

JULY 1950

PACIFIC ELECTRIC



Magazine



*Employees
Go to
School*

Employes Commended By President O. A. Smith

TO ALL PACIFIC ELECTRIC EMPLOYES:

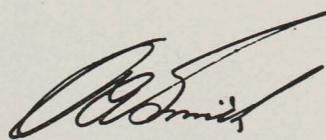
THE RECENT Shrine Convention plus the tie-up of local transit for several days during the period of the Convention resulted in your being called upon to handle unusually heavy business.

It is very gratifying to me that employes so efficiently and cheerfully handled the heavy traffic that a minimum of complaints were received and no increase in accidents was noticeable — a remarkable record in view of the heavy automobile and pedestrian traffic on the city streets.

My sincere thanks to all employes for their efforts during this trying period.

It is pleasing to note in connection with this subject of service that since January 1 of this year we have received a total of 190 commendations for the efficient, courteous, cheerful work of employes as against 81 complaints.

Courtesy to the public makes friends for the Company, smooths the way for safe operation, and helps make jobs for you.




"PREVIEW PASSENGERS" — Operator R. S. Gaffney treats three PE employes to a preview ride in the new diesel-powered 35-foot motor coach of the type now in service on the Los Angeles-Santa Ana, Newport Beach and Los Angeles-San Bernardino Lines. Smiling passengers are (left to right) Arnie Gary and Jean Patzman, Purchasing, and Carolyn Catudal, Public Relations. Coincident with inaugu-

ration of the new service, residents of Southland cities were given an advance showing of the 45-passenger motor coach, as Public Relations Director J. G. Shea and News Editor H. B. Atwood met with civic leaders and Agents in nearly a dozen communities for inspection tours. The "preview coach" was received enthusiastically by Chamber of Commerce heads and business leaders throughout the area.

Here It Is! New PE Intercity Motor Coach

THIS MONTH brought a major step in PE's Modernization Program, as eight new diesel-powered motor coaches, representing a cost of nearly \$200,000, were placed in service.

Three of these latest-design, 45-passenger coaches are now operating on the Los Angeles-Santa Ana Line, two on the Newport Beach Line, and two on the Los Angeles-San Bernardino Line. One is held as a spare.

Built by General Motors, the coaches are designed to give maximum room and comfort to passengers and at the same time to provide utmost safety and efficiency in handling.

The eight coaches are of standard 35-foot length, with an overall width of 95½ inches. Diesel powered, their transmissions are of the conventional

manually-operated type. The interior features semi-deluxe non-reclining seats with rubber cushions and upholstery of green Super Needle Point bus fabric. Arm rests are provided.

Ventilation is provided by two motor-driven blowers delivering 420 cubic feet of outside air per minute, and the air is evenly distributed through ducts in the package racks. Prepared for air conditioning, the coaches may be equipped with cold units at a later date if this is found desirable. The coaches are insulated throughout with cellular foil and glass wool.

Accommodations for 45 passengers include ten double seats on each side and a five-passenger rear lounge seat. All seats face forward.

Windows are of heat-absorbing

safety sheet glass set in rubber channels in horizontal sliding type aluminum sashes. The driver's window has a hinged front and rear section swinging outward, and a sliding section for signaling. The windshield is of fixed one-piece curved glass with all blind spots removed.

Passengers are admitted and discharged through a single manually-controlled sedan-type entrance door. Three large baggage compartments, sealed against dust and water, are located under the floor.

On a recent preview inspection tour of communities served by the new-type coach, residents expressed great satisfaction with the new equipment, and complimented PE highly on this latest step in the Modernization Program.



THEOLOGY STUDENT—Harry F. Hillier, Leader in the Trim Shop at Torrance, is attending the Bible Institute, where he is studying theology and Christian education. He began his theology studies in 1942 at the Baptist Bible College. Already he's been doing some practice preaching at various churches.



PH. D. CANDIDATE—Woodrow J. ("Woody") Honold, Chief Clerk, Schedule Bureau, hopes to complete his doctorate in history at UCLA by December, 1951. His thesis subject is on PE as the great developer of Southern California. He took his A.M. degree at the University of California at Berkeley in 1941.



AIRCRAFT ENGINEERING STUDENT—Chester W. Cornett, Auto Mechanic in the Bus Repair Department at Torrance, is studying jet and gasoline airplane operation at the U. S. Navy Air Station at Los Alamitos, in order to gain advancement in the Naval Reserve, of which he is a member. He began last fall.



KNOWLEDGE MAKETH A READY MAN

PERHAPS OUR TITLE is a somewhat garbled version of what Bacon said, but it nevertheless seems to sum up the feeling expressed by scores of PE employes who have recently been taking some outside studies to gain knowledge in many varied fields.

Returns from an investigation of employes taking courses of study are as yet far from complete, but to date the results indicate that reasons behind their various pursuits of knowledge are generally three: they are studying to prepare themselves for promotion, to gain a liberal education, or to improve a hobby. Although the three classifications tend to overlap, by far the greatest number of students are working for promotion.

In any case, as President O. A. Smith points out elsewhere in this issue, one can never know too much.

AUTOMOTIVE SCHOOL

Let's consider men going to the automotive school conducted by Automotive Equipment Inspector A. L. Bristow, for instance. The shift in emphasis from car repairs to bus repairs gives such a course a dollars and cents value to these men, many of whom have been earning their living repairing rail cars.

Attendance and interest have been so high that Instructor Bristow plans to continue the class in the fall, dealing with more advanced topics such as overhaul and repair of the various units of a motor coach. The plan is to equip a room at Macy Clubhouse with charts, cutaway models, tools, and other equipment for use in actual demonstrations. The course just completed June 19 was elementary, and concerned the basic principles of operation of various units of

motor coach equipment, both gasoline and diesel.

ACCOUNTING COURSES

To have a better chance for promotion, several employes are spending their leisure hours taking courses in accounting. Fellow like Charlie Ramirez, for instance, who works as General Clerk in Freight and Car Service Accounts. Seems that his particular job is helping process overcharge freight claims. Well, an ambitious fellow like Charlie, who's also been studying to become a citizen of this country, isn't satisfied at the prospect of doing this same work forever. But feeling that he needs to know more about bookkeeping to climb the ladder, he's been going to Fullerton Junior College to learn the principles of accounting.

Even a well-versed accountant like

Assistant to Auditor Russell C. Hollinger, who, one might think, would be able to spout textbooks on the subject, finds it meet to keep in touch with the latest methods by taking various specialized courses from the International Accountants Society, Inc., of Chicago.

TRAFFIC MANAGEMENT

At least six men have been found who have been studying traffic management, feeling that they'll be better equipped to handle the work they're doing, as well as better able to take promotion when the opportunity comes. All of the students are now in jobs involving a knowledge of tariffs and commodities: Kenneth G. Rolfe, Emory J. Hanlon, and Paul H. Smith, of Freight Traffic; and Clarence S. Quigley, Ben E. Harvey, and Roland H. Haugen of Freight

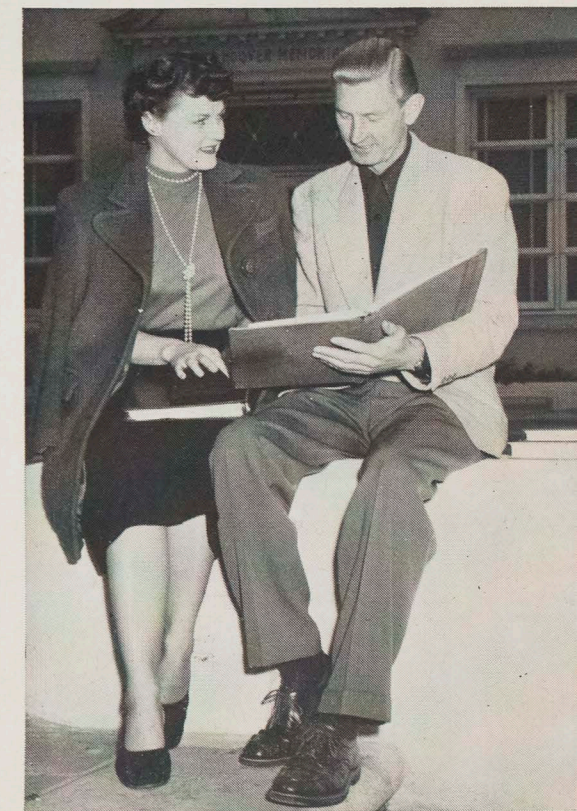
Accounts, Freight Traffic Manager W. G. Knoche remarks of the work his men are taking:

"Needless to say, this additional education has been beneficial to this office in that they are better equipped to perform the duties assigned them."

STUDENTS OF LAW

Law has attracted at least seven employes: Robert Winckler and Robert J. Graves, assistants in the Law Department; William J. S. Lockhart and Paul J. Zook, Claim Agents in General Claims; William M. Edwards, City Freight Agent; Roger D. Stokes, Draftsman; and Frank R. Ferris, Trainmen's Timekeeper.

Most of these men want to become practicing attorneys; Stokes's interest, however, is in land title law, which closely concerns him in his valuation work. (Continued on page 7)

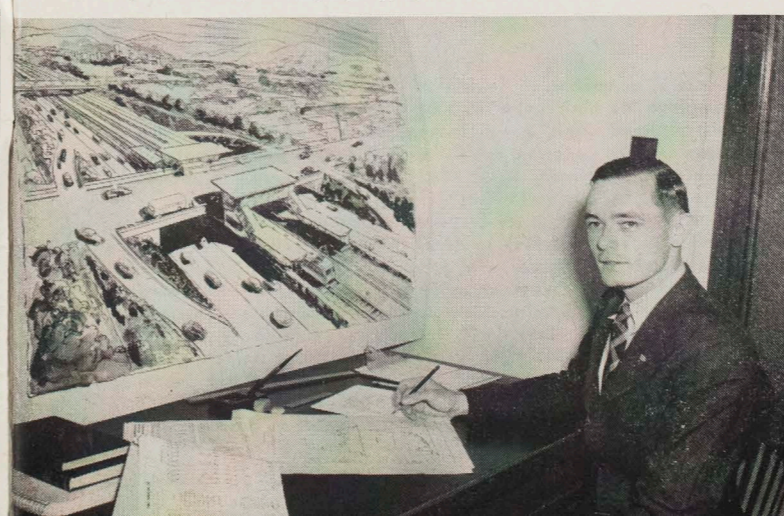


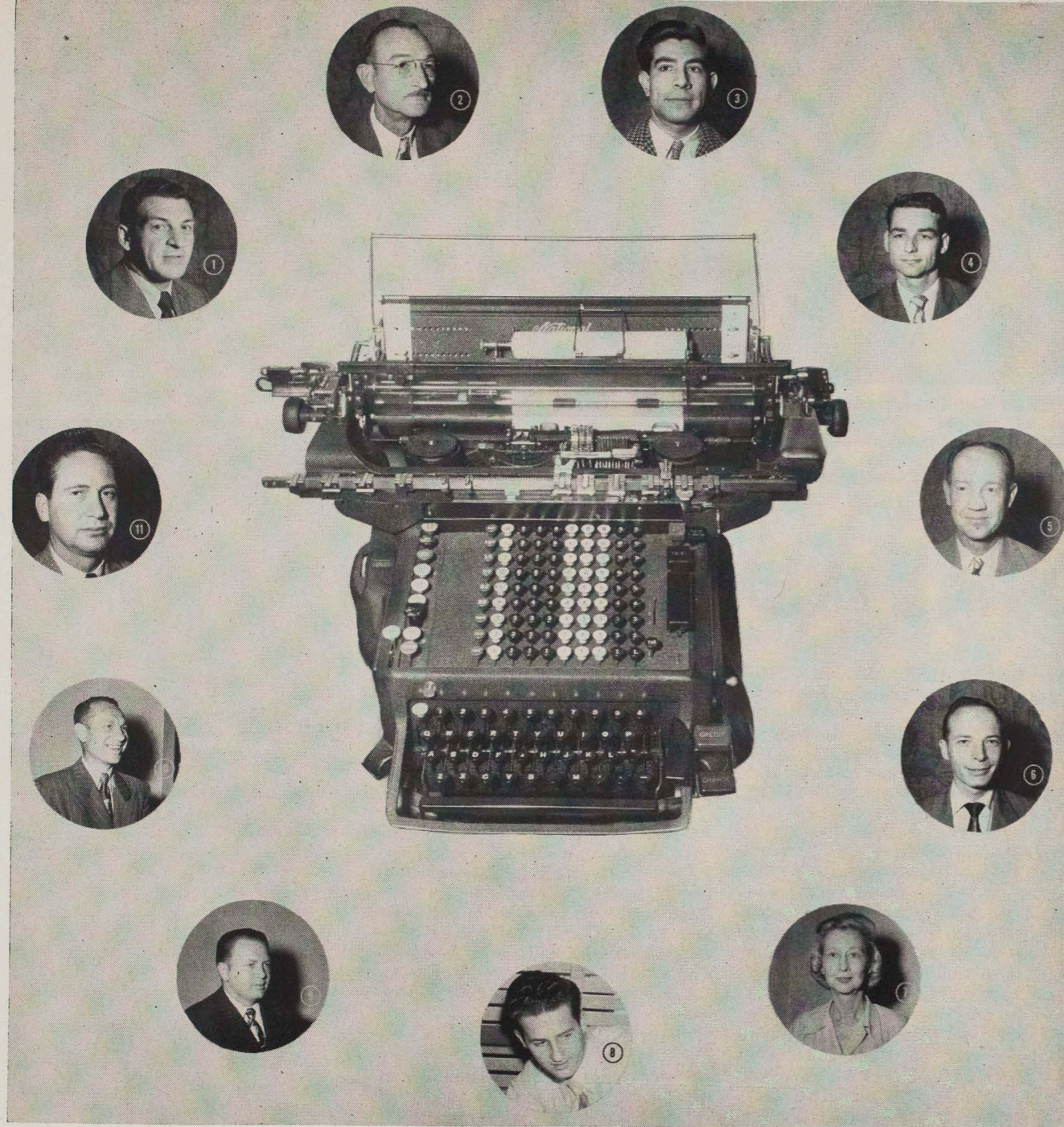
COVER PICTURE—Motor Transit Operator and Mrs. Albion F. Bjermeland pictured reviewing for their final exams at Whittier College this June. He's working on his A.B. degree with major in sociology, English, and history and expects to graduate in August, 1951. He also had two years at Glendale City College beginning in 1947. Mrs. B.—the former Yvonne Baker, daughter of Temple City Operator A. P. Baker—got her A.B. degree in psychology this June, and expects to get her master's degree in speech correction next June. With an "A" average, she's one of 30 honor students at Whittier. The two were married in December.

NAVIGATION STUDENT—C. Robert Vrooman, Electrical Machinist, Torrance Shops, has a 27-foot Tahiti ketch (sailboat) with auxiliary motor. In order to make the best use of it, he's been studying piloting and navigation at the U. S. Power Squadrons, a nationwide marine educational club, at Wilmington.

OMNIVOROUS STUDENT—Sam M. Akers, Assistant Research Engineer, right, took a course in radio writing that helped him write weekly scripts from September to June for G. G. ("Nick") Carter (at mike) of GE to broadcast at Electric Club meetings. Sam has taken a startling variety of courses since 1947.

ENGINEERING STUDENT—Charles W. Koch, Assistant Research Engineer, has been making "A" grades in his spare-time studies in engineering begun at USC in 1948 and continued with the International Correspondence Schools. Accounting, calculus, statics, hydraulics, surveying typify the studies he's pursuing.








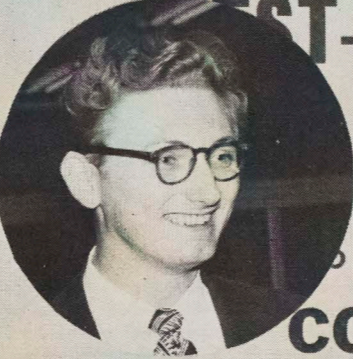

THE BALANCE IS ALL IN THEIR FAVOR

(1) Even Assistant to Auditor R. C. Hollinger doesn't know everything about accounting; so he's been taking various specialized accounting courses since February from the International Accountants Society, Inc., of Chicago—by correspondence. He wants to keep in touch with latest accounting features. (2) U. L. Drake, Tax Accountant, has been rounding out his knowledge of the complexities of tax accounting by courses in federal taxation and business law by University of California Extension. (3) Charles Ramirez, General Clerk, Freight and Car Service Accounts Bureau, began as a Clerk in the Accounting Department Record Room in 1942, and soon realized a need for learning accounting in order to qualify on various jobs. He finished an elementary accounting course at Fullerton Junior College in February. (4) J. D. Beggerly, Billing Clerk, Accounting Department, began courses in advanced accounting and CPA work at LaSalle Extension University late in 1947 and is still going strong. (5) Noble E. Cates, Assistant Head Clerk, Miscellaneous Accounts Bureau, began a course

in general accounting at LaSalle in May, 1949, and is still studying to improve his basic knowledge of accounting. (6) L. A. Noble, Jr., Assistant Head Clerk, Pay Roll Accounts, is studying to be a CPA through ICS in order to qualify himself for further promotion. (7) Florence B. Haldeman, Head Clerk, Passenger Accounts, started a course in higher accounting last October at LaSalle, because she's "interested in accounting." (8) Leonard L. Prilliman, Vari-Type Operator, Schedule Bureau, is taking a course in bookkeeping at the El Monte Adult Extension School. (9) Frank M. Carr, Agent's Accounts Clerk, started CPA work at LaSalle in 1947 and is still studying. (10) A. D. Hyde, Special Accountant, began a general accounting course at LaSalle in June, 1949, and expects to finish by June, 1952. (11) W. L. Turpen, Assistant Head Clerk, Pay Roll Accounts Bureau, is starting this June to continue accounting studies at USC following a complete business course he took in 1939-40 at Chillicothe, Mo., Business College. He's studying under the GI Bill to advance himself.

