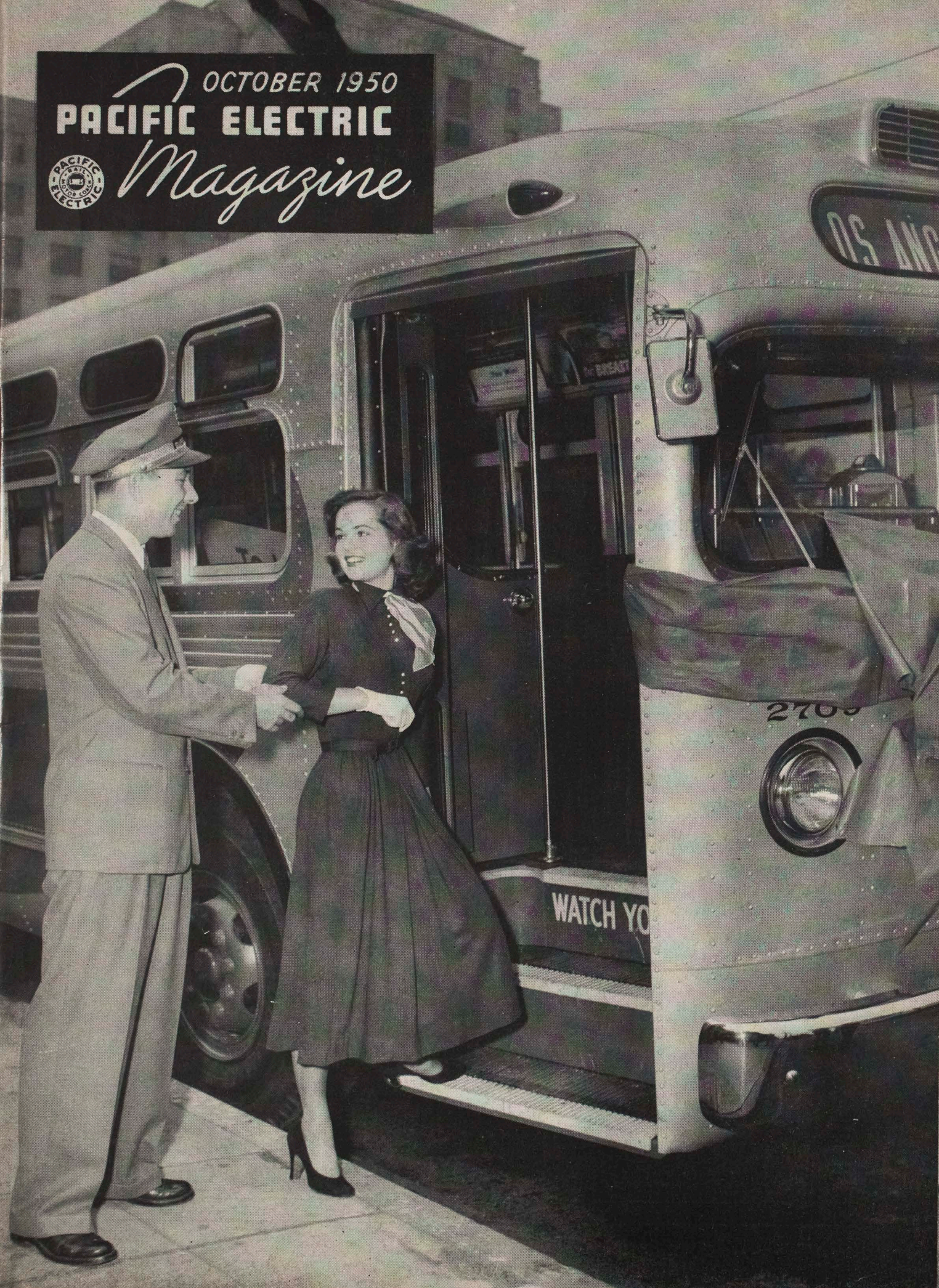


OCTOBER 1950
PACIFIC ELECTRIC



Magazine





HONOR



ROLL

We Salute 41 Employees Who Had Entered the Armed Forces of the Nation by October 1

TRANSPORTATION DEPARTMENT

Operators

Raymond E. Arnold
Harold E. Ashley
James D. Blake
Paul W. Coppock
James F. Costello
Clarence C. Doak, Jr.
Luther E. Edmondson

Arthur J. Hartley
Raymond D. Hird
John W. Kipp
Lloyd W. Landers
Donald R. Mathias
Paul A. Morehouse
Bernard L. Mutz

Alfred W. Rost
John W. Sampson, Jr.
Joseph D. Slick
Richard R. Stingley
Orlando Tiedemann
Joseph H. Van Ginkel
Raymond B. Whitney

Clerks

William G. Atwood
Gary V. Bowers

Phillip R. Jackson

Robert E. Matheny
George E. Roberts

MECHANICAL DEPARTMENT

Dale C. Andrus
Frank L. Charolla

Michael W. Duvigneaud
Harold J. Heidt

Rollin R. Johnston
Harley W. Underhill

ENGINEERING DEPARTMENT

Wm. John Blackburn, Jr.

Richard J. Bosquin
Henry L. Gould

Kenneth Thompson

STORES DEPARTMENT

Louis R. Carson

Norman R. Stock

OFFICE OF THE PACIFIC ELECTRIC BUILDING

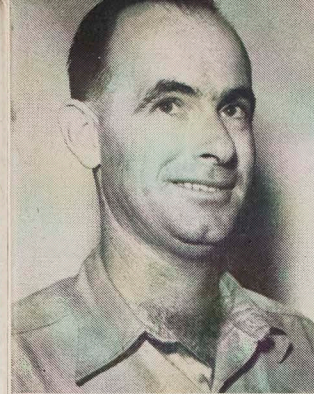
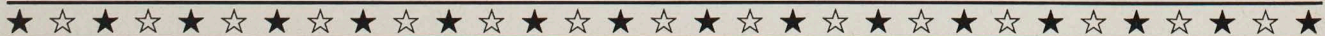
James B. Stone

CLAIM DEPARTMENT

Robert J. Voss

FREIGHT TRAFFIC DEPARTMENT

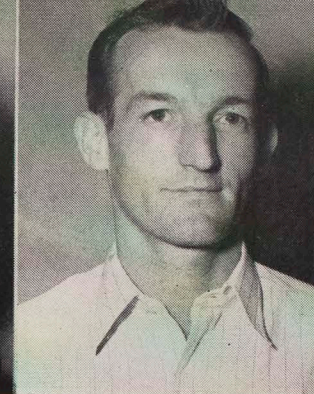
Edward Mason



WM. JOHN BLACKBURN, JR.
Field Engineer



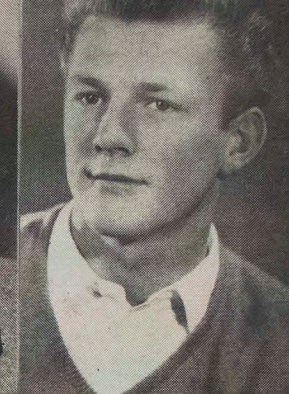
RAYMOND D. HIRD
Operator, North



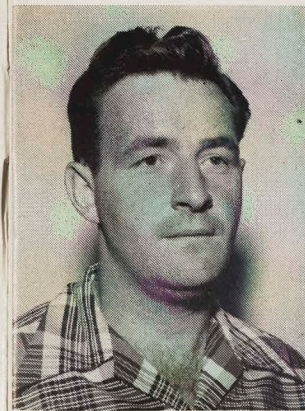
ORLANDO TIEDEMANN
Towerman



HARRY L. GOULD
Blueprinter



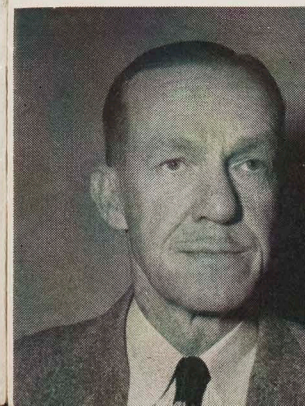
ROBERT E. MATHENY
Mail Clerk



JAMES F. COSTELLO
Operator, Motor Transit



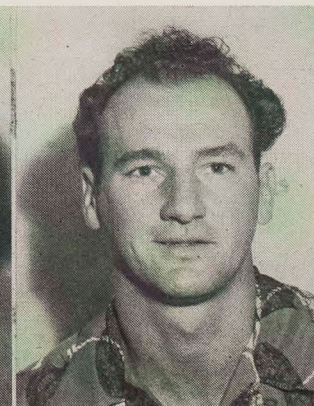
JOHN W. SAMPSON
Operator, Motor Transit



JOSEPH D. SLICK
Operator, North



DONALD R. MATHIAS
Operator, West



RICHARD J. BOSQUIN
Lineman



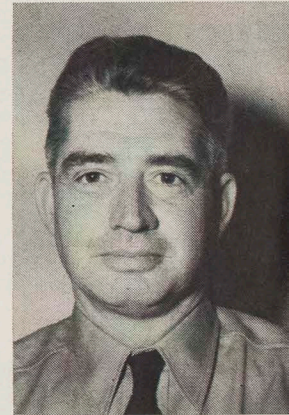
JOHN W. KIPP
Operator, Motor Transit



JOE H. VAN GINKEL
Operator, West



RAYMOND B. WHITNEY
Operator, North



PAUL A. MOREHOUSE
Operator, West

41 Employees Obey Nation's Call For Men to Defend Freedom

WITH SMILES THAT WERE SOMEWHAT GRIM, 41 Pacific Electric employees of various departments have bidden goodby to fellow employees and their families during the past three months to heed the call of the nation's armed forces. Most of them were members of the Organized Reserve, and many possess battle stars from World War II. For at least one man, it is his third call to active war duty in 33 years.

In conformity with Federal law, military leave from his job has been granted each individual called to join the forces of those fighting to preserve freedom.

Wishing to show all honor and respect to these employees, the Magazine presents, in this and following pages, pictures and brief sketches of most of these who have gone. This policy will be maintained for the duration. It would be greatly appreciated if all others taking military leave would visit, or at least call, the Public Relations Office.

DALE C. ANDRUS, Auto Repairer, Macy Garage, took military leave July 27 to enter the Marine Corps, in which he was a member of the Organized Reserve.

Mr. Andrus' father, Clifford, of La Crescenta, works on the night shift at Macy Garage.

RAYMOND E. ARNOLD, Operator working as Motorman on the West Hollywood extra board, reported for active duty with the Navy as Radioman 1c on Sept. 12 at San Diego. He had been in the inactive Naval Reserve for four years.

HAROLD EUGENE ASHLEY, West Hollywood Operator and a member of the Army Ordnance Reserve, was called to active military service on Sept. 15. First entering the Army in January, 1945, he served as supply sergeant with the First Cavalry Division in Tokyo and Manila for a year, with honorable discharge May, 1946.

His PE service began in November, 1942, when he started working as Conductor on the West. Since then his PE service has been entirely on the Hollywood Rail Line.

Mr. Ashley leaves behind him his wife, Wanda, and two children: Loretta, 8, and Larry, 2.

