bristow.

Mar. 15, 6:30 p.m. Toastmaster, W. E. Williams, Automotive Maintenance Engineer; Guest Speaker, E. L. McCall, Purchasing Agent; Ten Minute Speakers, C. E. Ferguson, Traffic Engineer, Passenger Traffic, and E. A. Stevens, Superintendent of Equipment.

L. B. McNelly, having been adjudged the best speaker during the past three months, was awarded the President's Trophy. His name is the third to appear on this permanent cup which was furnished the Speakers Forum by President O. A. Smith. Previous winners were Earl O. Miller, Tax Agent, and U. George Perry,



FORUM INSTRUCTOR—John J. McSweeney, public school instructor.

Business Manager, PE Hospital Association.

C. W. Cornell, General Attorney, spoke on operations of the Law Department and problems resulting from government regulation of railroads.



### A SENSIBLE LABOR POLICY

A great labor organization got down to earth the other day with some real thinking on a resolution for the new year. An Associated Press story from Washington dated December 26 said: "The American Federation of Labor today proposed that management and labor get together in 1950 to cut production costs and that labor get a wage increase as its share of the result in saving." That's talking real turkey!

Labor is right in suggesting that employes deserve a share of what is saved when production costs are reduced. I believe that workers ought to have higher wages, when they can produce more goods without increasing costs in other ways. Actually, there is no sound way to increase wages—except greater productivity. Our production per man day has jumped 500 per cent during the past 100 years. That explains today's good wages.

### REWARD FOR OUTPUT

Throughout the industrial history of America, most industries have paid

about all they could afford to pay in wages. There have been some exceptions. But in general, as productivity increased wages climbed higher. Because of modern methods and good tools, productivity per man day has doubled during the past 33 years. The reward for great output and efficiency has been a very high level of wages.

But what's been happening lately? In the past five years wages have been pushed upward by artificial means. Heavy pressure from both unions and government has shoved them upward faster than productivity has increased. Naturally, these methods create dislocations and encourage inflation. I believe we have reached the point where any further steps in that direction would bring unemployment and encourage depression.

### RAY OF HOPE

Now, this AF of L plea that labor join with management to bring down production costs for the purpose of obtaining higher wages is a real ray of hope. It makes exceeding good sense. For example, I am told that in the housing industry the cost of laying brick could be brought 'way down, with the right kind of cooperation of employees and management. Here is a condition that has hurt construction progress and slowed the building of homes throughout the nation.

I understand that a good bricklayer can lay 800 to 1,200 bricks a day without much difficulty. However, a good many builders have told me that the union will allow their bricklayers to put up only 350 to 400 per day. If this industry represents a fair example of what could be done with full cooperation of labor and management, surely there are great strides to be made in the years ahead toward achieving higher living standards for the people of America.

### DOUBLE IT AGAIN?

Experts tell us that America's living standards have advanced in direct proportion to productivity per man day. This simply means that increased production will bring about increases in living standards. My conviction is that good labor-management cooperation could increase productivity per man day another 100 per cent within the next 33 years. This would bring a 100 per cent increase in living standards.

This miracle will happen again, only if labor and management pull together. If they solve our industrial problems in an intelligent way America will reach higher and higher levels of output. Not only will this cooperation insure plenty of jobs and the goods we need. It will do much to reverse the trend toward statism, which threatens to reduce every American's standard of living to the same low level.





NEW DEPARTURE — Glee Club singing during Christmas week on steps in main waiting room at Sixth and Main. So far as is known, it was the first time in PE history that this has ever been done. Twice

during the week, each time at 5:00 p.m. during the peak traffic, the choristers gave a half-hour program of carols and other Christmas music. Many stopped to hear. Group also sang at Santa Fe Hospital.

## Glee Club Starts Membership Drive

By A. K. Hartman  
President

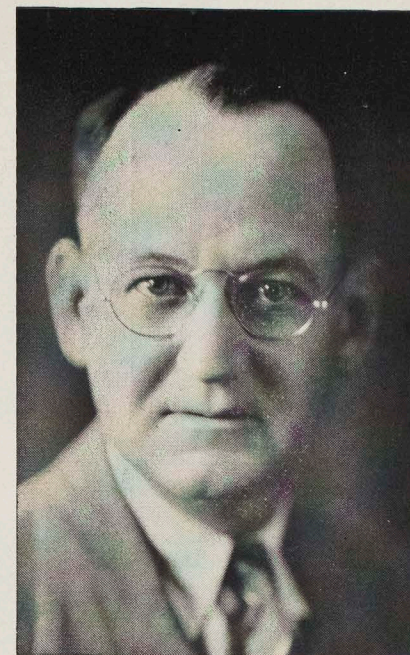
AN INTENSIVE new membership drive is contemplated by the newly elected officers of the Glee Club in order to realize an ambition to increase membership from a present state of 35 to 60 this year. This number is essential to accomplish plans now under way by the Director, Warren Silliman, for a tremendously increased program for the ensuing year.

A visit to any one of the Tuesday night rehearsals at the PE Club Theatre gives the impression of a busy back-stage atmosphere with boys and girls eager to rehearse their parts for the concerts in the offing. A contagious spirit of gayety as well as cordiality prevails among the participants, and is especially noticeable towards the new, prospective, member. In no time at all he or she feels at ease and becomes a welcome and useful member.

You, and you, and you, employees of Pacific Electric Railway, are invited to visit these rehearsals on Tuesdays at 4:30 o'clock, beginning with a snack and cup of coffee to warm up. See for yourself how you, your wife or husband, daughter or son, father or mother, would fit into it. No audition is necessary — only a few of us are trained singers — we put you at ease from the start, and you'll find once you are in it, it "never lets you go."

GLEE CLUB OFFICERS — In front row are new officers for 1950, including, left to right, A. K. Hartman, President; Rudy Slotwinski, Assistant Librarian; Odessa Carter, Librarian; Eleanor Lifur, Secretary; Helen Semnacher, Assistant Secretary; Charlie English, Treasurer; Terry Fairchild, Assistant Librarian; and Louis N. Velzy, Vice

President. In back row are some of 1949 officers: Left to right are Marion Snowden, Treasurer; Lillian Ryan, Librarian; Harry Shea, President; Verna Lee Oldendorph, Assistant Librarian; and Elna Harper, Secretary. Other 1949 officers were A. K. Hartman, Vice President; and Odessa Carter, Co-Librarian. Election was held in mid-January.



L. A. LOVELL

### L. A. Lovell Passes; Was Auditor 21 Years

L. A. LOVELL, retired Auditor with 42 years of service to his credit, died last Jan. 4 at his home, 321 North Formosa Ave., Los Angeles.

Funeral services, attended by a number of fellow employes, were conducted at Forest Lawn Memorial Park with interment there also. Surviving besides the widow, Mrs. Lucy Lovell,

is a daughter, Mrs. Edward Francis of South Pasadena.

Seventy-three years of age at the time of his death, Mr. Lovell began his business career in 1901, when he was employed by the Los Angeles-Pasadena Electric Railway Co. He served successively as Bookkeeper, Paymaster, and Chief Clerk of the Accounting Department until 1910, when he was appointed Special Accountant.

In 1911 the Los Angeles-Pasadena Electric Railway Co. was merged with its parent company, Pacific Electric, and Mr. Lovell continued in the position of Special Accountant until September, 1922, when he was appointed Auditor and Secretary. He retired from that position in 1943.

### Trainmen's Friend, Charlie Shook, Dies

CHARLES A. SHOOK, 72, a Pacific Electric Railway Co. employe from 1913 until time of his retirement in December, 1948, died at his home in Rosemead last Jan. 23.

Surviving are his widow, Bertha, of the home address — 1706 Steele St., Rosemead — and a daughter, Doris Harper, of Culver City. Funeral services were conducted at Turner, Stevens and Turner in Alhambra with burial in Rose Hills Memorial Park, Whittier.

Mr. Shook was employed by the Pacific Electric Railway Co. in 1913, working as a Conductor in the Pasadena area. Later he became Motor-



CHARLES A. SHOOK

man and then successively Dispatcher, Terminal Foreman, Instructor, Assistant to Trainmaster, Supervisor on motor coaches, and, finally, Chief Instructor of the Bureau of Instruction and Safety.

He suffered a stroke in February, 1948, and retired in December of that year after 35 years of service with the company.

Mrs. Shook and her daughter have expressed deep appreciation to the many friends and fellow employes of Mr. Shook who cooperated in sending floral pieces to the funeral, and asked the PACIFIC ELECTRIC MAGAZINE to convey to them their heartfelt gratitude.

## WHY CHORAL SINGING?

CHORAL SINGING, to many — and the undersigned is one of them — is the most fun there is. The mental, moral and spiritual pleasures derived from its exceed by far those from any other group activity involving a like amount of effort. True enough, the greatest enjoyment requires stern discipline, but to your devotee the discipline is part of the fun.

Choral harmony, properly conceived, can make life take on new meaning. It can make sad people happy, and confirm happy souls in their serenity. Like nothing else, it pierces masks of pride, tumbles down icy battlements of reserve, creates understanding, heals wounds, dissipates resentments, illumines nobility, and thereby nurtures lasting friendships.

It can do more to bring people into touch with the enlightening glow of great genius than can any other effort requiring equal group co-operation, with the possible exception of dramatic productions. It can bring the human spirit into touch with the

Genius beyond genius by magically opening imaginative vistas to which most people are blind in the light of common day — glimpses, through a chord, or a phrase, or a composition, of an infinite, indescribable beauty to treasure and recall poignantly to memory all one's life long.

Perhaps best of all, group singing has a way of bringing out the best in those who unstintingly give their talents. It makes them strive to live up to that best in their everyday living because they have learned, through the close co-operation necessary to produce good choral singing, how much more happiness they experience in living up to their very best.

These are some of the reasons why the Pacific Electric Glee Club was organized. These are some of the reasons, likewise, why more employes should join it.

— WARREN SILLIMAN, Director



THE AMERICAN WAY OF LIFE

POLITICAL AND ECONOMIC RIGHTS

which protect the dignity and freedom of the individual.

Right to worship God in one's own way.

Right to free speech and press.

Right to assemble.

Right to petition for grievances.

Right to privacy in our homes.

Right of habeas corpus—no excessive bail.

Right to trial by jury—innocent till proved guilty.

Right to move about freely at home and abroad.

Right to own private property.

Right to work in callings and localities of our choice.

Right to bargain with our employers.

Right to go into business, compete, make a profit.

Right to bargain for goods and services in a free market.

Right to contract about our affairs.

Right to the service of government as a protector and referee.

Right to freedom from "arbitrary" government regulation and control.

CONSTITUTIONAL GOVERNMENT

designed to

SERVE THE PEOPLE

FUNDAMENTAL BELIEF IN GOD

To Maintain The American Way Of Life And Pass It Intact To Succeeding Generations Is The Responsibility Of Every True American

BASIC PRINCIPLES of the American way of life are illustrated above in this Credo of the Freedoms Foundation, which is a national, non-profit, non-sectarian, non-political organization established by prominent Americans for the sole purpose of making all Americans speak up for their heritage of freedom. Its aims are heartily approved by great living Americans like General Eisenhower and Harold Stassen.