TRANS-CONTINENTAL FREIGHT BUREAU
(L. E. KIPP, Agent)

WEST-BOUND TARIFF N
(Cancels West-Bound Tariff No. 1-Z)
NAMING
EXPORT, IMPORT AND PR
JOINT RAIL-MOTOR (See Items 45 and
COMMODITY RATES

STUDENTS OF TRAFFIC MANAGEMENT



KNOWLEDGE —

(Continued from page 5)

TRANSPORTATION ENGINEERING

You'd think that safety engineers, high executives of transportation companies, PE bus drivers, and others to whom safety is a matter of daily bread, would already know the textbooks on transportation engineering from cover to cover, but the list of important executives taking Research Engineer Leslie H. Appel's course in transportation engineering reads like Who's Who. Fred C. Patton, General Superintendent of Passenger Service;

TO GAIN THOROUGH FAMILIARITY with the problems of traffic management involves a matter of years of study and practice, particularly learning the intricacies of commodities and freight rates. These gentlemen, pictured with their faces glued to the cover of a tariff manual, are learning, through study and practice, just those complexities. UPPER LEFT—Clarence S. Quigley, Revising Clerk in Freight Accounts, has been studying freight traffic management by correspondence with LaSalle Extension University since early in 1949—"to improve my knowledge of freight rate structure and ICC regulations and methods," says he. TOP CENTER—Roland D. Haugen, also a Revising Clerk in Freight Accounts, is doing the same thing at the same place as Quigley, but started six months sooner and expects to finish in August. He puts his reasons in slightly different fashion: "To learn the why and wherefore of how and why rates are made, also how tariffs are made, the various procedures used in making rates, and also to gain a general knowledge of the various transportation systems and how they operate." UPPER RIGHT—E. W. ("Ace") Hanlon, Statistical Clerk in Freight Traffic, began a formal study of rail rates at the Metropolitan Evening School of Business last fall: "To gain a better understanding of an important phase of operation of the Freight Traffic Department, and to place myself in position to take promotion, should the opportunity present itself." LOWER LEFT—K. G. Rolfe, Rate Clerk, Freight Traffic, is also a forward-looking young man who has been taking some courses in traffic management. LOWER RIGHT—Paul H. Smith, Diversion and Service Clerk, Freight Traffic, has been attending the Metropolitan Evening School of Business regularly since the fall of '48, to qualify himself better for promotion as well as to do better where he is.



THE QUESTION IS, WHAT IS THE LAW?

IN THE LAW LIBRARY—Seated, left to right, are Roger D. Stokes, Draftsman, Engineering; Frank R. Ferris, Trainmen's Timekeeper, Pay Roll Accounts; Robert J. Graves, Attorney's Assistant; Wm. J. S. Lockhart, Claim Agent, General Claims; and Robert Winckler, Law Clerk. Standing are Paul J. Zook, Claim Agent, General Claims, left; and Wm. M. Edwards, City Freight Agent, Freight Traffic. Stokes has taken several courses in land title law to improve his work, which concerns descriptions of land bought and sold by PE. Ferris expects to finish a regular law course by January, 1954, at Southwestern University, with a view to making himself more useful to

his company. Graves finished his law course at Southwestern last fall. Lockhart, who hasn't been long out of Ireland, began general law studies in midsummer, 1948, by correspondence at LaSalle Extension University, and plans to become an attorney. Winckler, who took pre-law at Los Angeles City College and is continuing at Southwestern, plans to become an attorney, too. Zook began general law studies at Southwestern in the fall of '48 and wants to get his LL.B. Edwards just finished his law course at Southwestern this June and plans to become a lawyer. One and all of these men declare that a knowledge of the ins and outs of law helps 'em in their jobs.



KNOWLEDGE —

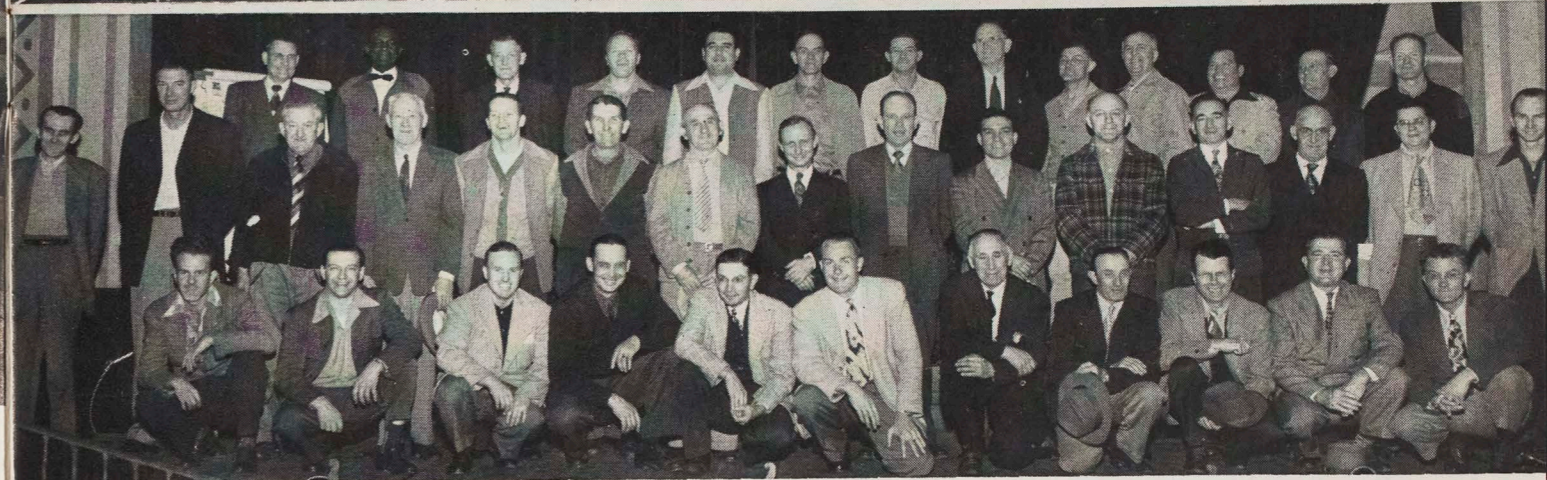
John D. Puffer, Superintendent of Motor Coach Operations; **Robert L. Woodrow**, Instructor in the Bureau of Instruction of Safety; and several other PE men such as Motor Transit Operator **John W. Sampson**—plus a large number of outsiders like **Clayton M. ("Mose") Allen**, Engineer in charge of General Plant Division of the Los Angeles Department of Water and Power; and **Clarence Dunbar**, Safety Engineer for Yellow Cab—all pretty safely classifiable as experts in transportation, nevertheless have found it to their advantage to get a thorough grounding in Mr. Appel's innumerable for-



TYPING COURSE—Eugene Powell, Claim Agent, started taking a course in typing at Hollywood High last January so he could make his claim reports out on the typewriter instead of in longhand. He's working on a lesson.



"AMIGOS MIOS"—J. W. Keller, Claim Agent, assumes proper garb and pose to indicate the fact that he's studying Spanish at the Berlitz School of Languages. In Southern California a knowledge of Spanish is often handy.



AUTOMOTIVE CLASSES



KNOWLEDGE —

mulas about velocity, braking distance, coefficients of friction, etc.

Engineering courses otherwise seem to have attracted but two students, so far as our present information goes. They include **Robert J. Bonar**, Machinist at Torrance, and **Charles W. Koch**, Assistant Research Engineer. Bonar began an ICS course in mechanical engineering in 1946, and intends to continue it until he has his engineering degree. Koch began some work in accounting and calculus at USC in 1948, and then switched to ICS, where he is taking courses leading to the fulfillment of his desire to become, eventually, a traffic engineer.

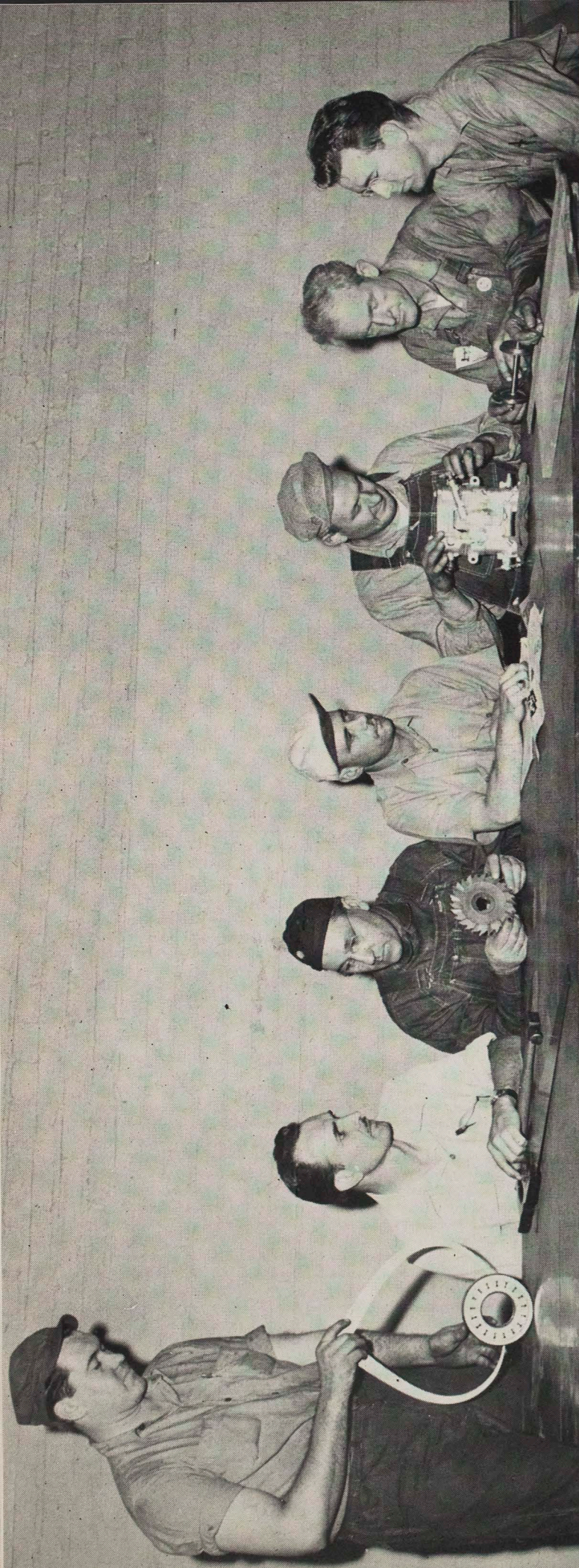
While dollars and cents may be playing a certain part in helping some

(Continued on page 11)

HELD REGULARLY in the PE theatre twice each Monday during the past year—at 1:00 and 6:15 p.m.—these classes, under the excellent instruction of Automotive Equipment Inspector A. L. Bristow, were well attended, and Mr. Bristow has expressed his pleasure at the great interest shown, as indicated by the attendance—all voluntary. Shown above are representative groups—the classes held May 22. Many more men were able to attend evenings (lower picture) than afternoons (above) on account of their working hours.

TOP—Left to right are the Instructor, Mr. Bristow; W. M. Daniels, Auto Repairer, 4th and Flower; D. C. Anraad, Night Foreman, Long Beach-San-Pedro; Louis Saal, Night Foreman, Macy Car House; Roy Mankins, General Foreman, System Rail Passenger Car and Freight Locomotive Maintenance; E. H. Beauchamp, Night Relief Car Foreman, Macy Car House; Charles Good, Night Leader, Watts Car House; Albert Murray, Motor Coach Operator; Carroll Crockett, Car Repairer, Macy Car House; W. G. Buckmaster, Car Repairer, West Hollywood Car House; Lee Merriman, Afternoon Foreman, 6th and Los Angeles; Nelson Fetterleigh, Motor Coach Operator; Ralph Bridges, Car Repairer, Pasadena.

LOWER—Front row, left to right: E. G. Browne, Auto Repairer, Torrance; Ben Murphy, Pipefitter; W. H. Jones, Car Repairer, and J. W. Wilcomb, Day Foreman, Macy Car House; W. R. Tingler, Assistant General Foreman, System Rail Passenger Car and Locomotive Maintenance; Don Bowman, Staff Engineer, Mechanical Dept., and Assistant Instructor of the class; Walter Lloy and Frank Sirchie, Electricians, Macy Car House; F. R. Soule, Foreman, Macy Repair Shop; Albert Harrison, Leader, Macy Repair Shop; and Clarence Strong, Electrician, Macy Car House. Middle row, left to right: Arthur Ryan, Car Repairer, Toluca Yard; Carl Peer, Leader, Pasadena; E. H. Hahnes, Electrician, James Nunn, Jr., Electrician, W. L. Swick, Car Repairer, James Dillon, Electrician, all of Macy Car House; Thomas Matten, Car Repairer, Macy Repair Shop; Carl Mayfield, Electrical Machinist, Macy Garage; Milton Clark, Leader, Toluca Yard; J. J. Velardi, Car Repairer, West Hollywood; H. V. Landon, Auto Machinist, Macy Garage; Rex Sanders, Electrician, 6th and Los Angeles; Frank Pickering, Electrician, Macy Repair Shop; W. G. Field, Electrician, West Hollywood Car House; and Harley Culp, Auto Machinist, Macy. Back row: Mr. Bristow; Alfred Anderson, Car Repairer, Macy Repair Shop; Edgar Wait, Electrician, and Hans Hansen, Car Repairer, Macy Car House; Dan Madrigal and Richard Humphrey, Car Repairers, Macy Repair Shop; M. R. Morrow, Auto Repairer, Macy Garage; V. G. Clemons, Car Repairer, Macy Repair Shop; Robert Baxendale, Electrician, Macy Car House; W. G. Sadler and M. C. Hernandez, Car Repairers, Macy Repair Shop; Charles Bulla, Auto Repairer, 6th and Maple; and Thomas Johnson, Freight Car Repairer, Torrance. Other men sometimes attended.



STUDIES PURSUED BY TORRANCE MEN HELP IN JOBS AS WELL AS HOBBIES

YOU CAN GUESS pretty well what these Torrance Shop employees are studying by what they're holding. Left to right: Holding calipers is Robert J. Bonar, Machinist, who's been taking a correspondence course in mechanical engineering from ICS since 1946. With hammer and saw is Harold L. Pastorius, Electroplater, who's been taking wood work at Stephen Junior High School since last fall as a hobby, as well as to enable himself to make some patio furniture. Holding a cutting tool he has made is Roy Holder, Auto Mechanic. He's been taking tool and cutter grinding at Rosemead High School for a few months to improve his ability on the job, as well as to help further his hobby shop at home, where he has lathes, grinders, a milling machine, etc., to do tool and die work. Graphic arts, including screen processing and sign painting, are subjects of study by Norman A. Loeffler, Painter. He attends the California School of Screen Process and

Graphic Art in Santa Monica, in order to prepare himself for all types of sign and display work. The carburetor is being held by William C. Sims, Auto Machinist, who's been studying automatic transmissions at a privately owned school and garage in Inglewood, in order to improve his knowledge of auto mechanics. The small rail car wheels and axle in the hands of Machinist Arthur M. Graham he made himself for a model railroad, scale one inch to the foot, at Compton Junior College, where he's been taking a machine shop course since June, 1948. He says it fits into his line of work, and also enables him to make all his own parts for his model railroad hobby. For a better understanding of machine design, the reading of blueprints, etc., Arthur M. Cole, who has the drafting board, has been taking a home study course in drafting for the past year. An Auto Machinist, he finds the knowledge thus gained mighty handy in his everyday work.