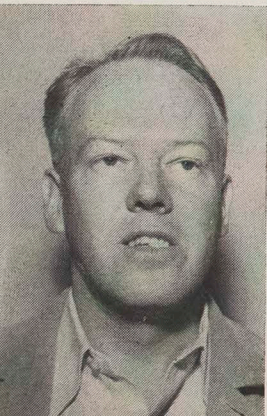


RICHARD R. STINGLEY Operator, South
ROLLIN R. JOHNSTON Auto Machinist, Ocean Park
EDWARD MASON Clerk, Freight Traffic
GEORGE E. ROBERTS Asst. Foreman, Mail Room
RAYMOND E. ARNOLD Operator, West

41 Employees Obey Nation's Call



KENNETH THOMPSON Painter, B & B



CLARENCE C. DOAK Operator, West

HAROLD E. ASHLEY Operator, West



WILLIAM J. BLACKBURN, JR., Field Engineer in charge of survey parties, and a member of the California National Guard, was called to active military service Sept. 1 as Sergeant 1c. He is second in command of an infantry platoon, and expects to embark on a 28-week training course.

He joined the State Guard in 1941 and remained until its deactivation in 1947; then he joined the National Guard.

In 1927 Mr. Blackburn began his PE career as a Blueprinter in Drafting. He transferred to Field Engineering in 1929 as Chairman, in 1931 was laid off on account of reduction in forces, and returned the same year as Laborer on the Track and Paving gangs. 1934, however, found him back in the Field Bureau as Levelman, and he held various jobs there until his appointment in 1942 as Field Engineer in charge of survey parties.

His family consists of his wife, **Mary Katherine**, and two children: **William III**, 18; and **Marilyn**, 5. The Blackburn family lives at 1868 Locust Ave., Long Beach.

JAMES D. BLAKE, Operator, Southern District, took military leave Aug. 8 to go into active service in the U. S. Air Force as corporal. He first entered the Air Force in 1943, went to radio school, and after school went to India with the Army Airways Communication System from

January, 1945, to February, 1946. In May of that year he was honorably discharged from active duty, and has been in both the inactive and the Organized Reserve ever since.

He claims that the battle star he was awarded for the Burma Campaign wasn't justified because he didn't really fight in that campaign.

Mr. Blake came to PE in July, 1942, as Conductor, South. After the war was over, he returned to his civilian job with the company, and since then had been working out of Long Beach and San Pedro.

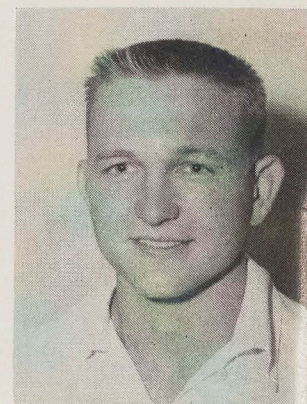
His family, living in Long Beach, consists of his wife, **Barbara**, and two children: **Larry**, 2½, and **Wayne**, who was born March 14 of this year.

RICHARD J. BOSQUIN, Lineman in the Engineering Department, entered into active service in the United States Army on Sept. 1.

An employe of Pacific Electric since his discharge from the Army Air Force in 1947, Bosquin re-entered military service with the rank of Staff Sergeant, in a signal unit of the Infantry.

"My work with PE was largely responsible for my getting this rating, as I learned my lineman's work while working for this company," he states.

A photographer in the Air Force in World War II, Bosquin was stationed at Lowry Field in Denver, Colorado. He also served in the Merchant Ma-



GARY VERNON BOWERS Relief Clerk, Stations & Yards



PAUL W. COPPOCK Operator, South

ARTHUR J. HARTLEY Operator, West



rine for 2½ years — doing duty in the South Pacific.

A bachelor, he made his home at 635 West Fourth Street, Los Angeles.

THIRD GENERATION Pacific Electric man **Vernon G. Bowers**, Relief Clerk on the Stations and Yards roster, enlisted in the Navy and hopes to become a technician in the guided missiles section. He took military leave July 31.

His PE seniority starts from January 7, 1947, when he became a Clerk-Warehouseman. Since then he has worked at many kinds of agency jobs.

Gary's father, the late **Vernon C. Bowers**, was a Clerk at the San Bernardino Ticket Office until ill health forced his resignation in 1937. Gary's grandfather, **Walter H. Bowers**, with whom the lad has been living, is Assistant Agent at Whittier.

LOUIS R. CARSON, a member of the California National Guard, was ordered to report to Camp Cook on Sept. 1, for active duty, as a recruit. During World War II, he served in the Merchant Marine from May, 1945, to December, 1947.

He entered the service of Pacific Electric as a Laborer in the Stores Dept. at Torrance, Feb. 10, 1948, where he has since been continuously employed, later working as Tractor Operator and Helper.

Mr. Carson was born in Redondo Beach, Feb. 2, 1927, is single, and resides with his mother in Los Angeles.

PAUL W. COPPOCK, Motorman, South District, since 1946, who served with much distinction in World War II as a First Lieutenant in charge of a tank platoon in Germany, returned to active duty on Sept. 1 as a Captain in command of a heavy tank company.

Awarded the bronze star medal "for heroic achievement in action," Coppock led a tank platoon in the attack on the Storm Troopers Training Center at Neuherberg, Germany. His citation read in part, "Under terrific fire from enemy anti-tank guns and small arms from dug-in position, he led his platoon through the woods without losing a tank. He then maneuvered his own tank into position and knocked out the anti-tank gun at 1800 yards that was menacing the success of the operation. In this operation, Lieutenant Coppock displayed fine leadership and courage."

Coppock leaves behind a wife and daughter, **Saundra Kay**, aged 5, who reside at 1304 West 161st Street, Gardena.

CLARENCE C. DOAK, Motor Coach Operator, Ocean Park, in the Western District, reported to Hamilton Air Base as a Technical Sergeant in the United States Air Force on Aug. 19.

Doak, who entered PE service in January 1946 as a Conductor, served for 2½ years in the Navy during World War II aboard an LST in the Pacific theatre. He participated in the battle for the Philippines and Okinawa for which he was awarded five ribbons and five battle stars.

Married and the father of three children, **Rita**, 11, **Judy**, 8, and **Jack**, 5, Clarence and his family make their home at 4216 Mildred Avenue in Venice.

LUTHER EARL EDMONDSON, 28-year-old Motor Coach Operator on the Wilshire, Sunset and Fairfax lines since January, 1947, reported to a Marine Corps School, Aug. 29, as a Buck Sergeant.

A veteran of the South Pacific campaign in World War II, Edmondson participated in the battle of Iwo Jima while attached to the 5th Amphibious Corps in the Naval Gun Fire Signal Section.

A bachelor, he made his home with his mother, **Mrs. S. R. Edmondson**, in Long Beach.

Edmondson was interested in hunting and fishing, and was a member of the PE Rod and Gun Club.

HARRY LLOYD GOULD, Blueprinter, Engineering Department, and a member of the Organized Naval Reserve, took military leave Aug. 7 to re-enter the service of his country. He was an Electronics Technician 1c in the Reserve.

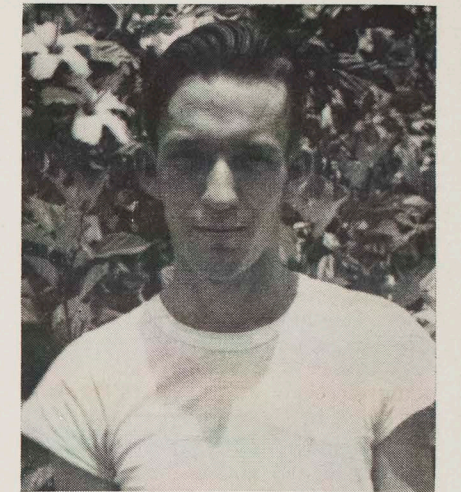
Attached to a seaplane base repairing and maintaining radar and other electronic equipment in the last war, he won a battle star for the invasion of the Admiralty Islands in the Asiatic-Pacific Theater.

Harry joined PE as Draftsman Feb. 8, 1950, and before this worked for the Essex Wire Co., Anaheim. Remaining at their home in Fullerton are his wife, **Maybelle**; a daughter, **Pamela**, 2½; and a son, **Michael**, born July 13.

ARTHUR J. HARTLEY, West Operator, took military leave July 25 to enter the Navy as Commissary Steward 2c, the rating he had held in the US Naval Reserve.

During World War II he won two battle stars, one for the American Theater and the other for the Asiatic-Pacific Theater—he went through most of the Okinawa campaign. After three years of World War II service, followed by honorable discharge,

NATION CALLS



LOUIS R. CARSON Helper, Torrance Store



DALE C. ANDRUS Auto Repairer, Macy Garage



NORMAN R. STOCK Helper, Torrance Store

he came to work for PE in 1946 as West Conductor.

His wife, **Edna**, lives in Hollywood. The couple have no children.

41 Employees Obey Nation's Call

RAYMOND DEAN HIRD, Motor Coach Operator, Macy Street, reported to Camp Cook Sept. 1 as a Master Sergeant in a Medical Battalion.

An old Navy man (1922-26), Hird joined the National Guard in 1948. He also served for 9 months in the Naval Reserve in 1941.

Fighting is nothing new for Hird. He was active as a Republican Precinct Captain in Jackson County, Missouri, where he fought the notorious "Boss" Pendergast machine in many elections until he left to make his home in California in 1944.

An employe of PE since 1944, Hird is married and makes his home with his wife **Thelma**, at 2528 Carlos Street in Alhambra. His only child, a son, **Karl**, aged 21, is awaiting orders to be called into active service with the California National Guard Air Reserves.

JOHN W. KIPP, Motor Transit Operator working out of El Monte and a member of the National Guard, was called to active military duty Sept. 1 as Warrant Officer, j.g.

In 1936 he began work for PE as North Conductor, and has since worked as Motorman, Motor Coach Operator, Terminal Foreman (1942-43), and Supervisor. As Supervisor he worked for six years (1943-1949) on the Northern and Motor Transit Districts.

During World War II he assisted in organizing, and later commanded, the Pacific Electric Motor Reserve Battalion, a standby group of Motor Coach Operators for the emergency evacuation of civilians. The group was trained to work with the Army in motor convoy procedures. Mr. Kipp joined the National Guard in 1927 and was a member for ten years. In 1945 he joined the U. S. Coast Guard Reserve for nine months. Again in 1947 he re-enlisted in the National Guard. His entire division is being drawn into Federal service, and he goes in as an administrative officer of his company.

His wife, **Evelyn**, is now on sick leave from her position as Interviewer in PE's Personnel Department. His stepson, **Pierce M. Mayo**, is an aeronautical engineer at Douglas in El Segundo. Mr. Kipp's grandson, **Kurt Mayo**, is seven months old.

MILITARY LEAVE for **Lloyd Wayne Landers**, Motor Coach Operator working out of Sixth and Main Terminal, and for **James Francis Costello**, Motor Transit Operator

working out of South Alhambra, was effective July 28.

Both men, members of the Organized Marine Reserves, with ratings of sergeant and corporal, respectively, played in Marine bands during World War II—Landers as trombonist and Costello as bass horn player—and hope for similar assignments during the current emergency.

Mr. Landers came to work for PE March 1, 1946, as Conductor on the South. He leaves behind at their Wilmar home his wife, **Erla**, and two children: **Linda**, 4, and **Wayne**, 2.