Last year General Eisenhower personally presented awards totaling \$70,000 in cash, plus many medals and certificates of merit, to people all over the country who had been voted by an independent jury the most effective workers for freedom during 1948 and 1949. Names of these winners had been turned in to the Freedoms Foundation by people in all walks of life who felt that such people—baseball players, writers, actors, cartoonists, ministers, etc., best spoke for the Credo.

A similar, but enlarged, contest, in which Pacific Electric employes, as well as all other Americans, may participate, will be promoted this year. Read a succeeding issue of the Magazine for further details.

H. L. Young Chosen On Gov. Warren's Safety Conference

SUPT. OF SAFETY Harry L. Young has been appointed to serve on the California Governor's Safety Conference. He will be in charge of Railroad Safety for Southern California, under the Transportation, Communications, and Utilities Section of the Conference. The appointment was made by the Santa Fe Railroad's retired General Manager, E. E. McCarty, who is Chairman of the Transportation, Communications, and Utilities Section.

The objective of the Conference is to bring together outstanding men in the various fields of industry who are familiar with the hazards of their particular businesses, and, through pooling of the combined knowledge of the group, to strive for a 25 per cent reduction in disabling accidents throughout the State.

There were 12,938 disabling injuries and 96 fatal injuries coming under the jurisdiction of the Transportation, Communications, and Utilities Section in 1948. Of these injuries, 1401 disabling injuries and 13 fatal injuries came under the jurisdiction of the Transportation Division, which includes railroads, transit companies, truckers, and warehouses.

Serving with Mr. Young will be the following:

Warehouses: Gordon Ross, President, Overland Terminal Warehouse Company.

Trucking: A. J. Eyraud, General Manager, Asbury Transportation Company.

Busses: J. W. Prutsman, Safety Director, Los Angeles Transit Lines.

This group will make safety recommendations to the Governor's Conference at its April meeting, at a locality as yet undetermined.

Appreciation

Jan. 15, 1950

TO MY HUNDREDS OF FRIENDS:

I want to thank you one and all for your kindness and generosity at the time of my retirement, and for the friendly cooperation you have given me during the years of my service among you.

WALTER FREDERICKS  
Retired Carpenter Foreman  
Pacific Electric Building



UPPER LEFT—Reaction board used in connection with detonator tests for driver's reaction time being demonstrated by Instructor R. L. Woodrow (holding chalk), as others watch. Left to right are H. L. Young, Superintendent of Safety; Operator Peter Majestic, who demonstrated driver's test for meeting; Leonard Srack, who with assistance of Mr. Patton devised reaction board; Mr. Woodrow; and Fred C. Patton, General Superintendent for PE and Chairman, Fleet Transportation Division, Greater L. A. Chapter, National Safety Council. UPPER RIGHT—Ned H. Dearborn, President, National Safety Council, tries out driver testing apparatus of Los Angeles Police Traffic Bureau while Deputy Chief of Police B. R. Caldwell, left, and Mr. Patton look on. Mr. Dearborn's rating as driver wasn't revealed!

LOWER LEFT—Detonator being demonstrated by System Safety Supervisor J. T. Johnston, kneeling at left, to Operator Majestic. Others, left to right, include M. O. Aubolee, Local Chairman, South Passenger District; L. R. McIntire, Manager of Personnel; D. G. Ellison, Local Chairman, Motor Transit District, BRT; T. E. Boswell, Local Chairman, Western District, BRT; Jack Stewart, Assistant District Supervisor, Western District; and H. W. Wilkins, General Chairman, Pacific Electric Lines, BRT. Detonator fires blank cartridge automatically at predetermined car speed, and again when brake is touched, which is as soon as possible after driver hears first cartridge. LOWER RIGHT—Cameraman for KTTV filming group for television show which was to be presented at 7:30 and 10 a.m. that same day.

PE Detonator Test Hilite of Big Safety Show

PICTURES ABOVE are scenes from the Safety Show sponsored by the Fleet Transportation Division, Greater Los Angeles Chapter, National Safety Council, held at the Rodger Young Auditorium with luncheon during the afternoon of Friday, Jan. 20.

General Superintendent Fred C. Patton, Chairman of the Fleet Transportation Division, emceed the meeting, which was attended by NSC's

National President, Ned H. Dearborn, and many notables.

PE, the Los Angeles Transit Lines, the Police Department, the Yellow Taxi Co., and many other operators of fleets of rubber-tired vehicles presented displays of their safety methods.

Motor Transit Operator Peter Majestic was selected to act as driver for the demonstration of the detonator test for reaction time.

In connection with this demonstration, Instructor R. L. Woodrow showed the use of the reaction board, developed by Mr. Patton and Leonard Srack when they were both with the Los Angeles Motor Coach Lines. Mr. Srack is now with Yellow Taxi.

First used in 1947, the reaction board shows the distance traveled by the vehicle from the time a driver sees the necessity for applying his brakes to the time bus or auto stops.



# You Can't Compete with Uncle Sam

PRIVATE BUSINESS can't compete with a government agency subsidized by the taxpayers.

The American railroads — and the people who work for them, and own stock in them — are learning that lesson through bitter experience.

For the American railroads own and operate the Railway Express Agency. In competition with that company is the Post Office Department's parcel post service. And as a result of this hopelessly unfair competition, Railway Express is a burden instead of an asset to the railroads.

The unfortunate part of it is that Railway Express doesn't want to compete with parcel post — and the Post Office doesn't want to compete with Railway Express. Postmaster General Donaldson told a Congressional committee last year: "Personally I feel that the Post Office has gone into the freight business."

President Truman referred to this problem in his budget message to Congress for the fiscal year 1950. Calling attention to the large postal deficit, the President said:

"The low rates for parcel post have led to substantial diversion of express traffic from common carriers, with the result that the Post Office Department is now receiving a volume and type of parcel business which it can not efficiently handle with existing facilities." And he added, "I, therefore, strongly urge again that the Congress enact at once adequate revision of the postal rate structure."

The federal law under which parcel post service is operated requires that rates be fixed at a level to cover the cost of the service. But the Post Office reports that in the fiscal year 1947 it lost \$50 million on parcel post operations. In fiscal year 1948 this deficit amounted to more than \$85 million. And the trend is continuing.

## HIDDEN SUBSIDIES IN PARCEL POST

Actually, this subsidizing is even more expensive than it seems. For the Post Office loses many millions of dollars a year that are never reported as deficit. For instance, the Post Office Department pays no charge for the space it uses in federal buildings. And about 70 per cent of all space in post office buildings is used for parcel post. So this service really costs the taxpayers a lot more than they know.

True, operating expenses — espe-

cially wage scales — have gone up for both the Post Office and Railway Express. As a result of wage increases recommended by Presidential fact finding boards, the Express Agency has been authorized by the Interstate Commerce Commission to boost its rates 58 per cent over the 1946 level. But while postal employes also have had wage increases, there has been no parcel post increase sufficient to offset increased costs. The taxpayers pay the difference. Actually, some parcel post rates are lower now than they were in 1913.

You don't need a crystal ball to foresee the results of this disparity. LCL shipments by Railway Express have fallen off from approximately 231 million in 1946 to 189 million in 1947, 141 million in 1948 and an estimated 100 million in 1949. Parcel post shipments have increased during these years, almost proportionately.

The number of Railway Express employes has been very seriously reduced, but not as sharply as the volume of express shipments. The force has decreased from 79,033 in August of 1946 to 49,375 in August of 1949. This is a drop of just about 37 per cent.

## WHY You Should Read This Article

Because PE operates 15 box motor assignments which handle express.

Because PE operates PMT trucks between Los Angeles, Hollywood, Glendale, Burbank, and San Fernando Valley points which handle express exclusively.

Because, despite recent lessened volume of express, express revenue on PE lines grossed nearly a quarter of a million dollars for the 12 months ending July 31, 1949. (Of course, operating costs came out of the gross.)

Because you pay more than you think for parcel post — in hidden taxes to cover deficits in its operation. Don't forget you're a taxpayer.

What does this mean to railroad people?

When you consider that Railway Express uses 12,000 railroad cars a day, even with its shrunken business, it's obvious that this hits close to home. For thousands of railroad employes are actually part of the express business. Railway Express uses all sorts of railroad services and facilities, such as cars, terminals, ferries, switching yards, platforms, elevators and telephone lines.

## RAILROADS OWN RAILWAY EXPRESS AGENCY

Since the railroads own Railway Express, the Agency pays for these services and facilities in proportion to the money it collects. In 1948 it paid the railroads 31 cents out of every dollar it received. But this was less than the cost to the railroads of handling this traffic. And yet, during the first eight months of 1949, the railroads were paid only 24 cents out of every Railway Express income dollar.

Of course, the railroads get paid by the Post Office too. But the rates paid by the Post Office for hauling mail are heavily weighted in favor of air transportation. So when the railroads haul parcel post, they're actually helping finance the subsidies which the government pays the air lines.

Is there any way out of this predicament for the railroads? Do they have to sit back and watch Railway Express socialized out of existence after 110 years of efficient service?

Fortunately, Congress is working on the problem. The Appropriations committees of both the Senate and the House of Representatives have urged that parcel post be put "on a more nearly self-sustaining basis." Bills to accomplish this, and to reduce the weight and size limits on parcel post shipments — and thus take the Post Office out of the freight business — are pending before both houses of Congress.

## YOU CAN HELP DO SOMETHING ABOUT IT

And there is something railroaders can do about this. For Congressmen don't get concerned about such issues as this unless they know that the people back home are concerned too. So every mention of this problem, if it helps people to know about it and be concerned about it, will make itself felt in Washington. And if a million and a half railroaders take an interest in this issue, Congress is sure to do something to take the government out of the freight business.



PLAYS SANTA — Francis J. Oriva, Whittier Box Motor Conductor.

## Childless Conductor Loves to Play Santa

FRANCIS J. ORIVA, Whittier Box Motor Conductor better known as Charlie Chaplin, played Santa three times this past Christmas season.

The first time was at a meeting of the Association of Christian Trainmen in the PE Theater on Sunday, Dec. 11. Here he gave presents of candy, beads, and apples to around 300 children ranging in age from two to 11 — all sons and daughters of members of the ACT.

The second time was at a gathering in the Lennox High School Auditorium in Inglewood on Wednesday, Dec. 21. Sponsored by the Boy Scout troops Lennox and Inglewood, the program was attended by 300 Scouts and 150 of their under age brothers — to all of whom Mr. Oriva gave apples, bags of candy, and bubble gum. E. F. Mickey, San Pedro Switchman, also presented an exhibition of magic for the boys.

The third time was at Venice, where the Lions Club, American Legion, and the Men's Association joined together to buy \$200 worth of presents for underprivileged children and mailed 1000 postcards to the kids for admission tickets.

A former amateur blackface comedian, Oriva has played Santa at various PE functions for 25 years. Now 65, he's been with the company for almost 33 years as Conductor in passenger and freight service, and as Switchman. He's never had any children of his own, but he loves 'em, and donates his services as Santa to make 'em happy.



