

MAR.-APR. 1950
PACIFIC ELECTRIC
Magazine



New Badges Issued All Operators

NEW BADGES have been issued during the past few weeks to all Freight and Passenger Trainmen and Motor Coach Operators on the system, and now the official title for all such employes is "Operator," whether they're Motor Coach Operators, Firemen, Conductors, Trolleyman, or what have you.

Badges were issued at terminals through the Personnel Department.

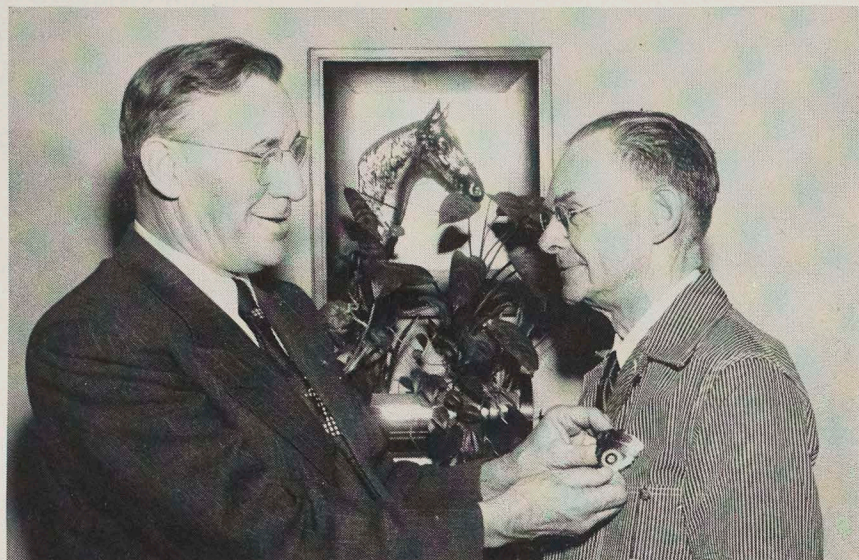
Although each man still retains both his company and district seniority rights, train service seniority is the basis for the new numbering system. Only those men now actively engaged in the operation of trains and busses, as well as those recently granted a leave of absence from such service, have received a number.

To illustrate: Although Dispatcher Lee Pulliam actually has more seniority (Aug. 25, 1904) in train service than anyone else, he doesn't receive a badge because he's not "actively engaged" in operating trains. Consequently, the No. 1 badge went to T. C. Holyoke, with seniority from Jan. 11, 1909.

The next nine badges were assigned as follows:

No. 2 — F. P. Ream, seniority date Sept. 18, 1909.

No. 3 — At present not in use, owing to the death of James G. Blake,



NO. 1 BADGE of new system being presented to Operator T. C. Holyoke of South Freight by General Manager T. L. Wagenbach in the latter's office on Monday, April 3. Mr. Holyoke, with seniority since January 11, 1909, is the oldest man on the system, from a service standpoint, now actively engaged in the operation of trains or busses.

South Freight Motorman, after the roster had been made up. His seniority dated from Dec. 5, 1909.

No. 4 — Roy Roepke, seniority date March 14, 1910.

No. 5 — M. C. Hooper, seniority date June 2, 1911.

No. 6 — A. H. Logue, seniority date July 23, 1911.

No. 7 — L. A. Polk, seniority date Oct. 21, 1911.

No. 8 — W. E. Swartz, seniority date Aug. 28, 1914.

No. 9 — F. V. Haulman, seniority date Dec. 10, 1915.

No. 10 — W. C. Roberts, seniority date Dec. 24, 1915.

AT JONATHAN CLUB — Six of the older (in point of service) Operators on the various transportation service branches shown enjoying prime ribs at the Jonathan Club at the invitation of General Manager T. L. Wagenbach (seated at end of table). Left to right are F. P. Ream, North Freight; F. V. Haulman, West Motor Coach; James G.

Shea, Director, Public Relations; T. C. Holyoke, South Freight; H. L. Young (standing), Supt. of Safety; Mr. Wagenbach; P. H. Riordan, North Rail Passenger; Roy Roepke, South Rail Passenger; and C. M. Hall, Motor Transit. The six Operators have a total of 227 years of railroad service, or an average of nearly 38 years' service per man.



The reason for the new numbering system, which was instituted as part of the Modernization Plan, is that so many men are qualified for so many different positions on so many districts that the old system of badge numbers was no longer useful in de-

termining what and where a man was actually working. In the past numbers went like this:

Conductors wore even-numbered badges; Motormen, odd-numbered ones. Numbers were grouped by districts as follows:

District	Passenger	Freight
North and East	1-999	3500-3599
South	1000-1999 and, during war, 5300-5399	3600-3999
West	2000-2999 and, during war, 7300-7499	3400-3499
Motor Transit	3000-3350	
Los Angeles Motor Coach	5450-5599	

Old-Timers Honored At Jonathan Club By General Manager

A LUNCHEON in honor of six of the old-timers in the various branches of the transportation service was given by General Manager T. L. Wagenbach on Monday noon, April 3, at the Jonathan Club.

The men honored included T. C. Holyoke, seniority since Jan. 4, 1909; F. P. Ream, seniority since Sept. 18, 1909; Roy Roepke, seniority since Mar. 14, 1910; F. V. Haulman, seniority since Dec. 10, 1915; P. H. Riordan, seniority since Aug. 16, 1917; and C. M. Hall, seniority since Aug. 22, 1917.

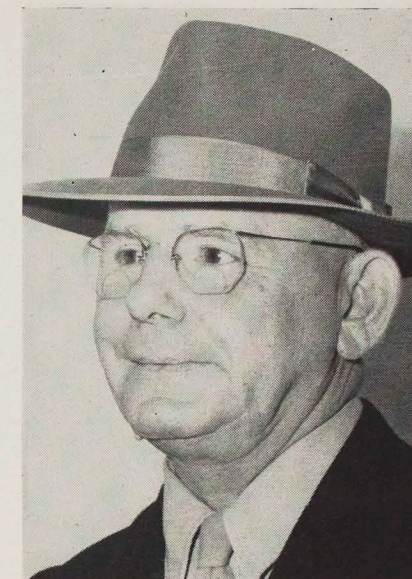
Also attending were Public Relations Director James G. Shea and Supt. of Safety H. L. Young.

In his office before the luncheon, Mr. Wagenbach presented each man individually with his new badge. No. 1 went to Mr. Holyoke, No. 2 to Mr. Ream; No. 4 to Mr. Roepke, No. 9 to Mr. Haulman, No. 16 to Mr. Riordan, and No. 31 to Mr. Hall.

Messrs. Holyoke and Ream, the two freight men, were also presented with new overalls and jumpers; and the others with new Operator's caps.

Operators Foil Thief

ACCOSTED by Operators J. N. Bleier and C. F. Long inside West Hollywood Station at 6:00 a.m., April 17, an intruder fled through a window he had broken to a passing train, only to be later nabbed by police alerted by Bleier, Long, and the Dispatcher.



PASSES — James G. Blake, South Freight Trainman, who would have received Badge No. 3 if he had lived, died Feb. 21 after PE service since 1910. During World War II he served in the U. S. Army, attaining the rank of lieutenant colonel as Transportation Officer of the Port of Calcutta, India, and serving with such distinction that he won the Bronze Medal and the Legion of Merit.

COVER PICTURE

OPERATORS T. C. Holyoke, right, and F. P. Ream, wearers of the No. 1 and No. 2 badges, respectively, under the new numbering system, congratulate each other. Picture frame holds photograph of one of the new badges.

AT LEAST, IT SEEMS LOGICAL

A TRANSPORTATION COMPANY sells only one thing, and that's the most intangible product there is — service.

And just because it's intangible, the more we have to be on our p's and q's to sell it. A good automobile or suit of clothes has a pretty good chance to sell itself despite the salesman. It's plain to see, and speaks for itself. But service? A bus isn't service; a ticket isn't service; a freight car isn't service. All these things are merely tools of service. They're as dead as a house without people. The service itself is basically an attitude. You can't touch it, but you know it's there. You feel it, and you respond to it — favorably, if it's good; unfavorably, if it's bad.

A person is behind that attitude. That person is you. And you know yourself that you'd rather visit a cheerful, friendly person in a tumble-down shack than a gloomy Gus who owns a palace.

Well, so you got up on the wrong side of the bed this morning. Or you've got some nasty little bills to pay and you don't know what to do about it. Or you and the wife had words before you left for your

run. You're really down on the world.

Control yourself, brother. Don't take it out on your passengers. Every time you do you'll feel worse. The more people you get down on you, the tougher you're making life for yourself.

What you need is some friends. How about making some today?

Act a bit. Get a grip on yourself and smile when you feel like scowling; try being extra polite when you feel like telling every so-and-so off. We'll bet you that pretty soon the accumulation of smiles and friendly words you get back will bring a few rays of sunshine into your life. You'll begin to feel half decent. Before the day's half over, you'll scarcely have to act at all. — Wanta bet on it?

Maybe you can go even further. Like gritting your teeth and stopping for every passenger, just to be extra polite. — Or driving extra safely, just as an exercise in self-control. After all, there's nothing to lose and everything to gain by it. — Not only your own peace of mind, but likewise the good will of your public. Seems logical.



GIVES BLOOD—Raymond J. Donnellan, Sunset Line Operator, who elicited great appreciation from one of his passengers for whose sister he donated a pint of blood through the American Red Cross Blood Bank.

Operator Gives Blood To Passenger's Sister

"THAT NICE DRIVER of the midnight, Sunset bus donated blood for me!"

The driver referred to is **R. J. Donnellan**, of the Western District. The speaker, who was lying in a hospital bed, was **Mrs. W. A. Cathey**, sister of one of Donnellan's regular passengers, **Miss Kathryn L. Gunnell**, who had come to the hospital to visit Mrs. Cathey the day after the latter's operation.

Mrs. Cathey for some time had regularly seen Miss Gunnell off on the Sunset bus which reached her stop at 12:15 a.m. Noticing one night that Mrs. Cathey was not waiting with her sister, Operator Donnellan inquired about her and was told by Miss Gunnell that Mrs. Cathey had been taken to the hospital for a major operation, which was to occur within a few days. Meanwhile, said Miss Gunnell, Mrs. Cathey was being given blood transfusions.

"Write down your sister's name and hospital, and I'll be glad to donate some blood through the Red Cross for her," Donnellan said in a casual tone.

Miss Gunnell did so, but thinking the offer merely a polite gesture, promptly dismissed it from her mind.

The day after the operation, she went to see Mrs. Cathey, who happily exclaimed, according to Miss Gunnell:

"What do you think happened? That nice driver of the midnight Sun-

The Public Appreciates

NORTHERN DISTRICT

Operators: **R. C. Girtsch** for thoughtfulness in returning a lady's purse. **L. E. McChesney** for assisting a lady with her luggage.

Motormen: **J. V. Ohmert** for his efficient operation—in no way to blame for an accident occurring Feb. 10, wrote an observing passenger. **J. W. Van Sickle** for his cooperation in returning a purse.

SOUTHERN DISTRICT

Motorman **R. N. Anderson** for appearing as a voluntary witness in case involving a PE train and a unit of Southern California Gas Co.

Conductor **H. G. Wedell** for his cheerful attitude under trying circumstances.

Operator **P. L. Culp** for his courtesy and efficiency.

MOTOR TRANSIT DISTRICT

Operator **B. A. Williamson** for his courtesy and efficiency.

Service Director **J. J. Coon** for his cooperation in assisting a passenger to recover a Greyhound ticket erroneously given to a PE bus driver.

Supervisor **D. L. Ladhoff** for his assistance in same case with Mr. Coon.

WESTERN DISTRICT

Conductors:

W. G. Burnham for courtesy and efficiency, especially on first day of one-man operation on Glendale Line, when passengers were somewhat con-

set bus donated blood for me! When the nurse told me, I couldn't believe it. Then she said, 'Why, he is in the hall now. He stopped to inquire how you came through the operation.'"

Writing in appreciation to company authorities, Miss Gunnell stated:

"My sister and her husband agree such a wonderful act of kindness for a mere passenger acquaintance is a shining example of carrying out the Golden Rule. The little pin, shaped like a drop of blood, presented by the Red Cross to blood donors, and given by Mr. Donnellan to my sister as a little souvenir, will ever remind us (when we are disappointed with some examples of human nature) that there are some wonderful people in the world, like this one in your employ."

Operator Donnellan came to work for PE on May 1, 1949, after a little more than a year and a half with the Los Angeles Motor Coach Lines.

fused. "He did it all as though he enjoyed it."

E. H. Dickerson for courtesy and efficiency.

J. P. Harlow for his friendly manner of helping a lady unfamiliar with the city.

A. C. Henderson, commended and rewarded by passenger and by Bank of America for returning stock certificates left by passenger on his car.

E. C. LeQuesne for tying the shoelace of a one-armed passenger.

R. D. Mullen for friendly and courteous manner in handling crowded car.

H. F. Myers for his helpful attitude toward all passengers.

Simon Sachs for his helpful, friendly manner toward all even in a crowded car, and (a second letter) for his courteous and helpful manner.

T. R. Sparkman: "very unassuming, he is the most courteous and kindly man on the line."

A. W. Wise for his courtesy and efficiency; especially for his friendly help of elderly passengers.

Motormen:

R. E. Gilbert for returning a lady's purse.

R. C. Van Hook for first aid to a passenger with a heart attack.

Operators:

J. P. Cranford for courteous and pleasant attitude toward passengers, and especially for returning a handbag lost on his coach.

J. S. Crawford for his kindness and courtesy, and especially for returning a lady's purse containing "all her worldly possessions."

J. W. Dilley, who gave a lady a dime with which to pay her fare because he was unable to change a \$10 bill for her.

R. J. Donnellan for donating a pint of blood to the sister of one of his passengers. (See separate story elsewhere.)

C. P. Hornback: always courteous, kind, and cheerful; always ready to give helpful information on schedules.

E. F. Lohdahl, who "demonstrated that efficiency can be successfully combined with tact and courtesy in the face of the most trying circumstances."

W. H. McCoy, who received (1) letter appreciating his courtesy and thoughtfulness in returning a basket left on his coach; and (2) a card commending him for courtesy and efficiency.

J. I. Pearson: always friendly and helpful to passengers.

W. V. Rathbone: commended (1) in a letter signed by two passengers for his courtesy and heads-up work; passengers regretted that he was no longer on their schedule; and (2) for his friendly attitude toward all.

H. E. Roberts for his cheerful and thoughtful attitude toward all passengers.

S. Rona for his friendliness toward all, and for his courtesy and efficiency.

J. J. Schwartz for announcing stops and points of interest in a clear and intelligent manner, and for his courtesy and efficiency.

R. Veeh for his pleasant and courteous attitude toward all.

INFORMATION CLERK

"... the gracious and efficient red-haired lady" at the Information Desk, Sixth and Main. "She is just plain nice to all, looks straight at each person... has always a suggestion of a smile, is never confused or irritated... often giving added help not solicited... outstandingly different..." Officials are unable to decide whether the author of this commendation refers to **Edna Tilley** or **Isabel Ash**, since "both are red-heads and both of this nature."

Complaints

Tisn't Fare!

Passenger complained of overcharge on the part of Operator with "a most sour disposition" and a "very rude, loud-voiced manner."

Conductor refused to honor transfer "accidentally pulled apart" by issuing Operator, and demanded another dime, which passenger refused to pay.

"... The driver made no motion to give me a transfer after I had deposited the 46c. After I was seated I recalled that I needed a transfer... [which]... he refused to give me! On the basis of no ticket!"

"Question: May I transfer at California Street?"