Mr. Costello began his PE career Dec. 18, 1945, as Conductor on the South. His wife, **Dorothy**, will keep the home fires burning at their home in Whittier.

EDWARD MASON, Statistical and Research Clerk, Freight Traffic Department, took military leave Aug. 10 to begin active duty with the U. S. Air Force as Staff Sergeant. He had been in the Organized Air Force Reserve at Long Beach since 1945.

Entering the Infantry in 1941, he was transferred six months later to the Air Force. He won nine battle stars for campaigns in the Asiatic-Pacific and Philippine Liberation campaigns in such places as Bismarck Archipelago, New Guinea, and the Southern Philippines.

Mr. Mason joined PE in September, 1946, as Typist-Clerk in the Mechanical Department at Butte St. Yard. He transferred to Freight Traffic in 1946 as File Clerk, and in 1948 became Statistical and Research Clerk. An active Mason, he also energetically filled the position of President of the PE Speakers' Forum.

In 1947, he married **Iola Roberts**, File Clerk in the General Claim Department, and has one stepdaughter, **Patricia**. The family live at 724 Front St., Alhambra.

ROBERT E. ("DICK") MATHENY, Mail Clerk, Sixth and Los Angeles Sts., took military leave Aug. 7 to enter the U. S. Air Force, in which he had previously held the rank of corporal during an enlistment period from Aug. 2, 1948, to Aug. 2, 1949. He was also in the reserves for three months before his call to duty.

Dick, not married, is the son of **S. E. Matheny**, South Motorman with 30 years of service, and lives with his parents in their Long Beach home.

Dick graduated from Jordan High School, Long Beach, in 1947, and came to work for PE in September

that year as Mail Sorter. His PE service has been punctuated by leaves of absence to attend college—he has been an art major at Long Beach City College—and to enlist in the U.S. Air Force. And after he comes back from military service during the current fracas, he intends to go back to college and get his degree.

DONALD R. MATHIAS, Operator working out of the Subway Terminal, left Aug. 8 for military duty as Staff Sergeant in the U. S. Air Force.

In June, 1943, he entered World War II, and became a tail gunner on a B-24 in the 15th Air Force, with base in Italy. He won six battle stars for the Rome-Arno and several other campaigns.

Honorably discharged in 1945, he went to work for the Los Angeles Motor Coach Lines as Operator on a Sunset bus. When the LAMC was partitioned, he chose to come to PE, and was working the extra board when called to military duty.

Living in Los Angeles and awaiting his return are his wife, **Mary**, and their son, **Danny**, 3½.

PAUL A. MOREHOUSE, West District Operator, working out of Van Nuys, reported to Spokane, Wash., Sept. 15, to enter the Air Corps as Electrical Specialist and Staff Sergeant.

During World War II he served in this country as instructor in ground work on B-29's and B-17's at many different Air Force schools. Upon separation from military service, he came to PE in January, 1946, as Conductor working out of West Hollywood. Since then he has worked as Motorman and Motor Coach Operator out of the Subway Terminal, West Hollywood, and Van Nuys.

Mr. Morehouse is a member of a Masonic lodge and an Elks lodge at Amarillo, Texas.

His wife, **Wilma**, lives at 5640 Craner Ave., North Hollywood.

BERNARD L. ("NICK") MUTZ, Operator since 1942 on the Whittier run, entered the Army as a Master Sergeant. He is at present stationed at Camp Cook inspecting the mess halls and food.

A veteran of 17 years in the Armed Forces, Mutz has done "hitches" in both the Army and Marine Corps. During seven years with the Marines from 1921-1928, he spent five years of duty aboard the USS Idaho and the transport ship, USS Henderson.

After his discharge from the Marine Corps, he served 10 years with

For Men to Defend Our Freedom

the Army at Fort Warren, Wyoming, until his discharge in 1940. Since then, Mutz has been active in the California National Guard until his call into active service Sept. 1.

He is married and the father of three grown children, **Mrs. Elaine Leslie**, **Mrs. Mary Kay Carter**, and **Miss Patricia Mutz**. His wife, **Elizabeth**, the younger daughter, **Jo Ann**, 14, and son, **Robert**, 17, are returning to Mutz's former home in Brush, Colorado.

CALLED BACK into active service with the Navy, **George E. Roberts**, a member of the Organized Naval Reserve, took military leave Aug. 5 from his job as Assistant Foreman, Mail Room, 6th and Los Angeles Sts.

As a result of his World War II experience, he holds a rating of Machinist's Mate 3c, and is ready for his final examinations for Machinist's Mate 2c. During the last war he won seven battle stars, including five in the Asiatic-Pacific Theater, and two in the Philippine Liberation campaign. He served on a cargo ship for a year and a half and on an auxiliary repair dock for nine months, while in the Navy's Ship Repair Division.

George began his PE service as Clerk on the Stations and Yards roster in 1939, worked as Stevedore and Manifest Clerk at the Los Angeles Freight Station, and enlisted in the Naval Reserve in October, 1942. Honorably discharged at San Pedro in 1946, he returned to PE as Assistant Foreman, Los Angeles Freight Station.

On the home front he leaves his wife, **Mae**, and two boys: **Michael**, 3½, and **Dennis**, 1½. The family lives in Norwalk, where George is buying his home.

ALFRED W. ROST, Operator, West Hollywood, and member of the Naval Reserve, was called to active military service Sept. 13 as Ship's Cook 1c, the job he held in the last war.

From 1942 to 1945 he served at a base hospital in Havana Harbor, 1400 miles north of Australia, and received a campaign ribbon for the South Pacific campaign.

Following his separation from naval service, he entered PE service as West Conductor on Sept. 25, 1945, and has been here since as Conductor and Motor Coach Operator.

His wife, **Margaret**, and their son, **John**, 5, live at 1801 Centinela Ave., Santa Monica.

JOHN W. SAMPSON, Motor Coach Operator who worked out of El

Monte, was called to active duty from the California National Guard and reported Sept. 1 to Camp Cook at Santa Maria as a Company Commander of a Rifle Company with the rank of Lieutenant.

If his present tour of duty lasts longer than two years, Sampson plans to make the Army his career. During World War II, he served as a Platoon Sergeant Instructor at Camp Roberts, Paso Robles.

Since entering the service of PE in 1946, he has been active in Lexington Masonic Lodge, El Monte, and in the affairs of the First Methodist Church of that city.

Sampson resided with his wife and two boys, ages 8 and 9, at 4058 North Bresee in Baldwin Park.

JOSEPH D. SLICK, Operator, Northern District, took leave Sept. 1 to enter the Army Medical Corps as Assistant Surgeon. A veteran of both World Wars, he won the rank of First Lieutenant in the Infantry during the first war, and was in the second from 1942 to 1945 in the Medical Corps. In World War II he was in charge of professional services in a 1500-bed hospital in southern England until two weeks after VE-Day, and earlier in the war served in both Alaska and Asia doing the same work.

His PE career began in 1921, when he was a Conductor at Macy, but after a year he resigned to sell first, building materials, then autos, and then advertising before his call to military service in World War II. In 1945 he again entered PE service as Conductor at Macy, and continued in this capacity until his third call to war service.

Mr. Slick lost his wife in 1942, and says he has no other ties.

RICHARD R. STINGLEY, Motorman, Northern District, Monrovia extra board, reported to Camp Cook on September 1 as a Battalion Motor Maintenance man with the grade of Master Sergeant.

A battle-scarred veteran of World War II, Stingley won his battle stars in the Ardennes, Rhineland, and Cen-

tral European campaigns as a Litter Bearer and Company Aid Man in the Medical Department. He was wounded during the Ardennes battle and was later awarded the Order of the Purple Heart.

He began working for PE in March 1946 as a Passenger Conductor, and became a Motorman a year later.

Stingley, a bachelor, made his home with his mother, **Mrs. Bertha H. Stingley**, at 3235 Potrero Grande Drive in Garvey.

KENNETH ("RED") THOMPSON, 22-year-old Painter of B&B, was called to active duty with the Naval Reserves on August 29.

"Red," as he is known to his associates in the Washington Street Yards, entered the service of Pacific Electric soon after coming to Los Angeles from his native North Carolina, following his discharge from service in April, 1946.

He served as a Steward's Mate in the Coast Guard aboard the cutter US C-G Chautauqua from January, 1945, until his discharge.

Married and the father of a 13-month-old girl, he and his family made their home at 11770 Angell Street in Norwalk.

For the past three years, "Red" has been training with the Naval Reserves and entered into active duty with the new rate of DCW (Damage Control Wood) 3/c.

He took a great interest in the VFW and served as Senior Vice Commander of Patton-Bataan Post 1534, Los Angeles, until being called back into Service.

ORLANDO TIEDEMANN, Towerman with PE since April, 1949, has reported to San Diego Navy Receiving Base to enter naval service as Signalman 2/c.

With seven battle stars, eight service bears, and a Purple Heart to his credit, Mr. Tiedemann had two ships torpedoed under him during the Philippine Campaign in World War II. He spent 5½ years in the Navy, and was one of those to make the first landing at Adak, Alaska.

He is married and has three children: **Carol**, 4, **Sandra**, 2, and **Roger**, 1. The family lives at 23419½ Catskill, Wilmington.

HARLEY W. UNDERHILL, an Electrician in the Mechanical Department at Torrance since 1948, entered the Army Aug. 17 as a Corporal with a Chemical Decontamination Unit.

A veteran of 16 years service with the United States Marine Corps from



"LET US HAVE FAITH THAT RIGHT MAKES MIGHT . . . AND DARE TO DO OUR DUTY AS WE UNDERSTAND IT."

Nation Calls

1929 to 1945, he was awarded a medal for his part in the Yangtze River Defense (Sino-Japanese War in 1932). He spent 7 years of active duty in China during the "Thirties."

Underhill was stationed in Iceland during the early days of World War II. He was later sent to the Pacific Area for duty on attack transports—participating in the invasions of Guadalcanal and Tarawa. Later detached and assigned to the 22nd Marine Regiment, he spent several months in Samoa and Kwajalein. Underhill took an active part in the assault and capture of numerous atolls before being sent to Guam, which was his last combat duty before being sent back to the states in June 1945.

Active in the Army Reserves since his discharge from the Marine Corps in September 1945, Underhill made his home at 3634 Garnet Street, Torrance.

JOSEPH H. VAN GINKEL, Trainman, West Hollywood, entered active service from the California National Guard on Sept. 1, and reported to Camp Cook as a Mess Sergeant in the Infantry.

An old hand at feeding members of our armed forces, Van Ginkel served as a Ship's Cook in World War II. During his enlistment with the Navy from 1941-1945, he participated in the initial invasions of the Marshall Islands, for which he won two commendations for rescue work.

Active in the National Guard since 1946, he was a member of the VFW.

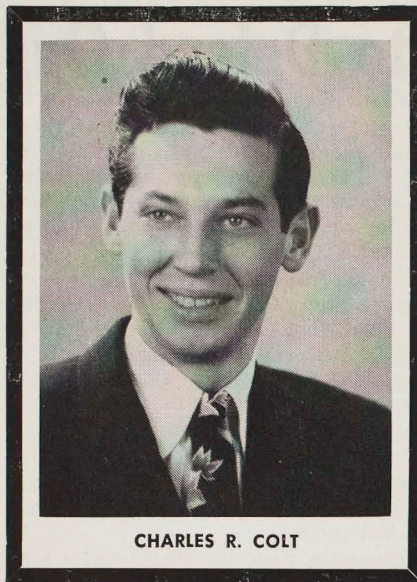
Van Ginkel began working for PE soon after he moved to California from Des Moines, Iowa, in 1946. He and his wife and 12-year-old daughter, Erma, live at 6960 Jamiesson Avenue in Reseda, California.