July, 1950



TRANSPORTATION ENGINEERING TEACHES SAFETY

THESE FELLOWS FIND that there's safety in numbers — and algebraic equations — under the instruction of PE's Research Engineer Leslie H. Appel, who holds pointer at equations on the blackboard. FRONT ROW, left to right: Maurice S. Fleming, Industrial Engineer, Gladding, McBean & Co.; Clayton M. ("Mose") Allen, Engineer in charge of General Plant Division, L. A. Dept. of Water and Power; John W. Sampson, Motor Transit Operator; Robert L. Woodrow, Instructor, and John T. Johnston, Safety Supervisor, Bureau of Instruction and Safety; Max Zeldin, Safety Engineer, Pacific Indemnity Co.; John L. Hughes, Director of Safety, So. Calif. Freight Lines; and Euclid E. Goodreau, Traffic and Highway Transportation, Knudsen Creamery Co. OTHERS, left to right: Clarence Dunbar, Safety Engineer, Yellow Cab Co.; William Maher, Engineer, Aviation Parts Dept., Delbridge and Associates; Chas. M. Elliott, Truck and Equipment Dispatcher, Dept.

of Water and Power; Marvin W. Hall, Safety Engineer, Veterans Administration; Fred C. Patton, General Supt. of Passenger Service; Stanley E. Halfhill, Captain, L. A. Fire Dept.; Jack Stewart, Asst. District Supervisor, Western District; Howard C. Beardsley, Schedule Supervisor; Lonnie A. Campbell, Office Manager, Transportation Dept.; Roy G. Finley, Safety Supervisor, L. A. Transit Lines; Jos. E. Hamm, Safety Engineer, County of L. A.; Fred H. Muggee, Safety Engineer, American Associates Insurance Co.; Harold F. Fortner, Supervisor, West; Mark D. Swerdfeger, Schedule Supervisor; and C. L. Srack, Director of Safety, Yellow Cab Co. Absent when picture was taken were Sgt. R. L. Gollings, State Highway Patrol; Myron Eaton, Supervisor, West; T. L. Halverson, District Supervisor, West; D. L. Ladhoff, Supervisor, North; John L. Paul, Safety Engineer, National Safety Council; and John D. Puffer, Supt. of Motor Coach Operations.

KNOWLEDGE —

(Continued from page 9)

fellows decide what courses to take, there are other men who seem to be studying mostly for the love of learning.

CANDIDATE FOR Ph.D.

Woodrow J. ("Woody") Honold, Chief Clerk in the always busy Schedule Bureau, could probably live a long and fairly happy life without getting a Ph.D. in history. And he'd probably save himself a lot of midnight oil. For working on a doctor of philosophy degree is no child's play. There are years more to it than getting a hood stuck around your neck at a commencement exercise. No Ph.D. degree is merely an honorary title. But Woody's working for this degree, and is nearly finished, too, except for his dissertation, which concerns PE's great part in the development of Southern California. He spends many week-ends and holidays digging up material from libraries and other record repositories, in addition to bringing up a family and helping build his new home.

THIRST FOR KNOWLEDGE

One of the most outstanding examples of a PE man with a thirst for knowledge is Assistant Research Engineer Sam M. Akers. He already has his A.B. degree, but since joining PE, which he did after the war, he has taken such varied courses as business administration, Federal tax accounting, vocational psychology, and radio script writing. Like Woody Honold, Sam also has a growing family to support, and has spent much time helping build his own home.

IMPROVING HER HOBBIES

To draw a line between studying for promotion, studying for a liberal education, and studying to improve a hobby, isn't always easy to do. Roy



Holder, Torrance Auto Machinist, undoubtedly finds the knowledge he's gained from taking tool and cutter grinding useful in his daily work, but he also has a hobby shop of lathes, grinders, a milling machine, etc., where he can do tool and die work.

The case is simpler with Harold L. Pastorius, Torrance Electroplater. He took up woodworking at night school as a hobby in itself, as well as to enable himself to make some patio furniture.

With Electrical Machinist C. Robert Vrooman, also of Torrance, it's quite plainly a hobby. A merchant seaman from 1928 to 1930, he picked up a lot of seamanship, while somebody else gave the orders. Now he has a 27-foot Tahiti ketch (sailboat, to you) with auxiliary motor, and gives orders to himself. So as to be sure he's right, he's been studying piloting and navigation at the U.S. Power Squadrons School, Wilmington, and we'll bet there's no happier man on the system than this combination owner, pilot, and one-man crew when he's out in his boat putting into

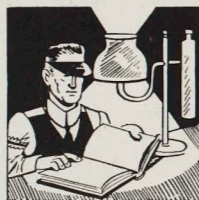
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LADIES' NIGHT at the Speakers Forum was held on Tuesday, June 13, with attendance as shown above at the Rosslyn Hotel, under the leadership of President Ed Mason and with L. R. McIntire as chief speaker. However, rather than give you the names of all present, we give you instead the names of the total membership of the Speakers' Forum—men who have been fairly regular in attendance during the past six months: R. L. Besett, Agent, El Monte; A. L. Bristow, Automotive Equipment Inspector; John B. Cummings, Clerk, Freight Claims; L. M. Duke, Terminal Freight Agent; P. B. Durant, Assistant Terminal Freight Agent; C. E. Ferguson, Traffic Engineer, Passenger Traffic; Rudy Fugate, Rental Clerk, Land and Tax; W. J. Honold, Chief Clerk, Schedule Bureau; J. W. Keller, Claim Agent, General Claims; W. J. Lockhart, Claim Agent, General Claims; Walter Lohman, Service Director; L. R. McIntire, Manager of Personnel; L. B. McNelly, Special

Accountant to Auditor; Ed Mason, Clerk, Freight Claim; E. O. Miller, Tax Agent; George Perry, Manager, Hospital Association; C. Pearson, Motor Transit Operator; J. D. Puffer, Supt. of Motor Coach Operations; Charles Sein, Time Supervisor; Harry Shea, Trainmen's Timekeeper, Pay Roll Accounts; Don Sheets, Operator, West; O. A. Smith, President, PE Railway Co.; G. F. Squires, Vice President, PE Railway Co.; E. A. Stevens, Supt. of Equipment; I. H. Stone, Head Service Director; C. D. Strong, Leader, Macy Car House; L. N. Velzy, Assistant Terminal Foreman and Stationmaster; T. L. Wagenbach, General Manager; Vernon B. Williams, Car Repairer, Macy; W. E. Williams, Automotive Maintenance Engineer; R. L. Woodrow, Instructor, Instruction and Safety Dept.; and Harry L. Young, Supt. of Safety. There is a large group of men, who, formerly very active in the Forum, have been obliged by pressure of duties, etc., to become temporarily inactive.

**SPEAKERS FORUM
BUILDS SELF-CONFIDENCE
AMID GOOD FELLOWSHIP**



**GLEE CLUB FINDS
FUN AND CHALLENGE
IN GROUP SINGING**

AT HOLLYWOOD DINNER CLUB—Among its numerous concerts of the past few months was a most enthusiastically received program at the Hollywood Dinner Club, which meets at Slim Obley's out west on Beverly Blvd. Seated in front row, left to right, are James G. Shea, PE's Public Relations Director, who made the speech of the evening; and a group of VIP's in the Dinner Club. At extreme right is Deane H. Koch, PE Information Clerk and Assistant Chairman of the Dinner Club's Music Committee, at whose invitation the Glee Club sang. All others—those in robes—are Glee Club members. Girls, left to right, include Gertrude Gardner, Eleanor Lifur, Joyce Wagner, Helen Semnacher, Marion Snowden, Mary Sugarman, Esther Silliman, Margrete Christensen, Velma Douce, Christell Rowe, Evelyn Jones, Fay Phillips

(behind Evelyn), Maxine Eaton (Accompanist), and Katherine Mulhall. The two men at left rear are Dinner Club members; two at center rear are Glee Clubbers Terry Fairchild and Rudy Slotwinski. Glee Club men in front row, left to right, are Charlie English, Warren Silliman (Director), Harry Shea, Jim Boswell, Arthur Kobal, Charley Riestra, and Charlie Wuergler. The four behind them are Alec Hartman (President), Louis N. Velzy, Al Biddlecomb, and Bishop Curry. Missing were Mary Breese, Odessa Carter, Lillian Ryan, Elna Harper, and Raymond Pink. Since that time the Glee Club has had two new members: Kay Phillips and Helen Ferguson; and three prospective members: Olive Smith, Clara Smith, and Gene Dow. Membership is achieved by attending four out of five consecutive rehearsals. Practice on Tuesdays.



OPERATOR GRADUATES—Everett C. Pearson, Motor Transit Operator of 15 years experience, graduated from Whittier College in January and received his A.B. diploma and general elementary teaching credential at June exercises. Attending under GI Bill, he drove busses week-ends and holidays. Now 44, he was married in 1926, has a wife and home, but no children, in Montebello. This fall he will teach sixth grade in Bell Gardens.

KNOWLEDGE —

(Continued from page 11)

practice all the lore of the sea he's picked up in his course of study.

CULTURE? HOBBY? RECREATION?

To try to classify the Speakers Forum and the Glee Club as hobbies or as a part of a liberal education is a problem to defy the experts. The answer is strictly in the mind and attitude of the participant. Perhaps the answer is that if it's fun enough, it's a hobby, or at least, recreation; if it seems (note the seems) almost as much work as it is fun, it's liberal education!

At any rate, both organizations possess great educative values. The emphasis on self-discipline is constant. Only frequent and regular practice enables your speaker or your singer to appear at his best and most confident before an audience. Only practice and criticism (in the larger sense of the word) enables the speaker or the singer to improve his diction.

Both groups provide training in the entertainment of others. The great difference is that the Speakers Forum emphasizes the individual effort at audience appeal, while the Glee Club emphasizes the cooperative effort of the entire group.

While a goodly number of employees

**'Name-the-Title' Contest for
PE Leaflet Closes July 14**

PACIFIC ELECTRIC plans to issue a monthly "take-one" leaflet for distribution to passengers on all rail cars and busses as soon as arrangements can be completed—probably in late summer.

The leaflet will be jam-packed with material about PE service, matters of public interest, humor, and the like, and will be issued by the Public Relations Department. Editor will be Brad Atwood, who also handles newspaper publicity. He will welcome your contributions of good jokes, anecdotes, etc.

Metal boxes to hold the leaflets will be installed by the Mechanical Department on all passenger equipment near the exit doors in plain view of the riders.

Seeking to enlist the talents and interest of all employees in the new project, the Public Relations Department is offering a prize of \$25 for the best title for the leaflet as you have seen in the poster on your bulletin board. All employees are eligible to compete. Just follow these rules:

1. Write your suggested title on a sheet of paper. Don't send drawings.
2. Send or bring it to the Public Relations Department not later than 4:30 p.m., Friday, July 14.
3. Send as many entries as you wish, but put each on a separate sheet.
4. Each entry must be legible. Sign your name, job title, and

have for many months given their time and effort toward the success of one or the other of the two groups, or, in some cases, to both groups, there is still plenty of room for participation by far larger numbers of interested employees. Join because you want to indulge your hobby; join because you want to round out your education or your list of personal accomplishments; join because you'd like to know more of your fellow employees in a social way; join because you'd like the recreation—but join!

STUDENTS ARE NEWS

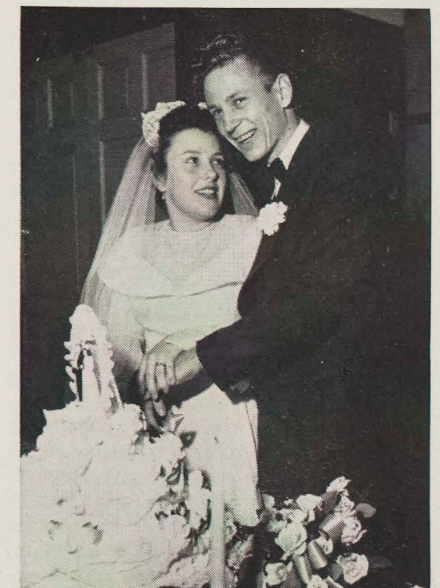
The Magazine would like to hear more about employees who are taking courses of study in addition to their daily tasks for the company. It would like to publicize such activities, because they are newsworthy. Let's hear from you!



WANTED—a better title!

department legibly on each entry.

5. Judges will be the Labor-Management Council, and their decision will be final.
6. Award of \$25.00 will be made to the winner selected by the Council, but the Company reserves the right to use a title other than that of the winner. Time is running short, so let's get those entries in soon as possible.



MARRIED—Earl L. Nelson, Rodman, Field Engineering, and Audrey L. Halderman, June 2, at Westchester Christian Church. They honeymooned a week at Big Bear, and returned to live in Gardena. Earl has been with PE since September, 1947. His dad, George H., is a retired Assistant Engineer in Field Engineering. The bride will matriculate at El Camino Junior College, Gardena, next fall, according to her husband.

Letter from LA City Attorney to City Council Defends PE Plan

MOST PERTINENT EVIDENCE as to the validity and necessity of PE's Modernization Plan is contained in a letter dated May 25 from the Office of the Los Angeles City Attorney to the Los Angeles City Council.

The letter, signed by City Attorney *Ray L. Chesebro* and Assistant City Attorney *Roger Arnebergh*, was written in reply to the City Council's request that the City Attorney's Office ask the California Public Utilities Commission for a rehearing on the Modernization Plan. Denying the request, the letter reads:

REPORT RE

Pacific Electric application to substitute bus for rail operations—request for a rehearing before the State Public Utilities Commission.

Report No. 3
May 25, 1950

To the HONORABLE COUNCIL
of the CITY OF LOS ANGELES
Gentlemen:

(Council file No. 43365 attached)

This will acknowledge receipt of your communication of May 23, 1950, requesting the City Attorney to petition the State Public Utilities Commission for a rehearing of the application of the Pacific Electric Railway Company for authority to make changes in its rail and motor coach system, being Application No. 30095 before the Public Utilities Commission of the State of California.

A review of the above numbered Council file discloses that the request was based on the assumption that the California Public Utilities Commission did not fully consider the entire operations of the Pacific Electric but limited its study to passenger operations.

FULL CONSIDERATION GIVEN

This is to advise your Honorable Body that both the California Public Utilities Commission and the City Board of Public Utilities and Transportation fully considered all of the operations of the Pacific Electric, including both freight and passenger business. This office, together with members of the staff of the Department of Public Utilities and Transportation, participated in the entire proceedings before the Commission. Company witnesses were cross-examined at length as to all details of Pacific Electric operations and exhibits prepared by engineers of the Department of Public Utilities and Transportation were put in evidence, together with testimony fully explaining such exhibits. Further exhibits containing detailed analyses of Pacific Electric operations were placed in evidence by the staff of the

State Public Utilities Commission, Arthur Jenkins, a traffic consultant and expert, and officials of the Pacific Electric.

For your information, we are attaching to this report the following data:

- Dates of Hearings, with Index of Exhibits and Witnesses in connection with the hearing before the Public Utilities Commission of the State of California;
- Financial Statements of Pacific Electric Railway Company, introduced as Exhibit 2 in such proceeding;
- Financial Statements of Pacific Electric Railway Company, introduced as Exhibit 2A (this covering a later period of operation than Exhibit 2);
- Report prepared by Theodore Stein, Principal Accountant for the Public Utilities Commission of the State of California, covering in great detail the financial status of Pacific Electric. This report was introduced as Exhibit 95 in said proceedings;
- Report of Operation, Facilities, Organization, Financial Status and Modernization Program of Pacific Electric, prepared by Arthur C. Jenkins, Consulting Engineer, introduced as Exhibit 3 in said proceedings; and
- Formula covering the separation of rail service, railway operating revenues, railway operating expenses and taxes assignable to transportation operations between freight service (including mail and express) and passenger rail service, introduced as Exhibit 7 in such proceedings.

These exhibits, a few of the many pertaining to the results of operations of the Pacific Electric presented in evidence in the case before the State Public Utilities Commission, clearly show that the question of freight operations, as well as passenger operations, was fully investigated and was before the State Pub-

lic Utilities Commission for consideration. Likewise, the last exhibit mentioned will show that the segregation of expenses and revenues as between passenger and freight operations is not haphazard but rather is done pursuant to a carefully worked out and comprehensive formula developed over a period of many years through the joint efforts of the State Public Utilities Commission, the Interstate Commerce Commission, the City of Los Angeles and other municipalities, and the Company.

BOOKS CAREFULLY SCRUTINIZED

As shown on page 25 of the report prepared by Theodore Stein of the State Public Utilities Commission staff, the Pacific Electric, as of June 30, 1949, had a debit balance of \$44,256,422.31; in other words, Pacific Electric, on its combined freight and passenger operations, is over \$44,000,000 in the red.

It should also be mentioned that the books and records of the Company have been carefully scrutinized throughout the years by many expert accountants, auditors, and financial experts, other than Company employees. There can be no question as to the accuracy of the facts set forth in the report of Mr. Stein.

The City Board of Public Utilities and Transportation likewise fully considered the entire operating results of Pacific Electric, including freight operations. As shown in its Opinion and Order, the net over-all loss of Pacific Electric for the twelve months ending October 31, 1949, was \$1,077,414. This loss included allowance for the \$2,132,755 profit made from Pacific Electric freight operations. Even without including interest on its debt, the Pacific Electric suffered an actual out-of-pocket loss for the five months ending May 31, 1949, of \$295,085 on its combined passenger and freight operations.