"Answer: I don't care where you get off."

Several answers given in a "most sarcastic tone."

"... I asked the driver for a transfer. He looked at me and said, 'Didn't I tell you you can't transfer to O.P.?'"

Passenger Couldn't Move

"... The Conductor in a loud and discourteous voice says, 'Get out of the doorway and let people in.'... Then he hollers, 'What's the matter, afraid to stand away from the door?'" Car was crowded.

Lady Caught Wrong Bus

"... that driver said as he gazed at me as if I were a criminal... loudly, 'Say—don't you know how to read? Can't you read?'... He did not give me a transfer..."

Curt and Indifferent

"... very uncooperative in dispensing information to passengers. I especially resented this man's curt and indifferent attitude toward an elderly, white-haired, and mentally confused old lady... [He] appears to be bored with his job..."

Courtesy While in Uniform

Angry pedestrian telephoned main office of altercation he had had with Switchman. Admitted his own strong language, but complained of Switchman's.—Any man in uniform, or any other employe, to the public represents the company and its attitude.

Passing Up Passengers

After several busses had passed her by, one finally stopped. "The bus that stopped was just as full as the busses that didn't stop... After all it is the public that gives them their (Operators') salaries."

"... Today it happened to me again... Your driver stepped on the gas and raced away, just in time so I would be sure to miss it."

"... About three or four [busses] (around 15 min. intervals) pass us right by, no matter how much we flag them, and believe me they are not all full. One night it was very, very cold and we waited fully 45 minutes."

Didn't Know His Stops

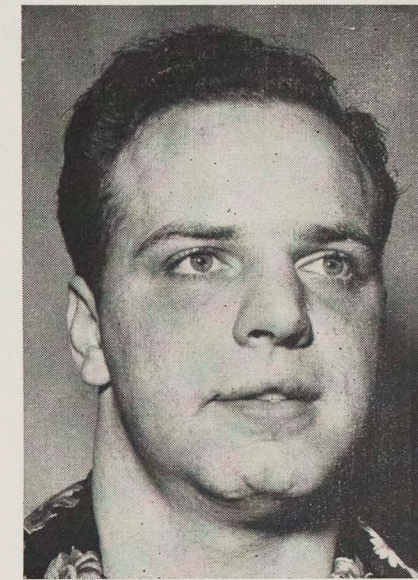
"... The driver was anything but courteous to several passengers asking to be let off at various stops... said he didn't know of such and such a town. [He] told [one] gentleman he had 92 passengers and he couldn't be bothered with all of them, and besides, he didn't know where Mira Loma was."

Smoking and Smog

Passenger complained of pipe, cigarette, and cigar smoke: "... so bad [on streetcars and busses] that [it is] very detrimental to good health... Board of Health should do something about it if the company doesn't," [in attempt to reduce smog.]

Wouldn't Open Door

Elderly lady, stiff from rheumatism, had her left foot on step of car at left center door, which the Conductor refused to open, despite pleas from other passengers, as well as from the lady. The step was so high, and her rheumatism so severe, that she was unable to move her foot off without help—which was finally supplied by the passengers. "I was crying with pain," says the lady.



ORCHIDS TO Operator R. E. Sanson for his prompt assistance to a six-year-old boy seriously injured in a recent accident at Sunset and Main Sts., Venice. Mr. Sanson's help may well have saved the youngster's life.

Motor Manners

THE GOOD OPERATOR guards against the pitfalls toward which bad driving manners can lead him. He always...

Gives correct arm signals for lane changes, turns and stops.

Obeys speed limits.

Stops completely at stop signs.

Drives in and turns from the proper lane.

Observes passing regulations and no-passing zones.

Yields right-of-way to pedestrians and observes mid-block crosswalks.

Exercises special caution at railway-grade crossings.

Drives defensively, anticipating what other drivers and pedestrians may do.

— Passenger Transport
March 24

Appreciation

MR. AND MRS. WM. C. KENNEDY wish to express through the Magazine their deep appreciation for the many evidences of kindly and sympathetic interest shown by employees in connection with the illness and final passing on Saturday, March 18, of their little daughter, **Sue Ellen**, 7½, victim of leukemia. Mr. Kennedy is Terminal Foreman at Ocean Park.

You're in a Safety Contest! 100 Other Companies Entered

ALL EMPLOYEES of the Pacific Electric Railway are entered in the Second Annual Industrial Safety Contest sponsored by the Greater Los Angeles Chapter of the National Safety Council, announces Supt. of Safety Harry L. Young.

The contest, which began April 1 and continues to Sept. 30, includes 150 companies of the Los Angeles area and a total of 130,000 employees.

Competing companies are arranged in groups according to their accident frequency rate as shown under the heading: "Three-Year Frequency Rates" in the National Safety Coun-

cil's publication, "Accident Facts."

Awards will be made to contestants in each group achieving the lowest injury frequency record. Only on-the-job injuries occurring during the contest period and causing one day or more of lost time in that period are considered.

The Safety Superintendent urges every one of PE's more than 5,000 employees to be careful on the job. "Whether you're an office worker or whether you handle tools, machinery, or rolling equipment, every accident you avoid saves you lost time and helps PE's standing in the contest," he declares.

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS

INCORPORATED
LOS ANGELES COUNTY CHAPTER

THE MARCH OF DIMES

510 WEST SIXTH STREET • SUITE 525 • LOS ANGELES 14, CALIF.
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February 21, 1950

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TO THE EMPLOYEES OF PACIFIC ELECTRIC RAILWAY COMPANY

Please accept our heartfelt appreciation for your support and interest in behalf of our great cause - helping those suffering from the dread disease, poliomyelitis. Your contributions will substantially assist us in our fight against this cruel and crippling affliction.

As you know, last year this community suffered the worst polio epidemic in its history. Many of those stricken will require long hospitalization. That epidemic has imposed a terrific and continuing burden upon us.

Because of our great need for funds to carry on the work which we have undertaken, we are particularly appreciative of your generous response in our behalf. To each and every one of you, we say - many thanks.

Sincerely,

Terrell C. Drinkwater

Terrell C. Drinkwater
General Chairman
Commerce and Industry
March of Dimes



JOIN THE MARCH OF DIMES WITH DOLLARS

MECCA Donates \$2500 To Red Cross Drive

MECCA has sent a check for \$2,500 to the local Red Cross Chapter in response to the current Red Cross drive. The local chapter will distribute the money to Red Cross Chapters in which employees reside and according to statement posted on company Bulletin Boards.

Decision to make these contributions on behalf of the large number of Pacific Electric employees who belong to MECCA was made by the MECCA Administrative Committee which met March 7 under the chairmanship of F. L. McCulley.

Present at the meeting, besides Mr. McCulley, were Vice Chairman Glenn E. Collins, and members Lawrence McKoane, C. W. Cornell and H. R. Grenke.

New PE Baseball Team Wins 1st Three Games

THREE GAMES WON out of three played is the record of the newly formed Pacific Electric Baseball (hardball) Team, which began operations March 1 under the management of Subway Operator Jack Gerhardt.

On Sunday, April 23, Pitcher Earl ("Fireball") Howard struck out 22 men as the team beat the Retail Clerks Union 770 by a score of 4-1. Wins are also registered against the Eagle Rock Merchants and the Highland Park Merchants. So it looks as though the PE Baseball Team is a strong contender in the forthcoming Municipal League, which begins about the end of July. Games to date have been practice games.

Next three games are scheduled as follows (all on Sunday):

Apr. 30 - Tampico Inn at Rancho Playground, Diamond No. 2, 1:30 p.m.

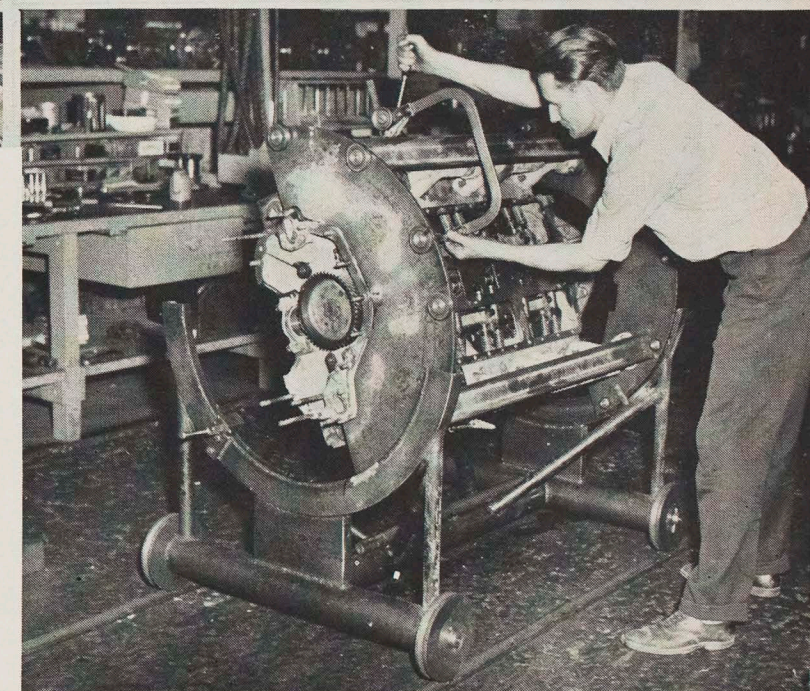
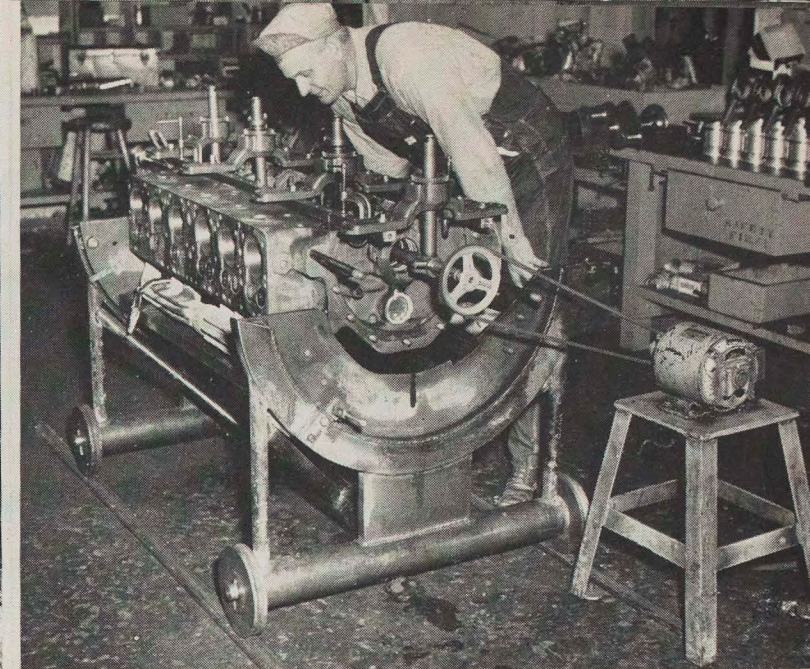
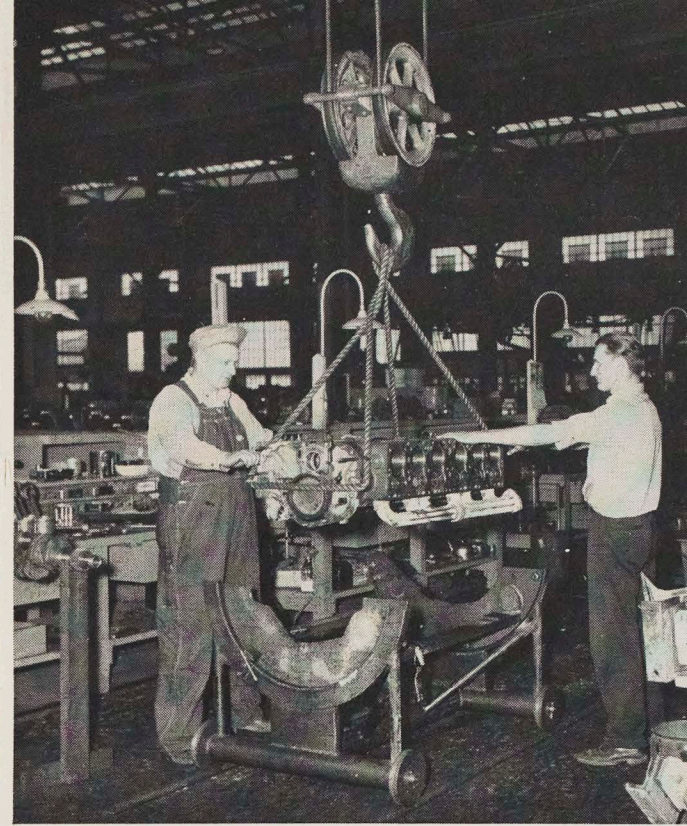
May 7 - VFW No. 2248, same place, same time.

May 14 - Sunland - Tujunga Merchants at Sunland Park, 12:00 noon.

Employees and their families are invited to attend all games. Your team needs some rooters. Manager Gerhardt says the playgrounds are all equipped with facilities where your children can play and everybody can make picnic fun.

Wearing white uniforms with red lettering, the team is a fine-looking outfit. The PE Club is furnishing bats, balls, catcher's equipment, and league fees.

The entire team is composed of PE employees, and all are Operators except for the star pitcher, "Fireball" Howard, who is a West Hollywood Auto Machinist.



NEW ENGINE RACK

ABOVE - Torrance Auto Machinists William C. Sims, left, and J. E. Sisco show how White engine is lowered by crane to movable rack or cradle in shop.

UPPER RIGHT - Mr. Sims shows how line-boring job is done with engine in the horizontal position.

LOWER RIGHT - Mr. Sisco shows how engine can be tilted on rack for ease in working on valves.

New Mount for Easier Motor Overhaul Designed

MANY COMPANIES have made efforts to design an all-purpose motor overhaul stand, but all attempts have so far been only partially successful. It remained for the men of the Torrance Shops to design one that has proved—so far as PE requirements are concerned—to be a real all-purpose stand, on which a motor may be completely assembled.

They designed a portable stand, resembling a baby's cradle, to hold a White motor for purposes of general overhauling. The pilot model, built in the Torrance Shops, was finished Feb.

21 and is being tried out by different repair crews.

The model consists of a swinging "cradle" attached to a frame on four wheels running on a track of inverted angle irons. A motor to be overhauled is lowered by crane into the cradle, which supports the motor by both ends in a horizontal position. Two bolts and a clip hold the motor firmly in place, in such a way that it may be turned to any one of several desired angles.

By the use of this stand, several movements of the overhead crane may be eliminated. Previous practice

had been to use the crane to set the motor on horses, with the side to be worked on uppermost. When the other side had to be worked on, the crane again had to be summoned. Another advantage of the new stand is that mechanics may work in more normal postures—a fact which is more conducive to careful work.

Additional "cradles" are to be made in order to establish assembly line methods of rebuilding engines.

With certain attachments, the stands may be adapted for holding other types of engines, including passenger car and truck motors.

Because You Helped through MECCA

H. L. Young Speaks To Pasadena NSC

H. L. YOUNG, Supt. of Safety, spoke before the Pasadena District Chapter of the National Safety Council at its regular monthly luncheon held at the Pasadena Athletic Club on March 28.

His topic was the training and supervision of Pacific Electric's operating personnel.

Afterwards, Safety Engineer Stuart Seeley of the California Institute of Technology expressed his appreciation for the "interesting and enlightening" talk and took occasion to remark that the operating personnel of PE are the most courteous and safety-minded group of public service employes he has known. He stated that he has been a regular passenger on PE lines since early boyhood.