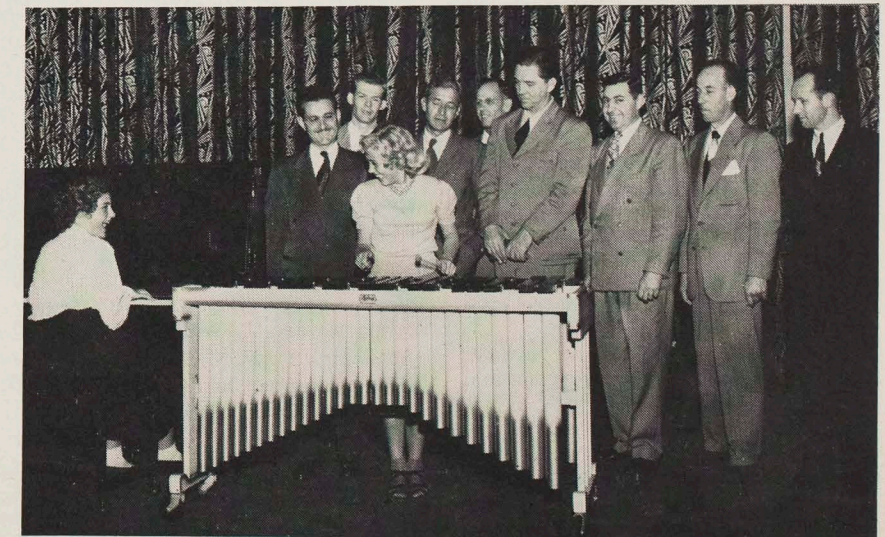
SANTA VISITS ACT — In the person of F. J. Oriva, Santa Claus visited the children who attended a meeting of the Association of Christian Trainmen held Sunday, Dec. 11, in the PE Theatre. Judging by the interested smiles, we'd say Santa was on the beam.

## Memorial Service In PE Aud Feb. 26

A MEMORIAL SERVICE, honoring the memory of 200 Los Angeles area transportation men and their wives who passed away in 1948-49, was held under the auspices of the Association of Christian Trainmen at 3:00 p.m. Sunday, Feb. 26, in the PE Theater, announces Sidney F. Scott, PE Divisional Vice President of the Association.

All transportation men and their families and friends were invited to attend. It was inspirational, not gloomy and funeral, says Scott, with special music and an excellent speaker.

Mr. Scott, who is a Terminal Foreman at Sixth and Main, also announces that a Bible discussion class is now being held every Sunday from 3:00 to 4:00 p.m. under his leadership in the instruction room next to the Terminal Foreman's office. All interested men are invited to attend.



MARIMBIST AT ACT MEETING — Sandra Steele played the marimba with the accompaniment on the piano of Lona Fredeen at Xmas program held by the Association of Christian Trainmen last Dec. 11 in the PE Theater. Tallest man in the group looking on is famed radio cowboy star Stuart Hamblen, speaker of the occasion. In dark suit, extreme right, is Terminal Foreman Sidney F. Scott, Divisional Vice President for PE of the ACT. Third from right is Association President, Victor E. Munyer. Others, left to right, are John Giordano, Tenor; Jim Roberts, Trumpeter; George Laird, Vice President, ACT; E. J. Johnson, Divisional VP for LATL of ACT; Wilbur J. Green, Secretary, ACT.



# The Public Appreciates

## NORTHERN DISTRICT

Operator **E. E. Green** for courtesy and efficiency.

## SOUTHERN DISTRICT

Conductor **R. M. Crist** for helpfulness in answering questions, and in other ways.

Conductor **R. J. Hennessey** for neatness, helpfulness, and friendliness.

Conductor **R. J. Price** for friendliness, cheerful disposition, and efficiency.

Conductor **H. Riseling** for helpfulness toward lady who boarded wrong car.

## MOTOR TRANSIT DISTRICT

Operators as follows:

**N. C. Fetterleigh** for courtesy and efficiency in helping avert a serious accident.

**J. L. Gilmore** for vigilance and cooperation with PE authorities in reporting information of value to Law Department.

**P. H. Gordon** for help in returning a lady's purse.

**P. B. Holle** for pleasant attitude toward all, and especially for vigilance in warning a motorist of an approaching train.

**E. H. Martin** for courtesy and efficiency of performance while driving a group of famous cartoonists during U. S. Savings Bonds drive.

**G. L. Ott** for thoughtfulness toward blind girl on bus.

**K. C. Steinert**, same as for E. H. Martin (above).

**E. L. Worsham** for courtesy toward passengers, and caution in driving.

## WESTERN DISTRICT

Operator **T. R. Asel** for good driving, and especially for tact in handling a "trying situation created by a small-minded passenger."

Operator **R. A. Biggs**, who "always has a pleasant smile for everyone and is also a careful driver."

Conductor **G. L. Custead**, whose courtesy toward an elderly lady drew comment from another passenger.

Operator **F. J. Douglas**, whose unflinching courtesy has endeared him to many.

Operator **G. W. Foltz** for courtesy and efficiency, and especially for distinct calling of stops.

Operator **H. W. Grant** for his efficient handling of bus during bad fog, and his graciousness toward passengers.

Operator **C. N. Greet** for his pleasant and friendly manner toward all.

Conductor **L. G. Korich** for clear calling of stops, and for general courtesy and efficiency.

Operator **K. E. Leonard** for assisting a passenger to recover bag of Christmas gifts.

Conductor **E. C. LeQuesne** for courtesy and helpfulness toward a group of women in connection with transfer arrangements.

Operator **P. A. MacDonald** for remaining pleasant and friendly under trying conditions.

Conductor **C. J. Mathison**, known to LeConte School students as "Grandpa Mike," and liked by them because "he realizes we are kids and doesn't blow up at every little thing we do," according to a letter signed by 29 of them who want him back on the line. "On the other hand, he doesn't let us get away with murder. For example if one of us acts up, he asks that person politely to stop and most of the time they do. But on the other hand, another conductor would kick that person off. . . . Please put 'Grandpa Mike' back. . . ."

Operator **J. D. Morrison** for his courtesy, especially toward two elderly ladies.

Conductor **R. D. Mullen** for courtesy and efficiency.

Operator **F. Northcutt** for helpfulness in lifting a crippled woman passenger from his car.

Conductor **William O'Hern** for courtesy and efficiency.

Motorman **A. B. Pace** for his kind attention toward elderly and crippled passengers.

Operator **F. G. Poppleton** for friendliness and excellent driving. "His spirit of good-will gave me a friendly feeling toward the whole PE System."

Operator **D. P. Quiring** for assisting a passenger to recover a bag of Christmas gifts left on his bus.

Operator **R. A. Ritter**, regarded by one passenger as the most courteous operator with whom she had ever ridden, and particularly commended for assisting a lady with a folding baby carriage.

Operator **W. D. Rupert** for his friendly and pleasant attitude toward passengers and safe driving habits.

Conductor **Simon Sachs**, helpful in answering questions, and clear in calling stops. A second letter com-

mends him for exceptional courtesy at all times and watchfulness for passenger safety.

Motorman **P. G. Seide** for unusual courtesy and helpfulness toward strangers in the city.

Operator **L. F. Thompson** for courtesy and efficiency.

Operator **J. M. Turchin** for his courteous and friendly attitude, and (second commendation) for helpfulness toward a stranger in the city.

Operator **E. E. Wilcox**, of whom one regular passenger, a school teacher, says, "No other driver can make this trip on scheduled time." The writer had learned that Mr. Wilcox was to be transferred.

Conductor **A. W. Wise**, commended by a partially paralyzed rider for helpfulness toward passengers who seem to require assistance.

Operator **C. H. Bull**, "polite at all time, jolly and very helpful. At each stop he called the street clearly enough for all to hear. . . . Didn't lose his patience with any. . . ."

## OTHER COMMENDATIONS

**Floyd Carper**, West Hollywood Agent, for his courtesy and untiring efforts in arranging a trip for a group of 50 youngsters.

**Venice Short Line Operators** in general. "Those I have come across are all good and some of them are outstanding in helpfulness and friendliness," says commendation.

**Handling of New Year's traffic** at Sixth and Main Station. "It seemed that every one had a smile to share" — writer referred to Ticketsellers and speedy loading of cars. A second commendation praised the handling of passengers to and from Pasadena.

**Pacific Electric bus drivers** in general: "Considering the loads they have to carry, your bus drivers are a remarkably courteous lot of men, and must reflect a real interest on your part in serving the public," wrote **Kimmis Hendrick**, Chief of the Pacific News Bureau, *Christian Science Monitor*.

**Florence Spaulding**, Information Clerk, for her assistance in recovering a Greyhound ticket to San Francisco for a passenger on a PE bus.

**E. S. Donaldson**, El Segundo Agent, and Operators **H. W. Grant**, **E. E. Wright**, and **J. L. Jaco** for providing an enjoyable trip for 58 boys to the Coliseum on Dec. 11.

## OCEAN PARK CAR HOUSE AND BUS LOT



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

A NEW DRUG flown here from Detroit has greatly improved the condition of **Sue Ellen Kennedy**, 7½-year-old victim of leukemia. Sue Ellen daughter of Terminal Foreman **Bill Kennedy**, was stricken last September. Since the use of the new drug, Sue has gained 7½ pounds and her blood count has gone up 37 points. The little girl's condition has been a matter of great concern and many inquiries among the men at Ocean Park.

Ocean Park Trainmen are on their toes, as the next two stories show:

One early morning, a few weeks ago, a fire broke out in the PE garage at the OP bus lot. Operator **Jack Levine** noticed the smoke, phoned the fire department, and afterwards assisted in putting the fire out with a fire extinguisher. Good work, Jack.

Christmas evening, about 11:30 p.m., a VSL train proceeded slowly on Trolley Way on its last trip, with **Jacob Schwartz** as its Motorman, and **A. Way** as the Conductor. Near Brooks Ave. Schwartz noticed a scantily dressed young boy about three sitting on the sidewalk, crying. Schwartz stopped the train to investigate, and noticed that smoke was pouring from a nearby apartment. Sending Conductor Way to call the fire department, Jake rushed into a smoke-filled room, to find the boy's eight-month-old baby sister nearly suffocated. Keeping an eye on both children, Schwartz and Way waited for the arrival of the police before they continued their trip.

It seems that the parents had left the apartment to celebrate, leaving the kiddies at home—and unattended.

Yes! OP Trainmen are on their toes.

Seen around the Car Barn: former Trainman **Jim Gowin** and **Pat Garrison**.

New Year's evening was the last time that Conductor **Jason Watson** worked his regular VSL run. Jason has retired with the accumulation of several stars. More about Jason in a future issue — Good luck to you for a job well done, from all the boys!

## Small Leukemia Victim Gets Gift of TV Set From Friendly Dealers

THE ILLNESS of little Sue Ellen Kennedy (see Ocean Park news) is a cause of much concern to all Pacific Electric employes. All will be delighted to learn, however, of the following story of human kindness:

The Santa Monica Evening Outlook for Jan. 3 stated that **Russell and Joel Carlson**, electrical appliance dealers at 1342 Fifth St., Santa Monica, upon hearing of Sue Ellen's illness, installed a television set in the home of the little girl's parents, **Mr. and Mrs. William C. Kennedy**, to amuse the young leukemia sufferer for the duration of her illness.