It will therefore be seen that a rehearing could only serve to emphasize the dire financial predicament of the Pacific Electric.

FREIGHT CAN'T CARRY PASSENGER

Some opinions have been voiced to the effect that losing passenger operations of the Pacific Electric should be subsidized by its freight operations. Not only is such a position contrary to the law, but we do not believe it would be in the interests of the City of Los Angeles to require freight shippers, that is, industry, to subsidize passenger operations. To do so would put a burden on industry which might well result in its being unable to successfully compete with industry in other parts of the country not laboring under such a handicap. Likewise, it is unfair to the people who purchase goods shipped by

Pacific Electric to require them to pay the additional amount which would be loaded into the sales price because of higher freight rates necessary to enable freight operations to subsidize passenger operations. A subsidy does not mean that the cost is not paid, it merely results in shifting the burden from the person receiving the benefit to some other person who receives no benefit.

Another effect of such a subsidy of Pacific Electric passenger operations would be the resulting unfair competition to other passenger carriers not having such a subsidy. For example, this might result in Los Angeles Transit Lines being forced to abandon its rail lines in order to compete with the subsidized passenger transportation which would then be offered by Pacific Electric.

As mentioned in our report to your Honorable Body pertaining to the above matter, dated May 15, 1950, and as shown in the Opinion and Order of the City Board of Public Utilities and Transportation, the City was successful in forcing the Pacific Electric to amend its original application. Insofar as operations within the City of Los Angeles are involved, the amended application substantially coincides with the position heretofore taken by the City officials charged with the matter, including the Board of Public Utilities and Transportation, the staff of the Department of Public Utilities and Transportation, the staff of the Department of Public Utilities and Transportation, Ralph T. Dorsey, Principal Traffic Engineer, and various City Councilmen; likewise, the Decision of the State Public Utilities Commission was identical in all pertinent provisions with the Opinion and Order of our Board of Public Utilities and Transportation, with the exception that the Commission authorized the Venice Boulevard local bus service to operate on Olive Street rather than on Hill Street. The Pacific Electric has already filed an application with the State Public Utilities Commission requesting a modification of its Decision so as to authorize this service on Hill Street as provided in the Opinion and Order of our Board of Public Utilities and Transportation.

For your convenience, we are also attaching a copy of our Report No. 16, dated May 15, 1950, to your Honorable Body, and the Opinion and Order of the City Board of Public Utilities and Transportation.

NO LEGAL BASIS FOR REHEARING

The documents attached to this report show that there is no factual statement which could be made which would form a legal basis for a petition for a rehearing; nor is there any substantial evidence which would



GOLDEN WEDDING—Retired Stationmaster and Mrs. C. O. Snodgrass, who celebrated their 50th wedding anniversary on May 15, shown with some of the gifts they received.

Golden Wedding Fete For the Snodgrasses

THEIR GOLDEN WEDDING anniversary was celebrated by Retired West Stationmaster and Mrs. C. O. Snodgrass with an open house at their home, 3465 Laclede Ave., in the Atwater district, on Sunday, May 14. Approximately 150 guests were invited.

Married 50 years ago, May 15, 1900, to Adeline B. Culley, at Warrensburg, Mo., just after he had finished grammar school, Mr. Snodgrass took his wife to the Indian Territory, now Oklahoma, for awhile, and then returned to his home town, Chilhowee, Mo., to write life insurance for his father-in-law. After a few months he

went to work for the Metropolitan Street Railway (now the Kansas City Public Service Corp.), Kansas City as Conductor, and rose to Division Superintendent in 1911.

In 1919 he quit and came to California, entering service with PE as West Motorman. When the Subway Terminal was opened on Dec. 2, 1925, Mr. Snodgrass was its first Stationmaster, by appointment from Fred L. Annable, then General Superintendent. There he remained until his retirement, Oct. 1, 1948.

Among many gifts received by the celebrating couple was a DeSoto four-door sedan, presented by a brother, Jack D. Snodgrass, and his wife, Madge. As a result of this gift, the recipient passed his own car on to a cousin, LeRoy Snodgrass.

be a legal basis for reversal of the Decision of the State Public Utilities Commission, either by the Commission itself or by judicial review of the Commission's Decision.

In view of these facts, it would not be in the best interests of the City of Los Angeles, and would be contrary to the position heretofore taken by the officials of the City of Los Angeles who are responsible for public utilities matters, for this office to now request the State Public Utilities Commission to grant a rehearing. We do not believe it advisable for this office to lessen its future effectiveness before the State Public Utilities Commission by taking a position which we know we cannot successfully maintain. We therefore recommend against the City of Los An-

ges' petitioning for a rehearing in this matter.

For your information, we wish to advise that Monday, May 29, 1950, is the last date upon which a petition for a rehearing can be made. If, after considering the information attached to this report, your Honorable Body is still of the opinion that a petition for a rehearing should be filed, this is to advise you that this office hereby gives its consent to the hiring of special counsel.

Respectfully submitted,
RAY L. CHESEBRO,
City Attorney,

By
ROGER ARNEBERGH
Assistant City Attorney

ences

"Time to get to Work," Says CPUC Commissioner to Agents

"SELLERS OF TRANSPORTATION MUST get to work. Go on the assumption that the customer is always right. Put on your best smile and give him the best sales talk of your life."

So said the Hon. Justus F. Craemer, Commissioner, California Public Utilities Commission, to the nearly 500 Agents, PE executives, and guests assembled at the annual Banquet of the Agents Association held April 19 at the Los Angeles Athletic Club.

His advice was predicated on the 1949 figures showing a decline of 15-20 per cent in freight traffic over the nation. On top of this, he pointed out, are the excise taxes on transpor-

tation, amounting to 13½ per cent on freight and 25½ per cent on passenger revenues. "Why don't Western senators rise up and do something about the excise tax?" he exclaimed.

Touching on the passenger service between Los Angeles and San Francisco, he pointed out that there are 90 schedules each way every day by rail, bus, and air, and then gave figures showing that since 1940, while bus passenger figures have remained more or less constant, air service has attracted many people away from the rails.

Master of Ceremonies T. L. Wagenbach also introduced President O. A. Smith, who spoke briefly, welcoming

the guests. E. R. Burke, President of the Association, presided.

Charles P. Hill was Chairman of the Banquet Committee, which included Mr. Burke, A. R. Crow, W. D. Cunningham, C. D. Hileman, and A. R. Stevan.

Entertainment was provided by Earl Lauren's Orchestra.

Agents Elect Hileman President for Year

C. DON HILEMAN, Bellflower Agent, was elected to succeed E. R. Burke as President of the Agents Association at its meeting held Thursday, June 15.

Others elected were A. R. Crow, Compton Agent, succeeding Mr. Hileman as Vice President and Harold Hall, Upland Agent, succeeding Mr. Crow as Secretary.

HEAD TABLE at Agents' Banquet was so long the photo had to be taken in three sections. Left to right are the following: TOP — Earl Van Dusen, Manager, Land and Tax; R. J. McCullough, Chief Special Agent; F. S. Palmer, General Claim Agent; F. C. Patton, General Supt., Passenger Service; L. P. Bergman, General Manager, Railway Express Agency; J. J. Suman, Auditor and Secretary; R. J. Booth, Assistant General Manager, Pacific Motor Trucking Co.; C. W. Cornell, General Attorney; V. F. Frizzell, Freight Traffic Manager, Southern Pacific Company; W. G. Knoche, Freight Traffic Manager. CENTER — W. H. Gorman, Director, California Public Utilities Commission; O. A. Smith, President; Justus F. Craemer, Commissioner,

Public Utilities Commission; T. L. Wagenbach, General Manager and Master of Ceremonies; E. R. Burke, President, PE Agents Association; A. F. Mortensen, President, L. A. Union Terminal; G. F. Squires, Vice President; Col. H. Chas. Bean, L. A. City Board of Public Utilities and Transportation; C. H. Belt, General Supt., Freight Service; L. L. Laughlin, General Manager, Harbor Belt Line. LOWER — H. O. Marler, Passenger Traffic Manager; J. E. Richardson, District Passenger Agent, SP Co.; J. G. Shea, Public Relations Director; Stanley Barnes, President, Pomona Valley Chamber of Commerce; E. A. Stevens, Supt. of Equipment; E. L. McCall, Purchasing Agent; H. R. Grenke, Treas.; Don Hileman, Vice President, Agents Assn.



AGENTS BANQUET

AMONG the several hundred guests present were those at the two tables shown above and below. In upper picture are a group of retired Agents present. Seated, left to right, are B. L. Livingston, D. W. Layne, D. W. Holtby, H. E. Foskett, and G. A. Schmitt. Standing behind Mr. Layne is A. G. Owen, and standing behind Mr. Schmitt is J. F. Jenkins. In picture below are group of guests brought by W. A. Cunningham (standing), Azusa Agent and last year's President of the Agents Association. Left to right, they include George Soetje, Traffic Manager, and Jack Gaffey, Asst. Traffic Manager, Lucky Lager Brewing Co.; Vic Schneider, Plant Supt., Growers Chemical Supply Co.; Dick Smith, Asst. Traffic Manager, Jumbo Steel Products Co.; Bob Bensing, President, Azusa Transfer Co.; and John Brownlee, Asst. to Vice President, Lucky Lager Brewing Co. — All of Azusa. UPPER RIGHT — T. L. Wagenbach, PE's General Manager, who acted as Master of Ceremonies for the evening with his usual eclat. RIGHT CENTER — Charles P. Hill, Chairman of the Banquet Committee; Justus F. Craemer, Commissioner, California Public Utilities Commission and chief speaker of the evening; and E. R. Burke, Santa Ana Agent, President of the PE Agents Association. LOWER RIGHT — Joseph V. Antista, said to have been the youngest man at banquet regularly assigned as Agent, works at Newport.





JUST BEFORE TRAIN TIME—This group of Agents, guests, and families was at the Union Station ready to board their special Pullman bound for points south when the photographer arrived. Spirits were, as you can see, hilarious. Left to right: Ted Shafer, Fontana Agent; Harold Foskett, Compton Clerk; Mel Soper, Garden Grove Agent; Cleve Johnson, Fullerton Agent; Myron Sparks, Fullerton Clerk; Telfair Koch, Hollywood Lift Truck Operator; William Hambly, Compton Clerk; Charlie Sein, Time Supervisor; C. E. Ferguson, Traffic Engineer, Passenger Traffic; Mrs. Art Nasher; Ray Hileman, Compton Clerk; Art

Nasher, Station-Merchandise-Service Inspector; W. A. Cunningham, Azusa Agent; Mrs. Cunningham; W. M. Edwards, City Freight Agent; Mrs. Ted Shafer; Mrs. W. M. Edwards; Mrs. E. R. Burke; Raymond Stephens, Torrance Clerk; Mrs. Stephens; E. R. Burke, Santa Ana Agent and President, Agents Association; Mrs. Don Hileman; Robert Harrison, Torrance General Clerk; Don Hileman, Bellflower Agent; A. C. Morrill, Chief Clerk, SP Agency, Long Beach; Mrs. Morrill; and Ralph O'Dell. Boy on suitcase is Don Hileman's Patrick D.; little girl in car window is W. M. Edwards' Patricia. Jim Shea was too late for pic.

Agents Assn. Tours Mexicali, San Diego

By A. R. Crow
Agent, Compton

MANY OF THE MEMBERS of the Agents Association and their wives made a very enjoyable week-end trip, May 13 and 14, to Mexico via the Southern Pacific through the Imperial Valley to Calexico and Mexicali, thence to San Diego via the San Diego and Arizona Eastern Railway. Saturday forenoon was spent in Calexico and Mexicali, proceeding to San Diego in the early afternoon. One of the many interesting sights was the magnificent Carriso Gorge.

A Pullman car was chartered for the move from Los Angeles to San Diego and our management furnished a bus for the return from San Diego.

A private bus was chartered at San Diego which took the group to Tijuana Saturday evening.

Three members of the official staff—C. E. Ferguson, Passenger Traffic, Jim Shea, Public Relations, and A. H. Nasher, Station Supervisor—accompanied the group.

A good time was had by all and

we especially want to thank Mr. Shea for his co-operation with our President, Eddie Burke, in arranging this fine trip.

LCL Facilities at LATSF Merged with SP At 1281 N. Spring St.

IT IS A MATTER of common knowledge that for some time the railroads have suffered a continuing decrease in lcl freight handled, and this condition, so far as the Pacific Electric is concerned, dictated the necessity of reducing handling costs and time in transit as a means of recapturing some of this business.

The subject has been given intensive study. A plan has developed of coordinating Pacific Electric lcl freight-handling facilities with those of the Southern Pacific at 1281 North Spring Street, Los Angeles, effective July 1. Formal agreement has been concluded with the BRC covering the consolidation.

In the consolidation, 37 Pacific Electric employes have been provided jobs at the Southern Pacific Freight Station, 15 of these positions being

created coincident with the merging of facilities; the other 22 being jobs now held by Southern Pacific employes. These 22 jobs were advertised for seniority choice of Pacific Electric Freight Station employes.

Merging the lcl facilities of the respective companies will eliminate double platform handling of considerable freight and the necessity for inter-station trucking. The improvement in service, as well as resultant monetary savings to the company, leaves no alternative but to give effect to the plan of consolidation.

Retired Agent, 88, Pleased to Get Bid To Agents' Banquet

ALTHOUGH he was unable to attend the Agents' Banquet, an invitation and a complimentary ticket brought an "expression of joy" to the face of 88-year-old George W. Caldwell, retired Agent now living in Santa Paula, according to a letter from his son, George, Jr.

"It does these old people a world of good when they can know they are still remembered," wrote the son to General Supt. C. H. Belt.

LOS ANGELES TERMINAL FREIGHT STATION



By
Suzanne J.
Smith

IT WAS NECESSARY for Joyce Wagner and Florence Stockdill to take an emergency leave of absence to visit their mother, who has been seriously ill, in St. James, Minnesota. . . The world famous Wistaria Vine in Sierra Madre, which is the largest blossoming plant in the world, and covers nearly a full acre of lavender blossoms when in full bloom, was visited by quite a number of members of the "Pacific Electric Family" among whom were Milo Seiglar, George Hippensteal, Samuel Tellechea, Margaret Seymour, and the writer, at the 58th Annual Festivities. . . Sydney Gordon, now on leave, recently stopped by to renew old acquaintances. . . Frank Holloway was bitten by a nasty spider and had a badly infected hand—beware of those "Black Widows," Frank. . . William Johandes traveled to New York and Herman Blumenthal and his wife spent some of their vacation time in San Francisco.

Jimmy Haugen's newest and latest duds consist of fluorescent nylon socks that "glow" even in the daylight. . . Paul and Bertha Jacobsmeyer (both of Freight Traffic Department) enjoyed a marvelous trip to Mexico. . . Howard and Shirley Kopsho and Bill and Jean Farrow will almost be next-door neighbors, as both are planning to buy newly built homes in the Lake-wood District. . . Joe Thomas Alexander is working a Bill-Clerk job at this Station, since his return from Military Duty. Joe served with the Army of Occupation in Germany. . . Edward A. Hume, Jr., has forsaken railroading to practice law in a business firm called Hume & Rudof, located at 10781 West Pico Boulevard, in Los Angeles.

Eleanor and Russell Fawley purchased a new home in Duarte, and their wee daughter, Linda, has her own private bedroom, no less. . . Jack Harris took his son Robert, back to Detroit, Michigan, to meet all the "relats" there. Robert was one year old in May, and has curly red hair and brown eyes, and is as friendly a little chap as you'd ever want to see. . . Ethel Turner has been knitting with a definite purpose in mind—the arrival of her first grandchild. . . When Seymour Lipschultz attended

the Credit Union Convention in Fresno, he telephoned Charles and Suzanne Smith's cousins, Naomi and Bruce Ismay, who live in Fresno and operate a credit concern there. . . Seymour's daughter, Betty Jean Virgin, met her "in-laws" for the first time, when they visited them in Alhambra, driving to California from Missouri.

Ronnie Gerhardt Grafius, arrived on April 24, at the home of Mr. and Mrs. Ray Grafius; and brothers Doug, who is 3 years old, and Larry who is 10½ years old, surely gave him a grand welcome. . . William Hostetter is working the midnight job vacated by Marion Hutson who is at Inglewood. . . Peggy Wepler is taking the place of Gertrude Cornice, who is on sick leave. Peggy worked at LATFS during the war years. . . James W. Boswell bid in a Revising Clerk's job on Roster 3, in the Auditor's Office, and George Ray, who was Agent at Hobbs for a time during the war, and then resigned, returned to work for the Pacific Electric in September of 1949; he worked the job Jimmy vacated for a few days, before Russell Marino bid it in on a permanent basis.