On behalf of the Fleet Section of the Pasadena District Chapter, NSC, Managing Director Frank A. Jones in a letter dated March 28 expressed appreciation to Mr. Young for his talk.

Safety Supt. Attends State Safety Meeting

SUPT. OF SAFETY Harry L. Young attended a meeting of the Governor's Industrial Safety Conference held April 12 and 13 at the Biltmore Hotel, Los Angeles.

Mr. Young is a member of the Transportation Subcommittee of the Transportation, Communications, and Utilities Section of the Conference.

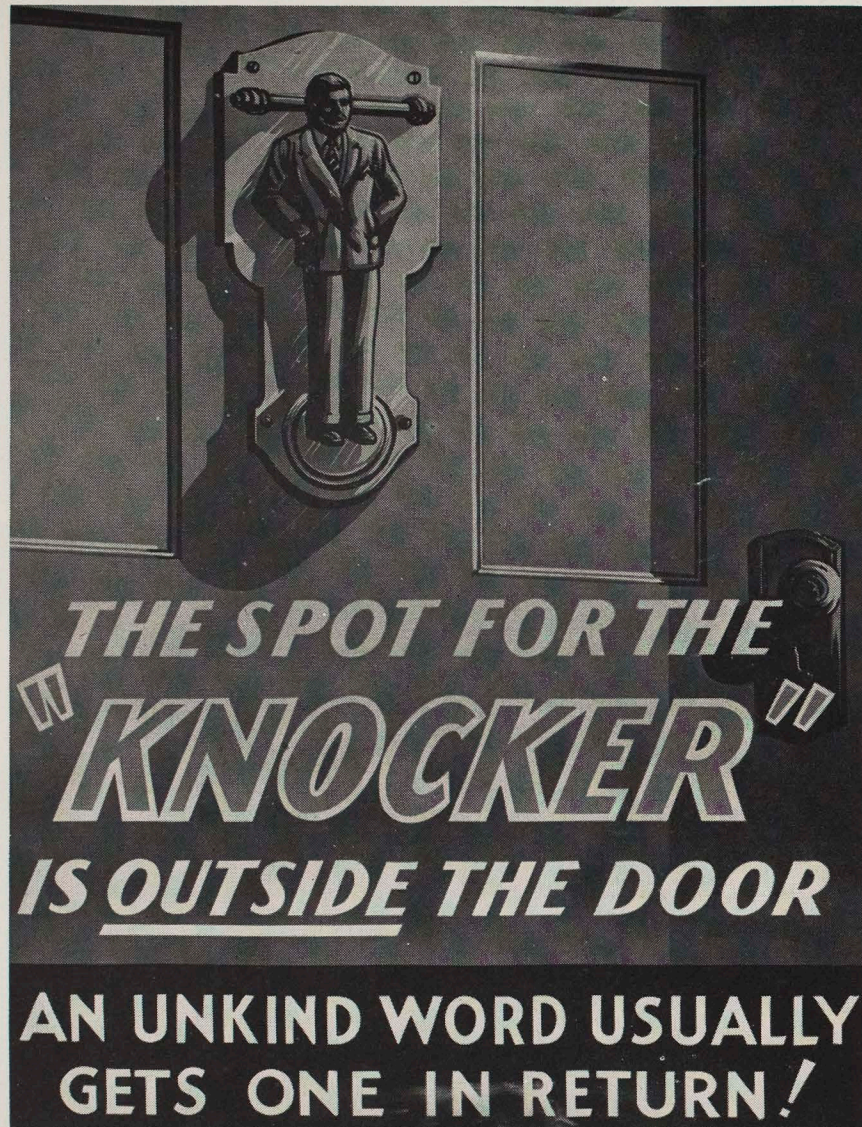
The principal address was made by Governor Warren to 3,000 delegates at the Philharmonic Auditorium. The Governor stated that the immediate objective of the Conference is a 25 per cent reduction in industrial injuries throughout the state in 1950 to reduce the 1949 toll, which cost over \$53 million in direct expense and over four times that in indirect expense.

Set Your Clocks Ahead An Hour on April 29!

SET YOUR CLOCKS AHEAD one hour before you go to bed on Saturday night, April 29. Everybody else in California will be doing it.

In conformity with the California Daylight Saving Time Act, effective at 1:00 a.m., Sunday, April 30, and continuing until 2:00 a.m., Sunday, Sept. 24, Pacific Electric operations will likewise be on a basis of daylight saving time.

This means we'll arise an hour earlier by the sun, but enjoy an extra hour of daylight in the afternoons during the summer months.



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

The Knocker Never Wins

MANY OF US have admired those beautiful metal knockers that you find on the outside of many a door. As a matter of fact, most of us get a little bit of a kick when we find one — and give it a knock or two.

But the human knocker doesn't win quite such favorable attention. As a matter of fact, the man or woman who always has an unkind word to say — who can always come up with a bit of criticism — who can always say something unkind — is the type of person that most of us feel the world could just as well do without.

And, as a matter of fact, the human knocker ought to learn one very important thing — that an unkind word usually gets one in return.

So, if there are any knockers around, let them smarten up for their own good. The spot for the knocker is outside the door. An unkind word usually gets one in return.

You'd be amazed how a person gains in popularity when he can come up with a smile and a decent word most of the time.

ENROLL NOW For Group Insurance

DURING THE YEAR 1949 the Metropolitan Life Insurance Co. under the Group Insurance Plan paid \$154,800 to the beneficiaries of 74 employes and retired employes who passed away during the year. Premiums paid by employes and retired employes during the year totaled \$144,120. Sixteen employes and retired employes died during the year who were not covered by group insurance. The difference between premiums and death benefits paid plus Insurance Co. profit was paid by the Pacific Electric Railway.

Are you enrolled in Our Group Insurance Plan? We ask this question inasmuch as there are some employes who did not enroll when eligible to do so and who may now wish to be insured under the Plan. Should you not be insured and desire to join the Plan now, you can apply for enrollment by making a simple statement of the condition of your health. Your Group Insurance will be issued to you upon the acceptance and approval of the statement of health by the Insurance Company.

This procedure, and any other information which might be requested by the Insurance Company in this connection, will be arranged at no cost to you.

INSURE FOR SECURITY

Your Group Insurance Plan is an important part of your Security Program. The Plan helps you obtain Life Insurance protection at cost within the reach of all employes. You name your own beneficiary and may change such beneficiary, at any time, on a form provided for this purpose by the Metropolitan Life Insurance Company.

All employes who are not now insured and are eligible for the Plan, or anyone desiring to change the beneficiary appearing in his certificate, may secure the necessary forms from the Pay Roll Accounts Bureau, Room 299.

Boy! That Was Close!

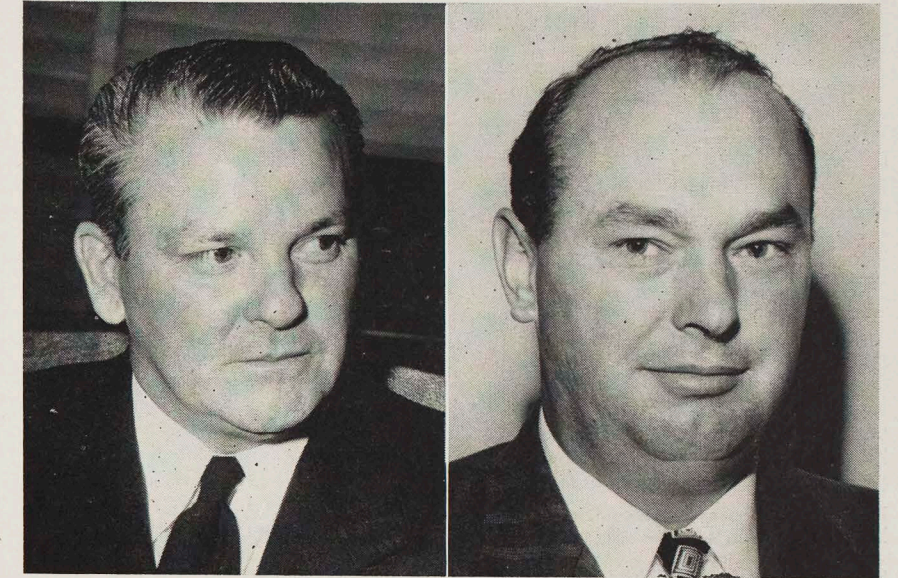
(See Also Back Cover)

How many times each week—or maybe each day—do you say to yourself, "Boy, that was close!"

Maybe, you stepped on the gas just a little too hard on the road and narrowly escaped crashing into a car heading toward you. Boy, that was close!

Or, maybe you lifted something too

Widmann, Searing, Appointed To New Engineering Posts



H. R. SEARING, Engineer, Maintenance of Track and Paving

RUDOLF WIDMANN, Engineer Maintenance of Way and Structures

APPOINTED only last September as Engineer, Maintenance of Way, succeeding George S. McClure, retired, Rudolf Widmann on Feb. 1 was promoted to the position of Engineer, Maintenance of Way and Structures.

Though only 35 years old, and less than ten years a railroader, Mr. Widmann's ability has won him rapid promotion. He began as Junior Engineer on May 6, 1940, when he entered PE service; was appointed Assistant Engineer in charge of maintenance and construction on the Eastern District in January, 1945; and became Assistant Engineer in charge of Field Engineering in July, 1946.

H. R. SEARING SUCCEEDS WIDMANN

H. R. Searing leaves the position of Eastern District Engineer at San Bernardino to assume charge of roadway under the title of Engineer, Maintenance of Track and Paving.

Remembered for his work as Resident Engineer in building the Termini-

nal Island Rail Line in 1943 in order to speed war workers to the shipyards, Mr. Searing began work with the company in 1923 as Blue Printer, worked up to Chief of Party by 1935; became Assistant Engineer, Field Bureau, in 1936; was appointed Resident Engineer, Terminal Island Line, May, 1942; returned to the Field Bureau in July, 1943; went to San Bernardino as Assistant Engineer in charge of all maintenance and construction east of La Verne in 1944; returned to Los Angeles as head of the Field Bureau in 1945; and again went back to San Bernardino in 1946, where he stayed until his present new appointment.

In connection with a general reorganization accomplished some time ago, the supervision of all functions in the Eastern District was coordinated under General Agent C. H. Jones, and supervision of a technical engineering nature can now be adequately performed by the Los Angeles office.

heavy—or more likely lifted it the wrong way — and nearly wrenched your back. Boy, that was close!

Or, maybe somebody's carelessness with an electric fixture nearly started a fire—or gave somebody a shock. Boy, that was close!

Ladies and gentlemen, the barber

shop is the place for close shaves. Let's keep them there.

And, in our daily lives—both at home and on the job—let's do it the safe way—let's work safely. Then we won't have to break into a sweat—and figure we just escaped a close shave.

A BAWLING-OUT Is No Way to Reprimand

By LOUIS A. ALLEN

Training Supervisor, Koppers Co., Inc.

ONE OF THE EASIEST WAYS to make an enemy of a man is to reprimand him. No matter how richly deserved the censure may be, if not properly handled you can be sure that he will dislike you from the bottom of his heart. Yet in spite of this, we all know that an organization without discipline is headed for trouble. We must reprimand. However, if it is done right, your reprimand can actually make a friend of the person you have on the carpet. It can cause him to respect you and try earnestly to correct his error so that he can please you. But you've got to know how to do it.

HE THINKS HE'S IMPORTANT

First and foremost remember the person you are about to talk to be-

lieves implicitly that he is an important person. In fact, the reason why he works and strives and, actually, the reason why he breaks rules is that he is trying desperately to prove to himself and to others that he is important.

The thing to do is to reprimand without making a frontal attack upon his person or his personality. So greet him courteously—and in privacy—even if you cannot muster up the warmth necessary to make it friendly. Remember: no matter how severe your reprimand, you must make it possible for this man to preserve his feeling of importance; you must not attack his integrity.

The best procedure you can follow is the one you've probably seen a doctor use to get castor oil down a

patient's throat. First the doctor pours a layer of orange juice into a glass, next comes a layer of castor oil, and finally another layer of orange juice.

RECOGNIZE HIS IMPORTANCE

The first thing you must do is assure the man in front of you that you recognize his importance. This is the first layer. No matter how heinous his current offense, some time or some place within your knowledge this man must have done something commendable. If you stop to think a moment, most likely he has plenty of good points. Remind him of this good work or characteristic you've noticed. Make him see that you think well of him.

Now let him have the castor oil. Tell him exactly what his fault was and what you expect him to do to correct it. Don't mince words. Be clear and concise in your statement. Under no circumstances allow your remarks to be directed against him as a person. Make it clear that you are reprimanding because of some specific infraction or misdeed—do not intimate that you are bawling him out because you dislike him.

WIND UP FAVORABLY

As soon as you have made your case clear, take another deep breath. Finish up quickly with the third layer. Remind the man that your overall opinion of him is good. A favorable remark from you now will refresh in his mind the fact that you still recognize his importance, that you are not attacking his integrity. As soon as you have made this last point clear, you can lean back and let him have his say.

If you've carried out your reprimand properly, you can now be sure that whatever he says will be uttered with the express purpose of helping you to preserve the favorable opinion he already knows you possess. The most obvious way he can accomplish his objective is by carrying out the corrective action you've suggested. Almost certainly he will do that and he'll mean it.

YOU'LL HAVE A FRIEND

If you use this technique when you reprimand, you will be using good human relations in every step. Although you will find no pleasure in carrying out this responsibility, you will find deep satisfaction in that the man does not leave you like a snarling wolf or a whipped dog. Strangely enough, his head will be high and he may even like and respect you because of your reprimand.

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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 March and April. 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
Frank S. Beaty	Trolleyman, South	Transportation	5
Dr. Oscar J. Blosmo	Physician	Hospital Assn.	4
Raleigh D. Bowman	Conductor, South	Transportation	31
George M. Britt	Motorman, North	Transportation	24
Leon W. Buffington	Machinist	Mechanical	7
Edward F. Cerry	Car Foreman, Harbor Belt	Mechanical	27
Linus J. Conklin	Conductor, South	Transportation	5
Arthur W. Day	Supervisor, West	Transportation	35
Edward F. English	Motorman, North	Transportation	30
Mary M. Griffin	Car Cleaner	Mechanical	28
August J. Guercio	Contract Clerk	Engineering	37
Carl A. Kohlen	Assistant Passenger Director	Transportation	26
Garnett McLear	Fireman, South	Transportation	30
Virgil E. McMullen	Substation Operator	Engineering	30
Robert C. McPherson	Dispatcher	Transportation	28
Pauline F. Morrel	Physiotherapist	Hospital Assn.	20
Herbert W. Martin	Substation Operator	Engineering	32
Chas. L. Petersen	Upholsterer	Mechanical	30
Ira Pat Pope	Motorman, South	Transportation	27
Andrea J. Reshaw	Comptometer Operator	Accounting	25
Wm. C. Richardson	Trolleyman, North	Transportation	16
Catherine A. Rohwer	Information Clerk	Passenger	28
Wilbur V. Smith	Carpenter	Mechanical	7
Paul L. Watts	Conductor, South	Transportation	21
Ralph Whitfield	Auto Repairer	Mechanical	23
Nicola Vernola	Laborer	Engineering	4

Hospital Association Quarters Improved

YOUR HOSPITAL ASSOCIATION is carrying out a plan of expansion and remodeling to give you better, faster, more convenient service, announces Business Manager George Perry.

Having outgrown its original space because of popular demand for drugs and sundries, the Pharmacy, under Pharmacist Arthur Kruger, has been enlarged and new display counters have been added in the main waiting room. To speed up service, a new half-time assistant, Joseph Daigneault, has been employed to aid Mr. Kruger in the afternoons.