NOW IN GERMANY, serving with an anti-aircraft battery, Raymond B. Whitney, Operator North, enlisted following a furlough from PE last December.

According to his brother, Harland E. Whitney, Operator working out of Pasadena, Raymond was an artilleryman in the last war, and served part of the time in Alaska. He came to work for PE in 1946.

"It is a pleasure and a great satisfaction to recall working with such a wonderful group as that of which I was a part," wrote Whitney to Supt. of Personnel E. B. Whiteside on Aug. 4. "I have my heart and best wishes with you."

ROLLIN R. JOHNSTON, Auto Machinist, Ocean Park Garage, took mili-



CHARLES R. COLT

Son of Opr. I. C. Colt Killed Near Taegu

CHARLES R. COLT, son of Operator (South) and Mrs. Irving C. Colt was killed in action Sept. 3 near Taegu, Korea. Only 18 years old, Charles was a Private, First Class, in the U. S. Marine Corps. He was engaged to be married to Miss Donna Sue Yates of San Bernardino.

Born March 18, 1932, he attended school in Compton, was graduated from the lower division of Compton Junior College in June 1949, and enlisted in the Marines the following Sept. 12.

In Korea he was in the service of supply, and served as an armed guard on supply trucks going to the front. Only a few days before his death he had been transferred to the front lines during a North Korean offensive action.

All employees extend their deepest sympathy to the Colt family and to Miss Yates.

tary leave Aug. 8 to enter the Navy. He had been in the reserve as Engine Man Diesel 1c.

He won six battle stars during World War II in the battles of Sicily, Salerno, Anzio, Southern France, and Okinawa; and also holds a Purple Heart for wounds sustained at the invasion of Salerno. Discharged from active naval duty Oct. 21, 1945, after nearly four years of service, most of it on the cargo ship *Oberon*, he entered PE service Nov. 1, 1945, as Auto Machinist at Torrance. On Aug. 7, 1947, he joined the Organized Naval Reserve.

His wife, Dorothy, remains in Culver City, where the couple are buying their home.

Former LATFS Man Now Manages USAAF Bands

"DOC" BECKETT, Night Foreman at Macy Garage, is a proud dad these days.

His son, Joe, who used to be a Rate and Bill Clerk at the Los Angeles Freight Station, is now Executive Officer to the Chief of Bands and Music, U.S. Air Force, Washington, D.C., and has his office in the famed Pentagon Building.

Joe recently returned from a month's tour of Germany and England, where he arranged all details of a concert tour of Europe for the Air Force Band.

In addition to working as Business Manager for the Air Force Band, Joe also handles all administrative details pertaining to personnel, material, organization, and utilization of all other Air Force bands, numbering some 53 located throughout the United States and overseas.

Doc says he understands that his son is due for a promotion to lieutenant colonel before long.

Joe started with PE in 1937 on the Mail Desk, and had become Trainmaster's Clerk before he was called to military duty in 1941. He was twice a correspondent for the PACIFIC ELECTRIC MAGAZINE: once for the Stations and Yards; and, after his return from World War II, again for the Los Angeles Freight Station.

Community Chest Backs Nation's Armed Forces

THE COMMUNITY CHEST of Los Angeles Area will solidly back up the men and women in our armed forces by adding \$300,000 to this year's Campaign goal to provide services for them, according to Herman F. Hahn, 1950-51 Chest Campaign Chairman.

Total Chest goal for this year's appeal throughout the 34 cities and towns which make up the Chest area is \$7,602,000. The campaign is scheduled for Oct. 31 to Nov. 30.

South Motorman's Son Missing in Action

REPORTED MISSING in action in Korea is Stanley Gene Miller, son of Operator Frank H. Miller, South Motorman. Mr. Miller received a telegram from the War Department dated Sept. 3. As of Sept. 14 he had heard no further word of his son's whereabouts.

A private in the infantry, Stanley, 18, received his schooling at Central High School, Omaha, Neb., where he made his home.

All Operator Miller's friends join in wishing that good news may soon be heard that Stanley is safe and in good health.

Vice President's Career Backs the American Way

(Second of a series of interviews with PE executives)

FROM WAREHOUSEMAN TO VICE-PRESIDENT—that's the story of the man who is now the second officer of the Pacific Electric Railway Company, with its more than 5,000 employees, and its strategic and (for a transit company) far-flung freight and passenger operations carried on in the fastest growing area in the U. S. It's a story the like of which appears in the personal records of relatively few men, even here in this land of opportunity, because it means the exercise of greater industry, perseverance, and will power than most people have the courage to bring to bear to achieve their goal. But it's a story that can and does happen here in the U.S.A. more often than it happens anywhere else simply because this country was founded on the idea that the difference in men is a matter of character rather than ancestry.

A glance at the record will show what we mean. In an effort to learn all sides of the transportation business, George F. Squires has held more different jobs with PE than has probably any other employee of the Company. As nearly as we can count, the total is 21—and every one a step forward.

It all started back in 1908 in Sawtelle, where his father, a retired Civil War veteran from Connecticut, and former title searcher, was receiving medical treatment at the Soldiers' Home and operating a grocery store. The future Vice-President took his first railroad job as Warehouseman with the Sawtelle agency of the Los Angeles-Pacific at \$25 a month. During the next six years he worked up as Station Clerk, Cashier, Ticket Clerk, Telegraph Operator, and Agent. His first full-time agency was at Sherman, but he worked at many others.

During his agency career, W. C. White, then Superintendent on the West, encouraged him to break in as Dispatcher, in order to gain operations experience. Hence, in 1915-16 he was successively Freight Brake-man, Passenger Conductor on the Venice Short Line, Terminal Foreman at Ocean Park and Venice, Relief Dispatcher at Sherman, and full-time West Dispatcher working in the PE Building Dispatcher's Office.

Meanwhile he took a night law course for three years—1914, 1915 and 1916—at the University of Southern California. It wasn't that he intended to become a lawyer. But in those days, he says, PE had many hearings before the Railroad Commission and the ICC, and he wanted to have a better understanding of the legal procedures behind hearings.

Still seeking new realms to conquer, he entered the

Traffic (combined Freight and Passenger) Department as Rate Clerk in 1916, and before 1917 was over had been a Traveling Traffic Inspector, Conductor Instructor, Statistical Clerk, and Tariff Compiler.

Mr. Squires' earlier work as Agent had attracted the attention of the then Freight Traffic Manager, T. F. Day, who had urged him to learn freight rates. Hence, when, in 1917, Mr. Day invited him to enter the Freight Traffic Department as Traveling Freight Agent, Mr. Squires accepted, and for the next 11 years energetically studied the freight business, with promotions to Chief Clerk, Assistant to the Freight Traffic Manager, and Assistant Freight Traffic Manager as fruits of his labors.

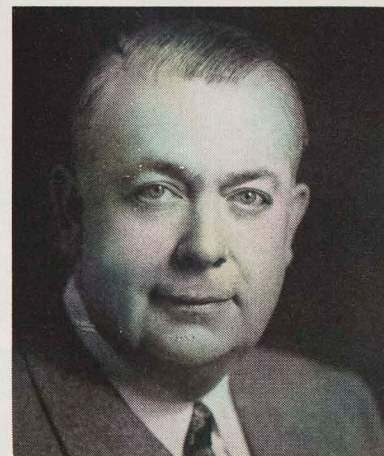
While Assistant Freight Traffic Manager, he took a leading part in the formation of the Harbor Belt Line Railroad, a joint operating agency established for switching service at the Los Angeles Harbor by agreement between the City of Los Angeles, Pacific Electric, Southern Pacific, Union Pacific, and Santa Fe. After five years of negotiations among the member railroads and the City, the agency began operations June 1, 1929, with Mr. Squires as its first General Manager.

In August, 1933, he was called back to Pacific Electric as General Superintendent, a position he held for the next 13 years, including the difficult war years, when traffic was heavy and men were scarce. In 1946 he was made Assistant to the President, and, on Nov. 1, 1948, was appointed Vice-President.

Although for many years he has been in positions where he can delegate much responsibility to subordinates, he ruefully admits that eight hours a day has never given him enough time to do a job to his own satisfaction. Yet, if he had a chance to begin his PE career over again, he doesn't think he would do anything differently.