Dorothy Hill was on a television



BOWLING CHAMP—Fred E. Leininger, General Clerk, Los Angeles Freight Station, and trophy he won for the highest score (629) in Captain-Sponsor Bowling Tourney held by The Mirror. The paper's Sports Editor, Pat Conger, presented Fred with the trophy at a banquet held at the Rodger Young Auditorium on April 23. Although Fred has been bowling 20 years, this is the first trophy of any kind he has ever won, though he has several times made better scores. He was Captain of the Union Paint Team, Los Angeles, during the past season. Contest was held at the Sunset-Logan Alley. Three hundred people, including Jimmy Durante, were present at the banquet.

CORRECTION

THROUGH AN ERROR on the part of the Editor, Seymour Lipschultz, Chief Clerk at the Los Angeles Freight Station, was reported dead in the last Los Angeles Freight Station column, and was also stated to be the father of a non-existent person named "Nap." The mistake was purely a matter of careless proof-reading.

The item was intended to read: "The father of Mrs. Seymour Lipschultz passed on in March."

Our correspondent, Suzanne M. J. Smith, reports that Mr. Lipschultz is very much alive. The error was no fault of hers.

program on April 20—she appeared in costume with a group of roller-skaters. . . Charmaine Gauthier is new house "hunting". . . Our own Frederick Leininger made bowling news (see picture on this page). . . Trainmaster A. L. Robertson's wife Clara passed away on April 15 after a long siege of illness. Funeral services were held at Ives and Warren's with interment at Inglewood. To "Roby" and his daughter Roberta, we give our sympathetic understanding in their loss of a marvelous wife and mother.

Mr. K. A. Greenwald, of the Electrical Department, stopped in at LATFS to see old friends. . . Lester Burroughs underwent a series of operations and is now on the way to recovery—he took an auto trip to Carlsbad to visit his nieces. . .

Thanks

I WOULD LIKE to express through the pages of the Magazine my thanks to all of the people in the Agencies and General Office who so kindly created a fund to buy curtains, dishes, and a table cloth for my new home.

The curtains are beautiful, and the dishes are one of the most beautiful sets I have ever seen. The table cloth, too, is very, very nice, and words cannot express my appreciation.

It was more than the usual tendering of gifts: because of my illness it would have been impossible for me to get all of these things and the house would have just had to get along without them for a long time.

Sincerely,

(MRS.) GERTRUDE CORNICE

The Public Appreciates

NORTHERN DISTRICT OPERATORS

E. C. Baker for quiet and courteous manner in which he directed a passenger who had boarded the wrong car. **J. Borger** for his willingness to give information in a "courteous and concise manner," and for his assistance to passengers boarding his car.

Sydney Chevlin: "Most competent." **J. W. Sampson** for "unusual courtesy."

F. Purpura, who arranged for transfer of standing passengers from his bus to another bus, so that all passengers could have seats.

SOUTHERN DISTRICT OPERATORS

W. F. Coleman for alertness and efficiency in administering first-aid treatment to a passenger who was taken ill on his car. **J. L. Foote:** "Considerate of everyone and . . . spreading sunshine every time he drives the bus."

A. M. Henson for courtesy and efficiency from the standpoint of safety. **E. C. Robertson**, whose alertness avoided a possible accident. **C. H. Spence:** Always a pleasure to ride his bus "because of his friendly attitude toward all passengers under all conditions."

L. L. Winchell for courteous attitude, especially toward elderly passengers. **F. A. Young** for "unusual courtesy."

MOTOR TRANSIT DISTRICT OPERATORS

T. J. Arnold for maintaining an "even disposition" when a passenger criticized him for permitting a group of women passengers to carry on an animated conversation on the bus.

E. W. Barnett for his assistance to a lady passenger with a heavy suitcase; also for the manner in which he calls streets and stops. "He has a marvelous personality with the public, and I am sure everybody left the bus feeling much happier because of the courteous and friendly treatment which he gave them."

J. W. Howard for "taking innumerable opportunities to serve his patrons beyond the call of duty." **J. W. Kipp:** A smile for everyone. **J. W. May**, who "evidently enjoys his work and obtains satisfaction from doing it right."

M. A. Michael for his kindness and courtesy shown to all, especially to children traveling by themselves.

T. H. Randall: His skill, careful driving, good judgment and courtesy on the road were notable.

Stewart Dispennette, Robert Mel-

ton, Marvin Michael, and Willard Merriweather, who were commended together in a letter stating that "when it comes to careful driving, courtesy, efficiency, cheerfulness and friendly feeling toward everyone, you are tops."

G. M. Bisbee for his courteous and capable handling of a group transported on his motor coach from San Diego to Los Angeles. **R. Butler** for courtesy and efficiency.

G. P. Hayes for his courtesy in loading passengers.

WESTERN DISTRICT OPERATORS

G. I. Battelle, whose alertness enabled him to avoid a possible accident

LETTER Of the Month

THE FOLLOWING LETTER has been received from two motor officers of the Lynwood Police Department, **Ralph E. Darton** and **Kenneth Carlsted**, describing an act of courtesy and thoughtfulness on the part of Operator **K. M. Brown**, Southern District:

"At about 6:45 p.m. on the 23rd of March we were answering an accident call at the intersection of Alameda and Imperial. We were going west on the north side of Fernwood. As we passed State Street and slowed to turn over the tracks at Imperial we noticed an east-bound PE car had stopped to discharge passengers at Fernwood and Imperial. Instead of starting up again the motorman remained stopped and turned off his light so as not to blind us when we turned.

"I know it seems like such a small thing to be thankful for, but usually I ride a motorcycle and a split second can make a lot of difference. It is a pleasure to see that there are a few people who still appreciate the fact that we do try our best to help in an emergency.

"I do not know the gentleman's name but I am sure that by checking your records you can tell by the date and the time who the motorman was. If the gentleman is still in your employment I wish you would extend our sincere thanks to him for the courtesy extended us.

"If we can ever be of service to the motorman personally or to the PE railway please do not hesitate to call on us."

when a motorist made a sudden turn in front of his bus. **R. L. Birchfiel** for courtesy and friendliness, especially toward an elderly passenger.

D. Boardman for tact in preventing an unpleasant incident between two passengers over an open window in his bus.

Glenn Burnett for returning a lost paycheck.

A. Cowen for his patience and courtesy in giving detailed directions to a passenger, and for his exceptional courtesy to a lady passenger with a cart of groceries.

E. H. Dickerson who received (1) a letter commending him for his interest in the safety and comfort of his passengers; (2) a letter complimenting him on his unusual courtesy "during the busy evening rush hour, when usually conductors' nerves are strained beyond limit"; and two other letters expressing appreciation for acts of courtesy

E. F. Dietz for courtesy and efficiency. **V. C. Engle:** One of his regular passengers called to commend him on the excellent performance of his duties. **D. W. Carey:** Several persons on the bus commented on his courtesy. **D. C. Grayson** for assistance to his passengers and the manner in which he calls streets.

C. N. Greet and **G. D. Jones** for courtesy and efficiency. **N. LaBorde** for alertness and driving skill, which enabled him to avoid collision with an automobile.

E. C. LeQuerne for his assistance to a crippled passenger. **J. Levine** for "courteous and efficient handling of passengers." **R. H. Ludvigson:** "Never have I been on a line where so many questions were asked and where the graciousness of the driver was so outstanding . . ."

J. Manfroy for courtesy and efficiency. **H. B. McClintock**, who paid the fare for a child who had lost her money. Several of the passengers were impressed with the understanding way in which he handled the situation.

E. F. Morgan, who was commended in one letter for his courtesy, and in another for efficiency: "He is exceptionally courteous, patient, pleasant without familiarity, and an excellent driver."

J. I. Pearson, whose "patience is commendable and thought and actions

are apparently always with regard to the safety of his passengers."

F. G. Poppleton, whose driving and alertness prevented what might have been a serious accident. **G. J. Raymond** for lending a passenger twenty-five cents to complete his bus trip after he had lost his billfold.

D. P. Quiring for promptly turning in a lady's handbag to the Lost and Found Department.

R. A. Ritter for his assistance to a small boy traveling alone. **H. E. Roberts:** "A pleasant experience to ride on his bus . . . and I noted the tact and courtesy with which he treated the public. To my mind, that is the ideal way of promoting good public relations for your company."

T. G. Roberts: A letter and a reward for returning a bag left on his bus. **J. F. Rondel** for courtesy and efficiency.

Seymour Rona for assistance to an elderly woman passenger.

E. D. Sale: His friendly warnings to "watch the cars, now," especially as elderly people left the car, were appreciated.

E. A. Shimmin for his assistance to an elderly man. **D. B. Simmons** and **E. E. Smith** for courtesy and efficiency. **Thomas Slack** for his assistance to a lady who had lost her purse just before boarding the bus.

K. N. Smith: Two letters of commendation, one with reward, for courtesy and efficiency. **E. P. Spencer** for alertness in avoiding a possible accident when a motorist suddenly cut in front of his car.

C. P. Tharp for making a special effort to return a billfold lost on his bus. **E. C. Thumm** for courtesy and efficiency. **L. E. Ward:** A call from a passenger who appreciated being re-directed from a wrong bus in a courteous and helpful manner.

E. F. Williams for courtesy and efficiency. **L. L. Winchell:** Two visitors from the East appreciated his thoughtfulness in pointing out places of interest along their route.

O. D. Hanson for his courtesy in loading passengers.

R. R. George for his "cheery 'Good Morning' for everyone who boards his bus."

OTHER COMMENDATIONS

L. D. Belote, Stationmaster, Main Street Station: "I have watched him on several occasions, when he is extremely busy dispatching trains, take time to carefully explain to others the information they desire . . . It is a very comfortable feeling to know that our Public Services are being directed by men of the high caliber of Mr. Belote."

T. J. Diebolt and **William Green,**

PORTRAIT OF A PACIFIC ELECTRIC EMPLOYEE

Bob Sharp—Elevator Operator



SMILE WITH A LIFT—Bob Sharp, whose philosophy of life somehow makes his many daily passengers feel better. Prompt, cheerful, courteous service is the result of his interest in others, rather than being merely a policy.

By Sam Akers

Asst. Research Engineer

BOB SHARP, Elevator Operator, not only likes people, but he wants them to be happy; that's why he is so willing to be helpful—whether it's on the battlefield or at work.

Getting facts out of the modest, ever-smiling PE Building employe about his personal history was like getting gold out of grandpa's teeth; Bob would much rather hear about the other fellow. Too, he never expects a pat on the back for his kindness and courtesy; his many friends made since joining PE in 1946, he feels, are more than ample reward for any effort which he has expended in behalf of the other fellow.

Wingfoot Station, for "meritorious service" under emergency conditions. Also the **Torrance Agency** for service and cooperation under similar circumstances.

To the PE from a large shipper: ". . . We would like to express our appreciation for your very excellent cooperation in handling the eighteen cars shipped to us between February 9 and February 28. Thank you very much for the good job you and your boys did."

By virtue of some solid self-conditioning, he has long since acquired the patience and understanding required in the dealing with other people. What makes an Elevator Operator's job a trying one at times is that the "up-and-down commuters" are always in a hurry—a hurry to get to work or in a hurry to get home. Many a curt command or retort by some of his passengers has been softened by Bob and his obliging manner. Aided by his warm, sincere smile, he invariably wins the respect and friendship of those who ride with him very often. He is never in too much of a hurry to wait for a tardy passenger or to listen to another's misfortunes.

"People are meant to be cheerful," Bob philosophizes, "and if they look hard enough, they can find happiness." Of course, he admits that some people need to be shown the way; that's where he comes in.

He first learned the art of dealing with people when he sold fruit back in his home town, Brenham, Texas. He found then that belligerent customers—few in number, to be sure—could always be won over by persistent kindness.

During the war, Bob was a member of the 7th Infantry Division, which, after months of training in the Hawaiian Islands surged into the bitter fighting on Okinawa. During the campaign, Bob received a commendation and medal for thinking of the other fellow. He stayed on at his combat outpost many hours after his relief was due, thinking of the safety of his fellow soldiers rather than of his own fatigue.

He still thinks of the other fellow first, and so he continues to make many friends.

Hunting and fishing are Bob's favorite hobbies; however, a goodly portion of his leisure time is taken up with the study of electricity, which he has been pursuing in night school.

To the PE from an appreciative passenger: A letter of commendation for providing a new pathway at the passenger's stop.

Jack Ferrier, El Monte Ticket Clerk, for his pleasant manner of handling patrons and thorough knowledge of schedules and rates. "Such outstanding service counteracts some of the bad publicity now being received by PE," declared the recipient of the service.

Complaints

COULD HAVE CRIED

Passenger was waiting in loading zone, when car approached and stopped. "Before I could get my foot on the step—being just a mite crippled up with rheumatism—imagine my surprise to see the door shut and the car pull away. Another woman was running to catch the same car and . . . we were both so mad we could have cried."

DIFFERENCE OF OPINION

Difference of opinion over amount of fare led to abusive language from the Conductor, according to one passenger. "It is not so much the profanity that I object to, which used in front of my granddaughter, who is only three years old, is bad enough, but his insolent manner to my wife."

"I do not believe that your company condones such treatment of your customers, and I also believe that such persons as this Conductor should be made to realize that it is the passengers that your line carries that assure him of a job."

SERIES OF INSULTS

Passenger boarded bus, and asked if he could have a transfer. ". . . I was made the recipient of an unprovoked series of insults. To make things worse, at one point I was actually pushed. Several people had trouble with the driver when they got on, and one lady severely rebuked this man when she got off."

SHE DIDN'T HEAR

As passenger boarded car, she failed to hear the Operator tell her the car did not go to her destination. "I would gladly have gotten off, as I hadn't made the mistake on purpose. But rather than repeat his destination, he went on to say that it seemed very funny to him that he could hear me but I couldn't hear him. He kept talking to me as though I were a child and the whole situation was very embarrassing in front of all of the other passengers."

MISSED HIS STOP

One commuter reports that an Operator failed to pick him up at his customary stop, and it was necessary for him to catch the bus in his car at a later stop. When commuter boarded bus, he mentioned this to the Operator, whose attitude was "argumentative."

"As I tried to leave the bus, he grabbed my arm to hold me to talk. I did not wish to discuss it, as I already had talked to him when I got on the bus and to no avail, so as I left, he mentioned he would like to punch me."



**Courtesy costs nothing—
-but, it wins many a lasting friend!**

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

A "HARSH REPRIMAND"

An over-anxious smoker was harshly reprimanded for lighting a cigarette just before being discharged from his bus at the station. Although passenger was violating a regulation, he felt the Operator could have practiced a little courtesy in calling this to his attention.

CAME OUT SWINGING

This altercation occurred after Operator failed to stop at passenger's street, when, according to passenger, the Conductor had signaled for a stop. An argument ensued over whether or not the Operator had heard the signal, and "then he came at me swinging his fists."

"MAD AS HORNETS"

"(The car) had stopped with the signal at the narrowest part of the loading zone, and so we found it quite reasonable that the Conductor would not allow us to enter. We walked up to the middle section and waited."

"In the meanwhile, the signal

changed and the cars in front of the street car started. The street car followed but instead of stopping to pick up the passengers, to our amazement it ignored us completely."

"We were all as mad as hornets!"

DUTY TO BE HELPFUL

Operator's alleged failure to call a street so that passenger could hear, brought this complaint:

". . . I asked him whether we had passed — Street, whereupon he answered in an aggressive tone, 'I called it out twice.' I told him that may be so but I had not heard him, and would he please tell me where — Street is. He refused to tell me, even after I pointed out to him that as a Conductor of a public vehicle it was his duty to be helpful to the public . . . He shouted at me that he would not allow me to travel back on . . . his street car."

POOR SENSE OF HUMOR

This one concerns the Conductor who couldn't take the well-known joke about overcharging.

Conductor: "What was the remark you just made?"

Passenger explains to him that what he had said was nothing more than a "kidding remark."

Conductor: "You had better be joking when you make any such remark about me. I don't like any such remarks and it's just as well for your sake that it was a joke, otherwise you would have to deal with me."

Passenger reports that the "loud and sarcastic tone of his voice was heard throughout the entire section of the car, and I can assure you that he proceeded to give me quite a bawling out for the benefit of all present."

"Four different passengers on this car offered me their names, and they, too, deplored the conduct of your Conductor in being so rude over what everyone knew to be nothing more than a joking remark."

TRANSFER TROUBLE

One passenger calls attention to the fact that operators on his line have occasionally issued improperly punched transfers. Two others complain of Motor Coach Operators failing to discharge passengers conveniently close to the curbs.

SCHEDULE TROUBLE

Ahead-of-schedule car caused this complaint from a night nurse. "It cost me just \$1.60 taxi fare because your car was so far ahead of time." An obsolete poster caused several persons to wait for a car whose schedules had been changed.