New furniture and new draperies in modern style are soon to replace the old in the waiting room. Furniture will be upholstered in red and gray, mainly in Koroseal material. Walls will be redecorated in a harmonious color scheme.

The waiting room in the X-ray Department is to be enlarged and similarly redecorated and refurnished. The enlargement will take in Roentgenologist H. W. Jamison's office, which will be moved to Room 965.

A rearrangement of some other facilities to improve service to members of the Association is planned for an as yet unscheduled date.

Hospital Association Gives Much for Little, Says Macy St. Man

By Vernon B. Williams

FOR A VERY NOMINAL monthly pay roll deduction, employes of the Pacific Electric Railway Company have, for years, enjoyed through our Hospital Association the finest care available. No matter where one goes, he will find someone giving praise to our staff of physicians.

When I was confined in the Santa Fe Hospital during last December and January, I was informed by our company physician, Dr. E. Craig Heringman, that if I had been paying for the special service I received the cost would be a very large sum and that even then I would receive no better treatment than I was getting.

The physicians attending me, in addition to Dr. Heringman, were Dr. Arnold M. Scholz, our Chief Surgeon, and Dr. V. A. Herrmann—surely the finest doctors anywhere.

Often and gratefully, while lying in the hospital, I thought how much we receive for how little from our Hospital Association.



PHARMACY ENLARGED—Pharmacist Arthur Kruger waits on customers at new counter installed in main waiting room of Hospital Association. Behind him is Pharmacy stock room, which has been considerably enlarged. This is part of over-all plan to rearrange and improve Hospital Association facilities to give you faster, better service.

Let's Stump the Experts!

WE MUST UPSET these heart-chilling statistical predictions:

"If present rates continue, 22 million Americans now living will die of cancer. It will strike in one of every two homes. Half of the victims will be curable. But only one-fourth are now seeking medical treatment soon enough to avoid unnecessary deaths."

But who says whether or not "present rates" WILL continue? The experts?

No, you!

And your answer will be revealed

by whether or not you learn the seven danger signals that may mean the beginning of a cancer, by whether or not you have a thorough medical checkup often enough.

Your answer too will be revealed by how you support the Los Angeles County Branch of the American Cancer Society's program.

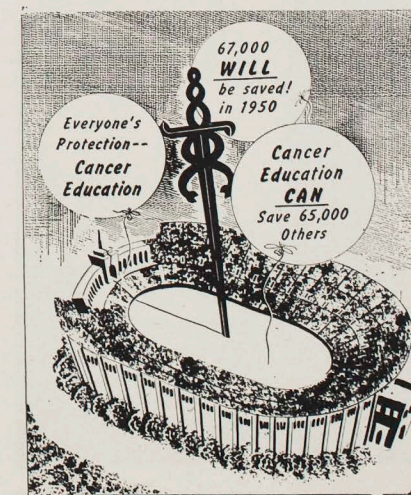
Fortunately this April, officially designated by President Truman as Cancer Control Month, it looks as though your answer is going to be "fewer unnecessary cancer deaths."

CANCER'S DANGER SIGNALS

1. Any sore that does not heal.
2. A lump or thickening in the breast or elsewhere.
3. Unusual bleeding or discharge.
4. Any change in a wart or mole.
5. Persistent indigestion or difficulty in swallowing.
6. Persistent hoarseness or cough.
7. Any change in normal bowel habits.

MECCA Gives \$2,000 For Cancer Fight

MECCA's Administrative Committee, on behalf of PE employes who are members of MECCA, has authorized a contribution of \$2,000 to be forwarded to the American Cancer Society for the fight against cancer.



STRIKE BACK AT CANCER—Join the 1950 Cancer Crusade

MOTOR TRANSIT HIGHWAYS OF HAPPINESS

By Nelson C. Fetterleigh



SAFETY NOTE: The horn is an instrument of safety, not for making music.

* * *

One motorist to another: "What kind of a hand signal is that? Does it mean fishing, swimming or flying?"

* * *

The passenger is the most important person in our business. The passenger is not dependent on us. We are dependent on him.

The passenger is not an interruption of our work; he is the purpose of it. We are not doing him a favor by serving him; he is doing us a favor by giving us the opportunity to do so.

The passenger is not a rank outsider to our business; he is part of it.

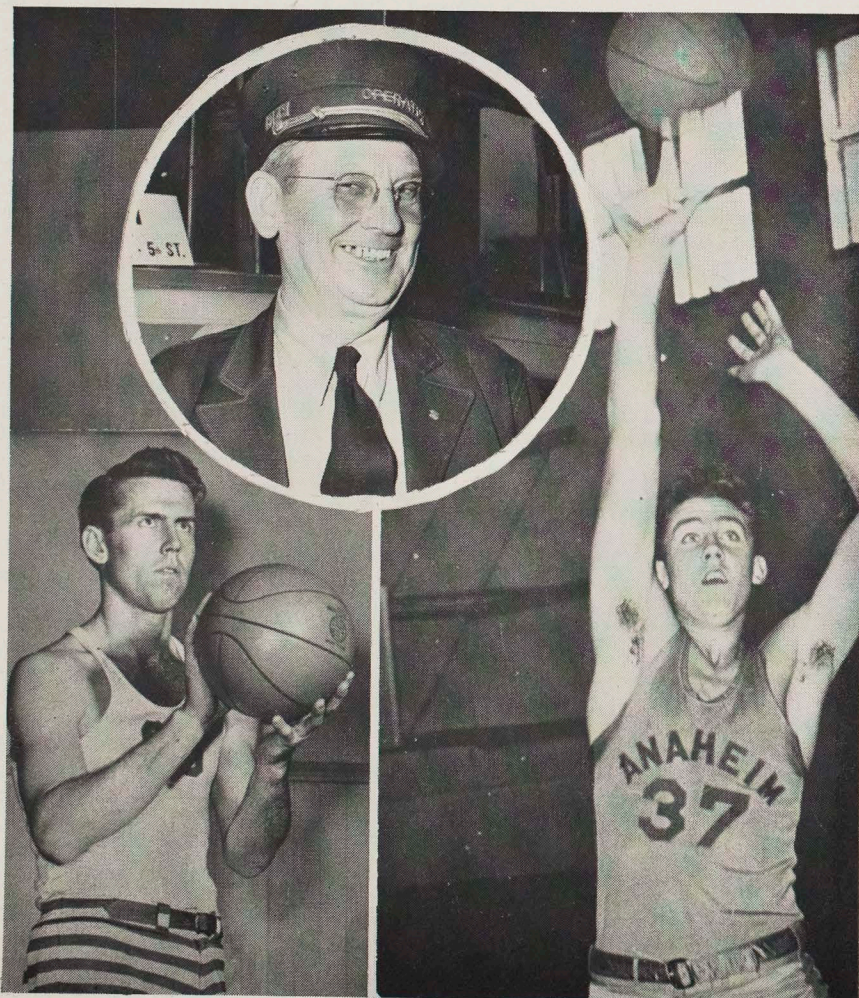
The passenger is not a cold statistic; he is a flesh-and-blood human being with feelings and emotions like our own, and with prejudices and biases—even though he may have a deficiency of certain "vitamins" which we may think important.

The passenger is not someone to argue with or match wits against. Nobody ever won an argument with a passenger, even though he may have thought he did.

The passenger is a person who brings us his wants. Offer him all the help you can—mentally and physically.

* * *

E. W. ("Barney") Barnett, El Monte Operator, can accommodate eight on his fishing yacht anchored at Wilmington. See him if you'd like to go fishing on Saturday or Sunday.



NO WONDER HE SMILES—Operator Leslie H. Faulkner (inset) and his two tall, basketball-playing sons. At left is Hugh, star Pepperdine center; at right, Ronald, of Anaheim High.

Operator's Son Star Pepperdine Center

ATTENDING BASKETBALL GAMES occupies a lot of the leisure time of Motor Transit Operator Leslie H. Faulkner, who lives in Anaheim.

Over six feet tall himself and broad in proportion, he has two taller sons whose height, reach, and athletic ability have won them honors in basketball circles.

Hugh, 20 years old, 6' 8" tall, 215 pounds, made the little All-American as center for Pepperdine College in 1949, and was the 1949 high-point man for his team. Troubled by an injury to his foot most of the 1950 season, he came back into the lineup rather late, and played on Feb. 28, when Pepperdine won the CCAA conference crown by defeating San Diego State.

Hugh was also named 1947 player of the year in the CIF while playing center at Anaheim High School. He made 104 points in four games at the Beverly Hills CIF tournament that year—a tournament record.

Ronald, a 16-year-old junior at Anaheim High, is 6' 4", weighs 175 pounds, and is playing his first full year as center on his school basketball team.

Deciding which game to attend sometimes presents a problem for Mother and Dad. On Feb. 28, Anaheim was playing Santa Ana for the Sunset League championship, and at the same time Pepperdine was playing San Diego State. So Mr. and Mrs. Faulkner had to split up: he went to the high school game; she, to Pepperdine.

Operator Leslie, who has been driving busses for PE since his employment in June, 1926, was a pretty good athlete himself as a boy. He played semipro baseball and high school basketball.

Show Social Security Number on Claims, Urges RR Ret. Board

THE RAILROAD RETIREMENT BOARD urges railroad employes to furnish their correct social security account number on all claims for benefits and on correspondence with the Board. In requesting all employes to cooperate in this matter, the Board points out that delays in paying benefits, or in furnishing information the employe needs, result frequently from this oversight.

Unemployment claims, in particular, often come in with an incorrect social security account number or with none at all.



DAD AND SON—Motor Transit Operator Joe Evans and his acrobatic son, Joe Jr., 13.

Operator's Son Takes to Flying Trapeze

AS AN AMATEUR, Motor Transit Operator Joe Evans, of El Monte, used to be quite a gymnast on the springboard, trapeze, high bar, and gym horse—when he was a kid, years ago in Indiana and Washington.

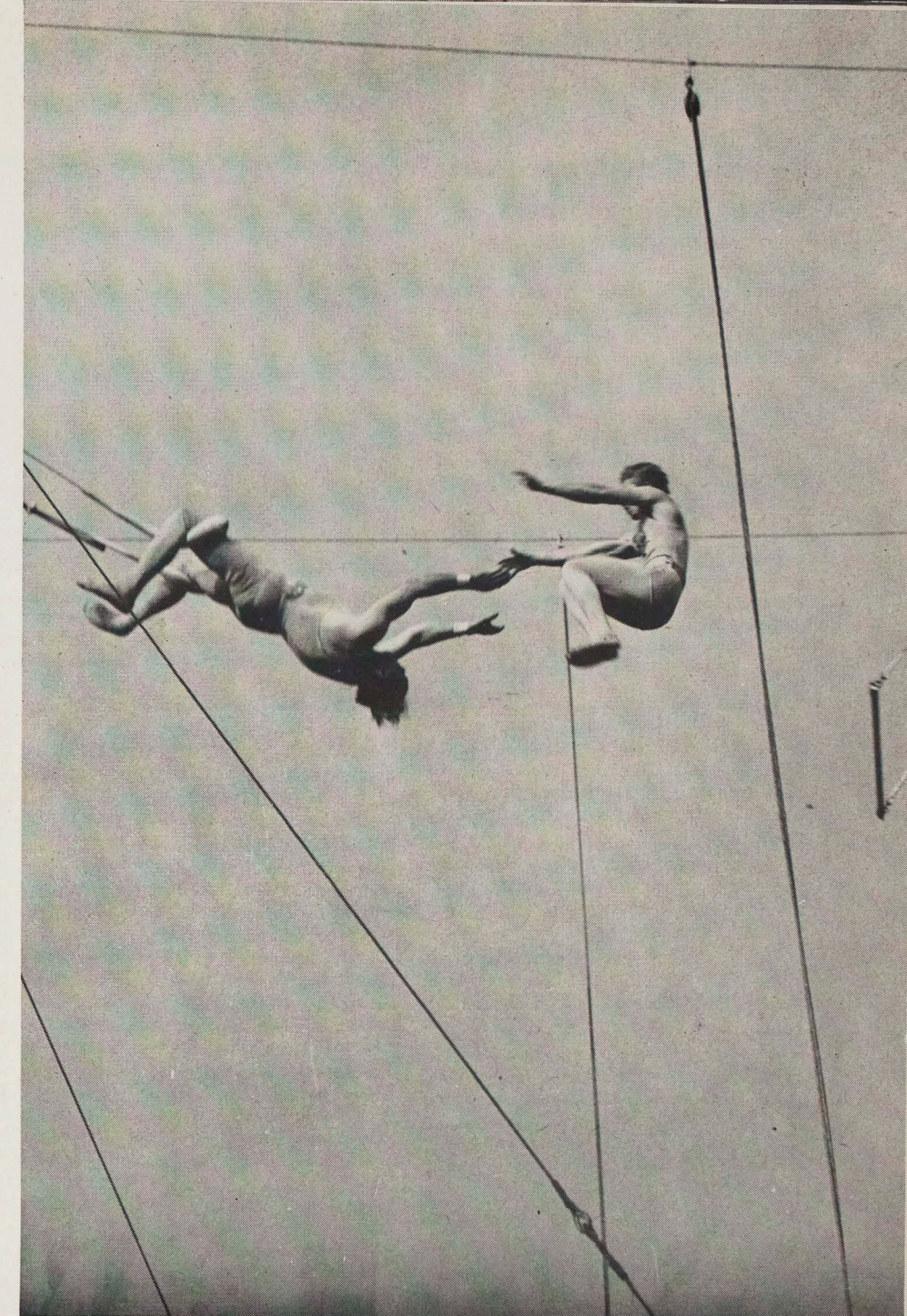
Joe's son, Joe, Jr., 18, and a graduate of Rosemead High School on Jan. 27, inherited his dad's gymnastic proclivities, intensified. Young Evans grew quite a reputation in the Rosemead neighborhood as an acrobat—was outstanding in his school.

Last October Joe, Jr., came into the notice of "The Flying La Forms," a family team of four aerial acrobats who traveled last season with Clyde Beatty's circus, and have traveled with such famed circuses as Hagenback-Wallace, Al G. Barnes, and Pollock Brothers. They just finished a circus picture, "Trigger, Jr.," with Roy Rogers for Republic.

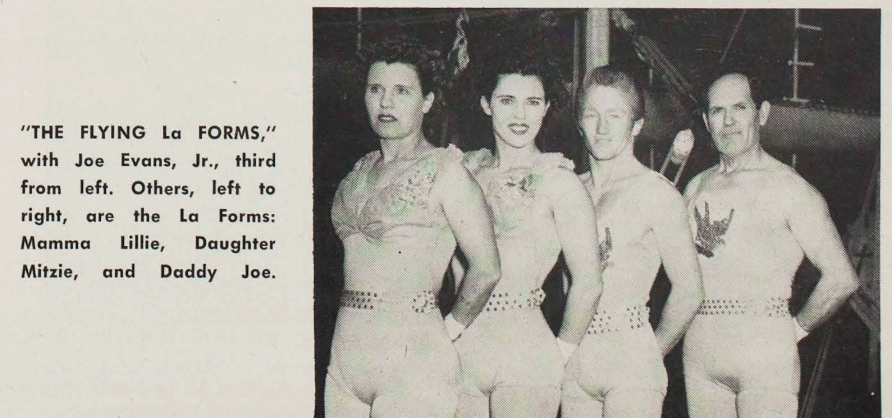
Joe, Jr., got his chance because the La Form son had grown too heavy for the high aerial feats. So the Flying La Forms tried out Joe, a small fellow with a chest and shoulders like a miniature Hercules. They report that he's learned more in the time he's been with them than anyone else they've ever taught—but it's a long, slow process requiring years of hard practice to reach perfection of form in the various acts.