General Agent **H. H. Williams**, of Ocean Park sent the clipping to the President's Office, and President **O. A. Smith** quickly wrote a letter of appreciation to the Carlson brothers in which he stated, in part:

"Please accept my personal thanks, as well as those of employes of the Pacific Electric Railway Company, for this kindly action on your part. Generous thoughtfulness like yours toward one so afflicted with misfortune is a source of real pleasure to all of us, and we are deeply grateful."

It is too early yet to tell our readers who will take vacations and where they expect to spend them. Among those lucky men who had their vacation during the holiday season were **Murel Timm**, Conductor on the Short Line. Timm and his wife, **Aldeen**, fully expected to spend Christmas with their son's family in Flagstaff. However, instead, Timm's son, **Leone**, drove to Mar Vista with his wife, **Ruth** and their children, **Tince** and **Jan**, just for the fun of tasting Mother Aldeen's cooking.

Since I am about to take a leave of absence, **E. F. Gilligan** will stand in for me in the next Magazine. Until then: Cheerio —!

**MR. VAN ROGGEN** is taking a leave of absence to visit his sister and brother-in-law, **MR. AND MRS. ALEXANDER CREVECOEUR**, whom he hasn't seen for 27 years, since they were kids together in Holland. After a trip from Holland, the Crevecoeurs were to meet Van Feb. 12 in San Francisco. Thence the three of them planned to "do" various points in the U. S., such as Salt Lake City, Royal Gorge, Kansas City, New Orleans (the Mardi Gras), and Ft. Worth. Time they get back they'll have seen more of America than most Americans!

## MACY STREET TERMINAL



By  
**Ted  
Harrison**

AS WE START in the new year we are reminded of a lucky man at Macy Street who did not have to work on New Year's Day. **Motorman Polzien**, who spends his days hostling freight motors, bought a three hundred dollar TV set to watch the Rose Parade, we understand, and then went to see it, but missed it 'cause he couldn't see over the crowd. Maybe next time, Pol!

Then there's **Motorman J. W. McDonald**, who had his name down for a day off last month and showed up at Monrovia early in the morning to be sure there was someone to work his run — or did you just forget you were off, Mac?

Every once in a while we hear of something being done by a Trainman who does not say much about his good deed of the day. This month's unsung hero is Conductor and Bus Driver **Elmer Jackson**. Recently, upon arrival at Wilson Trail with his bus, he noticed a garage on fire right near the car line where three cars were stored. His first thought was to move the cars away from the danger point; so, putting up the trolleys, he got them away from the fire, which would probably have at least scorched them and cracked some of the windows.

As the year 1949 faded out, **Motorman Sam Swanson**, of the El Monte Line, retired after 30 years of service with the Pacific Electric. The fellows at El Monte were all waiting for him as he rolled in on his last trip about 6:00 p.m., wishing him well and giving him a gift. Here's wishing you lots of luck, Sam, as you leave us. We hope you will enjoy many happy years in your retirement.

## Free PE Map Offer Ad Brings Many Requests

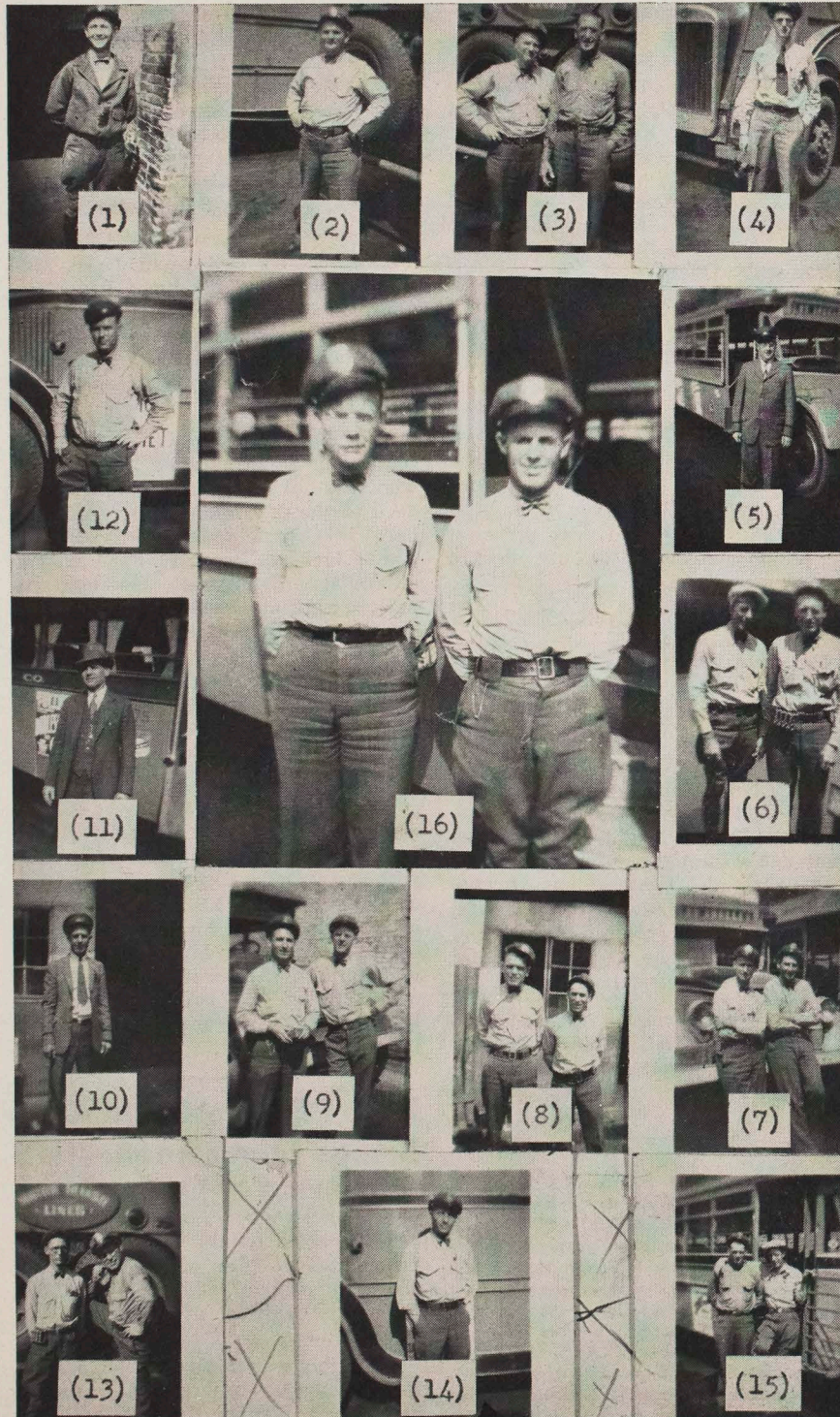
HUNDREDS OF REQUESTS from people in 16 states and Canada have been received by the company in response to its offer of free maps of the PE system advertised in the Midwinter edition of the Los Angeles Times.

Most requests came from Ohio, with Massachusetts second. A number came from Washington, D.C.



# Motor Transit Company Operators Of Yesteryear—

## Most Of 'Em Are Still Here



(1) A. H. Doig ("Yardbird") now operating out of San Bernardino. (2) Jack Pettit, now operating out of Riverside, was, during the war, helping to dispatch buses in and out of Camps Haan and Anza. (3) Arnold Laughlin, left, once retired from illness, has been working out of El Monte a dozen or more years; Y. B. Jeffrey, now retired, worked out of L.A. on L. A.-Redlands Line when line went straight through. (4) Fred D'Arcy, now Assistant Chief Schedule Supervisor, formerly Motor Transit Co. Dispatcher. (5) Charlie Cooper, now Supervisor, North and Motor Transit Districts, formerly a Motor Transit Co. Dispatcher. (6) Charlie ("Chuck") Davidson, left, who has worked out of El Monte for 15 or more years; and E. L. Worsham, who has worked out of San Bernardino 20 years or more. (7) Herbert McCollum (one of two brothers working for PE), left, now working out of L.A. to Santa Ana; and Hank Faulkner, who has worked out of Fullerton 20 years. (8) Henry Stone, left, now Head Service Director and former Supervisor, was once a MT Co. driver; Gene Mason, who has worked the Long Beach-Riverside Line at least 10 years. (9) Carl McCollum, left, the other McCollum brother, has always worked out of El Monte since he came to PE; Ben Blair, now on the Whittier Line; (10) Jack Butler, former MT Co. Dispatcher, now a Motor Transit Supervisor. (11) Roy Wilson, former MT Co. Superintendent, later PE Superintendent, died in 1948. (12) Early Byrd (yup, that's his honest to goodness name!), now running out of Riverside. (13) John Hill, left, no longer with PE; and Ernie Wheeler, now working Santa Ana out of Los Angeles and during the war yardbird at Macy. (14) Ellis Dunson, who took these pictures back in the Motor Transit Company days, now working out of El Monte, worked freight during the war. (15) J. L. Knapp, left, and Stuart Axton, two of oldest men on the Sunland Line. (16) John D. Puffer, left, now Superintendent of Motor Coach Service for PE, formerly MT Co. Operator; Lem Somerville, Operator and Instructor for MT Co., ditto for PE until his retirement about 1943, and now living a life of ease.

### MOTOR TRANSIT HIGHWAYS OF HAPPINESS

By  
Nelson C.  
Fetterleigh



SUNLAND OPERATOR S. F. Dispennette, while looking through his bus at the end of the line, came upon a lost package containing \$104,-322.77 in cashier's checks made out by the Security First National Bank in Montrose. He immediately contacted the bank, brought in the package, and got a receipt for the full amount, leaving his name and address. Two days later the owner of the checks met Mr. Dispennette at the 6th and Main back deck and rewarded him.

**SAFETY NOTE:** Your guess may be wrong, so let's leave plenty of room for doubt!

During the war, the live pilots were those with "successful flying hours." With transit companies, the live pilots are those with "successful driving hours."

A partially blind man with a hearing aid in his ear boarded a bus and asked the driver if he would please be good enough to stop at Rockwell Ave. The driver silently nodded his head. The man still patiently waited for an answer. "Say, driver," he said at last, "you must be nodding your head. I can't see you but I can sure hear the rattle."

A snow outing turned into a near tragedy last December when little Michael, son of El Monte Operator Tom H. Arnold, couldn't wait to play in the unaccustomed medium. When Tommy stopped the car full of Eastern relatives at an inviting spot, Michael jumped out, slipped on the ice and snow, and gashed his face against a large stone. Alarmed by the severe bleeding, the group drove Michael to the forest ranger for first aid. Acting on instructions from the ranger, they then drove at once to a doctor in Claremont, who put in three stitches. By that time it was too late for further mountain climbing.

Welcome back to Operator Arnold Laughlin after two years of sick leave. He looks better than ever before.