MAKE OURS LIMITED

A well-thought-out (for laymen) petition signed by 38 passengers suggesting limited service on one of two bus schedules leaving North Hollywood Station at 7:33 a.m. via the Riverside Drive route to Los Angeles was received by company authorities. The schedule was promptly corrected by skip-stopping the two busses between North Hollywood Station and Mariposa St., and operating both schedules from there to Los Angeles without stops for pick-ups.

S. R. O.

Passenger states that his regular car arrived at his corner 17 minutes late. Then "to add insult to injury," the Limited came along 10 minutes later, also behind schedule, and failed to pick up passengers when flagged, even though there were seats available.

WRONG CORNER

Even minor changes in routing can cause plenty of grief when you're standing on the wrong corner, according to one passenger. She was informed of the re-routing notice and waited at the new stop, but apparently the operator wasn't up to date on the change.

"COMMUTER'S LAMENT"

In a bit of verse entitled "The

Commuter's Lament," a passenger jibes at the Operator who doesn't know how to practice courtesy.

UNLUCKY "BRAKES"

Passenger complained about improper application of brakes on her car, causing a great deal of discomfort, especially to standees. Another passenger, young lady age 6, was temporarily lost near the Terminal, after an Operator failed to assist her in reaching the waiting room. Operator had assured the child's mother that he would see her safely to waiting relatives.



To New Employes

A HEARTY WELCOME is extended to the following employes who joined PE during April and May:

H. Bradford ("Brad") Atwood and John D. Davis, Public Relations. Brad, former Public Relations Director for the Hollywood Stars, handles newspaper publicity; and John, former journalism instructor at Drake University, is learning the ropes by acting as Stenographer and general assistant.

Walt A. Steiger, Attorney, is brand new.

In the Transportation Department several Stenographers and Steno-

Clerks have been added: Peggy M. Wepler and Rose Mary Duhansky have been re-employed; Robert K. Hartley and James W. McConnell are newcomers — James on a temporary basis.

Evelyn G. Cook has been re-employed as Information Clerk in Passenger Traffic, and Chester M. Preston has been re-employed in that department as Ticket Clerk.

Kenneth A. Davenport has been re-employed as Red Cap.

In Engineering, Lawrence D. Patterson is a new Blueprinter; Lenn O. Kirkland, new Substation Operator.

The Hospital Association has acquired Helen E. Pilon as Nurse and Francis V. Rinker as X-ray Technician (temporary).

Louise E. Grah and Mildred J. Larson have joined the Accounting Department as Sorter-Clerks; Margaret L. McGuire is a new Steno-Clerk in Accounting.

In the Mechanical Department, Pearl F. Civils was temporarily hired as Steno-Clerk; George W. Bailey has been re-employed as Carpenter; Robert E. Myers is a new Pipefitter; and Jack B. Howard, a new Electrician.

SPECIAL ATTRACTION

Standard Oil Company will present sporting movies at the Rod & Gun Club meeting July 21, at 7:30 p.m. Every member should see these pictures. So make this a date. Refreshments will be served as usual.

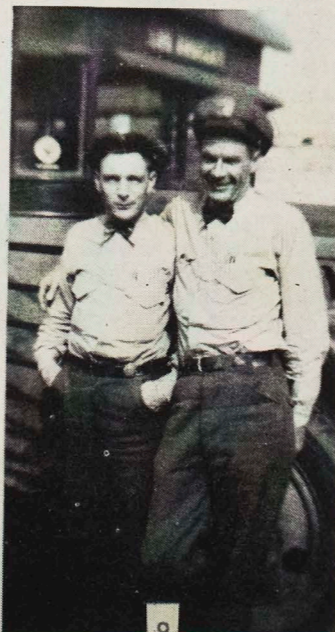
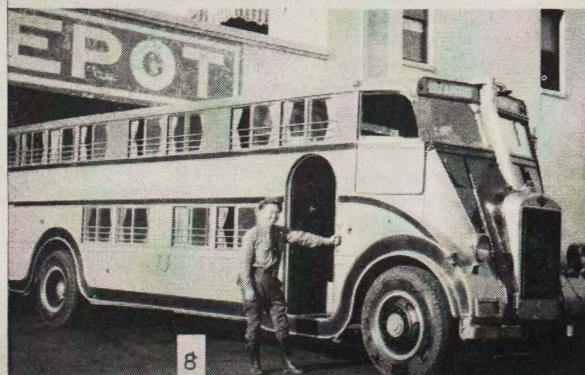
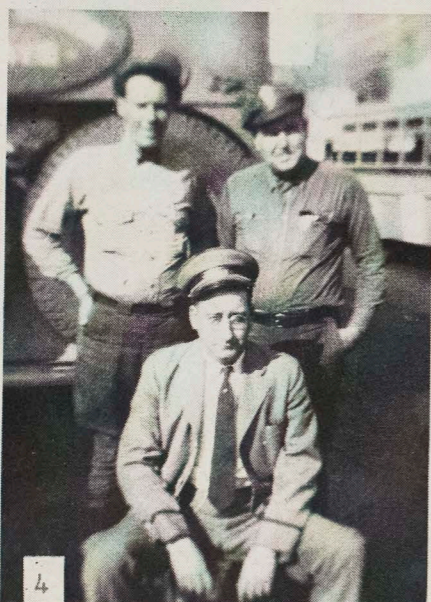
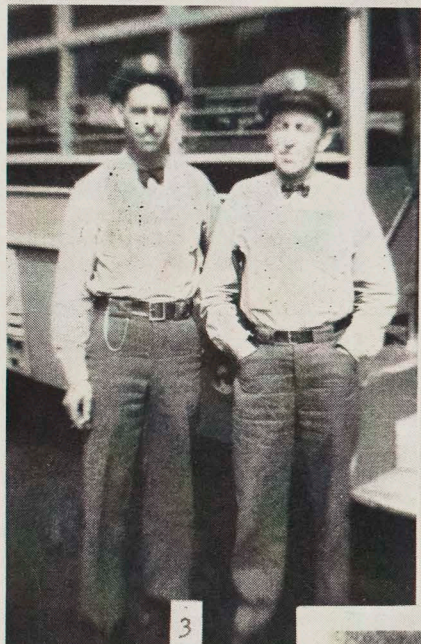
Retirements

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 April and May. May their years of loyal service bring their just rewards, and may their memories of PE be always pleasant.

NAME	Occupation	Department	Years of Service
David L. Alexander	Timekeeper	Accounting	26
Claude Anderson	Agent	Transportation	28
David K. Boals	Dispatcher	Transportation	30
Moses B. Bradford	Motorman, South	Transportation	29
Fred Chekal	Car Repairer	Mechanical	5
Orvila J. Chicoine	Air Brake Machinist	Mechanical	29
Lewis B. Denton	Asst. to Chief Engineer	Engineering	37
Refugio Garcia	Laborer	Store	28
Eva A. Garton	Commission Agent	Passenger	20
Harry J. Grier	Traffic Officer	Special Agents	28
Gorgonio V. Guerrero	Laborer	Engineering	7
Ourillia O. Harris	Car Cleaner	Mechanical	5
Robert E. Hilburn	Conductor, South	Transportation	27
Jesus Martinez	Laborer	Engineering	24
Anastacio Mendoza	Laborer	Engineering	7
Charles R. Monroe	Conductor, South	Transportation	29
Nicolas Murrillo	Trackwalker	Engineering	24
Jose Rosas	Laborer	Engineering	27
William O. Sirstead	Clerk	Transportation	30
Walter A. Theede	Switch Tender	Transportation	18

MOTOR TRANSIT COMPANY MEN OF YESTERYEAR

(Some of 'em are still here)



MOTOR TRANSIT HIGHWAYS OF HAPPINESS

By
Nelson C. Fetterleigh



DODGING motorists, pedestrians, dogs, and cats is common enough, but for the first time not long ago your correspondent had to dodge a violin in its case. The instrument had fallen out of the rear door of a sedan ahead of the bus, and only a swerve to the right kept the fiddle from becoming firewood. The motorist quickly stopped and waved his thanks.

SAFETY NOTE: Be thrifty; realize that haste makes waste!

On Memorial Day, Operator B. L. Mutz was slightly staggered when a little old lady desiring a \$1.20 round trip ticket from Whittier to Santa Ana found she had only \$1.04 in her purse, opened another little zippered case, and offered him a \$100 bill! But, recovering his nonchalance in true PE fashion, he cheerfully took the greenback (which he at first thought was a ten-spot) and managed to get change at Anaheim Station. "First time I'd had to break a century-spot since I started in 1923!" quoth Mutz.

PE Extends Sympathy In Passing of Carlson

ON SICK LEAVE for the past four years with a serious blood disease, Richard A. Carlson, Motor Transit Operator since Sept. 13, 1944, died at his home, 3378 Barnes Ave., Baldwin Park, on Saturday, April 15.

Mr. Carlson, who was born in Chicago in 1908, is survived by his wife, Katharine; a son, Richard; a daugh-

ter, Mrs. Marilyn Brackett, of Baldwin Park; his mother, Mrs. Adolph Carlson, of El Monte; two sisters, Mrs. William Schweikert and Mrs. Mac Myers, of El Monte; and a grandson.

The sympathy of PE employes goes out to the bereft family.

SAVE For Your Independence

THE UNITED STATES Treasury Department is now conducting its 1950 campaign to stimulate the purchase of U.S. Savings Bonds. The theme of the campaign is "Save for Your Independence."

Bonds bought now mean much pleasure and security to you and your families in the future, and their purchase provides a safe and easy method of systematic saving.

In this connection, your attention is again directed to the Pay Roll Allotment Plan which Pacific Electric long has operated, at considerable expense, to provide a convenient method by which you may purchase U.S. Savings Bonds by pay roll deduction.

Form for your signature authorizing payroll deduction for Savings Bonds purchase may be obtained from your Supervisor or Pay Roll Accounts Bureau, Room 299, PE Building.

MACY STREET TERMINAL



By
Ted Harrison

HERE'S ANOTHER MONTH and we have a little news from Macy. Quite a number of our "natives" out here in the sticks have remarked that there was no column last issue of the PACIFIC ELECTRIC MAGAZINE. All right, fellows, let that be a lesson to you. Get the news to your scribe and it will be written up.

There have been so many bumps around here lately that it is just about impossible to keep up with them. However, there are two that might be mentioned.

First, a change in the box motor lineup found Conductor George A. Jeremiah back in passenger service. Yes sir! Thirty-three years doesn't mean much on the North.

Another item of interest involves Motorman Harry W. Polzien. Early

in 1923 he bid in a run with Conductor W. C. Osborne on the Sierra Madre Line which he held for a few months. Now in 1950 when they changed his box motor job, Mr. Polzien bumps on a local run with Conductor W. C. Osborne. Together again after 27 years.

Conductor C. H. Hudon of the Monrovia Line is as proud as a new father. He's a new grandpa!!! It was a 10 1/4-pound grandson who arrived May 16.

And now for a real proud father. Conductor S. ("Sergeant") Chevlin wandered aimlessly around the French Hospital on April 20 when at 6:01 a.m. a young man later known as Bernard Stephen, weighing five pounds six ounces, arrived. But it was not yet time for the sergeant to leave because he had to wait for the arrival of little sister at 6:11 who weighed four pounds twelve ounces and has been named Carol Nancy. Our congratulations to the Chevlin!!!

Reduced Rate Tickets At PE Club for Bowl

OPENING ITS SEASON with a lavish production of the opera "Faust," Hollywood Bowl this year will offer a series of dance and musical events covering a wide range of popular interest.

Arrangements have been made with the Hollywood Bowl Association whereby employes of Pacific Electric can purchase their Hollywood Bowl tickets at reduced rates, beginning June 26. Season tickets, either box or reserved seats, can be had before the season opens at an approximate discount of 50 per cent from the single sale price. The 90c general admission tickets to individual events will be reduced to 65c. Establishment Discount Certificates are obtainable which will entitle you to a 20 per cent discount on all reserved seats throughout the season. These tickets are available to all employes. See the PE Club between 8 a.m. and 4:30 p.m. for complete information.

SENIOR EMPLOYEES' FELLOWSHIP CLUB

By F. J. Oriva

M. P. MOSER WAS ELECTED President of the Senior Employees Fellowship Club at the third meeting of the "old-timers" held in the PE club May 16. C. F. Estes, Engineering Department, was elected First Vice-President; L. Covell, retired Dispatcher, Second Vice-President, and your correspondent, Secretary.

(1) E. L. Worsham, now operating out of San Bernardino. (2) J. T. Pettit, now at Riverside, and L. L. MacDonald, Conductor out of El Monte. They're shown with Class 500, 20-passenger coach with side-door entrances. (3) E. K. Lawrence, resigned; A. M. Torbet, retired. (4) Walter Gould, Leland Radcliffe, now on the Sunland run, and (seated) the late Walter Deal. (5) G. M. Bisbee, now on the Santa Ana Line out of Whittier, and the late Ronald E. Sype. (6) Ralph Wilhelm and Watson Turner, now Agent in Pomona. (7) Operator Worsham, again. (8) E. E. Hicks, shown with the Class 1901, 53-passenger Duplex. (9) R. W. Griffith, now operating out of San Bernardino, and Al Stice.

OCEAN PARK CAR HOUSE AND BUS LOT



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

IT IS HARD TO BELIEVE that only a few weeks ago Mrs. Van and I returned from a trip which took us through 12 states. We had a marvelous time, even though we had been delayed in Oakland, Salt Lake City, and Kansas City because of the coal strike. In Salt Lake City, for instance, we were forced to lay over 23 hours.

The route via D&RGW over the Tennessee Pass and the Royal Gorge is really something, and we very strongly recommend to anyone of you that should you travel Eastward you should make your reservation over that route. Except for a stretch between Kansas City and Little Rock, and one day in Fort Worth, the weather was with us.

We had expected to see the VSL and the Main Line represented in the last Magazine. However, illness in the house of Motorman E. F. Gilligan prevented him from substituting during my absence. And incidentally, the Gilligans are blessed with a new arrival. It happened on May 17, and it's a little girl. Now they have three children—one boy and two girls.

Other new tax exemptions:
Operator **Richard E. Sanson** and



FIVE GENERATIONS are represented here in the family of OPCH Operator F. A. Gillbank, the only man in the picture. Left to right are his grandmother, Mrs. James Wade, 84; his mother, Mrs. Pearl Gillbank, 64, daughter of Mrs. Wade; Mr. Gillbank, 44; his daughter, Mrs. R. W. Trussell, 22; and his granddaughter, Linda Lee, 2, who sits on her mother's lap. Occasion for the picture, which was published in the Santa Monica Evening Outlook, was the arrival of Mrs. Wade from Nebraska to help celebrate the May birthdays of three generations of the family at Operator Gillbank's home in Venice. He celebrated his 44th birthday on May 15.

Mrs. Laura S. are the proud parents of a brand new baby girl, Sandra Louise, born on April 22, and weighing in at seven pounds eight ounces. The whole family is doing well, including their other daughter, Laura Marie, who is three and one-half years old.

Has anyone found some shirt buttons? If so, please return them to Conductor R. A. McClelland. They popped off his shirt when, on May 15, his wife Margaret introduced R. A. to their newborn daughter, Beverly Kay. She weighed nine pounds, one and one-half ounces at birth. The McClellands now have four children—two girls and two boys.

On Sunday, May 14, Motorman ("Hap") Dunlap took his wife to have a look at their horse. It happened that Hap's wife, Virginia, walked around and to the rear of the horse, which just at that time got frisky and kicked Mrs. Dunlap with sufficient force to land her in front of an automobile parked nearby. She suffered three broken ribs. At the time of this writing, Mrs. D. is doing well, and the attending doctor has permitted her to sit up.

("Bud") Nichols, the son of Motorman and Mrs. Robert Nichols has signed up for a long term with the U. S. Air Force. He is to be stationed at San Antonio, Texas.

Bill Harper, former West Motorman, has opened a physiotherapy office at 617½ N. Brand Blvd., Glendale, where he says he'll give reduced rates to PE employes for his massages, light treatments, and other therapies. His wife, Elna, works in Personnel.

YOU BE EARNEST AND I'LL BE FRANK



By
**J. S.
Burton**

AS I LOOK BACK through the years to the time when I was a boy, I remember that I was always getting mixed up in some kind of fight. Seemed like every time I opened my mouth, someone put his fist in it. Undoubtedly, the reason for it was my habit of saying what I thought about anything and everything, whether it concerned me or not.

There was one person, however, that I learned early in life not to be too outspoken to, and also to reserve my opinion around; and that was my dad. Furthermore, any of the kids who said anything derogatory about him could always depend on a scrap from me. He always said that as long as he fed us and took care of us, providing clothing and shelter, we had to respect him. He even went further than that; he said that if we were dissatisfied with life as we found it in our home, we could always feel free to seek better conditions elsewhere. Of course, we were all well satisfied at home and found it convenient as well as profitable to stay until we got married and started a home of our own.