The mere fact that you complete the act isn't enough, say the La Forms. It's how perfectly you do it that counts. So, while to our unskilled eye Joe, Jr., looked mighty good up there 25 feet in the air, they say he still has much to learn.—Well, who doesn't?

—Happy landings, Joe!



FLYING RETURN ACT—Joe Evans, Jr., right, 25 feet in air, leaves his swinging trapeze, takes an aerial somersault, and is caught by the wrists by the "catcher," Joe La Form, who's swinging from trapeze at left. After an arc or two, young Evans manages another aerial somersault and grabs his own trapeze as it swings toward him.—Now you try it!



"THE FLYING La FORMS," with Joe Evans, Jr., third from left. Others, left to right, are the La Forms: Mamma Lillie, Daughter Mitzie, and Daddy Joe.

Temple City Operator Baker Makes Times

AS MASTER of his lodge — Temple City Masonic Lodge No. 2612— Temple City Operator Alvin P. Baker made the Los Angeles Times on Sunday, March 26, in connection with a ground-breaking ceremony.

Operator Baker, President of the 91st Masonic District, turned the first shovelful of earth in a ceremony celebrating the beginning of the construction of the new Masonic Temple to be erected at 114 N. Cloverly Ave. of that city.

Five hundred people attended the ground-breaking ceremony, held Saturday, March 25, and 300 attended a banquet held afterwards in the Women's Clubhouse. The banquet was given by the Eastern Star.

Others participating in the ceremony with Operator Baker were Donald G. Campbell, Inspector of the 91st Masonic District, and Mark C. Nottingham, President of the Temple City Masonic Lodge Building Association.

It is hoped to complete the reinforced concrete building, containing 9,000 square feet, within five or six months, says Baker.

He has been with Pacific Electric since Feb. 3, 1922, and declares he's never had a missout charge in all that time.



FIRST SHOVELFUL at ground-breaking ceremony for new Masonic temple at Temple City is dug by Temple City Operator A. P. Baker, Master of the lodge, No. 2612, and President of the 91st Masonic District. At right is Donald Campbell, 91st District Inspector; left, Mark Nottingham, President, Temple City Masonic Lodge Building Association.

American railroads in 1949 had the best passenger and employe safety performance on record.



CERTIFICATE OF RETIREMENT for West Supervisor Arthur W. Day, center, is presented to the retiring man by General Supt. Fred C. Patton in the latter's office. Looking on, left to right, are W. W. Wheery, Office Supervisor; T. L. Halverson, District Supervisor, Western District; and Russell Moebius, Supt. of Rail Passenger Service. Date: March 20.

West Supervisor Day Retires from Service

ARTHUR W. DAY, West Supervisor, received his Certificate of Retirement from General Supt. Fred C. Patton on Monday, March 20. Its presentation signaled the end of a long and loyal career in PE's Transportation Department from Feb. 16, 1915, to March 15, 1950.

Mr. Day began as a Conductor, and later became qualified as Motorman, Motor Coach Operator, Freight Conductor, Terminal Foreman, and Dispatcher. He also worked in the Schedule Bureau at various times. Since 1940 he had been Supervisor on the West, where he supervised all lines at various times. The last few years he worked mostly on the Venice Short Line.

As a parting gift from his co-workers at the several West terminals and in the main office, he received a check toward the purchase of a television set. In appreciation of his help with transfers at the Beverly Hills Station, some of his passengers clubbed together and presented him with a \$25 check and a letter expressing their esteem for his services.

Mr. Day expressed his great appreciation for the gifts, and said most earnestly that he had thoroughly enjoyed his work with everyone in the company all through the years.

Born in St. Louis, he came to California for the sake of its romance and soon was at work for Pacific Electric, although he had originally planned to be a cabinet maker like his father. Even now, he plans to go into the plastics business of making novelties to order. For several years he's been making them in his home as a hobby, at 1096 Superba Ave., Venice.

Employes extend their best wishes for his happiness in retirement.

WEST HOLLYWOOD TERMINAL

By John S. Burton, Jr.

OUR FOREFATHERS fought against taxation without representation, but this effort for West Hollywood will be in the vein of representation without taxation.

The stork has been doing double duty around these parts lately, and indications are that he is still lingering somewhere in this vicinity.

Congratulations are in order to Mr. and Mrs. R. G. Corl for the birth of their daughter on April 4, and Mr. and Mrs. J. Medeiros for the birth of their son. Mr. and Mrs. J. W. Cass are proud parents of a daughter born March 20. Baby weighed six pounds and nine ounces. We have it from good authority that father is recovering.

Mr. Chester Hornback is visiting relatives in Kentucky. Several of our Trainmen are on vacation enjoying themselves at some remote pleasure resort.

Did you ever stop to realize that — whether you think you can do a thing or not, you are right? Many a noble purpose has been hampered, if not completely stalled, because of the lack of faith in one's self. "Be sure you are right, then go ahead"—is good advice for any circumstance. Then, if at first you don't succeed, try another method.

A welcome this month is extended to John S. Burton, Jr., West Hollywood Operator who has volunteered to write the news from that terminal for the Magazine. He came to PE in 1947 from a position as Purchasing Agent for Air Associates of Los Angeles, and was at one time Clerk of the Phoenix, Ariz., Superior Court. A musician, he directs the choir at the Los Angeles Southern Baptist Church. In Phoenix he directed the 125-voice Orpheus Club.

LOS ANGELES TERMINAL FREIGHT STATION



By
Suzanne J.
Smith

ERNEST EGGEMAN reports excellent care and meals at the Santa Fe Coast Lines Hospital, where he had to spend a short time to undergo minor surgery . . . Mary Margaret Breese was the successful bidder on a Stenographer-Clerk job in the Personal Claims Department and works with Office Manager Roy Culverwell. After almost five years at LATFS, Mary is really missed by the gang . . . Eleanor Fawley works Mary's old job . . . Robert Hulin and Bonnie Jean Thompson are working extra jobs . . . William S. ("Mustachio") Hostetter works the manifest job vacated by Russell Peterson . . . Miguel Escoto and family bought a home on 115th Street . . . Edward A. Hume, Jr. started a three-month leave on Feb. 13, and his job is being filled by Alfred J. Gilbert, who formerly worked as a Routing Clerk in the Warehouse . . . Margaret Seymour enjoyed her stay in New Orleans immensely and brought home souvenirs which included an invitation ticket to the "Rex" Ball, which was attended by the Duke and Duchess of Windsor. Margaret visited many other places of interest including Albert's Gift Shop, located in the Old Quarters of the City near the St. Louis Cathedral (recommended by ye

Whittier Agent Wins Lazy Susan as Prize

A LAZY SUSAN was won as a door prize by Agent H. K. Moss of Whittier at the Agents' Association meeting March 16.

Made of hardwood and containing ceramic trays, the handsome affair was donated for the purpose by Traffic Manager Strathus of the Madison Cabinet Co. of Hollywood, in a good will gesture.

Under the administration of President Eddie Burke, Santa Ana Agent, the Association has had an average attendance of between 50 and 55 since last October, says Secretary A. R. ("Jim") Crowe, Compton Agent.

Meetings are held the third Thursday evening of the month in the PE Club.

scribe who visited there last Spring) . . . While Norman Vance is on leave, Gordon E. Buchanan is keeping things spick and span . . . Jeanne Thompson returned from a leave of absence and displaced a day job—how do you like the new hours, Jeanne? . . . Seymour Lipschultz, the father of Nap, passed on in March, and we extend our sympathies to the family . . . Louis Lipschultz's vacation consisted in moving . . . Eleanor Fawley has some snapshots of her baby Linda and Papa Russell Fawley looks mighty proud holding "Linda" just after her christening . . . Russell Marino has a new set of pictures of his "off-spring" and are they cute looking kids! . . . John Stricklin flew to Texas, because of a death in the family . . . John is working Harold Phillips' job, while "Lefty" is on leave . . . Daniel Sanchez says pine nuts are the best eating nuts in the States, and they are good, but what patience one needs to eat 'em . . . Beatrice Morrell's mother passed away on March 1. Unfortunately Bea has lost both her parents within the last few months . . . Donald Williams spends his week ends at the Lake Elsinore resort, where he has purchased a home—lucky Don! . . . All of us still feel bad about the untimely death of Mr. and Mrs. Fred B. Spencer, who passed away on February 28th (story on page 16 of Pacific Electric Magazine) . . .

NEWS FROM ELSEWHERE

Jack Frazier's mother (Mrs. George Orr's sister) passed away the first part of the year. Jack works for Mr.

Jackson at Butte St. . . . On January 30, R. V. Rachford and his wife Joelyn ("Jimmie"), a former PE employe, became the proud parents of a boy named Robert Knox Rachford, 8 lbs., 2 oz., no less. Baby Robert is right in line for President, as he was born on FDR's birthday. Congrats, Bob and Jimmie . . . Jack and Lillian Martin (Jack works at State St. and Lillian used to work at El Monte) have a lovely new home in El Monte . . . Paul Jacobsmeier, Traveling Freight Agent, was married to the former Bertha Salisbury, also of the Freight Claim Department, on Feb. 15, at the St. Agnes Catholic Church, Vermont Ave. and Adams Blvd. Good luck to two swell people! . . . To Mrs. A. M. Tang (the former Dorothy Blow, PE employe at Butte St. in years gone by) we extend our sympathies on the occasion of the death on March 5 of her husband, Yardmaster at Long Beach . . . James G. Blake, former Assistant Supt. System Freight Operations, passed on Feb. 21, and services were at the Wee Kirk of the Heather on Feb. 24. Mr. Blake had just moved to a newly purchased home in Rivera the week of his demise. His son Jimmy, who just graduated from high school, surely has our sympathy.

Due to higher wage rates, the decline in traffic and the greater costs of materials and supplies of all kinds used in connection with railroad operation, operating expenses of Class I railroads in 1949 absorbed 80 per cent of their revenues.



WINS DOOR PRIZE — Whittier Agent Harold K. Moss opens package containing part of lazy susan he won as door prize at Agents' meeting. Watching are two of his Ticket Clerks, Beulah Edwards and William G. Adams. Packages rest on the lazy susan tray of hardwood.

**LONG BEACH
FREIGHT HOUSE**



By
**Jack
Delaney**

THERE IS SAD NEWS from the Long Beach Freight Station. Missed beyond description is our beloved Day Yardmaster, A. M. Tang, who had been with us at the station for many years. He passed away suddenly Sunday morning March 5, at the age of 58 years. "Pappy," as he was better known amongst his many, many good friends, passed away at Twentynine Palms. He would soon have been eligible for retirement, and would have enjoyed his new home at Twentynine Palms which he and his wife, Dorothy, had worked so hard the past few years to get finished. Burial was at

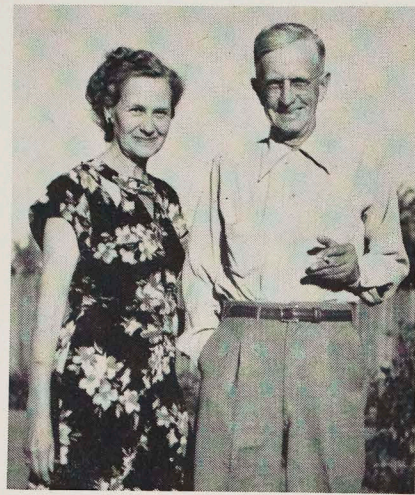
the Forest Lawn Cemetery at Glendale. The Masonic Lodge handled the services. As many employes as could get away attended.

We are grateful to H. P. Clark, our Agent, for the installation of an electric water cooler. Since March 21 we have had good cold water for our parched throats. So, thank you, in behalf of all the employes here.

Jack Stewart, former employe with Pacific Electric here at Long Beach and in the Harbor District, is now located in Oregon on Hi-way No. 99, one mile south of Medford. He and his wife, Roberta, own the "Bear Creek Motel" right amongst the good fishing. They would welcome anyone who drops in to pay them a visit if up in that part of the country this summer on vacation.

**Accident Takes Lives
Of the F. B. Spencers**

ALL EMPLOYES deeply regretted to learn of the death by automobile accident of Mr. and Mrs. Fred B. Spencer Feb. 28, when a large truck collided with their car near Indio. Mr. Spencer retired as Assistant Terminal Freight Agent April 1, 1946,



MR. AND MRS. FRED B. SPENCER

after 46 years of railroad service with the Denver and Rio Grande, the Bingham and Garfield RR, and Pacific Electric. He worked for many years at the Los Angeles Freight Station.

Married in 1911, the couple lived for some time in Utah, and moved to California in 1922. Mr. Spencer was 68 and Mrs. Spencer 59 at the time of their death.

They are survived by two daughters and a son: Mrs. William Geraghty of San Francisco, Mrs. Arthur M. Orrell of Los Angeles, and Hal Spencer of Palo Alto. Mr. Spencer has one brother, Edward, of Los Vegas; and Mrs. Spencer, two sisters and a brother: Mrs. Josephine Snow of Reno, Mrs. Fred Worsley of Salt Lake City, and Claude Price of Los Angeles.

Mrs. Orrell was employed at the Los Angeles Freight Station for a short time during the war.

**OLD-TIMERS
Form Club**

OLD AND RETIRED EMPLOYEES of all departments are cordially invited to gather on the third Tuesday of each month in the PE Club at the Senior Employes' Fellowship Meeting.

It's strictly a social affair, at which old-timers who used to know each other when can get together and renew old acquaintanceships. There are no officers and no dues. Someone will be elected each time to take charge of the meeting.

Taxes

DURING THE YEAR 1949 Pacific Electric payroll totaled \$20,044,178.17. There was deducted and paid to the Federal Government on behalf of employes a Federal Withholding Tax amounting to \$1,598,790.18. In this one tax item alone, 8 per cent of the total wages went to Washington. In addition, the company paid to the City, County, State and Federal Government \$2,312,313.90 in taxes, the largest single item being \$1,074,449.55 paid to the Federal Government for Railroad Retirement. This item alone amounted to 6 per cent on all wages of \$300 and under per month; further, employes paid a similar amount to the Federal Government through monthly payroll deduction. In addition to the \$2,312,313.90 mentioned above, the Company paid many other taxes included in the purchase price such as sales taxes, gasoline and diesel fuel taxes, Federal excise taxes, and other hidden taxes, and the total tax bill was no doubt at least 3 million dollars.

Concerning hidden taxes, a research organization recently stated, following a study of taxes accumulated along the way on raw material to the finished product on the store shelves that there are:

- 150 taxes levied on the manufacture and sale of a woman's hat.
- 116 taxes on a man's suit of clothes.
- 151 taxes on a loaf of bread.
- 100 taxes on a dozen eggs.
- 206 taxes on a medium priced automobile.

The study also showed that the average family will pay in a year taxes of \$45 on tobacco; \$49 on gasoline; \$177 on property (directly or included in rent); \$48 in sales tax, and \$317 in higher prices due to increased corporation income taxes. Looking at the tax question another way, it's the average working citizen who pays all the taxes regardless of whether he pays them direct to the tax collector or through taxes collected and hidden in the price of his purchases and paid by public utilities, corporations and others who act as tax collectors for the several levels of government.

The following table shows the number of days the average working citizen must work on average to pay the taxes:

	Days of work
Obligations from former wars....	11
Defense and cold war	24
Other Federal expenditures	12
State and local expenditures.....	14
Seriously proposed further government spending program	20
	81

There are about 235 working days a year. Therefore the total of 81 days work a year to pay taxes means that wages from one week of work out of every month goes to the tax collector.