Notice all the whiskers, stars, and stripes transferring to Motor Transit! On the night of January 19 Operator Orville Selig was enroute from San Bernardino to Los Angeles at

### LOS ANGELES TERMINAL FREIGHT STATION

By  
Suzanne J.  
Smith



10:30 p.m. Twenty-five minutes later he was halted by the State Highway Patrol as he was discharging a male passenger at Etiwanda. The officers told the passenger he would have to get back on the coach for a few minutes. Operator Selig asked the officers what the deal was. He was informed that his coach was to be held for San Bernardino authorities.

In 10 minutes six squad cars had arrived containing officers armed with sawed-off shot guns, with orders to shoot if anyone tried to leave the coach either by door or window. When the San Bernardino authorities got there, three officers entered the coach and about twelve of them surrounded it.

Three young fellows, ranging in age from 25 to 30 years, were questioned and asked to roll their left armsleeves up. Their man was found. He had broken out of a prison in Iowa. He was handcuffed and left quietly.

There was plenty of excitement for the passengers, and it was the topic of conversation the remainder of the trip.

THE MARDI GRAS of New Orleans enticed Margaret Seymour. . . Louie Davila returned from Mexico City loaded with souvenirs for his friends. . . Harold ("Lefty") Phillips was voted the "horse-shoe champ" by the freight handlers. . . William C. Scholl III (Bill) attends City College where he is studying advertising. . . Reba Weathers went to Lancaster where her grandchild lives. . . Yes, it was our own Joe Peeler who purchased a "jeep". . . Br-r-r but it was cold in January. . . Mary Breese is more chipper than ever since she has her Philco television set. . .

## FREE ENTERPRISE

By GEORGE M. HARRISON  
Grand President, Brotherhood of Railway Clerks

WHILE THE PRIMARY PURPOSE of the Railway Labor Organizations is to promote the economic and social interests of their members, they are dedicated to American democracy, the protection of our free institutions and the promotion of the dignity of man. We are opposed to Communism, Fascism and all other totalitarian forces. Free men and free industrial competition are the strength of our free society.

Our system of private, free enterprise has contributed to our high standard of living and offers the best opportunity for future economic progress. It must continue to be the foundation of our nation's economic and social progress.

We are opposed to government operation and ownership of the railroads and to subsidies and special favors to any mode of transport.

We favor an efficient and prosperous privately owned and operated railroad industry capable of serving the transportation needs of the people and our nation. We want the industry to prosper and enjoy a fair and equal opportunity to compete for available transportation business.

Since the employes invest their lives in the industry they are very much concerned that it be able to afford continuing employment and at good wages.

Cooperation by labor and management to promote the future security and prosperity of the industry and the employes is essential to both. The Railway Labor Organizations welcome an opportunity to cooperate with management in the solution of problems of mutual interest.

—Brotherhood of Railway Clerks Bulletin



Among other "new" television owners are L. M. Duke, Leonard Hampton, Charlie Markle, Seymour Lipschultz and A. J. Gilbert. . . Jacob Anderson spent two weeks up 'Frisco way admiring his two grandsons. . . Jack Meridith "shuffled off to Buffalo" to see real snow. . . Jimmy Boswell sports a hand painted blue tie with maple leaves on it—from Canada, natch. . . Bee Leavitt spent her leave of absence showing relatives the town, which included watching production work on "Storm Center" (PACIFIC ELECTRIC MAGAZINE November-December 1949) on location in North Hollywood. . . Gordon Buchanan has our sympathies on the loss of his dad. . . Ethel Turner's homemade candies make a person's mouth water for "more". . . Joyce Wagner, Jimmy Boswell and Mary Breese constitute the LATFS's contribution to the Glee Club—though Mary recently transferred to General Claims. . . Alice Fairbanks and Dorothy Hill decided to join the fun of the "Knitters' Brigade". . . The Credit Union's Annual Meeting, held Jan. 19 at the Clark Hotel, had quite a turnout. . . Louis and Frances Lipschultz missed the Rose Parade, but greeted the New Year in at Las Vegas, Nevada. . . Wasn't this Rose Parade spectacular! . . . Early vacations meant "moving time" for Russell Marino and

Russell ("Pete") Peterson—Pete's home is in Arcadia. . . Martin Hutson says he's got the scar to prove he went to the hospital for an appendectomy and not just to catch up on his "sleep". . . When Charlie Loveland bid in a job at El Monte Station, Buford Cotton took over the job he left. . . Joseph Rosenberg has been hospitalized with an injury. . . E. W. Elmore, personal friend of L. M. Duke, presented the latter with an autographed copy of his booklet entitled, "Wake Up Brother—Your Adjectives are Showing." This booklet covers important observations about modern salesmanship. (PACIFIC ELECTRIC MAGAZINE November-December, page 19) and is most interesting and helpful with "pointers" about modern business.

John H. Shreeve, better known by the nick-name of "Bud," was employed by Pacific Electric in January, 1945; and in February, 1948, while employed as a Manifest Clerk at the LATFS, became ill and was confined to Olive View. Bud is quite an artist, both with the pen and in literature, as was proven by the fact that he tried his wings as an editor of the Olive View Point, December, 1949, a monthly publication published by the patients of the Sanatorium. His article entitled "Remembering Records" was most outstanding.

**A TRUE "PE FAMILY"**—In his mother's arms is Richard Lyle Coburn at the age of two months. His father and mother, seated together on the sofa, are Electrician (Substation Maintenance) and Mrs. Frank J. Coburn. At extreme right and left are Bridge and Building Foreman and Mrs. George L. Redd, the grandparents. Mr. Redd has spent 35 years in PE service. Standing is Richard's uncle, Morris Thompson, Torrance Auto Machinist. Seated nearest him is his wife, Bonnie Jean, the baby's aunt, extra Clerk at the Los Angeles Freight Station and former Clerk in the Personnel Department. The two children looking at the book are Beverly Joan, 8, and Franklin Dale, 9, daughter and son, respectively, of the Coburns. Mr. Redd holds the Coburns' other son, Rolland Gale, 2. Picture taken at the Coburn home in Lynwood—and, incidentally, we erroneously referred to them in last issue as "Colburn." We hope they'll pardon the mistake.



**LONG BEACH FREIGHT HOUSE**



By Jack DeLaney

AFTER A MONTH of happily married life, Florence Black, our Chief Telephone Operator, now Mrs. Elmo Savery, says this married life is a grand institution. Elmo says she is the best there is at keeping house and cooking. Going to have us all down for dinner some evening and serve us some good old hot biscuits and chicken.

Speaking of marriages, Robert E. Hoffman, Check Clerk, was married Jan. 21 at Las Vegas to his school days sweetheart, Wilda Meyers from Beloit, Ohio. They were married in the Orchid Chapel at Las Vegas. Then a big duck dinner and champagne at the "Flamingo." Best man and bridesmaid were Mr. and Mrs. Donald Clark, their two good friends from Long Beach.

Walter E. Robertson, Car Clerk, is now recuperating at the White Memorial Hospital, while Verne Brechner, Checker who has been on sick leave since Christmas, is back on the job. Elmer Hall, Warehouseman, went on his vacation for a good rest from his heavy duties in the warehouse. Ole Kallman, Warehouse Foreman, had a short visit at Palo Alto, where he consumed lots of smorgasbord.

Edna Taylor, Interchange Clerk, says she doesn't have any more time for her boy friend. Since she got her television, she has to stay home nights to watch it.

**Hospital Assn. Care And Kindness Praised**

GRATITUDE to the Hospital Association for the care given her husband is expressed by Mrs. Leslie A. Dix, Sr., whose husband, a Gateman, passed away Oct. 11.

Writing to Dr. A. M. Scholz, Chief Surgeon, Mrs. Dix stated, in a letter dated Jan. 4:

"Our children and myself deeply appreciate everything that was done to help Mr. Dix during his illness, both at the Santa Fe Hospital and the Highland Park Sanitarium; the employes at both places at all times expressed every kindness possible to

him—as did you and all with whom he worked during his 35 years with the Pacific Electric Railway Company.—We wish to thank you all most sincerely."

**SYSTEM GARAGES**



By A. L. Bristow

ALL GARAGE EMPLOYEES survives the holidays well.

Charlie Bulla, Auto Repairer at 6th and Maple, took a mid-winter vacation to visit relatives in Missouri. Charlie challenges the statement that it feels as cold in California at 30 degrees above as it does back East at zero. He says we have forgotten how cold it feels at zero and below.

John Ehl, Auto Machinist at Long Beach Garage, had appropriate answers to a lot of razzing as he passed the cigars for a daughter born Jan. 12, 1950.

Arreen Locke, Secretary in the Mechanical Dept. added another boy friend to the list the other day. Perhaps she'll have a picture of the handsome brute for the next issue.

George Patton, Carpenter at Macy Garage, is recovering at the Physicians and Surgeons Hospital in Glendale from an operation performed there, and would appreciate visits from his friends.



CHIEF OPERATOR WEDS—Florence Black, Chief Operator at Long Beach, became Mrs. Elmo Savery on Dec. 17. Here she is in her wedding gown. Photo by Brown Studio.

**Famed Auto Race Man Lectures Feb. 13 At PE Auto Classes**

FAMED RACE DRIVER George Connors lecturing on pictures of AAA speedway races was the highlight of the Feb. 13 class of automotive instruction.

In an all-out effort to make the classes of interest to all employes, whether they intend to become automotive mechanics or not, Instructor A. L. Bristow, Automotive Equipment Inspector, Mechanical Department, is scheduling special features of general interest as often as possible.

For added interest, as well as to exemplify material taught in the course, field trips to various garages are taken by the students.

Attendance is good and improving at these regular Monday classes. The elementary stages of the course have been covered, says Instructor Bristow, and actual maintenance and repair of units used on PE busses is the current topic of study.

Actual photographs, showing step by step the repair and overhaul of various units, have been taken by Staff Engineer Don Bowman and developed into slide films for showing on the screen in the PE Theater. Each operation is explained by Mr. Bristow, as the slides progress.

"Although the course is primarily for Garage employes and those desiring to prepare themselves for automotive maintenance work, all employes and their guests are invited to attend," states the Instructor.



GETS RETIREMENT GIFT—Henry C. Brown, left, Macy Car Repairer who retired in April, 1949, returned to the Car House Dec. 21 to receive a gift of money from the men and a Retirement Certificate from General Foreman R. L. Mankins, shown at right. Mr. Brown's service began July 1, 1922, and he retired from disability.

"Classes will be held in the PE Theater, 627 S. Los Angeles St., each Monday at 1:00 and 6:00 p.m. until the summer vacation in June."

**ACCOUNTING DEPARTMENT**

By Marge Zimmer



LONG FACES were seen in the Accounting Department, especially among the old-timers, when John K. Hubbard of Freight Accounts announced his retirement. See separate story on this page.

They fish the year 'round in Southern California. Archie Sharp and Charlie English were seen recently fishing on the pier at Huntington Beach. Archie baited the hook while Charlie pulled in the fish.

The passing of the candy by Frank Woodruff after New Year's accounted for the \$175 he won. Looks like a prosperous year for you, Frank.

Need any dance lessons? Just see the Frank (Murrays) Hardestys. They celebrated New Year's Eve in Palm Springs at the Desert Inn and won first prize in the waltz contest—a bottle of champagne.