All of this has been said in order to apply this same psychology to our jobs as operators. When we start to work for Pacific Electric, or any other company, for that matter, we agree to give the very best that is in us. We subscribe to the principles of the organization, and agree to uphold it in its various efforts. We pledge our loyalty to the company in all that it does. This same arrangement held true at home because dad fed, clothed and provided shelter for us. Any company or organization that furnishes remuneration sufficient for the support of a family is certainly due the wholehearted support from the breadwinner.

Oftentimes we get careless and say things, in agreement with passengers on our cars and busses, that do not reflect the spirit that should prevail among the employes. I am sure there is not a man who would not agree that he is doing pretty well and that to get out and find another job comparable in all respects would be a difficult assignment. If you find it absolutely impossible to speak kindly

LONG BEACH FREIGHT HOUSE



By
**Jack
DeLaney**

about anyone, it is much better not to say anything at all.

A year has passed since we became acquainted with a group of fellows who were formerly associated with the Los Angeles Motor Coach Lines. As far as West Hollywood Terminal is concerned—and I am sure the same feeling holds forth in all the terminals—we are mighty proud of this association. Seems there is a bond of unity among those fellows that should become contagious. Several of us have noticed it and spoken to others about it. More power to you, fellows!

Have you noticed how neat and clean appearing some of our boys are all of the time? Elsewhere in the Magazine there is a column set aside entitled "The Public Appreciates," but I want to devote some space to let some of these boys know that their fellow Trainmen also appreciate their efforts. Take H. J. Shea for instance: Always with a clean uniform, clean shirt, and his shoes showing every reflection around him, he appears on the scene every day to give the best impression he can to the traveling public. And then as I looked around I noted that W. O'Hern and "Red" Taylor are also meticulous in their appearance.

You know, as you travel up and down these streets during the course of a day's assignment, you meet some pretty nice fellows as Motormen going in the opposite direction. It gives you a nice feeling to have them recognize you by a wave of the hand or a friendly smile. I am thinking of Dave Boardman in this respect. No matter how heavy his trip is, how far behind schedule he is, or where you meet him, he always gives you that broad smile which is so characteristic of him. It isn't necessary to tip your hat and bow three times like E. P. Spencer does, but it gives you a kindred feeling to meet your friends and have them speak.

Had an occasion to work as Motorman with F. H. Belk several days ago, and I really found out just how courteous and polite a man can be. At no time did he speak harshly or abruptly to any of the passengers, although he had every opportunity afforded any Trainman. We were working Run 1225, and it has a clientele drawn from blocks on each side of Hollywood Boulevard. People let three and four street cars go by, just so they can ride on Run 1225. If you doubt this, ask the man who has worked it.

Several of our boys have been out associating with the "Ike Walton" crowd lately. A. B. Marshall, Terminal Foreman on days; A. B. Bogartz; Glen Banta, Assistant Terminal Foreman; C. C. Dalzell; and others, had their lines wet.

VACATIONS are coming right along now. **Claud L. Smith**, Engineer, returned recently from a vacation in Newton, Miss., where he first saw the light. It was his first trip back there in 38 years, and he renewed many old acquaintances. But the greatest pleasure of all, he said, was visiting with his 94-year-old uncle. He was gone for three weeks, returning via Dallas to visit his mother.

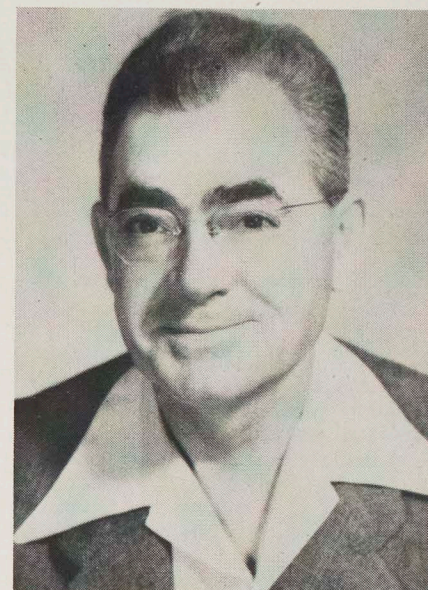
We miss one of our old-timers, none other than **R. E. Hilburn**, Freight Conductor, who retired from service April 24. Bob has had a long length of RR service, having started railroading Sept. 1, 1899, as Call Boy with the ATSF. He became Brakeman Nov. 15, 1901, and was promoted to Conductor in January, 1906. After working for the Santa Fe seven years, he went to the T&P, the old EP&SW, the RI, the CB&Q and the Colorado & Wyoming RR. From April 24, 1923, until his retirement, he worked for Pacific Electric. He served at the local station here 10 years.

For pastime, Bob says he is going to take up model railroading as his hobby. All the PE and SP employes—he has lots of friends here—doubled up and presented him with a fine stamped leather wallet and enough cigarettes to last him for a year.

Edna Taylor, Interchange Clerk, returned from her two-week vacation May 22. We were all a trifle disappointed this time. She hasn't found her man as yet. But maybe when the next vacation time comes along, the right one will present himself.

We hear from our good friend **Frank Howe** quite often. He recently retired and is now really enjoying life 'way down South, traveling in his trailer and car. At present, he is over on the East Coast, probably heading for New York.

Vic Watson, Telegraph Operator, and all-round car man, looks quite smart with his new headgear. Says he can talk well now on the phone, write car numbers with one hand, and

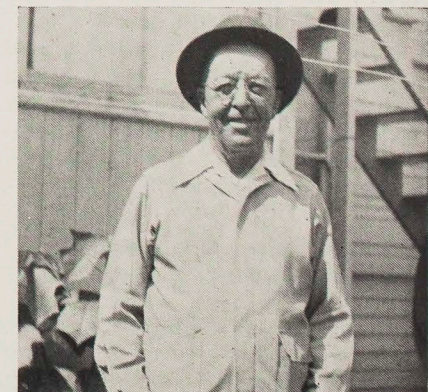


MISSED—A. M. ("Pappy") Tang, Long Beach Yardmaster, who always had a smile for everyone.

pick out a good horse for the next race with the other. Says he can't win, but sure can pick them out. His favorite pastime is popping pop corn about every two weeks.

Dorothy Tang, wife of our lovable **Amos Tang**, who passed away March 5, wishes to extend thanks to her friends at the Los Angeles Terminal Freight Station as well as those from the Long Beach Station for the many cards and letters she has received in sympathy for her lost husband. Dorothy might be better known at the Los Angeles Station as **Dorothy Blow**, who was formerly employed at Butte St. Yard several years back.

We still say here that "Pappy Tang" is missed very much here. He always had a smile for every one and was the best-natured man that ever was employed here. Just a good word for everybody.



RETIRED—R. E. Hilburn, Freight Conductor, Southern District, who retired April 24.

Safety Valve

LETTERS
from Our Readers

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

Let's Be on a Winning Team

From William M. Edwards, Freight Traffic, May 17, 1950:

... You will never have a healthy industry as long as the feeling exists among the persons within the industry that they are on a losing team.

I believe that any step made to create the feeling in the officers and employes that we are on a winning team and on the offensive will go a long way towards helping us win this so-called battle of survival.

* * *

Brownie Cans

From J. R. Groom, Operator, May 3, 1950:

... He's been blown out to flag. He runs back to the rear of the car and grabs the brownie can and jerks it up and what happens? Nine times out of ten the bottom comes loose and he has to spend a minute or more trying to pick up the fusees or guns which are spread all over the back end of the car. If it's a test, why, he gets demerits for being slow when it's really the fault of the can's design and the design of the holder. ... Haven't we an engineer in the Transportation Department with ingenuity enough to design a usable can ... for safety's sake? ... It has made me so mad to think that a company so big can't fix up such a little thing.

"I agree wholeheartedly that we should do away with this signal box," declared General Manager T. L. Wagenbach after an inspection of flagging conditions following the receipt of Mr. Groom's letter, "and I think we will save money by doing it ... The suggestion and constructive criticism is a just one."

Mr. Wagenbach has appointed General Supt. Fred C. Patton and Assistant General Supt. C. H. Belt to work out a substitute for the odious "brownie can." Batting average for Mr. Groom: 1000%!

* * *

Why the Delay, Operator?

From Emory W. Hanlon, Freight Traffic (no date):

During years of commuting ... have noticed that where there have been delays ... usually the Conductor, or Motor Coach Operator, leaves the vehicle, the passengers being left to their own conjectures as

to what happened, what measures were to be taken to get moving again, and how much time would elapse in the process.

When the Conductor or Operator returns to the vehicle ... he invariably takes a disinterested stance ... completely ignoring passengers. ...

As a matter of courtesy, Operators should, immediately on ascertaining the facts and returning to the conveyance, apprise the passengers in a concise, clearly audible statement as to the nature of the trouble, the probable amount of delay, and, if possible, advice as to what emergency service would be made available ... to further the cause of better public relations.

Rule 619 (c), Rules and Regulations of the Transportation Department, issued Nov. 15, 1943, states:

"Whenever delays of any duration occur, conductors or operators should inform their passengers as to the cause of the delay, and tell them approximately how long they will be delayed, if such information is available."

The rule was again called to the attention of Trainmen and Operators of All districts by Notice No. J-1619, dated May 29, 1950.

* * *

"A Rose by Any Other Name ..."

From Emory W. Hanlon, Freight Traffic, May 2, 1950:

... Have you considered calling the Magazine by some other name — such as "Along the Line" or "Write of Way"?

And, however small it would have to be, don't you think a monthly issue, instead of the present bi-monthly issue, would be helpful in preserving interest and presenting news that has not grown cold?

As to the change in title — well, readers???? — As to the monthly issuance, annual costs are approximately the same under the present bi-monthly publication as they were a few years ago under the monthly set-up. Fewer pages would mean fewer pictures, less material, and actually less for the money, as costs are not directly proportionate to the number of pages.



ELEANOR LIFUR

Popular PE Girl Heard on Radio Forum

CHOSEN BY POPULAR VOTE of the 25-member Office Supervisors' Council, Eleanor Lifur, Steno-Clerk in the Research Bureau, was heard Sunday night, May 28, as one of a four-girl panel on the Radio Women's Forum over Station KGFJ, from 8:00 to 8:15.

The other three members were also business girls connected with various firms in Los Angeles.

First PE Figures In Safety Contest

4,884 PACIFIC ELECTRIC EMPLOYEES, working 870,603 man-hours, were charged with 20 lost-time accidents during the month of April, according to the Greater Los Angeles Chapter, National Safety Council, in its report on the first month of its Second Annual Industrial Safety Contest.

The figures indicating PE's standing among the contestants are not yet available, but will be made known to all departments as soon as they are released.

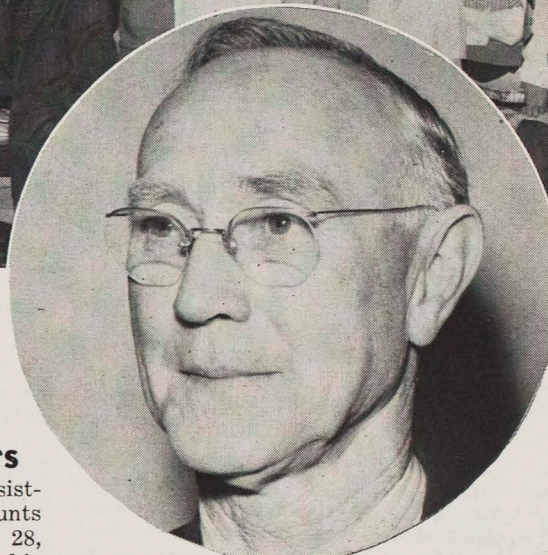
Each one of these 20 accidents caused suffering and loss of time. Each one of them could have been avoided by caution and safety-mindedness on the part of the injured person. Other industries entered in the contest are going all-out to make each month a NO-ACCIDENT MONTH, and this can be accomplished by PE with the cooperation of every employe.

To win means that every employe must cooperate 100%.

Let's be ahead!



PAY ROLL ACCOUNTS MAN RETIRES — David L. Alexander, Assistant Head Clerk, Pay Roll Accounts, holds fishing rod (tackle box on table) as he receives Certificate of Retirement from Assistant to Auditor R. C. Hollinger on the occasion of his retirement April 28. Fishing equipment was the gift of friends.



ACCOUNTING DEPARTMENT

Asst. P/R Head Clerk Retires After 41 Years

DAVID L. ALEXANDER, Assistant Head Clerk, Pay Roll Accounts Bureau, retired on Friday, April 28, followed by the good wishes of his many friends. Assistant to Auditor R. C. Hollinger, on behalf of Accounting Department employes, presented Mr. Alexander with a fishing rod and tackle; and, on behalf of the management, a Certificate of Retirement.

The retiring veteran had been in PE employ for 26 years, and his years of railroad experience totaled 41. He

began with the Kansas City, Clinton, and Springfield Railroad at Coleman, Mo., 1909, as Agent and Operator — at \$20 a month!

His PE experience began in 1924, when he entered service as Timekeeper in the Accounting Department. He had been Assistant Head Clerk since Jan. 27, 1944.

By
Marge
Zimmer



NOW'S THE TIME of year when folks get the wanderlust and haul out all the travel folders and fishing poles.

W. H. Alexander, Sr., Head Clerk, Frt. Accts., told his fish tales after spending two weeks in the High Sierras.

Bill Turpen of Timekeeping and his wife traveled back to "Motor City," Detroit, to pick up a new Pontiac.

Billie McGill and Nettie McAuley were at Yosemite. Ella Mae Crompton took a flying vacation to Florida, and said the men in Texas are wonderful!

Mrs. Belva Dale, Frt. Accts., went with the Los Angeles Chamber of Commerce on a Good Will Tour to Skagway, Alaska.

Traveling can be fun — especially with a companion. So sez Lee Wismer, who went to Montana.

Margaret Hicks vacationed in New York and was fortunate enough to see "South Pacific."

Beverly Chenard and Jim Romans, Helen Kopscho and Peter Mazor, are finding their earthly paradise. They're engaged.

Our sympathies go forth to Marie Blanchard on the death of her husband.

Mary L. Welles paid the gang a visit with her new daughter, Margaret Ann. Chubby, nine-month-old James Seeley visited his mother in Disbursements Bureau one noon (accompanied by pop, Don).

Vital Statistics

April 21, 1950, to June 20, 1950

DEATHS

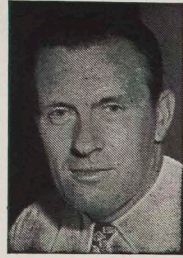
NAME	OCCUPATION	Died	Group Insurance	Mortuary
*Moreno, Merced C.	Retired Laborer	4- 7-50	No**	No
*Carlson, Richard A.	Operator	4-15-50	No**	No
*Ruiz, Jose	Retired Laborer	4-19-50	Yes	No
*Hunt, Frederick L.	Retired Operator	4-21-50	No**	No
Crunk, Robert R.	Retired Motorman	4-27-50	Yes	Yes
Elbert, Cornelius B.	Carpenter	4-29-50	Yes	No
Moran, Ray	Retired Motorman	4-29-50	No**	Yes
*Perkins, Thomas H.	Retired Janitor	4-30-50	No**	No
Thayer, Ellison P.	Operator	5- 1-50	Yes	No
Silverman, Albert	Retired Operator	5- 3-50	Yes	Yes
Booth, Theopolus	Car Repairer	5-10-50	No**	No
*Wallich, Earl C.	Retired Towerman	5-10-50	No**	Yes
Pingel, Henry C.	Retired Car Cleaner	5-20-50	No**	Yes
Acosta, Cruz	Retired Laborer	5-21-50	Yes	No
Pryor, Laurence S.	Retired Brakeman	5-22-50	Yes	Yes
Sutton, Hal W.	Retired Watchman	6- 1-50	No**	Yes
Booth, William	Retired Car Repairer	6- 8-50	Yes	No
Rosier, Thomas Stephen	Trolleyman	6- 9-50	Yes	No
Godwin, Loren E.	Car Repairer	6-14-50	Yes	No
Tausch, Theodore	Retired Janitor	6-14-50	Yes	No
Moll, Albert C.	Retired Supervisor	6-16-50	Yes	Yes
Berg, John	Retired Machinist	6-18-50	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	Wife of	Died	Department
*Kathoryn L. Cutsinger	A. C. Cutsinger	5-19-50	Engineering
Brown, Mary Austin	John T. Brown	5-29-50	Mechanical

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

MECHANICAL DEPARTMENT



By
R. P.
Murphy

WITH FISHING in season, all who have been willing to talk have told about the success of big catches. Not a discouraging word has been said about a distressing catch—not a story about the one that got away.

C. B. Heisel has a persistent illness. We hope he can get rid of it and be back on his job at 6th and L. A. Yard. He is missed.

J. A. Garcia has been plagued with some internal trouble which keeps him going to the hospital. He was there at this writing (June 27). We hope he is out by the time you read this, and never again has to return to a hospital.

Elena Esquivel, who had been off sick for some time, returned to work June 26. On the sick list as of June 27 were Carpenter J. Rindone, Car Repairers Jesse Crump and Walter Baker, and Car Cleaner Joan Perry.