What to do about taxes? The persons whom we elect to public office make the laws of the land, and they are swayed in their voting on proposed laws, to a great extent, by public opinion and the advice they receive from their constituents. The working citizens pay for the "free" doles and the new experiments in government paternalism, which are leading us step by step into socialism. As voters we should use good judgment in selecting the men for legislative duty — and let them know by letter or otherwise how we feel on proposed legislation.

**Catherine A. Rohwer,
Information Clerk,
Retires after 29 Years**

THERE COMES A TIME when fellow-workers reach the "forks in the road." Such has been the case once more at the Information Bureau. Catherine A. Rohwer chose to retire Feb. 15, 1950, after faithfully serving the public since Jan. 25, 1921.

Catherine is a native of St. Joseph, Missouri, and came to Los Angeles with her sister in June, 1908. She started her career in California as a cashier in Christopher's, then one of the better stores of the City. As stated above, she started as an Information Clerk for the Pacific Electric in 1921, under the supervision of Sibyl Mather Raymer, now retired. At the time of World War II, Catherine transferred to the Ticket Office and worked as Receiving Cashier and also as Ticket Clerk, but illness made it necessary for her to give up work for about a year. Upon her recovery she again took up her work in the Information Bureau, where she remained until her retirement.

We understand she is staying with her sister, Mrs. George Blyth, in Glendale, and at her cabin at Rohwer Canyon (named after her family) located in Mint Canyon. We envy her doing the things which all Information Clerks long to do but cannot do while working. She also intends to do some traveling. Oh for the Life of Riley! Employes wish her lots of fun and the best of luck.



WHO CARES ABOUT MONEY? — Information Clerk Catherine Haldeman, right, looks on fondly as her granddaughter, Suzanne Learned, 10 days old when picture was taken, yawningly receives her first bank book from Great-Grandmother Davis (Mrs. Susan Davis, left). Holding the baby is its mother, Mrs. Suzanne Learned, daughter of Mrs. Haldeman.

Vital Statistics

January 21, 1950 to April 20, 1950

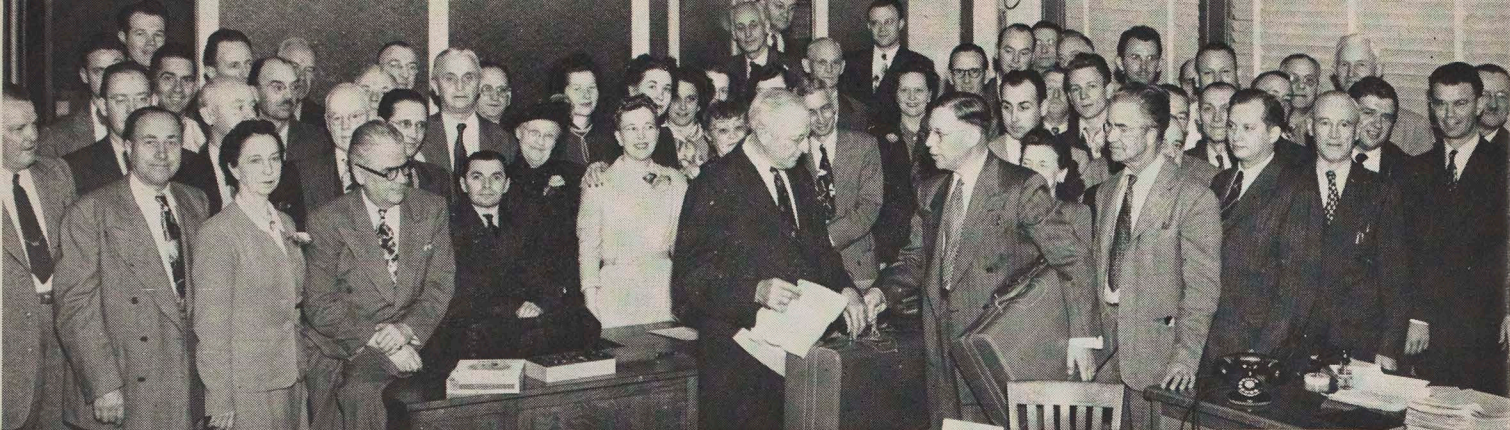
DEATHS

NAME	OCCUPATION	Died	Group Insurance	Mortuary
Shook, Charles A.	Retired Chief Instructor	1-22-50	Yes	Yes
Castro, Euligo	Crane Helper	1-23-50	Yes	No
Haggerty, Carey H.	Car Repairer	1-28-50	Yes	Yes
Browne, John G.	Retired Timekeeper	2- 9-50	Yes	No
Lowry, John	Operator	2-16-50	No**	No
Blake, James G.	Conductor	2-21-50	Yes	Yes
Weeks, Winfield S. H.	Retired Clerk	2-21-50	Yes	Yes
Spencer, Fred B.	Retired Asst. Tml. Frt. Agt.	2-28-50	Yes	Yes
Wright, Clyde E.	Conductor	3- 1-50	No**	Yes
Graff, Lee	Retired Bonder & Welder	3- 1-50	Yes	Yes
Lock, Earnest A.	Leader	3- 1-50	Yes	Yes
Mesecar, George E.	Retired Agent	3- 3-50	No**	Yes
Fitzhugh, Lynos M.	Bus Operator	3- 4-50	Yes	No
Miller, Clifford H.	Retired Conductor	3- 4-50	No**	No
Westmyer, Chris H.	Retired Special Officer	3- 4-50	Yes	Yes
Tang, Adolph M.	Yardmaster	3- 5-50	No**	Yes
Thorn, Carl J.	Retired Frt. Car Insp.	3- 5-50	Yes	No
Owen, Frederick B.	Retired Conductor	3-10-50	Yes	Yes
Read, William T.	Retired Claim Agent	3-21-50	Yes	Yes
Williams, Isaac J.	Foreman	3-23-50	Yes	Yes
Wiles, Robert W.	Conductor	3-27-50	Yes	Yes
Nelson, Albert A.	Elevator Operator	3-27-50	Yes	No
Frasier, James R.	Retired Yardmaster	4- 9-50	No**	Yes
Herskind, Andrew	Retired Foreman	4- 9-50	Yes	Yes
Lyon, William H.	Motorman	4-10-50	Yes	Yes
Lowe, Herbert E.	Station Master	4-18-50	Yes	Yes

EMPLOYES' WIVES' DEATH BENEFIT FUND

NAME	Died	Wife of	Department
Williams, Margaret Wilson	3-11-50	Isaac John Williams	Engineering
Robertson, Clara J.	4-15-50	Andrew J. Robertson	Transportation

** Employe declined to accept Group Insurance.



RETIREMENT GIFTS — A. J. Guercio, Contract and Agreement Clerk, Engineering Department, receives gift of luggage from Office Manager L. H. Lowe (bag under arm) on behalf of Mr. Guercio's many friends, many of whose names appear on scroll in Mr. Guercio's right hand.

Guercio Retires From Engineering

AUGUST J. GUERCIO, Contract and Agreement Clerk, Engineering Department, retired April 1 following a two-week vacation.

Mr. Guercio is a real old-timer. He started as a Chainman with the Los Angeles-Pacific in 1906, and came over to PE in that capacity six years later. He's been through the mill as Inspector, Subforeman, Levelman, Transitman, Valuation Estimator, Chief Clerk, Office Engineer; and became Contract and Agreement Clerk in 1932.

A registered civil engineer, State of California, Mr. Guercio is a member of the Engineers and Architects Association. He's also a member of the Rod and Gun Club, and plans to do lots of surf fishing in his retirement. He also envisions many long deferred motor tours.

Employees wish him a happy life in his retirement.

ACT to Hold Banquet, At Clifton's April 28

A BANQUET will be held under the auspices of the Association of Christian Trainmen at 6:30 p.m., April 28, at the South Seas Room of Clifton's Cafeteria, 648 S. Broadway, Los Angeles.

New officers will be installed, and a program of entertainment will follow at 8:30.

All transportation men and their families are invited. "Come in uniform if you wish. Don't worry about changing clothes," says S. F. Scott, Divisional Vice President for Pacific Electric.

Victor E. Munyer has been re-elected President of the organization. Other officers to be installed include George Laird, Vice President; Louis N. Velzy, Treasurer; Wilbur Green, Secretary; Mr. Scott; and E. J. Johnson, Divisional Vice President for the Los Angeles Transit Lines.



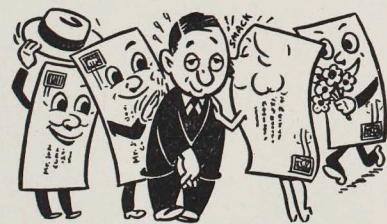
A. J. GUERCIO

Railroads Star in New Motion Picture

MOVIE AUDIENCES all over the nation will have a chance to see a thrilling documentary film on America's railroads and the men who run them, when "Thundering Rails," a two-reel "featurette," is released by Universal-International Pictures early this fall.

Made up of shots taken on many different railroads, this special subject is designed to show something of the drama, as well as the hard work, involved in railroading. It is packed with spectacular shots of trains carrying thousands of people to and from every part of the continent and hauling most of the nation's freight. The film also has a musical background and an unusual narration handled by Ed Herlihy, well-known radio newscaster.

The Safety Valve



GOT A SUGGESTION? Want to blow off steam?

Then write the Editor all about it.

Any suggestion or any question or any gripe will be referred to the proper department, and you'll get your thoughts published,

along with the answer. If the answer doesn't suit you, blow off about it and the Magazine will do its best to satisfy you.

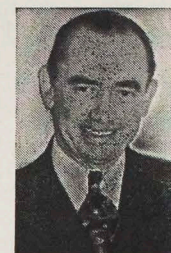
Right now, there's no reward for suggestions. We're guaranteeing nothing except publicity to ideas submitted, and the best answer that can be obtained.

So dust off that pet idea, shoot in your questions and suggestions, or let your safety valve pop. The only requirements are that it's got to be in writing and it's got to be legible; and there's a gentlemen's agreement that it's being done on both sides in good faith. You don't have to sign your name if you prefer not to. There aren't even any forms to fill out.

Ready! Aim! Fire!

PACIFIC ELECTRIC ROD AND GUN CLUB

By Arlie Skelton



GREETINGS, Rod and Gun Clubbers.

The annual banquet held at Scully's was a howling success this year and to those few members who were unable to attend, we must say you missed a whale of a good time. Public Relations Director Jim Shea did a fine job as master of ceremonies.

Congratulations to Senator Fish-face for being the first man I ever saw who could tell B. F. Manley off without getting himself involved in an argument. Several officers took a severe ribbing but it was all in the spirit of good clean fun and no one seemed to take offense.

At our last regular monthly meeting the books were opened for the taking of reservations for the annual outing to Lake Arrowhead for the opening of trout season which falls on April 29 this year, it being the Saturday nearest May 1. Some 50 names were recorded just as fast as the Secretary could write them down. Folding money was offered freely to bind the bargain, but as no prices had been quoted from Alpine Terrace Hotel, this year it was deemed wise to hold the "lettuce" to a later date.

A gloomy shadow was cast over the group when it was learned our old faithful friend, C. G. Gonzalez, might not be able to accompany us this year on our outing as he has for many years past. Gon suffered a stroke last year and is still under medical care. There is some concern felt as to whether the change in altitude might prove injurious to him. While we would miss him greatly, we are all more concerned with his complete recovery.

All indications point to a gala outing again this year with a normal snow pack to assure a full lake. Generous trout plantings should insure limits of fish.

Reported on sick list at this writing are Thomas F. Ryder and Bobby Cummins, to whom we wish a speedy recovery. We regret to report the death of Isaac Williams on March 23.

NOTE: All members of the Club are urged to use the facilities provided for them at Los Patos Camp.

Club cars contain tables, seats, gas plates, and all sanitary facilities and are furnished for your comfort and convenience. A register book has been placed with the caretaker, which you will sign for yourself, your family, and/or your guests. Guests must be accompanied by a member and the member will be responsible for any nuisance committed by his guests. If you can't control your guests, don't bring them. These are new rules and any member found violating them will be severely dealt with.

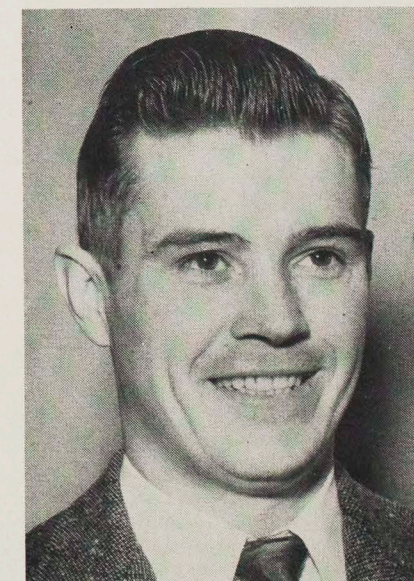
Don't forget your regular monthly meeting held the second Wednesday of each month. President Wm. Stosberg has planned a full program for this year and he needs your support.

Rental Clerk Wins Casting Tournament

SCORING 92 out of a possible 100 points, Rudy Fugate, Rental Clerk, Land and Tax Department, won the Class B 3/8-oz. plug casting tournament held in Long Beach Feb. 18 and 19 under the sponsorship of the National Association of Angling and Casting Clubs. He won a medal for his efforts.

He competed with 85 Club members from various Southern California cities, and hopes to attend a national tournament in San Francisco this summer.

The idea of the game is that the contestant, holding a casting rod with a 3/8-oz. weight at the end of the line, stands at a prescribed point and casts the weight at each of 10 different targets ranging from 40 to 80 feet away. He starts with a perfect



CHAMP — Rudy Fugate, champion in casting contest.

score of 100, and missing a target deducts a certain number of points from the score, depending on how far the target is missed.

Rudy has been practicing a year and a half, and says that he's got to do better than 92 to win the national tournament!

—Congratulations, Rudy, and we all hope you win the national!

PACIFIC ELECTRIC BOWLING NEWS

By Charlie Hill



WITH ONLY TWO MORE WEEKS remaining before the Pacific Electric Bowling League schedule ended April 7, the Wolverines were still holding a five-point lead over the Larks, the latter having 57 wins and 43 losses; the News Service and BRC Railers were tied for the next position (55 wins); and with a possible eight points to be reckoned with during the two weeks to come, any one of these four teams had a chance for first place in the Six O'Clock Branch.

In the Eight O'Clock division the Woodpeckers were holding a scant two-point lead, with 63 wins and 37 losses, over the second place Wranglers. Both of these teams had hard schedules remaining, and in all probability the results of the last evening's bowling will determine the winners of that branch. The Motor Coach, BRC Aces and Van Nuys teams were all bunched together, fighting it out for the third, fourth, and fifth positions.

As the season has neared its close there have been several 600-series rolled in the Eight O'Clock Branch. On Feb. 24, Ona Gregg bagged 608; March 10 Charlie Hill rolled 636, which is season's high to date; March 17 Pat King and Johnny Hubener hit 623 and 609, respectively; and on March 24 Claude Kazee came through with a 610. R. Gilland of the Alley-pots, Six O'Clock Branch, has individual high series of 613 to date for that division, and this gent also rolled a 588 on Feb. 24.

The race for high average honor among the lady bowlers has developed into a close affair between Marie Wheeler, Vi Steuernagel, and Marion Lutes. The last night's bowling will

WEEKLY HIGHLIGHTS OF PACIFIC ELECTRIC BOWLERS

Table with columns for Date, Team, High Game, and individual bowler scores for SIX O'CLOCK BRANCH and EIGHT O'CLOCK BRANCH.

probably decide who will receive the special trophy for that achievement.