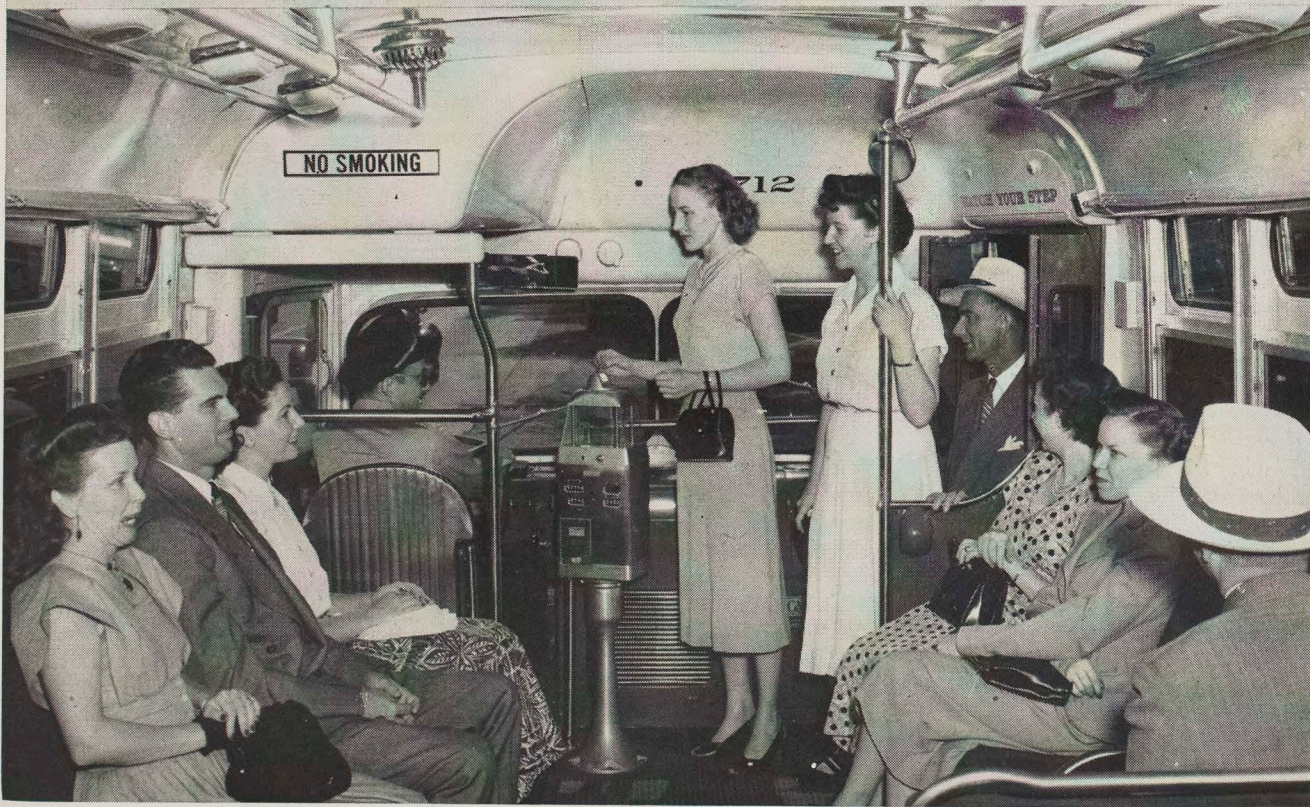
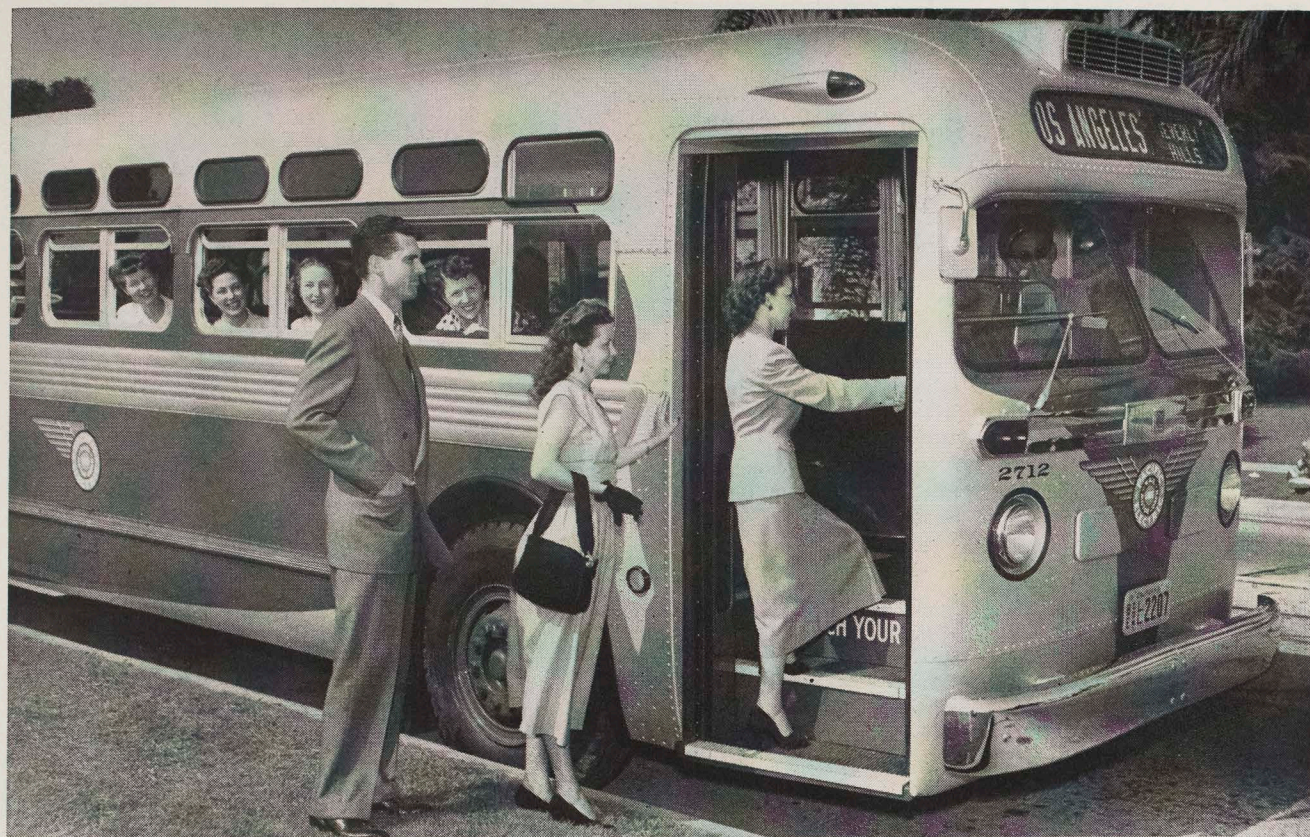
His devotion to duty hasn't given him any too much time to indulge in his favorite recreation—fishing. But despite his lack of leisure, he is thoroughly persuaded, on the basis of his own experience, that the American way of giving a man full freedom to strive to measure up to his potential is the best way.

Mr. Squires was loath to give out advice for the benefit of others—even upon request. But the Magazine might point out that the foregoing record of a man who rose from Warehouseman to Vice-President speaks more eloquently than words of unflinching devotion to duty and intelligent foresight.



GEORGE F. SQUIRES

Next Issue: General Manager T. L. Wagenbach



SMILE-INDUCING—Treated to a ride in a new 48-passenger suburban coach of the 2700 class, these PE girls and boys found the occasion and the trip very pleasant indeed, as did Operator Frank Blumenthal. Girls in the upper picture, left to right, are Estella Johnson, of Engineering; Jean Patzman, Purchasing; Margaret Koopman, Passenger Traffic; Odessa Carter, City Ticket Office; Laura Shafer, wife of

Chief Rate Clerk J. N. Shafer; and Betty Yancey, Law Department. The gentleman with the profile is Brad Atwood, News Editor. Same faces in lower picture, plus C. E. Ferguson, now General Agent, in doorway; and, with back turned, G. H. Blyth, General Agent, now retired. Note the new-type Johnson farebox, streamlined and mounted on a pedestal. Busses are 5' longer and 6" wider than is usual.

Modernization Costs Outlined

EXPENDITURE of \$5,200,000 to modernize Pacific Electric Railway Company's rail and bus passenger transportation system has been outlined by President O. A. Smith.

Major outlays are for 133 new motor coaches, construction of a rail connection between Azusa and Baldwin Park, removal and salvage of rails, repaving of streets, conversion of 115 rail cars for one-man operation, and new and enlarged motor coach terminal and garage facilities.

General Motors Corp. has made deliveries on the \$3,000,000 motor coach order of 125 suburban 48-passenger vehicles. Eight intercity, cruiser-type, 45-passenger coaches were recently put in service.

Ground-breaking at Glendora for the Reliance Rock Spur extension, connecting Azusa with Baldwin Park, is tentatively scheduled early in October, pending Interstate Commerce Commission approval. The \$400,000 project will make possible a motor coach substitution program on the Monrovia-Glendora Line early next year.

Cost of removing 51 roadway miles

of track and repaving streets is set at \$798,059. Still in operation by Pacific Electric will be 536 miles of rails.

Conversion of 115 rail cars for one-man operation, now underway, is budgeted at \$344,630. Forty-five of these cars went into service on the Subway-Santa Monica Blvd.-West Hollywood-Van Nuys Line on August 13. Thirty-five will run on the Pasadena Short Line and Sierra Vista Line starting October 22. Forty go into operation on the Subway-Hollywood Blvd. Line in January, 1951.

Construction of new garage facilities at Ocean Park is earmarked at \$315,300. The building and storage lot will be located on the site of the present car house, which will be removed.

Modernizing the Macy St. garage, including installation of a "unit overhaul" shop, is to cost \$216,937. West Hollywood garage will be expanded and rearranged.

Enlarging of the motor coach terminal at the Sixth and Main St. station in Los Angeles will include addition of fueling, servicing and parking facilities at an outlay of \$60,000.

Miscellaneous such as electric fare

boxes, electric switches, signals, parking lot and turn-around areas, make up the balance of the extensive modernization plan, according to Mr. Smith.

First rail-to-motor coach change-over took place September 17 on the Venice Short Line, where 57 new busses were allocated. Local rail services on Venice Blvd., Hill St. and Sunset Blvd. as far west as Bonnie Brae Ave., including the Echo Park Ave. Line, have also been converted to bus operation, coincidentally with an extension of bus service to Vermont Ave. Under these changes, effective Oct. 1, Hollywood Blvd. and Santa Monica Blvd. rail services now operate to and from the Subway Terminal at Fourth and Hill Sts.

Other motor coach substitutions are scheduled October 8 on the Pasadena Oak Knoll and Sierra Madre Lines, and October 15 on the Baldwin Park Line, where busses will run on Hellman Ave. and on an extended Garvey Ave. route.

All service changes have been spaced to allow utmost supervision during the "break-in" period, Mr. Smith said.

The New Suburban Coaches

MOST SPACIOUS COACHES ever to be operated by Pacific Electric, 125 spanking new GMC diesel-hydraulic busses are being placed into service on many Pacific Electric lines, as part of the Modernization Program.

Specially designed to be the last word in suburban-type coaches, these beauties cost the company a total of \$2,669,549.77—plus extras.

After a few had served a break-in period on several lines, the busses were allocated as follows:

57 on the Los Angeles-Culver City-Venice (Venice Short Line) loop operation with Los Angeles-Beverly Hills-Santa Monica Line, Sept. 17.

21 on the Los Angeles-Pasadena via Oak Knoll Line, Oct. 8.

8 on the Los Angeles-Sierra Madre Line, Oct. 8.

13 on the Los Angeles-Hellman Ave. Line, Oct. 15.

10 on the Los Angeles-El Monte-Baldwin Park via Garvey Ave. Line, Oct. 15.

10 on the Los Angeles-Alhambra-Temple City Line, and 6 on the Los Angeles-Sunland Line, early in September.

These new suburban coaches of the 2700 class are not to be confused with the eight intercity cruisers of the 220 class described in the last Magazine.

Thirty-nine feet nine inches long and 102 inches wide as compared with the standard length of 35 feet and standard width of 96 inches, the suburban coaches give both Operator and passengers a maximum in comfort as well as safety.

Special attention was given to the design and placement of all seats, including the driver's. The extra wide passenger seats, with foot rests, contain two individual full depth foam rubber cushions and Paratex-padded backs, covered by green needlepoint, designed for long wear and eye appeal. Seats over wheel housings, both front and rear, as well as the cross seat at the rear of the coach, are of individual cushion type, and are arranged so that the passengers may place their feet at floor level. The driver's seat is upholstered in perforated green leather, with full depth rubber cushion. The new design of the coach, even with wider seats, still permits a more spacious aisle, a fact which contributes to easier and faster loading and unloading.

Forced ventilation by two blowers brings 1000 cubic feet of fresh filtered air per minute into the coach, where it is distributed through slotted outlets over passenger windows—a distribution which insures clear vision under all operating conditions. Pressure of air inside the coach prevents the infiltration of foul air. A thermostatically controlled heating system over which the forced air passes warms the air in winter. Special heating is also provided for the driver and for windshield defrosting. Insulation on roof panels and lower side panels also aids in keeping temperature comfortable.

Doors are all metal jackknife type operated from the driver's seat. The front door control is by air; rear door controls, air-electric. Entrance doors open inward; exit doors, outward. Equipped with double sensitive edges, the rear doors are interlocked with the accelerator and service brake, and are equipped with triple treadles.