Could it be because Christmas is just over that accounts for the beau-





GETS RETIREMENT CERTIFICATE — John K. Hubbard, Junior Agents' Reports Clerk, receives Retirement Certificate from Assistant to Auditor L. M. Becker, left, in honor of Mr. Hubbard's retirement Dec. 31, 1949. He also received a new wallet containing \$34, gift of his friends. Others, left to right, are W. H. Alexander, Senior Head Clerk, Freight Accounts; J. B. Thatcher, Clerk; P. M. Still, Head Clerk; Ellen E. Sparks, H. E. Huestis, Veda Underwood, Merle B. Qualey, and M. J. Davison, all Freight Accounts Clerks.

tiful ties Johnnie Pujol and Charles Escovar have been wearing?

Lee Wismer is all in a dither lately. Her husband was to come home from overseas on Feb. 10 after spending more than 18 months in Guam in the USMC.

Mary Ellen (Andy) Anderson will be married March 4. Eleanor Gates became Mrs. John Pertile in December.

Ruth Britton was married Feb. 3.

### J. K. Hubbard Retires—55 Years a Railroader

JOHN K. HUBBARD, Junior Agents' Reports Clerk, Freight Accounts Bureau, retired Dec. 31, 1949, after a total of 55 years of railroad service, the last 26 of which were with the Pacific Electric Railway Co.

A native of Kentucky, he was educated at Kentucky A&M College,

Lexington, and learned railroading under his brother, then Agent at Bardstown, Ky. His first job was with the L&N at Big Stone Gap, Va., where Mr. Hubbard was Cashier and Telegraph Operator in the Agent's office. He stayed with the L&N from 1894 till 1914, when he transferred to the Illinois Central as Chief Yard Clerk.

In 1918 he went over to the Southern Pacific as Chief Yard Clerk for the Agent at New Orleans. Five years later he accepted an offer from L. A. Lovell, then PE Auditor, to come to work for Pacific Electric.

Now renting, he plans to buy a place somewhere in Los Angeles County and spend the rest of his life here with his family.

Mr. Hubbard, who received his Certificate of Retirement from Assistant to Auditor L. M. Becker, was mighty proud to have this handsome document, and said so in no uncertain terms. The company and its employees are also proud to have had the loyal service of this friendly and cheerful gentleman.

### PACIFIC ELECTRIC BOWLING NEWS

By Charlie Hill



EIGHTEEN WEEKS have passed (as of Feb. 3) with nine more weeks to go in the Pacific Electric Bowling League, and the race in both branches is getting rather tight towards the home stretch. In the Six O'Clock Branch the News Service, with 45 wins and 27 losses, holds a scant lead of one point over the Larks (44 wins, 28 losses). On the last night of this report the Wolverines (42 wins) overtook their sister bowlers, the Keglerettes (40 wins), to take third spot, when the former shellacked the Alley Pots four to zero, while the best the latter could do was to hold the branch leaders to a tie. BRC Railers hold down fifth place (38 wins), and the PE Club, with Ray Jones as a powerful spark-plug, has climbed to sixth position (36 wins), but holds only a lone one-point margin over the Alley Pots. BRC Railettes, Wingfeets, and Rod and Gun Club are on the three respective bottom rungs of the ladder.

In the Eight O'Clock Branch the Woodpeckers and Motor Coach teams are sticking closer than adhesive tape.

Each of these teams has 44 wins and 28 losses and they were tied for first place during the past two weeks. The Motor Coach aggregation jumped from third place to first on Jan. 13, when they bagged the Woodpeckers for three points, but were lowered to a tie with the latter two weeks later when the Motor Transit hit them for a three count. The Wranglers, who enjoyed first place position for most of the season up to Jan. 13, are now wrestling in third spot, three points behind the present leaders. Motor Transit is resting uneasily in fourth position (37 wins) as the De Spares ladies are pushing them from behind by a wee one point. The BRC Aces and Newettes are tied for sixth and seventh places (34 wins). The Atomics' bombing has not been so devastating, as they have been unable to blast anything higher than eighth spot (33 wins), while the Van Nuys and Magnetics (29 and 28 wins, respectively) are fighting it out for the bottom.

On the Season's Honor Roll in the Six O'Clock branch, the BRC Railers have to their credit the high team series of 2841, and the PE Club team has the high team of 999. R. Gilland of the Alley Pots has high individual series of 613 and T. Rudd of the Larks is tops in high individual game — 251. In the Eight O'Clock Branch, the Motor Coach team has the high team series of 2873 as well as the high team game — 1051. Johnny Hubener carries high individual series of 602, and Pat King has the high individual game — 255.

With the individual ladies, Marion Lutes is tops with a 475 series, closely followed by Vi Steuernagel with 474. G. Kuhlmann's 201 is high for game, but Marie Wheeler is on her heels with a 198; and the latter is top average lady kegler with 143.

Records indicate that during the first 18 scheduled matches of the League a total of 904,020 pins appear in the "TP" column. How long



ON LOCATION — Actor William Holden, second from left, poses with PE men on Viaduct at Sixth and Main Streets, where sequence in picture, "Union Station," starring Holden, was filmed Feb. 12. Sequence involved use of two-car 950-class train, for which Motorman H. M. Dunlap, left, and Conductor Jack Levine, were the crew. Traveling Passenger Agent A. H. Fidel stands at right. Photo taken by Paramount Studios, makers of the motion picture. The Viaduct was used as a location for shooting almost all day. Scene was used to get background resembling Chicago elevated.

would it take you personally to knock over that many of the "maples"? The over-all average of the PE Bowler is 146, and carrying that average throughout would require 6,192 games to be rolled.

The Woodpeckers and BRC Aces will bowl in the Los Angeles City Tournament, which will be held this season at the Magnolia Bowl, North Hollywood. The Woodpeckers are scheduled to bowl at 7:00 p.m. March 26, while the Aces will bowl on March 19 at 4:30 p.m., same time that the Pacific Electric Team of the Steamship League will cavort, along with five other teams of that organization.

Pacific Electric was represented by a picked team from its lady bowlers in the Annual Tournament of the Los Angeles Women's Bowling Association. The team, consisting of Vi Steuernagel, Peggy Northcutt, Eileen Dillon, Marion Lutes, and another to be selected, was scheduled to bowl

on Feb. 12. If they lacked in pins, they were there in charms.

In the Steamship League, the Pacific Electric Team was holding a five-point lead at the end of the 19th week of schedule, with 41 wins and 16 losses. American President Lines was in second spot, and Matson Lines only one point behind the APL. The PE outfit has lost only one series during the season, and that was to the Matson Lines.

It might be interesting to our members to know that the American Bowling Congress, of which our league is a member, is now in its 55th year. It was organized in 1895, and at the end of the first five-year period there were 250 teams as members. As of last September, 312,858 teams, representing 32,887 sponsored leagues, or more than a million and a half bowlers, were members of the ABC. Nowhere in the history of sport-dom has there been such growth. The

## Vital Statistics

November 21, 1949, to January 20, 1950

### DEATHS

NAME	OCCUPATION	Died	Group Insurance	Mortuary
Shipman, Sarah C.	Retired Stenographer	11-21-49	No**	Yes
May, William W.	Retired Passenger Director	11-22-49	Yes	Yes
*Del Rosa, Leocadio	Retired Laborer	11-25-49	Yes	No
Upton, William E.	Assistant Service Director	11-27-49	Yes	No
Florance, Alex	Retired Machinist Helper	11-29-49	Yes	No
Shean, Charles J.	Fireman	12- 6-49	Yes	Yes
McClelland, Thomas J.	Retired Motorman	12-19-49	Yes	Yes
Cull, John J.	Auto Mechanic	12-23-49	Yes	No
Santillan, Cipriano C.	Laborer	12-23-49	Yes	No
Abraham, Welday B.	Retired Foreman	12-25-49	Yes	Yes
*Chesler, Jacob	Conductor	7- 2-49	No**	Yes
Lovell, Lawrence A.	Retired Auditor	1- 4-50	Yes	Yes
Goldsberry, Fred W.	Retired Motorman	1- 6-50	No**	No
Curtis, George T.	Retired Foreman	1-10-50	Yes	No
Davis, Daniel T.	Retired Check Clerk	1-13-50	No**	Yes
Laubies, Leon	Freight Car Repairer	1-14-50	No**	Yes
Beckwith, Samuel L.	Retired Lineman	1-16-50	No**	Yes

### EMPLOYEES' WIVES' DEATH BENEFIT FUND

NONE

\* Reported subsequent to last publication.  
\*\* Employee declined to accept Group Insurance.

### WEEKLY HIGHLIGHTS OF PACIFIC ELECTRIC BOWLERS

SIX O'CLOCK BRANCH								
Date	Team High Game	Team High Series	x Individual High Game	x Individual High Series				
Dec. 9	PE Club	960	PE Club	2648	R. M. Jones	223	R. M. Jones	555
Dec. 16	News Service	930	News Service	2629	R. M. Jones	214	E. D. Fitch	573
Jan. 6	PE Club	937	Wolverines	2663	R. V. Rachford	200	J. B. Rogers	546
Jan. 13	PE Club	999	Larks	2743	*H. Heinbaugh	214	T. Rudd	563
					*R. M. Jones	214		
Jan. 20	BRC Railers	950	News Service	2628	R. M. Jones	225	J. C. Rankin	559
Jan. 27	PE Club	965	PE Club	2639	T. Rudd	251	R. Gilland	613
Feb. 3	*BRC Railers	899	Wolverines	2612	E. F. Harrison	215	J. B. Rogers	550
	*News Service	899						
EIGHT O'CLOCK BRANCH								
Dec. 9	BRC Aces	914	Atomics	2669	O. M. Gregg	210	C. H. Kazee	567
Dec. 16	BRC Aces	974	BRC Aces	2676	L. B. Thomas	224	L. B. Thomas	597
Jan. 6	Motor Coach	918	Motor Coach	2598	O. B. Steuernagel	224	O. Steuernagel	574
Jan. 13	Woodpeckers	946	Motor Transit	2662	*E. W. Swanson	213	W. F. Cowell	601
					*W. F. Cowell	213		
Jan. 20	Motor Coach	1022	Motor Coach	2782	W. J. Thomas	223	O. Steuernagel	594
Jan. 27	Atomics	934	Woodpeckers	2664	J. O. Hill	211	C. Henry	562
Feb. 3	Woodpeckers	903	Motor Coach	2685	H. Heurkins	234	H. Heurkins	582

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



### PACIFIC ELECTRIC ROD AND GUN CLUB

By  
Arlie  
Skelton



GREETINGS, Rod and Gun Clubbers.

Introducing our new officers for the 1950 Tournament Season. The tall handsome one is our new President, William Stosberg, from West Hollywood Garage.