The sweepstakes will be held on April 14 and 21; on the latter evening, playoff for President Smith's trophy will be included.

The annual banquet of the PE League will take place at Scully's on Saturday evening, April 22, when trophies and prize money awards will be made.

STEAMSHIP LEAGUE

The Pacific Electric team cinched the championship in the Steamship League on March 13 by taking two points from the Freight Transport, while the American President Lines

team, the nearest contender, was being taken for two points by the American Fruit Growers. Up to and including March 27, the 26th week, the PE Team won 59 games and lost 19.

Electric team consists of Ray Jones, Johnny Hubener, Preston Jones, Claude Kazee, and Charlie Hill, Captain, and carries an average of 874.

RAILROADS and The United Nations By The Association Of American Railroads

The American railroads have a vital and indispensable job to do in helping to make UN a working reality. Few people realize the outstanding role of the railroads in world trade.

PROMOTE FOREIGN TRADE

Railroads which serve the seaboard of the United States promote foreign trade by maintaining specialized departments or groups of foreign trade experts as part of their working staffs.

In building toward the goal of a more prosperous world, other nations are availing themselves of the expert technical assistance of United States railroad officials.

From time to time, other nations send their own railroad people to this country to study our methods of railroading. Among the countries which have done this are Great Britain, China, Argentina, France, India, Sweden, Turkey and Japan.

FOSTER HEMISPHERIC SOLIDARITY

Another interesting example of how United States railroads are helping to forge closer ties between peoples of different nations is provided by the activities of the United States National Commission in the Pan American Railway Congress Association.

The eight members of this Commission, headed by William T. Faricy, president of the Association of American Railroads, are cooperating with railroad representatives of 16 Latin American nations in helping to foster the progress of railroads in the Western Hemisphere.

SUSTAIN U. S. ECONOMY

In addition to all these activities, the U.S. railroads are contributing to peace and prosperity throughout the world by helping to sustain economic activity in the United States. They do this, first of all, by providing this nation with its major means of transport.

It is no accident, then, that U.S. railroads are included in the representation in the Transport and Communications Division of the United Nations Economic and Social Council.

PACIFIC ELECTRIC POST AMERICAN LEGION

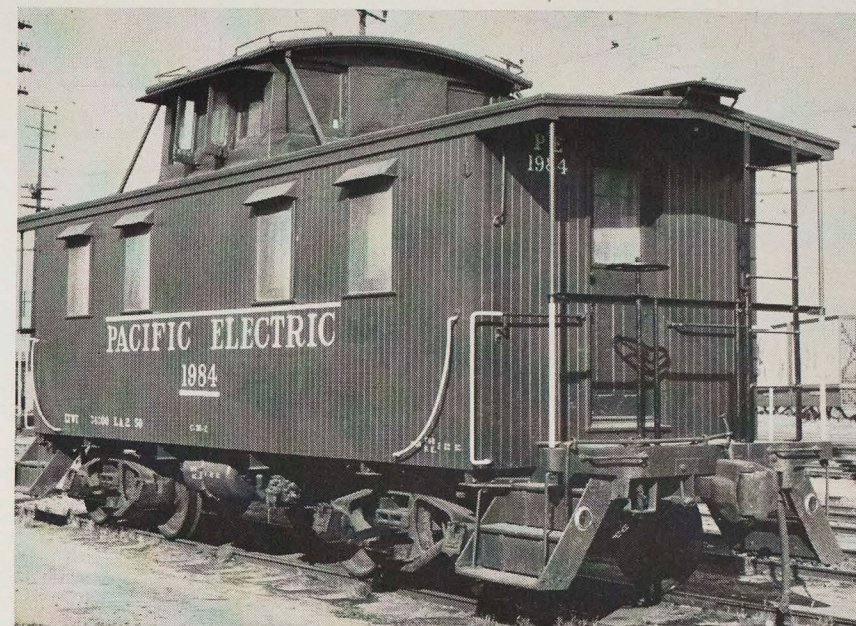
By John L. Morris

WE WISH to extend our most cordial welcome to Evard H. Dicker-

PACIFIC ELECTRIC WOMEN'S CLUB

By Ruth L. Leatherman

THE WOMEN'S CLUB met Feb. 9 for their regular meeting and planned



NEW CABOOSE—One of 10 similar cabooses purchased to replace all side-door box car cabooses in PE freight service. All units are now cupola and platform in design.

son, John H. Wipfli, Edward F. Williams, and Chester P. Hornback, whose names were added to our membership roster recently. Our membership as of March 14, 1950, was 124, one above our quota.

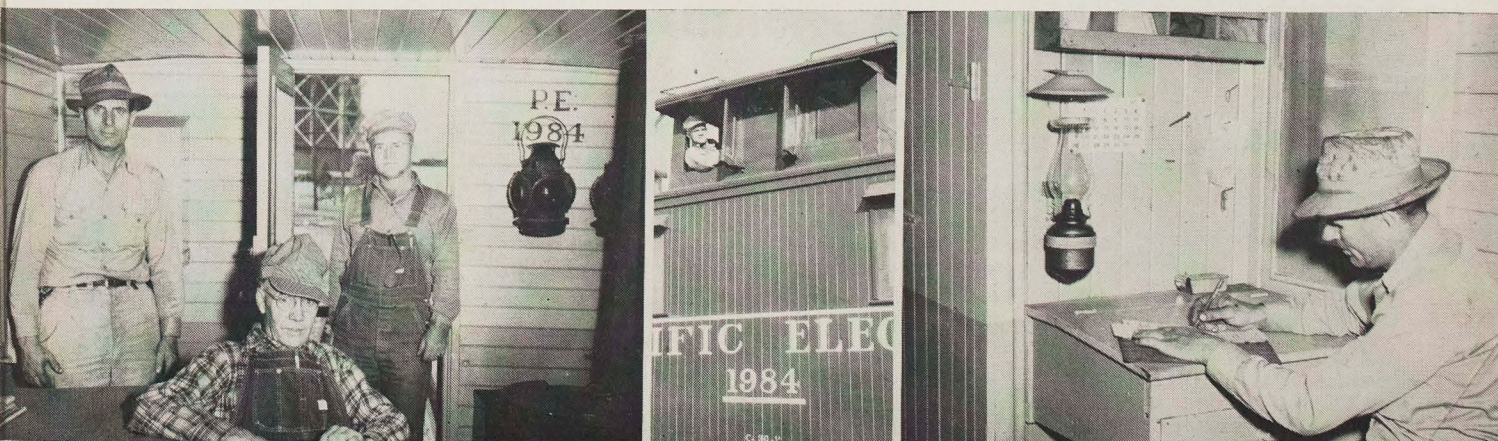
Veterans, do you know that May 29, 1950, is a very important date for many of us! That is the deadline date for veterans' state tax exemption applications.

an afternoon tea in honor of Aunt Martha Huelsman's 82nd birthday, which was held Feb. 23 in the club rooms. Tea, cake and ice cream were served and a good time was had by all.

March 9, the club celebrated our 22nd birthday party with music by Ruby Gallacher and charades by members of the club, after which we retired to the tea room for tea, cake and ice cream.



EDITORS ROUND TABLE—"Should the Los Angeles area substitute busses for interurban rail service?" was discussed over this KNBH television program on Monday evening, Feb. 27, by group pictured here.



INTERIOR of new caboose. Left to right are K. J. Warner, South Conductor; C. E. Saylor, South Brakeman; and R. H. Smith, South Brakeman. Note stove in corner.

IN CUPOLA—Brakeman R. H. Smith enjoys the protection of windbreak.

DESK in caboose shown in use by Conductor Warner, who, like other Freight Conductors, has reports and waybills to check en route. Kerosene lamp over desk.



ELLIS E. WRIGHT HAROLD B. McCLINTOCK DAYTON L. COLLINS W. A. WARDY HARRY B. FINGLET DWIGHT O. KING

INQUIRING REPORTER

QUESTION: Do you think that Russia will attack the United States?

(Answers this time are by Operators in the Subway Terminal.)

"No; the risk is too great—like betting \$2.00 on a \$2.20 horse. Why should Russia take a chance on losing what they already have?"—**Harold B. McClintock**, Motor Coach Operator, El Segundo.

"I don't think so. I think they are trying to keep us thinking that they might, in an effort to keep up prestige. They're trying to spread Communism, and scaring people is one way to do it. I don't think they'd want to take a chance on losing what they already have. But our best bet is to be prepared if they do."—**W. A. Wardy**, Operator, Subway.

"In time, yes. How much time, I wouldn't say. I think they will because they want to spread Communism and rule the world."—**Dayton L. Collins**, Operator, Subway.

"No. She's not able to put up a war. She won't be able to for 20 years, and I doubt that she will even then. She doesn't have the know-how. I worked with Russians at Dayton, O.,

during World War I in a munitions factory which had Russian inspectors. They weren't mechanically minded. That was 30 years ago, and I don't believe they've changed since. The only thing they made that was good in World War II was tanks."—**Dwight O. King**, Operator, Redondo Beach.

"No. The United States has too much air power and is too far ahead of Russia in knowledge of mechanics and explosives. I think the U. S. has more smart men at the head of the armed forces than Russia has."—**Ellie E. Wright**, Operator, Subway.

"I think so, perhaps in a year's time. You can't trust 'em, for one thing. I think they'll attack Alaska first, because Alaska is the nearest point to North America. They must have something to counteract our atomic energy or they wouldn't stand pat as they're doing today. They're not backing down on Berlin, for example. I don't think they're merely bluffing."—**Harry B. Finglet**, Operator, Subway.

PE Gains 2nd Place in Fleet Safety Contest—8th Month

SECOND PLACE, at the end of the eighth month, has been won by Pacific Electric in the Sixth Motor Coach Fleet Contest, sponsored by the Fleet Transportation Division of the Greater Los Angeles Chapter, National Safety Council. The contest, which began July 1, 1949, runs through June 30, 1950.

An accident frequency rate of 5.79 at the end of the eighth month represented a sufficient improvement in the PE rate to gain second place for our fleet. A total of 128 fleets re-

ported for the eight-month period. The over-all rate for the entire group was 4.29.

The accident frequency rate means the rate at which accidents occur for every 100,000 vehicle miles. It is arrived at by multiplying the number of accidents by 100,000 and dividing the result by the number of miles operated.

With a little extra care in driving and handling passengers, the PE rate would be still further reduced, points out Supt. of Safety **Harry L. Young**.

Keep Children Away From Fire, Urges NSC

APPALLED at the increasing number of burned and scalded children admitted to the Children's Hospital in the last few months, the Home Safety Section of the Greater Los Angeles Chapter of the National Safety Council made an urgent appeal today to parents to keep their children away from fire.

Many of these children die from their burns, and many more will be disfigured for life, the council said. And the appalling fact is that almost all of these accidents could have been prevented by a little care on the part of parents.

Every parent should see just one of these children whose lives have been changed because of carelessness. One small girl has made five trips to surgery, has had 25 blood transfusions, and innumerable skin grafts, with permanent scars and disfigurement.

Open gas heaters are the greatest cause of burn-accidents. If you have to have one of these in your homes, at least keep a screen around it. There are so many cases where the child has been horribly burned when his clothing caught fire from the heater's open flame.

Keep your children out of the kitchen. If you can't do that, keep handles of pots and pans turned to the back of the stove. Many children are scalded reaching for the handle of a pot on the stove.

Don't try to give steam-inhalations for colds unless you've had very definite instructions on procedure from your doctor. A steam kettle can be rented for very little.

Keep your children away from burning incinerators in your back yard.

Forty-three cases of serious burn-accidents were admitted to the Hospital in 1949, as opposed to 41 in 1947 and 57 in 1948. Safety Council figures show that more children are killed by accidents than from any other reason, and that burns account for the greatest number of deaths from accidents.

More than 60 per cent of the operating cost of producing rail transportation is wages.



SINGS AT LODGE—The Glee Club, flashed in the act of singing Figueroa St., on Saturday evening, March 18. The following Monday, for a Family Night at Palestine Masonic Lodge, 41st Place and March 20, they sang at the Highland Park Lodge, Ave. 56 & Figueroa.

Four Concerts on Schedule For Glee Club in May and June

WITH FOUR CONCERTS scheduled for the near future, and two in March to look back on with pleasure, the Glee Club is kept busy learning new songs and holding on to their repertory of some 30 or 40 numbers.

Forthcoming programs are as follows:

Wednesday, May 3, Sierra Madre Congregational Church Family Night.

Tuesday, May 9, Sunset Masonic Lodge at Pico and Orchard, Los Angeles.

Monday, May 22, the Hollywood Dinner Club.

Sunday, June 11, the Southern Pacific Picnic at Sycamore Grove—a repeat performance.

After these engagements have been filled, the Club plans to give a public concert in the PE Theater during the latter part of June.

Beautiful maroon robes for the entire group are on order and are expected the last of April. The Glee Club emblem, embroidered in white silk, will appear on the robes near the left shoulder.

Concerts in March included a performance at the Palestine Masonic Lodge, 41st Place and Figueroa St., on Saturday, March 18; and a program at the Highland Park Masonic Lodge on Monday, March 20.

Vocal solos were given by Sopranos **Margrete Christensen** and **Marie Chisholm**, and piano solos by Accompanist **Maxine Eaton** and **John Whelan, Jr.**

Both lodges were high in their praise of the work of the Glee Club, and said so in no uncertain terms in letters following the concerts.

Recent and welcome additions to the group have been **Gertrude Gardner**, alto, and **Al Biddlecomb**, bass.

There is room, however, for many more employes and members of their families who love to sing, declares President **A. K. Hartman**.

Evelyn Baker Weds Paul Weston Jones

THE WEDDING of **Evelyn G. Baker**, Receptionist in the General Claim Department, and **Paul Weston Jones** occurred on Sunday, March 19, at the Crescent Heights Methodist Church in Hollywood.

The bride was attended by her sister-in-law, **Mrs. Leon I. Baker**; best man was **Dr. D. H. Jones**, brother of the groom. Among the ushers was **Edward Mason**, of Freight Traffic, President of the Speakers Forum.

Timekeeper **Harry Shea**, tenor soloist of the Glee Club, sang two numbers, "At Dawning," and "Because."

After a honeymoon at Las Vegas, the newlyweds returned to make their home in Los Angeles. Mrs. Jones is continuing her Claim Department work, as well as her Glee Club membership. She is soprano soloist.

All employes wish Mr. and Mrs. Jones long life and happiness.

Stationery Clerk to Wed Chas. Peek May 5

VERDA PARKINSON, Stationery Store Clerk, will wed **Charles S. Peek** on Friday, May 5, at 8:00 p.m. in the Second Brethren Church, North Long Beach.

A former member of the Glee Club, Verda has honored it by asking Soprano Soloist **Marie Chisholm** to sing at her wedding.

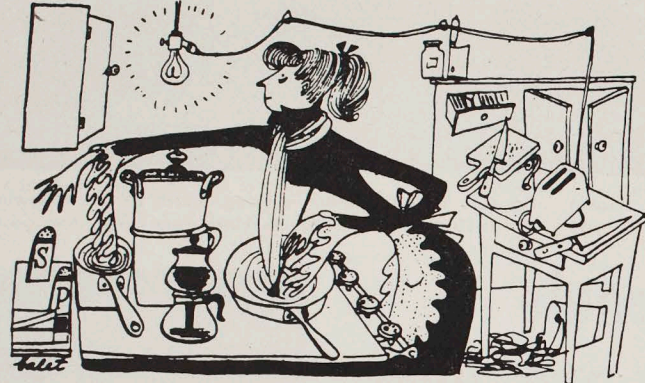


PIANIST PLEASES—John Whelan, Jr., son of West Operator John Whelan, Sr., pleased the Palestine Lodge audience with his playing of popular hit tunes of today and yesterday. He also sings first bass in the Glee Club.