Windows are of heat-absorbing safety glass set in aluminum lift sashes designed for maximum visibility. Non-glare heat-absorbing safety glass is also used in the standee windows. Over each seat is a dome light,



NEW SUPERVISORIAL TOGS—The models include, left to right, F. A. Groffholdt, Supervisor, South; T. V. Hoyle, Assistant District Supervisor, North, South, and Motor Transit District; A. E. Kemp, Supervisor, West; and D. G. Ellison, Supervisor, South. Three Assistant District Supervisors, 25 Supervisors, 4 Instructors, and 1 Safety Supervisor are wearing these excellent brown suits and caps. The Supervisor's car in background is one of several similar cars repainted in a red and orange color scheme, with the single-wing PE medallion on each side, and the word "Supervisor" under the medallion. Minus the cap, new uniforms appear like any good business suit.

The body interior is finished in cream-colored lacquer, and floors, of 3/4-inch plywood, are covered with heavy ribbed rubber. At the front step-well white Rub-Bub edgings are installed as an additional safety feature for passengers boarding or alighting.

A further contribution to the effect of modernity is the new streamlined Type K Johnson farebox, of satin-finished stainless steel, pedestal mounted.

Not only company officials, but also Operators as well as the riding public, have expressed their sincere approval of the appearance, operation and easy riding qualities of the new coaches. Typical of the comments by the public is, "I'm crazy about them. They are so comfortable and fast, and the air conditioning is perfect. They certainly are a great improvement over the old cars."

Five Preview Events Mark Bus Substitution On Venice Short Line

PACIFIC ELECTRIC'S NEW MOTOR COACHES received enthusiastic receptions at a series of five preview events marking the inauguration of service to Venice, September 17, coincidental with retirement of the historic Venice Short Line rail cars.

A new 48-passenger, 40-foot bus, one of 57 now operating on a loop route through Culver City, Venice, Santa Monica and Beverly Hills, was shown to city officials and placed on display at prominent intersections of these communities.

The majority of Los Angeles City Councilmen commended the new, more spacious, better ventilated coaches after a test trip and press reception at the city hall, followed by a luncheon at the Jonathan Club.

Thousands viewed the hydraulic-drive coach on exhibition at the L.A. County Fair in Pomona.

Television station KTLA devoted an hour and a quarter on its weekly "City at Night" program pointing out the advantages of the fleet of 133 busses purchased by Pacific Electric from General Motors Corp. at an expenditure of \$3,000,000 as part of a \$5,200,000 modernization.

Adding a touch of humor to the nostalgic farewell bidden the venerable wooden trolleys on the Venice Short Line, the Venice Lions Club held its luncheon meeting on the final passenger trip, Monday, September 18.

Old friends were at trackside along the way, including the entire student body of Venice High School and the

so designed as to cause no reflection in the windshield. The illumination of the coach at night time is particularly pleasing and enables patrons to read in comfort.

Powered by six-cylinder diesel engines developing 200 horsepower at 2,000 rpm, the busses have hydraulic, angle-drive transmissions which give the smoothest possible acceleration from full stop to cruising speed. Engine and transmission are mounted as

a unit at the rear of the bus in a compartment completely sealed, to prevent smoke and fumes from entering the bus, and insulated with Fiberglas to keep heat and noise at a minimum in the passenger section.

The exterior finish is of silver and red, with double-wing PE medallion on front and rear, and single-wing medallion on the sides. A glossy-finish aluminum strip around the body adds dash to the streamlined effect.



BEACH-BOUND ON NEW BUS WITH BRACKEN—A group of excited little girls from the Los Angeles Orphanage were taken to Venice July 16 on a new 2700-class bus to participate in the opening of the new beach playground there. Film comedian Eddie Bracken (in driver's seat) went along as host and emceed the dedication ceremonies. The orphanage is launching a drive for \$750,000 to replace its present structure.

Mar Vista Chamber of Commerce "gang" who staged a mock "hold-up."

Singing waiters, a jazz band, and 50 Lions sporting gay 90's suits, derbies and handlebar mustaches, kept the big red car jumping with laughter and song before it headed for the car house and an honorable discharge.

The Venice Line was opened in 1902. Many of the sturdy 950-class cars being dismantled were built by the St. Louis Car Co. in 1907.

PE to Join State In Grade Separation Job, Rosemead & Ramona

PACIFIC ELECTRIC is joining the State Division of Highways in the construction of the Rosemead Blvd. grade separation a mile and a half west of El Monte.

Completion of the \$500,000 federal aid project, under contract to the Vido Kovacevich Co., is forecast for the latter part of 1951.

Pacific Electric double tracks of the San Bernardino line will be raised a maximum of 7 ft. and the grade raise which will provide the undercrossing for autos on Rosemead Blvd. will be extended to 3300 ft. to allow for future construction of the inbound roadway of the Ramona Freeway under the PE tracks about 600 ft. east of Rosemead Blvd.

Rosemead Blvd. is to be widened from its present two lanes to six lanes.

The music library of the Glee Club has recently been increased by the purchase of 12 new and beautiful choral numbers ranging from the classic to the modern and from the deeply religious to the comic.

Cover Picture

MARY MURPHY, Paramount actress, steals our cover, but there's really a timely PE angle, too. Helping Miss Murphy into a new 2700-class motor coach is D. G. ("Danny") Ellison, one of 32 Supervisors now attired in natty brown business suits and attractive brown caps. The headgear is marked "Supervisor," and contains an embroidered orange PE medallion.

Occasion of the pose was a formal preview of one of the 125 new 40-foot GMC busses being placed into operation on seven lines. Complete press and TV coverage was given the unveiling of the new coach at a Los Angeles City Hall showing attended by city, Public Utilities, and Auto Club officials. Miss Murphy acted as official hostess on the preview trip.

The preview was one of a number of similar affairs of this sort which have been sponsored by your new Public Relations Department.

One-Man Car Service Begins On Santa Monica Blvd. Lines



ONE-MAN RAIL OPERATION BEGUN—When one-man operation of rail cars was established August 13 on the Subway-Santa Monica Blvd.-West Hollywood-North Hollywood-Van Nuys Line, John B. Kingsley, President, Hollywood Chamber of Commerce, and Mrs. Kingsley inspected the first remodeled car passing through Hollywood. CITIZEN-NEWS carried photo.

INAUGURATION of one-man service under a revised schedule on Pacific Electric's Subway-Santa Monica Blvd.-West Hollywood-San Fernando Valley Line occurred Sunday, Aug. 13.

Two-man operation will continue between North Hollywood-Van Nuys.

To expedite the new service and eliminate hazard, three electrical switches are being added to the line. Adequate loading facilities have been provided in the Subway Terminal to insure on-time departure of all trains.

In one-man operation, loading on single cars is through the front door.

When cars are operated in trains, passengers board the second and third cars at the center door.

Although one-man operation was approved last May as a means of reducing passenger revenue losses without decreasing service, beginning of the new service was withheld until conversion of 45 cars for one-man operation was completed.

In 1949, \$156,750 in group insurance was paid out to beneficiaries of 74 PE employees who had died during the year. Seventeen other deaths were not covered by group insurance.

The Public Appreciates

THE GREAT NUMBER of commendations received since the last issue of the Magazine, plus the demands of space, make it imperative to list only the names of employes so honored by the public.

Beyond all qualities, the public, judging by the letter received, appreciates courtesy and good humor. Skillful operation of trains and busses on the part of Operators, or expertness in one's particular field, runs second. It may be suspected, however, that the man of courtesy is almost invariably the man who knows his job.

NORTHERN DISTRICT OPERATORS

D. R. Edmunds, F. W. Hall, and Thomas Montgomery.

MOTOR TRANSIT DISTRICT OPERATORS

T. A. Dinkins, M. L. Foster (two letters), R. S. Gaffney, Dale D. Geher-sky, J. A. Hatchett, W. L. Hubbell, John J. Lubak, R. H. Newton, C. C. Paden, Jack L. Patterson, Frank H. Rider, R. A. Sweatt, J. L. Turnbow, Owen Whitaker.

SOUTHERN DISTRICT OPERATORS

J. E. Beardsley, C. H. Dowdy, H. B. Musselman, and E. C. Robertson.

WESTERN DISTRICT OPERATORS

R. L. Birchfiel, T. J. Baker, Wiley S. Bryant, C. B. Ballenger, D. T. Compton, R. G. Corl, T. G. Cooney, L. S. Dodge, L. D. Erickson, A. Golfenbaum, M. B. Good, P. D. Heckman,

S. M. Herrington, E. H. Heumann, N. R. Higgins, L. H. Hinkle, P. G. Hofelter, J. L. Jaco, F. C. Mohawk, John Nickel, L. J. Lemman, J. Levine, E. F. Lodahl (two commendations), H. L. Ophus, F. G. Poppleton, (two letters), W. V. Rathbone, G. J. Raymond, C. S. Riley, R. A. Ritter (two commendations), A. F. Ross, J. H. Schmitt, P. G. Seide, Tom Slack, W. E. Studley, F. J. Tannehill, T. W. Thompson, H. E. Whitney, and E. S. Willcoxon.

FREIGHT PERSONNEL

Conductor D. W. Abbey and his crew (normally consisting of Motorman J. E. Garner, Trolleyman H. H. Gaskill, and Brakemen R. W. Rogers and B. H. Gage), together with the "yard forces at Butte Street." Conductor L. C. Bowles and his crew (normally consisting of Motorman G. L. Leete and Brakemen G. T. Coltrane and G. L. Sanders), together with General Agent H. H. Williams. Also the supervisory forces in freight service, especially Trainmaster A. L. Robertson.

AGENCIES

J. V. Antista, Agent, Newport Beach; R. L. Besett, Agent, El Monte; A. G. Fedder, Clerk, Pasadena (now at West Hollywood); Jack P. Ferrier, Ticket Clerk, El Monte (two commendations); Bill Hambly, Clerk, Compton; Charles Mullins, Freight

Agent, Beverly Hills; M. A. Soper, Agent, Garden Grove; S. W. Wells, Agent, San Fernando.

OTHER COMMENDATIONS

Information Clerks Helen Drew and Deane H. Koch; John M. Larabee, Clerk Subway Terminal; the fact that the 6:26 a.m. local bus from El Segundo had been running on time; and one-man operation on Van Nuys Line.

The attention of readers is also invited to the telegram, reproduced on this page, in praise of PE bus drivers in general.

Don't Forget How Much Police Help PE Men

THE COOPERATION necessary—and practiced—between Pacific Electric and the police departments of the various cities using PE service is a topic often in the minds of Operators, but probably seldom regarded by other employes.

The men who drive the busses and operate the trains know how much easier friendly policemen can make their work, particularly in the heavy peak hour traffic, or during such special events as New Year's Day or a Hollywood Bowl event.

President O. A. Smith is well aware of the great assistance rendered PE by the police, as is indicated by a letter he wrote on June 23 to Chief W. A. Worton of the Los Angeles Police Department, in connection with the Shrine convention. The last paragraph of the letter states:

"Considering the heavy street traffic and the large volume of streetcar and motor coach service during the Convention, it would have been impossible to perform a satisfactory service without the complete and efficient work rendered by your department."

Chief Worton, in reply, stated in part:

"The members of the Los Angeles Police Department are proud of the opportunity to serve the public efficiently and well. It is a particular pleasure for them to know that the sincerity of their efforts is recognized by a person such as yourself. . . . You may be assured that the members of our Department continually strive to maintain your respect and esteem."

INSULTS FANCED OR—?