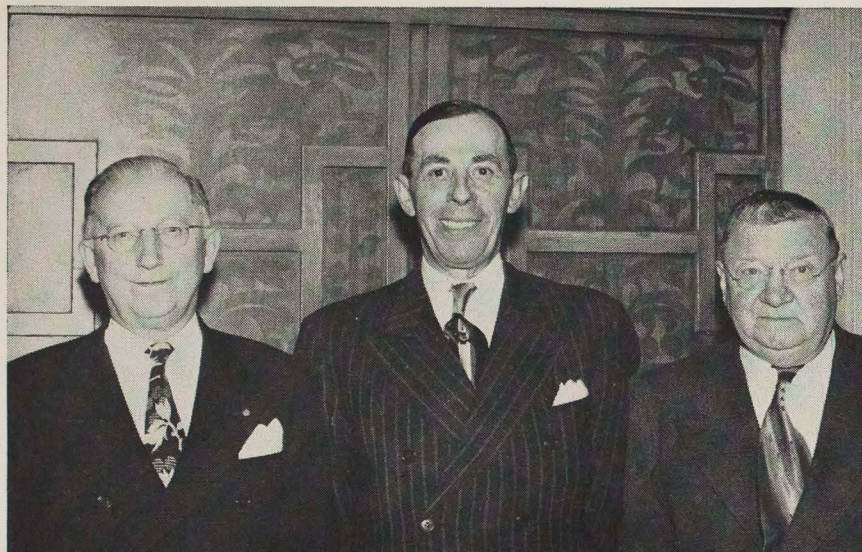
The efficient-looking one is First Vice-President Carl Hill, PE Restaurant and News Service. Carl makes it his business to see that all members are well fed when we go afield to hunt or fish. He fishes, too.

For Second Vice Prexy we have none other than the very active, all around Sportsman Lee Wedl from the Roadmaster's Office. Lee is just as efficient with a bowling ball as he is with rod and gun.

Then there are the famous Five Old Wise Men with the long green beards, known as the Executive Committee; to wit: B. F. Manley, W. G. Knoche, Frank Converse, Roger Lemelle, and R. M. Lawrence. Just don't try to fool them; they know the answers.

Three of the work horses or unsung heroes and pillars on which your Club stands are Rollin A. Podlech, Record-

(Continued on page 32)



AMERICAN TRAIN DISPATCHERS ASSN. met Wed., Jan. 5, at the Harvey House in the Union Station, under the gavel of General Chairman F. L. McCulley (center). At left is O. H. Braese, national President; and at right, J. G. Luhrsen, Honorary President of the Association and member of the U. S. Railroad Retirement Board. Mr. Luhrsen, who will be 73 in April, founded the American Train Dispatchers Association in 1917.

PE League is proud to be a part of such a mammoth organization, even though it is a rather small part. The ABC Annual Tournament this year opens in Columbus, Ohio, April 15, and will run through June 12.

As a matter of information and interest for comparing the relative strength of the two branches, the following statistics show the team averages and handicaps, which give the Eight O'Clock Branch a slight advantage over the Six O'Clock teams:

BRC Railers .....	767	69
Larks .....	757	77
Rod & Gun Club .....	748	84
Alley Pots .....	727	99
Wingfeets .....	683	132
BRC Railettes .....	652	176
Keglerettes .....	628	197
Wolverines .....	611	211
<b>TOTAL .....</b>	<b>7152</b>	<b>1150</b>
<b>8 O'CLOCK BRANCH</b>		
	<b>Team Av.</b>	<b>Hdcp.</b>
Woodpeckers .....	834	19
Wranglers .....	811	36
BRC Aces .....	804	42
Motor Coach .....	784	57
Motor Transit .....	760	75
Magnetics .....	742	88
Van Nuys .....	700	120
Atomics .....	697	122
De Spares .....	639	187
Newsettes .....	623	201
<b>TOTAL .....</b>	<b>7394</b>	<b>947</b>

	<b>Team Av.</b>	<b>Hdcp.</b>
News Service .....	801	44
PE Club .....	778	61



NEW OFFICERS, MARY GORMAN LODGE 950—Seated, left to right, are Dorothy Hendricks, Installing Conductress; Lola Rudd, Vice President; Irving C. Colt, Counsellor; Florence Colt, President; Alice Cole, Deputy Grand Lodge Officer; Lydia Shelton, Installing Officer; Anna Lewis, Past President; Grace Miller, Secretary; Bernyce Rose, Chaplain. Standing, left to right: Ollie Jacot, Anna Ernst, and Nona Haymond, Drill Team; Anna Johnson, Warden; Pauline Hotchkiss, Treasurer; Mary Coleman, Pianist; Lena Hanratty, Inner Guard; Mae McKane, Conductress; Lois Seymour, Outer Guard; Winnifred Brown, Installing Chaplain; Ellen Bryant and Juanita Braley, Drill Team; Margaret Davidson, Installing Secretary; and Martha Harper and Orva Hotchkiss, Drill Team. The installation was held last Dec. 14.

# AT THE ROD AND GUN CLUB BANQUET



PAST PRESIDENTS—At the President's Annual Banquet of the Rod and Gun Club held at Scully's Feb. 11 were the following Past Presidents, left to right: W. G. Knoche, '39; B. F. Manley, '24; R. M. Lawrence, '49; E. L. H. Bissinger, '41; Arlie Skelton, '46; L. L. Loyd, '43; J. S. Harris, '44; Dave Porter, '32-'33; Charles F. Estes, '31; A. M. Cross, '45; Roger Lemelle, '48; J. B. Rogers, '42; V. B. Radcliffe, '35. Senior Past President B. F. Manley told Club history, and received much applause for his inimitable brand of humor.



FIRST PRIZE WINNERS PRESENT—Left to right are J. E. Peffley, A. E. Spohn, Al Ghezzi, O. A. Smith, S. G. Swanson, and Harold Smith. Not all winners were present to receive their trophies that night.



OTHER PRIZE WINNERS PRESENT included, left to right, Arlie Skelton, L. L. Loyd, Roger Lemelle, W. R. Stosberg, J. B. Rogers, A. O. Droringer, G. R. Anderson, J. S. Harris, Chas. Mitchell, and Earl Brucker. The prizes included fishing rods, reels, lines, lamps, etc.



ROD AND GUN CLUB

(Continued from page 30)

ing Secretary; Robert Dornor, Executive Secretary; and C. G. Gonzalez, Treasurer. Several dozen Committeemen are to be appointed by the President, and their names will appear at a later date.

Among the happiest members of our group are Mr. and Mrs. Ivar E. Black, of Redondo Beach, who are retired and recently celebrated their Golden Wedding Anniversary with a big celebration, open house, and hundreds of dear friends. Remember those honeymoon vows? The Blacks weren't kidding and are headed for their Diamond Wedding Anniversary in the same honeymoon spirit. Congratulations and godspeed.

Following is the official Prize Winning list for the 1949 Tournament Season:

PACIFIC ELECTRIC ROD & GUN CLUB 1949 Prize List SALT WATER DIVISION

- Corbina C. T. Miller, 2 lbs., 5 oz. 1st prize A. O. Droring, 1 lb., 8 oz. 2nd prize Croaker O. A. Smith, 6 lbs., 4 oz. 1st prize Wm. Stosberg, 2 lbs., 11 ozs. 2nd prize Al. Ghezzi, 2 lbs., 4 oz. 3rd prize Yellowfin Lee Wedl, 1 lb., 5 oz. 1st prize Los Patos Special R. E. Moyer, 4 lbs., 6 oz. Croaker 1st prize Yellowtail S. W. Swanson, 15 lbs., 2 oz. 1st prize R. M. Lawrence, 15 lbs. 2nd prize G. R. Anderson, 9 lbs., 3 oz. 3rd prize Barracuda A. E. Spohn, 49 1/2 inches. 1st prize R. Lemelle, 40 inches. 2nd prize A. Skelton, 36 inches. 3rd prize Salt Water Bass A. E. Hedrick, 10 lbs., 3 oz. 1st prize Halibut J. L. Lasiter, 24 lbs. 1st prize I. M. Cammack, 16 lbs. 2nd prize Wm. Jolley, 13 lbs. 3rd prize Largest Fish - 9-thread line B. F. Manley, 19 lb. Albacore 1st prize Roy Rattliff, 18 lbs., 8 oz. Sea Bass 2nd prize J. Purvis, 16 lbs., 8 oz. Sea Bass 3rd prize

FRESH WATER DIVISION

- Stream Trout - Fly R. R. Corey, 15 3/4 inches. 1st prize Stream Trout - Bait or Lure Al. Ghezzi, 16 1/8 inches. 1st prize Lake Trout R. E. Moyer, 22 inches 1st prize L. L. Loyd, 19 1/2 inches. 2nd prize Las. O. Leath, 19 inches. 3rd prize Ch. Mitchell, 16 inches. 4th prize E. Brucke, 15 1/4 inches. 5th prize Roy Mankins, 14 1/2 inches. 6th prize J. B. Rogers, 14 3/16 inches. 7th prize L. Wedl, 14 inches. 8th prize Steelhead H. Smith, 29 inches. 1st prize B. F. Manley, 28 1/2 inches. 2nd prize Salmon J. E. Peffly, 39 lbs., 8 oz. 1st prize J. S. Harris, 37 lbs., 12 oz. 2nd prize

DEER HEADS

- B. F. Manley 1st prize C. E. Haig 2nd prize H. Smith 3rd prize

COYOTE BOUNTIES

- Paul Turri 2 coyotes

ASSOCIATE MEMBERS PRIZES

- Ralph Blackburn 11 1/8 inch Trout, stream Dick Oefinger 5 lb. White Sea Bass E. Lemelle 39 inch Barracuda



Don't Fall for This One!

SOMETIMES it looks pretty silly when a person trips or falls. The chances are you can think of any number of such situations which have caused a chuckle. But did you ever stop to think of the serious side of the picture?

Do you know that falls account for one out of every five accidents on the job? All too frequently these falls result from poor housekeeping in the plant or office.

A file drawer left open, for instance, may appear quite harmless. It might, however, cause someone to suffer a serious injury. That's why it is important to practice good housekeeping on the job. Keep your working place orderly and aisles and passageways free from obstacles. After all, good housekeeping on the job is just as important as it is in your home.

MARK OF EFFICIENCY

Good housekeeping means a safer, a better, a more satisfying place in which to work. Furthermore, it is a mark of efficiency at your job. Very often you are judged on the appearance of your desk or the bench where you work. The following "housekeep-

ing hints" supplied by the Metropolitan Life Insurance Company will, if followed, be a direct benefit to you in your work - will help you take pride in your work and in a job well done. Probably you can add a few hints of your own to this list.