We all respect animal lovers. One of these kindly individuals is Andy Campbell. He seems to take to animals as if they were his personal friends. He always has kind words for them and is willing to go to any lengths to comfort either cats or dogs.

Your personal safety is more important today than at any time in the past. Think safety; check thoroughly every move you make.

MECCA Gift to Cancer Fund Acknowledged

DONATION OF \$2,000 to the Cancer Fund by MECCA, on behalf of employees who are members of MECCA, elicited the following letter, dated April 26 from the American Cancer Society:

... "Please express our appreciation to the Pacific Electric employees residing in Los Angeles, Orange, Riverside, and San Bernardino Counties, and covering this generous remittance from them of \$2,000.00."

OVER 100 MILLION VISITS in 40 years is the record of the Metropolitan Visiting Nurse Service—a service available in more than 7,300 communities and provided for you through your Group Insurance Plan. Be sure to call for it when you need it.

Appreciation

ISAAC J. WILLIAMS, 73, Leader in Substation Maintenance, and Mrs. Williams died last March 23 in an auto accident. Mr. Williams had been with PE since 1903 and helped build the PE Building before joining the Electrical Department about 1904 or 1905.

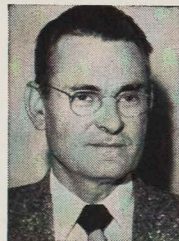
Mrs. Frances Peters, daughter of the deceased couple, has written the following note of appreciation for the kindness of friends following the tragedy:

"Dear Friends:

"I do want to thank you and all the many friends from the Pacific Electric who were so kind during our recent tragic bereavement.

"I have sent notes to many, but I do not know who all the friends are. Therefore I am choosing this means to express to all our deepest appreciation."

SYSTEM GARAGES



By
A. L.
Bristow

WE ARE ALL GLAD to see George Patton, Carpenter at Macy St. Garage, back on the job. George wishes to extend his thanks to all his many friends for their kind consideration during his recent illness.

Fishing has been the main topic of lunch period conversation around the Garages for the past few weeks. Prior to opening day, every fisherman knew where all the big ones were; they were the ones that got away.

Elmer Harper, Assistant General Foreman at Macy Garage, went to Lake Crowley, caught a few before the hurricane nearly caught him. Several of the other fishermen went to Lake Arrowhead, where it is reported that the fish were really biting. However, the rumor is that they were catching them out of each other's boats.

There is another school of thought among the fishermen in the garages, which says, "Why travel miles to compete with a lot of others for a few little fish when there are plenty of big ones in the Pacific Ocean?" Several of those who prefer the ocean



EARL DUCKUM, Torrance Machinist, who volunteered to assist A. L. Bristow with instruction of automotive classes in care of electrical equipment at May 29 meetings. Photo by Don Bowman, Staff Engineer.

are Clyde Sellers, Auto Machinist, Sixth and Maple; Shorty Hall, Assistant Foreman, Macy Garage; Henry Knoff, Auto Machinist, Long Beach; Dan Teleky, Foreman, Ocean Park Garage, and Harry Zarp, Leader, Macy Garage.

Johnnie Hubener, Leader at Sixth and Maple, spent several days of his vacation participating in the "Helldorado Days" celebration at Las Vegas, Nev. Johnnie did a bit of extemporaneous entertaining there with his trusty ukulele.

MECHANICAL DEPARTMENT
Western District

By
Milton R.
Clark

AUTOMOTIVE INSTRUCTION CLASSES given every Monday afternoon and evening have been very interesting, as I am sure all of those who have attended will agree. Those who have not attended have missed a real opportunity to learn the functions of automotive equipment which have been so interestingly presented by our instructor, A. L. Bristow.

We extend our best wishes for a speedy recovery to C. B. Heisel, Foreman at Sixth and L. A. Yards, and to R. C. Byrd, Night Foreman at the

West Hollywood Car House. They have been on the sick list.

Vacations are getting under way: Erich Esterly visited relatives in Oregon.

Aurora Garcia returned from her vacation as Mrs. Aurora Saldibar. Our best wishes.

Leonor Hernandez went to Mexico to visit her mother, whom she hadn't seen for 27 years.

Claude Blair took a drive up through the northern part of the state to visit Sequoia and Yosemite National Parks.

Joe and Mrs. Connely spent two weeks around Indio.

John Garland spent his vacation at home.

Roy Coburn is back to work after being off on the sick list for three months.

Our deepest sympathy to Gerry McConnell, who was called East recently on account of the death of his father.

Al Woods is having some dental work done.

Ethel Lundgren, who was confined to the hospital, is now at home. Our best wishes for her quick return to good health.

The stork finally made a landing at 3:40 a.m., May 26, at the home of Mr. and Mrs. Charles Hewitt, brought a healthy-lunged boy hight Edward Martin, and took off again after depositing his eight-pound, seven-ounce burden.

Art McCalley claims that July 10 he was 44 years old.

Elevator Operator
Jack Niss Retires

JOHN G. ("JACK") NISS moved a PE elevator for the last time on Wednesday, May 31.

In PE service since June 6, 1929, he began as Electrician's Helper at Torrance, was laid off in 1931, and after eight months began washing cars at Macy Car House. In a short



GETS RETIREMENT CERTIFICATE—Elevator Operator Jack Niss receives his Certificate of Retirement from Dorothy Pearson, Secretary to Manager, Land and Tax Department, as friends watch. Front row, left to right: Maurice ("Red") Kennelley, Elevator Starter; James C. Rankin, Manager, Office of the Building; Jack Niss, Dorothy Pearson, and Russell Giffin, Elevator Operator. Back row: Nick Sirchie, Janitor; Harry Gorman, Supervisor, Maintenance and Repair; Lionel J. ("Tex") Averitt, now Head Janitor; and Bill Lee, Carpenter. Many others came during the course of the afternoon to wish Jack a farewell and try the coffee, doughnuts, and cake, which Jack served to all comers.

time he went to the Subway as Janitor, then came to the PE Building as Janitor and part-time Elevator Operator, became full-time Elevator Operator, and then in 1944 became Assistant Head Janitor, in which capacity he stayed during the war.

Learning that he planned to start a fix-it shop at his home, employees clubbed together and bought him a merchandise order with which to buy some tools, and the order was presented to him along with his Certificate of Retirement on June 1.

Jack's familiar countenance and pleasant manner will be missed around the PE Building, for the inhabitants of which he had a pleasant word each day.

Employees wish him all good fortune in his retirement.

Opr. Albert Silverman,
Disabled, Dies May 2

OPERATORS and other friends learned with regret of the death on May 2 of Conductor Albert Silverman, who first came to PE in 1929. On sick leave for some time, he had filed application for retirement on disability.

A bachelor, he is survived by his sister, Mrs. Fannie Sabin, of Balboa. Writing to the members of the PE Club and the Mortuary Fund, Mrs. Sabin stated:

"I wish to express my deep appreciation for the many evidences of kindly and sympathetic interest shown in the passing of my brother, Albert Silverman, on Tuesday, May 2."

SAY IT WITH SAFETY INSTEAD

(See back cover)

NOW WE HAVE NOTHING against florists. We think there's nothing more wonderful and beautiful in this world than flowers—and we certainly take our hats off to the folks who provide us with flowers—the florists.

But, right here, we'd like to say this to you—"Say it with safety, instead of with flowers—in your work on the job each day."

Sure, it's most thoughtful when someone has been injured and is laid up to go visit them and take them some flowers. Flowers do make life a bit more pleasant for the invalid.

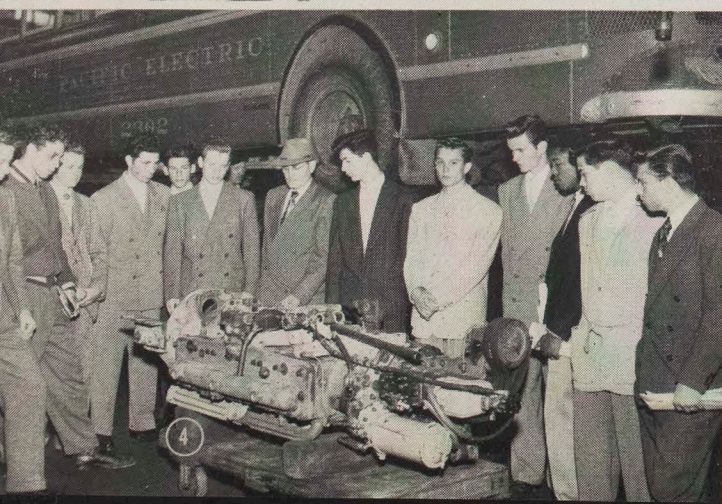
On the other hand, wouldn't life be a lot more pleasant, if that injured individual had made safety a greater part of his daily working life—so he wouldn't have to be laid up—and have flowers brought to him?

Let's save flowers for more joyous occasions. Let's take a bouquet home to the wife on weekends. And let's make that possible by working safely each day—so that someone else won't have to say it with flowers for us when we're laid up at home or in the hospital because we didn't do it the safe way.



BOYS' WEEK

(1) PE President pro tem Bob Volk of University High looks over a financial statement with the help of O. A. Smith, in the latter's office. Bob also made staff trip. (2) Schedule Chief L. S. Jones, seated, explained to the boys how PE schedules are made. (3) L. B. McNelly, left foreground, took the boys through the Accounting Department. In Freight Accounts, L. M. Becker, right foreground, explained the importance of waybills. (4) At Macy Garage A. L. Bristow (in hat) showed the boys, among other things, about bus motors. (5) R. L. Mankins (in hat) showed students some of the steps in car repair at the Macy Car House and Back Shop. This is Armature Room.



Students Tour PE During Boys' Week

HONORING BOY'S WEEK, PE played host on May 3 to 13 students from various high schools in and around Los Angeles.

Robert Volk, senior at University High School, was President Pro Tem and accompanied the Executive Staff on its inspection trip that day.

The other 12 students went on a tour of offices and shops. After they had been introduced to President O. A. Smith, they were taken to the Schedule Bureau, where Chief Schedule Supervisor Laurel S. Jones explained the workings of his office. Special Accountant to Auditor L. B. McNelly then took them through the Accounting Department, where Assistant to Auditor L. M. Becker described the adventures of a waybill in Freight Accounts and Assistant to Auditor R. C. Hollinger pointed out procedures on passenger ticket collections.

The students then traveled on a special bus, driven by Operator J. W. May, to Macy St., where Automotive Equipment Inspector A. L. Bristow told how busses are maintained and General Foreman R. L. Mankins explained the operations of the Car House and Repair Shop. The group disbanded after lunch in the PE Station restaurant, Sixth and Main. All expressed their appreciation of the courtesies extended.

Attending were Bob Gordon, of Dorsey High School; Bob Zeagler, of Marshall; David Garten and Jose Ramirez, of St. Agnes; Al Nunez, of

Riis; Roger Herd and Alvy Dorman, of Belmont; Jesse Lilly, of Jefferson; Tommy Warburton, of Venice; Phil Sutherland, of Culter Academy; Victor Rodriguez, of Garfield; and Anthony Frumento, of Cathedral.

Employees who took the boys on tour were unanimous in their praise of the gentlemanly conduct and intelligence of the students.

A letter of thanks to PE from Daniel L. Sprague, Coordinator, Boys' Week in Business, Los Angeles City Schools, followed soon after the plant tour. All the boys, he said, are planning a business career, and reports from teachers indicate "that the boys have gained in understanding of the demands and opportunities of the career they have planned."

Chief Special Agent Helps Set Up Office For Vancouver Lines

CHIEF SPECIAL AGENT R. J. McCullough spent two weeks in May in Vancouver assisting the British Columbia Electric Co., at their invitation, to set up a Special Agents Department on their property. He left Los Angeles by plane on Thursday, May 4.

To be chosen for this service was a distinct honor for Mr. McCullough, and indicates the outstanding quality of his work with Pacific Electric, as well as his repute in his special field.

The Chief Special Agent, born in Belfast, Ireland, began his life work as law clerk in an attorney's office in London, England. Having relatives



HONORED — Chief Special Agent R. J. McCullough, who was chosen by Vancouver Railways from large field to help them set up a Special Agents Dept. on their property.

in Santa Ana, he crossed the ocean — and the continent — in 1929 to visit them. Shortly afterwards he became a Stenographer in PE's Special Agent's Office, was appointed Chief Clerk in 1931, and attained the rank of Chief Special Agent in 1938.

A member of many state and local peace officers associations, he attended FBI courses in espionage and sabotage during the war.

Joseph Shafer, Assistant to Chief Special Agent, handled the department during Mr. McCullough's absence in Vancouver.

VACATION TIME: CAUTION TIME

By HARRY L. YOUNG
Superintendent of Safety

EACH YEAR during school vacation every Motor Coach Operator, Motorman, Truck Driver and Motorist has the added responsibility of exercising an extra degree of caution to protect thousands of youngsters enjoying days of happy freedom from their studies.

We must remember that many of these children are forgetful of their teachings of safety. When a ball rolls into the street, their only thought is to retrieve it and get back into the game. Thought of their personal safety is far from their minds.

Groups will be riding bicycles on streets and highways, crossing from side to side, unmindful of the danger involved.

It is the responsibility of all Operators of motor

coaches and trains to be ever alert for the unexpected appearance of youngsters ahead of moving busses and trains. Line Foremen, Shop Foremen, Section Foremen, and those in charge of yards must be watchful of venturesome children attracted by such opportunities for play as these places offer. Railroad tracks and trains are always fascinating to boys of all ages.

Freight crews must be particularly alert when switching cars at outside stations to prevent boys from jumping off and on moving cars. They must also be careful to see that hand brakes are set tight on all cars set out on industrial spurs, and that all derails are locked in derailing position.

We do not want a tragedy to mar this happy period so longingly awaited by all school children.



MASONIC CLUB HOLDS BANQUET, DANCE

Place: Hollenbeck Temple

Date: Saturday, June 10

TOP — Head table guests included, left to right, George Watson, 1st Vice President; Mrs. Watson; Jess Squires, President, SP Masonic Club; Mrs. Squires; C. F. Quirnbach, President; Mrs. Quirnbach; A. R. Crow, 2nd VP; Mrs. Joe L. Smale, and Mr. Smale, Treasurer.

LOWER — Group of Job's Daughters from Bethel No. 23 who served as waitresses for the banquet. Left to right are Ethel Edgar, Joyce Armour, Barbara Watson (Sr. Princess and daughter of George Watson), Charlene Armour (Jr. Princess), Roberta Higgins, and Nancy Perry.

VFW INSTALLS NEWLY ELECTED OFFICERS

LOWER LEFT — New Commander T. E. Dickey, left, receives gavel of office from Installing Officer Moyer. Mr. Dickey serves till next May.

LOWER RIGHT — Past Commanders, including, left to right, Earle C. Moyer, 1945-46; George Weatherby, 1946-47; Jim Boswell, 1947-49; Ludvig Otterstedt, 1949-50. First Commander, H. L. Young, was absent. He served when the Pacific Electric Post was organized in 1944.



HAIL THE CHAMPS! — Pacific Electric bowlers are the State Tournament champions after winning the Los Angeles Steamship League title, the Southern California and the State play-off matches. Shown above with the Steamship League team trophy are Charlie

Hill, left, PE Captain; and Jux Schnatmeier, League President. Left to right with individual trophies are the other members of the PE quintet: Johnny Hubener, Claude Kazee, Preston Jones, and Preston's father, Ray Jones. "It was the great team spirit that won," says Charlie.

PE Keglers Topple SF Champs, Cop Transport League Title

PACIFIC ELECTRIC'S well-balanced bowling team monopolized honors in Transportation League competition, climaxing a brilliant season by defeating Schirmer Stevedoring Co. of San Francisco, 2707 pins to 2617, Saturday afternoon, May 6, at West Pico Bowl for the state championship.

PE's keggers, captained by Charlie Hill, gained the final playoff with San Francisco's Pacific Traffic Association victors by making a walk-away of the Los Angeles Steamship League

race and out-rolling Union Pacific, April 24, for the Southern California crown.

PE came from behind with a 973 final game to ruin the San Francisco bowlers and register their second "clean sweep" in the 22-year history of the Steamship loop. PE also took the state championship in 1944-45, vanquishing Inland Freight Lines at Fresno. Johnny Hubener and Hill of the present team were also members of that fivesome captained by Charlie

Gonzalez, retired Phone Maintenance man.

In addition to the team crown, PE earned most of the individual laurels at the annual Steamship League banquet, April 17, at the Dixie Barbecue. Hubener (179), Claude Kazee (176) and Ray Jones (176) finished 2nd, 3rd and 4th in individual season averages. Preston Jones (606) had third high series. All won cash awards.

Preston Jones paced the PE pin-smashers in the state playoff with a 573 series and a high game of 222. Team members and their wives hosted the visitors from San Francisco after the match at a dinner at the Los Angeles Athletic Club. Everett Reed, vice-president of the Steamship League, emceed the affair.