"When the Conductor took my transfer he said, 'I can't take this unless you pay 5c more. You will have to get out at _____ St.' I told him I had paid 15c to _____ St. So when he got to _____ he stopped the bus and made me get out after making an insulting scene. . . . I am 85 years old. . . ."

. . . "This young man [Operator] duplicated all the arrogance and snarling that I have seen and heard in any Nazi movie. . . ."

"I asked Operator _____ which bus I would take. . . . He was extremely insolent. . . . He retorted with something about old biddies knowing everything. . . . He was even more insolent to another passenger. . . ."

"He cursed me and threatened to hit me with a baggage wrench. . . . At the end of the trip I had to listen to more abuse. . . ."

Complaints

In another case, failure of Motorman to bring car to landing caused actions on the part of waiting passenger which brought about public ridicule by Conductors of train.

INFORMATION, PLEASE

. . . "He seemed to resent being asked any questions; said he didn't want to be bothered. . . ."

. . . "I asked the Motorman if his route was _____ Ave. and would he stop at _____ St. His answer was, 'I don't know.' I said, 'Don't you know if you cross _____ St.?' Then he was extremely rude and shouted, 'I don't know where I'm going.' So I took a taxi home."

. . . "The driver replied that he didn't have the vaguest idea where _____ Ave. was and that it wasn't his business to know where it was. . . ."

FARE TROUBLES

After many instances of differing opinions on the part of Operators as to the proper additional fare to be paid, plus transfer, at a certain point, a lady decided to find out the truth: "So I told the man I had paid 15c in _____ (name of town) and should only owe \$.10 here. He was anything but polite in insisting that I had done no such thing, was trying to cheat the Pacific Electric, . . . [and] had been doing a fine job of 'gypping' the company." . . .

. . . "The Conductor . . . asked an additional fare. . . . I made my way toward the middle exit . . . and handed the additional coin. Here I was met with a violent outburst of abuse from the Conductor, who shouted at me, calling me a cheat trying to cheat the company. He shouted that he knows my kind, and when I said to stop his abuse, shouted that he is within his rights with persons like me." . . .

(Continued on next page)

"WHAT A DISPOSITION!"

(A Bus Driver Thinks It Over)

THAT'S what they used to say about me. "What a disposition that guy's got." I heard them. In fact, they made sure I heard them. You see, I used to blow my top every once in a while, like a couple of months ago.

You know how it is when you're driving a bus sometimes. Nothing goes right. Traffic's heavy. You're starting and stopping all the time. Everyone seems to hold you up. People have nothing but big bills and they're slow getting on and off and they're all asking for some kind of information.

Well, I landed on this fellow a couple of months ago when he gave me a transfer four stops beyond the Square. That was before we stopped giving out transfers. He didn't look like a chiseler, so I could have soft pedaled and still got my point across about not being able to accept the transfer because the stop wasn't a transfer point. But the way I was feeling I read him off.

Well, he got burned up too. "At least you could be polite about it," he answered. "I'm new here. I'm just in from Ohio. It's my first ride on the M.T.A. And I'll never forget it." Then as an afterthought, he asked, "Do all Boston drivers have dispositions like you?"

Of course, I felt a little foolish then but I wouldn't back down. "How'd you like to drive a bus in and out of traffic during the rush hour," I shouted back, "trying to make a light and change bills with all you people crowding around me like this?"

"You can bet they're not up here because of your magnetic personality," he snapped.

Just then a cute red-headed girl standing beside him said, "Better save your breath. I've been riding with him for nearly six months now and I haven't seen him crack a smile yet. He probably never will unless he gets overtime for it."

I didn't say anything but I did catch a look at myself in the mirror. To be honest with you, I really looked like one of those masks kids wear on Hallowe'en. And it got me thinking. I began to wonder if not smiling and being so played out at the end of the day mightn't be tied up together some way. Then I remembered reading somewhere that it takes more effort to frown than smile.

That's when I decided I'd nothing to lose by keeping my temper, by trying to be friendly, by even smiling a bit now and then.

No kidding, it works. Maybe it's just my imagination but I don't feel nearly as tired as I used to going home these nights. And I've been getting a real kick out of the job. Of course I've had plenty of reason to lose my head since. But after I cool off I generally find there are two sides to a story—just like the fellow from Ohio not knowing about transfers.

And want to know something? That little red-head's been smiling back at me these days when she gets on the bus. "How come you never used to smile, before?" she asked me yesterday. "You're really not hard to look at when you show your teeth like that."

— CO-OPERATION

<p>CLASS OF SERVICE</p> <p>This is a full-rate Telegram or Cablegram unless its de-fined character is in-dicated by a suitable symbol above or pre-ceding the address.</p>	<p>WESTERN UNION</p> <p>W. P. MARSHALL, PRESIDENT</p> <p>1950 AUG 21</p>	<p>SYMBOLS</p> <p>DL - Day Letter</p> <p>NL - Night Letter</p> <p>LC - Deferred Cable</p> <p>NLT - Cable Night Letter</p> <p>Ship Radiogram</p>
--	---	---

LA325 SSB616
 L.GFA162 RX PD=GF LOS ANGELES CALIF 21 224P=
 O A SMITH, PRESIDENT=
 PACIFIC ELECTRIC RY PACIFIC ELECTRIC BLDG LOSA=
 JUST A NOTE TELLING YOU HOW VERY MUCH I WAS IMPRESSED BY THE COURTESY OF YOUR BUS DRIVERS, THIS HAS BEEN PROVED BY THE LOVELY TREATMENT I HAVE SEEN SEVERAL OF THEM, EXERCISE FOR ELDERLY LADIES CRIPPLES AND ORDINARY CITIZENS LIKE MY SELF=
 W A (WATTY) THOMPSON CHAIRMAN OF BOARD OUTDOOR ELECTRIC ADVERTISING CO INC DALLAS TEXAS=
 THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Complaints —

(Continued from preceding page)

... "A little school girl . . . deposited her fare and asked for a transfer. Conductor — told her that he wouldn't give her one until she had finished her ice cream. She asked nicely a second time, and when he again refused went to the front of the car, getting off later with no transfer. . . . He [also] refused to give me one. He said, 'There's plenty of time, and there are a lot of people.' . . . I finally got off the car with no transfer, and I understand I am legally entitled to one, if I ask at the time I deposit my fare."

... "When [I entered] car, . . . the Conductor slammed the door, catching my arm between post and door. . . . My arm hurt a couple of hours and prints are still there today. . . . Later he came and asked for red check. Of course we didn't have any and he knew it. It's not so much the 20c fare he forced us to pay under protest, but his insolent manner we are objecting to. Another passenger was infuriated with him. . . ."

PASSING UP PASSENGERS

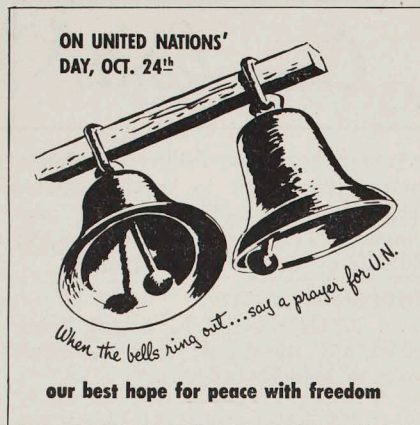
"The . . . bus passed up 1st and Main in order to make a go signal. It was not crowded." . . .

... "My grandson got to the 2nd step; as my wife approached the 1st step with my help, . . . the car started without warning; my wife and I were forced to grab the handle, with her one foot on the lower step and me running like mad to keep her from swinging between the cars. I finally was able to push her aboard. . . . By sheer luck both of us were not thrown between the cars."

... "The Conductor in Car — closed the doors an instant before I arrived to enter. He was aware I wanted to enter the car (he looked directly at me), yet refused to open the door, though he had sufficient time. . . ."

... "One passenger going aboard, I was just about to step in behind her when the light changed and the door was shut in my face." . . .

... "I ran a little faster than this lady and I was able to enter the streetcar before the doors were closed. I immediately asked this Conductor to wait a couple of seconds as the lady was only about six feet in back of me and was running as fast as she could. Instead of making any reply, he reached over and slammed the



Church Bells Oct. 24 For United Nations, Best Hope of Earth

WHEN THE CHURCH BELLS RING OUT on the morning of October 24, they will symbolize the hope of the world for peace—the United Nations.

One hundred and seventy-four years ago, another bell meant hope and freedom to Americans—the Liberty Bell, which proclaimed our independence. Now, beloved by Americans and visited as a shrine, it hangs in Independence Hall, Philadelphia. This month, the hope of freedom and peace will again be in the hearts of Americans. By arrangement with all religious faiths, millions of church bells will ring at eleven o'clock, Tuesday morning, the 24th, as Americans pray for the future of the United Nations.

The Korean invasion, with the nations uniting under the blue and white flag of the U.N. to resist aggression, highlights powerfully the primary function of the United Nations—to prevent world conflict. The ringing of the bells on United Nations Day, with their call for universal prayer, will bring this meaning home to every one of us. Wherever we may be, whatever we may be doing, let's say a prayer for the United Nations—our best hope for peace and freedom.

doors closed. . . . He actually slammed the doors in her face." . . .

DIDN'T KNOW IT WAS LIMITED

... "When the bus reached — and — Sts., I signaled to be let out, but your Operator said I had to go on to — St. He accepted my transfer and did not say he made no local stops for passengers. When he stopped to let passengers on, I tried to get out, but he slammed the doors on me and hurt my right elbow terribly. Then to add to my very great embarrassment, he claimed I was troublesome and stopped at Vermont

Avenue to get a traffic officer to tell me I had to be quiet and stay on that bus for 5 miles beyond my stop." . . .

PASSENGERS DELAYED

"... the — bus had some brake trouble and we passengers, about 20 or 30, were told by the Operator that another bus would be along in about 15 minutes. . . . We waited over an hour. . . . It takes about 15 to 20 minutes ordinarily for a bus to come that distance. . . ."

MAKING CONNECTIONS

"Actually my only concern was that I hoped the — bus would wait for our meet at — Street. It has not always waited, and when I miss the bus, taxi fare home is \$1.85."

BLOCKED CROSSING

Angry citizen wrote in to protest blocking of certain crossing three days out of six for 22 minutes, 35 minutes, and 26 minutes, respectively, "thus flagrantly violating the law which limits the blocking of crossings to five minutes three times in six days." . . .

New Book on Wiring For Model Railroaders

MODEL RAILROADERS will be interested to learn that the Kalmbach Publishing Co., publishers of *Trains Magazine*, have issued a new book by Linn H. Westcott, "How to Wire Your Model Railroad."

Containing over 200 diagrams, charts, and photos, the book is intended to appeal to even the tyro by its simplicity. According to a foreword by the publisher, "Without going deeply into electrical theory, it answers the questions that we are so often asked here at *Model Railroader Magazine*."

Sopranos Wanted!

A PARTICULAR NEED for sopranos in the Glee Club is voiced by President A. K. Hartman, as the enthusiastic group looks forward to this year's Christmas program.

"Several employes have expressed their love of the songs of Christmas, and those who wish to lend their talents for this occasion should wait no longer to join the group," says the Prexy. "Practice, regular and plentiful, is the greatest essential to fine group singing."