GOOD HOUSEKEEPING HINTS

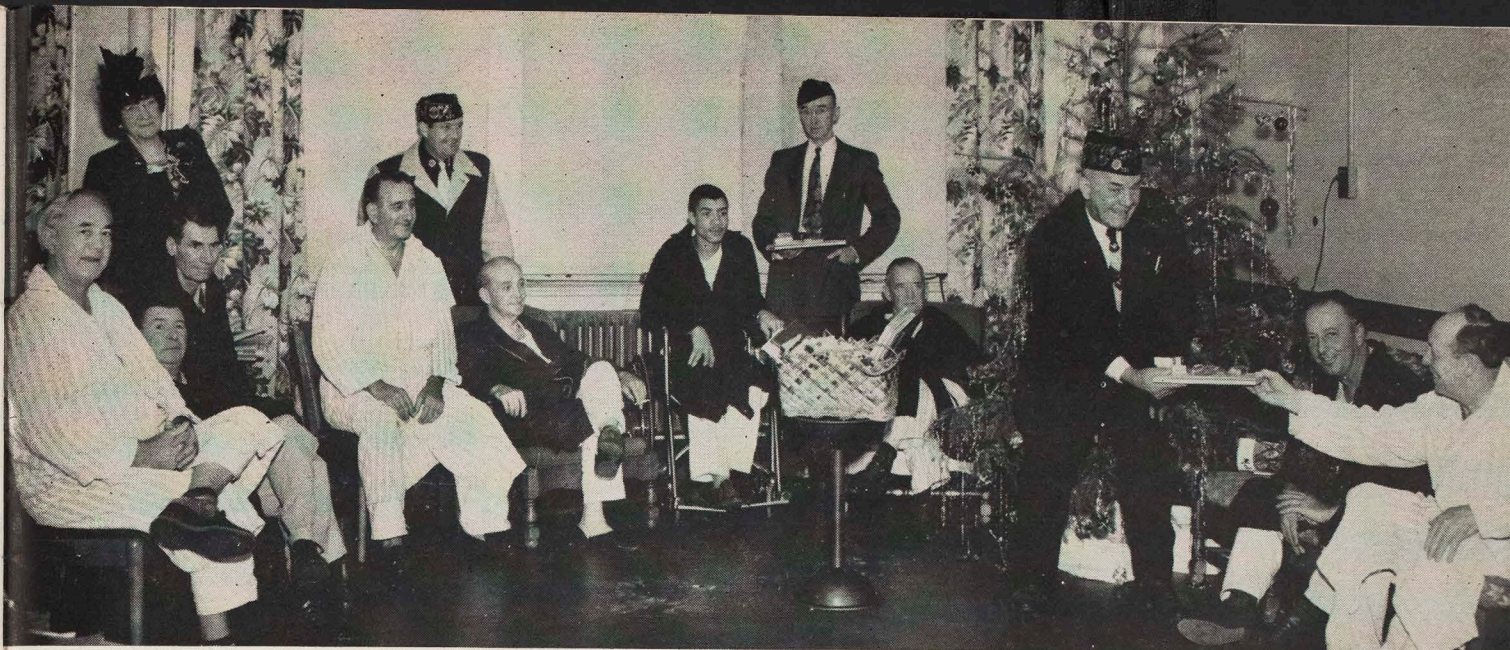
In the Shops and Garages:

- Keep stairways and aisles clear. Keep floors clean and dry. Put your tools back in place. Clean up before you leave.

In the Office:

- Keep all file and desk drawers closed. Don't let things pile up. Put waste paper in the basket. Keep your locker orderly.

Actually, most of these hints apply both in the office and in the plant. There's nothing very difficult about any of them. They are just an expression of common sense. Good housekeeping means a place for everything, and everything in its place; consideration for the other fellow; and an interest in your own safety and comfort.



GIFTS FOR VETERANS - Fred W. Nichols, Hospital Chairman, PE Post, American Legion (in Legion cap, right foreground), spent Christmas Eve afternoon with two other members of the Post and Mrs. Nichols (near extreme left) passing out presents to veterans in Ward 15, Wadsworth Hospital, Sawtelle. The two other attending members of the Post (both in caps) were Commander John W. Foore, left, and Comrade Norman Tyler. Gifts included candy, cigarettes, and writing portfolios complete with stamps. Men seem pleased.

AMERICAN LEGION PE POST 321



By John L. Morris

CANDY, CIGARETTES, and writing portfolios complete with stamps were presented on Christmas Eve to the patients of Ward 15, Wadsworth Hospital, Sawtelle, by Comrade Fred Nichols on behalf of the Post. We wish to thank Comrade Nichols for the wonderful work that he has been doing as Hospital Chairman.

It was a great honor recently, for the Post to present to our friend, Bill Knoche, a beautiful engraved combination cigarette case and lighter. Mr. Knoche has rendered this post a great service in the past.

Jan. 10, we were honored by the presence of distinguished guests: Comrade Charles L. Lillywhite, a member of Post No. 516, and the present Commander of the 23rd District; and Comrade Lloyd E. ("Pappy") Woods, who faithfully served us as Los Angeles County Council Commander in 1948. Comrade Lillywhite gave an excellent talk on child molestation and sex crimes.

Comrade Woods announced his intention to be a candidate for Commander of the Fourth Area.

Comrade H. F. Sayles gave an excellent report on the Los Angeles

County Council Meeting for December.

Comrades Parker and Wilcox gave an excellent report on Hospitalization and the Lack of Hospitalization in the Veterans Administration Hospitals.

We wish to welcome into our midst our new Comrade, LeRoy G. Ames. Our paid up membership as of Jan. 10 was 96.

The Christmas party, which was held in the home of Comrade and Mrs. K. M. Brown, I understand, was a gala event which included an excellent baked ham dinner. I regret to state that the Morris could not attend, since at that time Mrs. Morris was a patient in Long Beach Community Hospital where she was recuperating from surgery.

School awards have been made by Post 321 to students of Robert Louis Stevenson Junior High School. First place for boys was to Robert Beechler, and for girls was to Blanche Dominguez. Honorable mention was won by Raymond Palomino and Patricia Kiser.

AMERICAN LEGION AUXILIARY

By Frances Moore

OUR CHRISTMAS PARTY was a huge success, thanks to the hospitality of Comrade and Mrs. K. M. Brown. After a most delicious ham dinner, gifts were exchanged and a lovely evening followed.

Mrs. Sylvia Morris spent Christmas at the Community Hospital in Long Beach. Not a very cheerful place to spend Christmas, but she has been recuperating at home for some time now.

We regret to report that the Auxiliary has decided to disband. Its members are so scattered that attendance at meetings is insufficient to warrant continuance, at least for the present.

HERE AND THERE WITH THE WOMEN'S CLUBS

By Ruth L. Leatherman

THE WOMEN'S CLUB held its Christmas party Dec. 15 with a potluck dinner at noon. Mrs. Santa Claus (Mrs. Pearl Wheeler) was present, giving out gifts and cards found under the beautifully trimmed tree. Charades were arranged by the Program Chairman, Mrs. Mary Howe, and acted out by our members. A very good time was enjoyed by all.

We had our first meeting of the New Year Jan. 12, and plans were made for a busy year ahead.

The next meeting, Feb. 9, was a Valentine party.

Do not forget the card parties on the first and third Thursdays of each month. Mrs. Gertrude Columbus is the Card Chairman.

Nature never invented anything that grows so fast as the fish from the time it gets into the boat to the time the angler is telling about it at the corner drug store.

ADLETS

FOR SALE - 19-jewel double-roller Elgin railroad watch adjusted to five positions. Call W. W. BYERS, AN. 1-4311.

FOR SALE - Flat magnifier with color filter for 10" or 12 1/2" television. Cost \$23. Like new, \$15. ART NASHER, Room 230 PE Bldg., Ext. 2539.





TOP ROW — R. E. Hubbard, L. A. O'Neil, F. R. Hawkins.  
LOWER ROW — O. E. Sandlin, E. E. Willis, R. E. Coe.

## Inquiring Reporter

**QUESTION:** In all your experience, what Christmas present has meant the most to you?

(Answers this time were given by Trainmen at the Sixth and Main Trainmen's Quarters.)

"A grandson born to my daughter four years ago on Christmas Day," declared South Conductor L. A. O'Neil, who has two children. The grandson's name is Sandy Lee, and he was supposed to be a girl.

"A trip to Phoenix this Christmas to see my aunt, whom I hadn't seen in 35 years," said South Conductor Eugene Willis. "My wife and I had dinner with her."

"Spending Christmas for the first time in a home of my own with my wife and boy, Robbie, then 2½," asserted South Motorman Bob Coe. Bob's home is in Emery Park.

"A furlough at Christmas during World War I to go home from France to spend Christmas with my mother and father," stated South Conductor R. E. Hubbard. "I'd been in the Army

since 1917 — volunteered the first day war was declared — and at the time of my furlough hadn't seen my parents in eight years because of travels as a drummer with various shows."

"A loud pair of flannel pajamas I received this Christmas from my mother in Jamesport, Missouri," maintained South Conductor D. E. Sandlin. "The pajamas arrived just in time for cold weather."

"Having my four little granddaughters with me for Christmas this year," said South Motorman F. R. Hawkins. "I never had them all out here in California before. They all came from Pittsburgh, Pennsylvania." Names of the children are Janet Hawkins, 6 months; Gloria Hawkins, 4 years; Nancy Douglas, 5; and Virginia Douglas, 10.

## WE'RE SORRY

HUMBLEST APOLOGIES are herewith tendered to the Pasadena Trainmen whose pictures appeared in the last issue for their interesting answers to the "Inquiring Reporter." We thought we had, for once, put out an errorless issue, till one of our friendly critics pointed out that names were incorrectly placed under the pictures.

Hence, on this page we reproduce the same pictures again with, we trust, the correct name under each. If this is still wrong — well, we'll settle for dandelions instead of orchids at our funeral!

— Pictures at bottom.

## Pacific Electric Club Bulletin

### AGENTS ASSOCIATION:

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

### AMERICAN LEGION AUXILIARY:

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

### AMERICAN LEGION POST:

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

### AUTOMOTIVE MAINTENANCE CLASSES:

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

### BOWLING LEAGUE:

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

### CAMERA CLUB:

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

### FLYING CLUB:

Monthly meeting held first Thursday of the month in PE Club. Learn to fly for health and relaxation!

### 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 2713 for information.

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### 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.

### SPEAKERS FORUM:

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

### VETERANS OF FOREIGN WARS POST:

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

### WOMEN'S CLUB:

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

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



Vol. 30, No. 4 Jan.-Feb., 1950

Published bimonthly by  
PACIFIC ELECTRIC RAILWAY COMPANY  
O. A. SMITH, President  
610 South Main St.  
Los Angeles 14, California

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### PHOTOGRAPHY

Harley B. Talbott

Copy deadline for the March-April issue will be March 20.

## It's a Matter of Pennies

DURING THE WAR YEARS, pennies didn't count too much. There was a big job to do — it had to be done in a hurry — there was a lot of money around — so pennies just didn't count.

Today, however, the story is considerably different — especially as it applies to our customers.

Today, our passengers and shippers deserve the best for every penny they spend with us. And, it's our job to see that they get the best.

No longer, will Mr. and Mrs. Customer accept "just anything" for the pennies and dollars they give us. Our customers expect courteous and careful service and everything else that goes with getting your money's worth.

So, let's never forget that fact as we do our work each day. It's a matter of dollars and cents — we have to give real value for money received — we've got to give the best to our customers for every penny they spend with us.

It's our job to see that our customers get THE BEST.

W. C. WALKER

C. E. WRIGHT

H. C. WOODIE

C. W. KNIGHT

A. E. AMOS

C. N. VAN SYCKLE







## INSPECT TOOLS EACH DAY—THE SAFETY WAY

(See Rule 1083)

SUPT. OF SAFETY H. J. Young, left, holds safety meeting with Section 22 near Washington and Long Beach Aves. Foreman Gildardo

Soto stands third from right. Man standing at left rear wears round white safety button, indicating he is in charge of safety for a week.