HAPPY—Mr. and Mrs. Paul Weston Jones cut their wedding cake at the reception Mar. 19.

LADIES: Is Your Kitchen a Booby Trap?



DRAWING BY JAN BALET

Surveys show that the average kitchen is the most dangerous room in the house. That's where about 6,000 United States citizens meet fatal mishaps annually. Thousands more are injured seriously, and there are countless minor accidents.

Some accidents are inevitable, of course. Clumsiness, carelessness, and other human errors account for many slip-ups. But many dangers can be minimized by scientific safety precautions.

To set the safety-alarm for your kitchen, answer Yes or No to the following questions, then check the answers below, based on Metropolitan Life Insurance studies.

To score yourself allow one for each correct answer. If total is less than 10, your kitchen is rife with risks for you and others. If your score is between 10 and 20, you are only reasonably safe. But 21 or more, your kitchen-alarm is set for scientific safety.

DID YOU EVER

1. Bend over a hot stove, wearing an ornate or loose-fitting outfit with flowing sleeves, ruffles, bows, fluttering sash?

2. Use bare hands, apron, thin towel, or what-have-you to grip a handle which isn't too hot, you hope?

3. Stow pot-holders, towels, bacon-dripping paper, cardboard containers within scorching distance of top of stove burners or oven outlet?

4. Pour cold water into a pan of sizzling fat which might flare up?

5. Store matches near heat, keep used and unused matches side by side in similar containers?

6. Cache a lighted cigarette on the shelf-edge, in a jar or can top, or any other improvised ash tray?

7. Empty an ash-tray which might be a smoldering volcano, or toss matches into the waste basket?

8. Cook with pot handles projecting from the stove; or place a tea-pot or anything containing hot liquid at the edge of a shelf or table, or

within tipping distance of small fry or an unwary passerby; or leave a pan or pail of scalding water on the floor?

9. Continue to use an electric cord after it has become frayed, or any appliance in need of repair?

10. Use, or store in the kitchen, inflammable or explosive cleaning or waxing fluids?

11. Fill a pan so full it might boil over, or leave anything cooking with danger of burning while you are out of the kitchen?

12. Postpone repair of pilot light or gas burners?

13. Check to see that burners are off or on when intended, whenever you pass the range and before you leave the house?

14. Arrange for periodic check-up of equipment to make sure it's working properly?

15. Wash the floor while children or other trespassers come and go, or leave it slippery-wet when it's likely to be used before it can dry out, instead of wiping it dry—and safe to walk on?

16. Continue to use rickety chairs or small rugs on which it's easy to slip?

17. Use a chair, a shelf, a rickety stool, or any similar insecure support when you have to reach a high spot?

18. Delay repair of worn linoleum, rough door-sills, projecting wall nails, or anything which could catch passers-by?

19. Keep anything poisonous in the kitchen, or store inedible powders or fluids in unmarked containers, or keep medicines in the refrigerator or on the shelf within reach of children, or in containers in which they might be mistaken for something else?

20. Continue to use a can opener or knife with which you often cut or scrape your hands?

21. Store knives loosely in a drawer, or balance them precariously at the edge of a shelf, or drop them into a sudsy dishpan after use, or run your finger along the blade to make sure that it has a sharp edge?

22. Continue to wash dishes in a pan or sink which might hold fragments of broken glass, or toss jagged glass or anything else sharp into the waste basket without wrapping it first in a piece of paper?

23. After brushing up broken glass, follow up with a swipe of a wet cloth or paper, to catch all fragments?

Finally, don't forget the psychological factors involved in safety.

DID YOU EVER

24. Bang doors, shove drawers, slam dishes or silver, or otherwise punish equipment to express indignation or frustration?

25. Continue conversation you find distracting during work requiring care or concentration?

26. Work at top tempo, because you underestimated or begrudge the time required for routine operations; or rush to complete, haphazardly, things that could wait?

27. Catch yourself in awkward or careless maneuvers which could be explained by tension, friction, or your abiding dislike for domestic tasks?

28. Notice that you're apt to drop or break objects which you don't really like, such as that white elephant vase, or anything fragile you find troublesome to use?

29. Toil through kitchen work which could be postponed, such as clean-up after parties, if you're too tired to be competent?

30. Relish, secretly, the attention and sympathy you attract by dramatizing minor injuries, such as a cut or a burn, which doesn't hurt too much, but touches off the sympathy of husband or family?

(Answers on page 25)

Pacific Electric Club Bulletin

AGENTS ASSOCIATION:

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

AMERICAN LEGION POST:

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

AUTOMOTIVE MAINTENANCE CLASSES:

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

CAMERA CLUB:

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

FLYING CLUB:

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

GLEE CLUB:

Rehearsals held from 4:30 to 7:00 p.m. in the Club Theater each Tuesday of month. Open to any employe or member of his family. Call 2934 for information.

Concerts scheduled:

Wednesday, May 3, Sierra Madre Congregational Church Family Night.

Tuesday, May 9, Sunset Masonic Lodge, Pico Blvd. and Orchard St., Los Angeles.

Monday, May 22, Hollywood Dinner Club.

Sunday, June 11, Southern Pacific Picnic, Sycamore Grove.

MASONIC CLUB:

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

ROD & GUN CLUB:

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

SENIOR EMPLOYEES FELLOWSHIP MEETING:

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

SPEAKERS FORUM:

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

VETERANS OF FOREIGN WARS POST:

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

WOMEN'S CLUB:

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

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



FIRST CAR TO USE BURBANK DOUBLE TRACK—Car 5012, operated by H. E. Whitney, being boarded by Walter R. Hinton, Burbank City Councilman, left, and M. M. McGeary, former Burbank Agent for PE (1914-1919), as car waits to go over new double-track line between Providencia St. and Burbank Station. Opening of line was 11:00 a.m., March 16.

Rail Line Opened on March 16 Double-Track Service on Burbank

HAILED by civic and business leaders as an improvement of "incalculable importance" in the Burbank area, Pacific Electric's newly constructed double track on Glenoaks was placed into service last March 16. H. E. Whitney operated the first car over the new track.

The double track extends from a point approximately 300 feet east of Providencia St. to Orange Grove Ave.,

a distance of about a half mile.

The construction, which began last November, cost nearly \$93,000.

Greatest benefit of the double track is elimination of former occasional delays incident to single-track service.

Motorists, too, are benefiting from the new arrangement, which has done away with rail operation on the wrong side of the street.

RIGHT ANSWERS

(From page 24)

Questions 1 to 10—No. Any Yes rings the alarm for the fire hazards which take greater fatal toll than any other kitchen risk. Burns and scalds, which are the most frequent fatalities, account for more than one-third of all lives lost—more than 2,000 each year in American kitchens.

Questions 11, 12—No. Questions 13, 14—Yes. It's protection against fumes which can catch you dozing, literally.

Questions 15 to 18—No. Or you're a "fall gal" for the falls which rank next to burns as a cause of fatality, accounting for 1,500 fatalities annually. Most of them occur when the victim walks over a treacherous floor.

Questions 19 to 22—No. Question 23—Yes. Or else you're asking for injuries which aren't just accidental.

Questions 24 to 30—No. Understand your own moods and try to curb them for safety's sake.

—Reprinted from
HOUSE BEAUTIFUL

Contributors, Please Note

CONTRIBUTIONS are welcomed from anyone for editorial consideration in the Magazine. If deemed worthy, and space permits, they will be printed.

In the case of clippings, cartoons, and other material already published which you send in for consideration by the Editor, however, please make sure that such material is not copyrighted. Most of it is, and can therefore not be reprinted without permission from the copyright owner. Please indicate, in sending in such material, the name, date, and address of the publication, name of the editor, if possible, and the page on which the clipping was found, so that copyright permission may be obtained.—EDITOR.

You Need the Speakers Forum!

By Edward Mason and John Cummings, Jr.

"HOW DO I GO ABOUT joining the Speakers Forum?"

That question has been asked many times since the last issue of the Magazine, wherein an open invitation was extended to all men of the company to become members of the Forum.

The procedure is simple. Ask any member you may know to make a reservation for you to attend the next dinner. Or call President Ed Mason (Ext. 2532) and he will see that you have a place set. Dinner, tip and dues amount to only \$2.10. There is no other fee. For the first two meetings you attend you will be considered a guest. Should you wish to continue in the Forum you are then automatically a member.

Any employe interested in joining should arrange for free time the first and third Wednesdays of each

month. The dinner meetings are held at the Rosslyn Hotel, mezzanine floor dining room, at 6:30 p.m.

"PLEASANT, PROFITABLE"

Several new men have joined recently. Everett C. Pearson, a Motor Transit District Operator, is one. He has 14 years seniority with the company, part of which was gained while he was in the armed services. When he returned to the company from military duty he was granted "special consideration" so that he could further his education under the GI Bill. He is now completing his courses in education and is a substitute elementary teacher in the Montebello Unified School, a part of the Los Angeles School System.

There has been a great deal of repetition and persuasion in our invitations to prospective members. Let's try another tack.

SUCCESS STORIES

Everyone is familiar with the success stories of others. Why not make your own story rival theirs? Franklin D. Roosevelt swayed this great country with his gifted voice, and with that oratory led us to victory over two of the three powers opposing Democracy. William Jennings Bryan, the silver-voiced orator, led a losing fight but is remembered for his brilliant speaking. Abraham Lincoln so impressed his audience when he delivered the Gettysburg address that they were held motionless and could not even applaud.

Perhaps one of the greatest orators in history can be an example to us. Demosthenes, who lived in Greece before the time of Christ, had in a marked degree all the troubles and defects we try to overcome in the Speakers Forum. He was afflicted with weak lungs and vocal cords. He stammered, his voice was high-pitched, he could not pronounce the letter "R," he was nervous and lacked confidence. Yet, with all these impediments, the speeches he delivered as a lawyer later in life are held up to us as masterpieces of eloquence. It is said that he was ridiculed for his confused thoughts, his disjointed sentences and his indistinct utterances. To overcome these things, he shaved half of his head so he would be ashamed to leave his house. In that way he forced himself to have time to weave words together to bring out his meaning.

IMPROVEMENT POSSIBLE

While we may not be driven by the tremendous desire that must have burned within Demosthenes, many of us wish to overcome some of the same defects that afflicted this ancient Greek. We can make definite improvement under the wise tutelage of John J. McSweeney, who is assigned by the Los Angeles School System to teach and counsel the Forum. The friendly and understanding discussions with your fellow employes also aid materially, since you are assured of only kind and constructive criticism.

Another feature added to the organization is the attendance of guests from other companies to present some interesting phase of their work. Recently an informative address and demonstration was given by a speaker from the telephone company. Other such activities will be scheduled from time to time.

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March 7, 1950

Mr. Edward Mason
President, Speaker's Forum
Pacific Electric Railway
610 South Main Street
Los Angeles 14, California

Dear Mr. Mason:

Thank you for sending me the six copies of your Pacific Electric Magazine.

The article is well written, and you certainly were fortunate to get that many pictures in.

I am sure that your men are profiting a great deal from the series of meetings which Mr. McSweeney is holding with them. We shall look forward to continuing this through the year.

Sincerely yours,

P. W. Thelander

P. W. Thelander, Supervisor
Distributive Education

PWT/js

LETTER received from Los Angeles City Board of Education by Speakers Forum President Edward Mason following publication of article on Forum in January-February PE MAGAZINE.



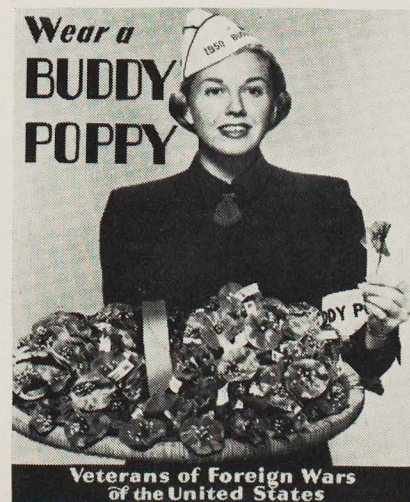
WE'RE GOING THE WRONG WAY

When the question is put fairly and squarely to my fellow Americans, I believe there are few of them who will honestly admit a craving for more government. Most Americans are reluctant to accept money directly or indirectly from the government, whether or not they know where it all comes from. Yes, genius Americanus known as Joe Doe still has high respect for his own initiative and industriousness.

How much longer he will be able to hold up this self-respect of his against the power of the encroaching "welfare" state, is question for serious thought. With government besieging him from all sides, thinking up more and more ways to spend his own money for him, Joe Doe has a stiff battle on his hands. Actually, Joe has been taught for many years now that taking things offered by the government is a way to get something for nothing.

DEVIOUS METHODS

Of course, everybody has a soft spot for the underdog, yet Joe knows in his heart that you can't help the little fellow by pulling down somebody else. He knows you can't really help people by having the government steal from some to give to others, a practice that makes the government both thief and benefactor. He sees politicians use this line to get office and to stay in office. Candidates get elected by doing things for people, with other people's money of course.



Nevertheless, our friend Doe is puzzled, like most other plain Americans. This is a time of plenty and high production. He is pulling down the best wages he ever earned, yet he's having an awful time taking care of himself and family. What Joe does not know is that he is working only about 27 hours a week for himself; the rest of his 40-hour work week goes to the government. In fact, all of us together are working for ourselves only two out of every three days we work.

A VICIOUS CIRCLE

One-third of what we produce, then, goes for the operation of government (local, state, federal). Is it any wonder that Joe Doe is having such a hard time making ends meet? He's up against it, trying to get along on what he has left for himself and family. There are times when Joe wonders whether it wouldn't be all right to go ahead and do as so many of his neighbors are doing: call on the government to help him out!

Joe Doe is definitely on the spot. Sure, the government wants to help him, by giving him more of this, that, and the other. But if the government is to give Joe health insurance, job security, old-age pensions, federal aid, and everything else, taxes will have to be raised. Joe will then be working more and more for the government, and less and less for himself. Do you see this vicious circle, that leads to enslavement?

STOP AND THINK!

It would seem that Joe has almost forgotten, like a lot of us, the lessons of history. Man's struggle for liberty and freedom reaches back through the centuries. Yet, we need turn only a few pages to find that tyrants, despots — and dictators — gained and kept their power by giving out the money they got through taxes. Their ways were not different from the ways of the "welfare" state that would tax away the people's livelihood to manage their lives.

It has been estimated that social "security" programs before Congress would cost the people one and a quarter trillion dollars in 50 years, and at the end of that time would be taking 13 per cent of the whole nation's annual income and grabbing one-fifth of the pay check of every worker, in addition to what he is now paying, and in addition to what other new burdens might be added in the meantime. Surely, it is time to stop and think what great harm we are doing to ourselves and to the future of the nation. America will not be saved by having "more" government.



GREAT-GRANDMOTHER WINS ORCHID — Left to right are Mrs. Deane H. Koch, Information Clerk; her granddaughter, Deanna Marie Sweigert, 6; the child's mother, Mrs. Arline Sweigert, daughter of Mrs. Koch; and Mrs. Koch's mother, Mrs. Margaret Hewitt. Mrs. Hewitt received an orchid on the "Welcome to Hollywood" program over KECA on the occasion of her 83rd birthday, February 6.



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Harley B. Talbott

Copy deadline for the May-June issue will be May 22.



Do It Safely

*The
barber shop
is the place
For
close shaves*

Chet
Miller—