Rehearsals are held regularly every Tuesday, from 4:30 to 7:00 p.m., in the PE Theater, with refreshments for all.

Blood Bank Campaign to Continue

THE WAR EMERGENCY, plus the success of last year's Pacific Electric Blood Bank Campaign, carried on in cooperation with the Red Cross, has induced the Management-Labor Council to lend its full support to a continuation of the blood donation program in the near future.

Eighty-eight pints of the 90 donated last fall by employes have been used by 41 employes or members of their families, states George Perry, Business Manager of the Hospital Association. In two instances, six pints each were required to save the lives of eligible recipients.

The Red Cross assures the Hospital Association, however, according to Mr. Perry, that all further needs will be met pending the replenishment of the supply credited to PE employes.

Nevertheless, to donate merely enough for our own use is not enough. There is an urgent need by the armed forces. This year we need many more than 90 donors.

MOBILE UNITS AT MAIN POINTS ON SYSTEM

The plan to be followed will be, as before, the use of mobile units set up at principal points on the system, at specified dates and hours.

Since members of employes' families are also entitled to use of the PE Blood Bank credit, family members, as well as employes, are cordially invited to donate blood in the forthcoming drive.

Donations by employes and their families will all be credited to Pacific



Yes! You!

NEW EMPLOYEES may not be familiar with the fact that in time of need, they and their immediate families are eligible to receive without cost, blood from the PE Blood Bank Credit established with the Red Cross Regional Blood Center at 925 S. Western Ave., Los Angeles.

Simply have your doctor call the Red Cross at DUnkirk 4-5261 for this service.



REFRESHMENTS — All blood donors are entitled to refreshments after they have donated their blood. Here is a typical scene from last year's drive, with Bus Machinist Clyde Sellers taking his choice of food and drink after donating a pint of blood at Sixth and Main, where a temporary unit had been set up on the ninth floor of the Pacific Electric Building.

Electric, and adequate donations will insure adequate supplies of blood without interfering with the supply needed by our armed forces.

DATES TO BE BULLETINED

Watch your bulletin board for notices showing dates, times, and places for gifts of blood to be made. You will be approached by a special labor-management representative in your shop, terminal, or office, and asked to sign a blood donor's card, on which appear the rules for eligibility.

If you are an eligible donor, remember there is a vital need for blood. By some turn of fate, you may be the next person to need credit at the PE Blood Bank. It's therefore a matter of both self-interest and neighborliness for you to help keep an adequate supply of blood in the Bank.

Cheerfully sign up to give your blood when your representative calls on you. And invite eligible members of your family to donate. Be sure to tell them, when they give, to specify that credit should be given to the PE Blood Bank.

Hospital Assn. Girl's Brother Wins Whittier A Nat'l Softball Title

SLAMMING A DOUBLE, Fred Bernal, brother of Hospital Association employe Blanche Garcia Thompson, won for his Whittier team a national softball championship over 13 other teams in the VFW National Tournament at Texarkana, Tex., July 15.

His feat occurred in the last half of the last inning, when the opponents, Texarkana, were leading 4-3. It made the third national championship in a row for the Whittier Boys.

Bay Area Railfans Write Appreciation

APPRECIATION to President O. A. Smith and Pacific Electric for "kindness and cooperation during the year" was expressed by the Bay Area Electric Railroad Association in a letter dated July 26 by the Association Secretary, Addison H. Laffin.

The Association was particularly grateful for two excursions on PE lines in 1949 made possible through the cooperation of Mr. Smith, Mr. H. O. Marler, and other employes concerned.

Golf is a game where a ball 1½ inches in diameter is placed on another ball 8000 miles in diameter. The object is to hit the small ball without removing any of the large one.

Blyth Retires--Helped PE Become World's Largest Interurban

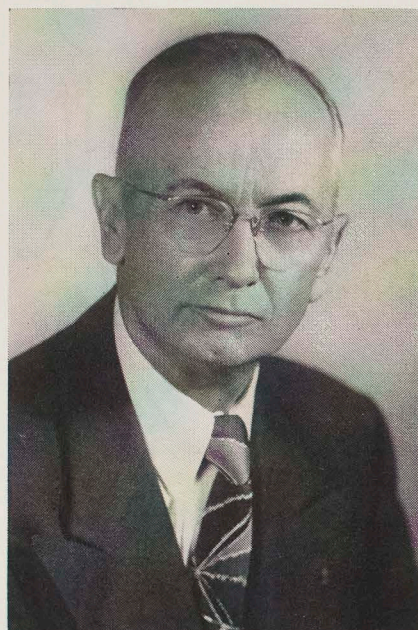
GEORGE H. BLYTH, General Agent in the Passenger Traffic Department, and a PE man for 41 years, celebrated his 65th birthday by retiring Aug. 31.

Fellow employes, represented by Passenger Traffic Manager H. O. Marler, gave him a portable air conditioning unit, an electric razor, and a wallet at a farewell gathering, and he also received his Certificate of Retirement, which showed a total of 44 years of railroad service.

Shortly after moving to Glendale from Seattle in the summer of 1909, Mr. Blyth joined PE as Clerk-Steno in the Engineering Department, and later transferred to the Executive Department in the same capacity. He became Secretary to the Traffic Manager in 1916, Traveling Passenger Agent in 1918, Chief Clerk in Passenger Traffic in 1920, Advertising Manager in 1922, and General Agent in 1933.

He played an active role in Pacific Electric's expansion into the largest interurban system in the world, and recalls with a chuckle that, as a slide trombone player in the Glendale Municipal Band, he was a participant in the celebration marking the extension of the Glendale Rail Line to Burbank in 1911.

He did much to promote the "big Red Cars" in the 1920's, when rail excursions to Mt. Lowe and its famous tavern, to Redondo and its "largest bath house in the world," and to the Orange Empire were popular.



GEORGE H. BLYTH

Mr. Blyth is Past Master (1927) of Glendale Unity Masonic Lodge, and Past Commander (1938) of the Glendale Knights Templar. He is a member of the Los Angeles Lions Club and Chamber of Commerce.

Born in Annelly, Kansas, he received his high school education in nearby Newton, and attended Baker University at Baldwin, Kansas. From 1905 to 1908 he worked for the Santa Fe Railway in Newton, Kansas, and

spent a year in Seattle before coming to Glendale. In 1922 he married Meta Marie Rohwer, a former PE employe, and the couple have a son, Robert, a commercial photographer, who lives in Glendale with his wife and two young daughters.

An extensive vacation trip with Mrs. Blyth to Eastern and Southern cities this fall is planned before the retiring General Agent settles down to "tinkering around the house."

Mr. Blyth's many friends wish him the best of everything in his retirement.

Promotions Follow In Passenger Traffic

WITH THE RETIREMENT of Mr. Blyth, several promotions were effective in the Passenger Traffic Department.

Clifford E. Ferguson, Traffic Engineer, was appointed General Agent. His duties are to supervise matters concerning passenger rates, to supervise the City Ticket Office and the Information Bureaus at Sixth and Main and at the Subway Terminal, and to handle other matters concerning passenger traffic.

Archie H. Fidel, Traveling Passenger Agent, was appointed District Passenger Agent; and Frank J. Screech, Assistant Rate Clerk, was appointed Chief Clerk of the Department.

CLIFFORD E. FERGUSON

Mr. Ferguson began his PE career in August, 1927, in various jobs in the Los Angeles City Ticket Offices. In 1943 he entered the main office of the Passenger Traffic Department as General Clerk, and rose as Ticket Clerk, Assistant Rate Clerk, and Chief Rate



RETIREMENT COMMENDATION — George H. Blyth, right center foreground, receives Retirement Commendation from Passenger Traffic Manager H. O. Marler, under whom he had served for many years as General Agent. Friends gathered in Mr. Marler's office for presen-

tation of gifts (see boxes at left) of portable air conditioning unit, electric razor, and wallet. Retired Chief Information Clerk Sibyl Mather Raymer (in flowered dress) was an especially welcomed guest. Making a speech of acceptance, Mr. Blyth was warmly applauded.



ARCHIE H. FIDEL

FRANK J. SCREECH

CLIFFORD E. FERGUSON

Clerk to the position of Traffic Engineer in October, 1947.

He is active in club work, being a Past President of the Pacific Electric Speakers Forum, a member of the Lions Club of Los Angeles, and a member of the Compass Club—the latter a group of publicity and public relations men of the Los Angeles area.

ARCHIE H. FIDEL

For the past 28 years Mr. Fidel has been organizing special PE excursions by rail and motor coach, in his capacity of Traveling Passenger Agent. A native of Greeley, Colo., he moved to Los Angeles in 1910, joined PE in 1913 as Ticket Stock Clerk, and became successively Ticket Agent, and Passenger Agent before his assignment in 1922 as Traveling Passenger Agent.

An ardent sports fan, he says his most enjoyable assignment has come each spring, when he provides transportation for major and Coast league baseball teams during the spring exhibition schedule.

A bachelor, he lives with his sister, Catherine M. Fidel, in Alhambra. Gardening and collecting dwarf plants are his hobbies.

FRANK J. SCREECH

Mr. Screech's transportation history began in 1925 with the Motor Transit Company, for which he began work as File Clerk. When PE purchased the Motor Transit Company, Frank came along with it, accepting a position as Clerk in Conductors' Accounts. In 1940 he transferred to Passenger Traffic as General Clerk.

His career was interrupted by World War II, when, between 1942 and 1944, he served in the Quartermaster's Corps attached to the U. S. Army Air Corps. He returned to PE service as Ticket and Bill Clerk, and was later appointed Assistant Rate Clerk, the position he held until his new appointment.

He is married but childless, and consequently finds time to indulge in

considerable fishing and stamp collecting.

All employes wish Messrs. Ferguson, Fidel, and Screech all happiness in their new work.

WELCOME TO NEW EMPLOYEES

PARAPHRASING the popular song for the benefit of new employes: "May your days be merry, and every day a Christmas," is the wish of all to the 79 who were added to the company pay rolls during June and July.

The Mechanical Department, with 27 new folks added, led the list, followed by Transportation, with 13; Engineering, with 12; and the PE Building, with 11.

MECHANICAL DEPARTMENT

New Sheet Metal Workers are Robert M. Lewis, former Painter-Carpenter; Frank M. Bojorquez; Pedro M. Salazar, former Body and Fender Man; Edward J. Wells; and Edward R. Shaffer.

Lester C. Potts is a new Machinist. Added to the Carpenter forces were Ronald E. Oxspring, one-time Buyer; Lloyd D. McCormick; Thomas T. Justice; Harold J. Heidt, one-time Window Display Worker; Glenn F. Beardsley; and Raymond L. White.

William L. Dulaney has been hired as Upholsterer. New Pipefitters are Gilberto Minjares, one-time Sheet Metal Worker; Richard E. Harwood, former Carpenter and Boilermaker; Raymond G. Sanchez; and Archie E. Anthony, who has had previous welding experience.

A new Freight Car Inspector is Robert W. Yochum. Seven new Freight Car Repairers include Mancil B. Downs; Lyle W. Webb, Jr., former

Yardman; Alfred H. Prough and Elda E. Hanes, one-time Cargo Agents for the Navy and the Maritime Service, respectively; Larry G. Gonzales, former Sheet Metal Worker; and John L. Kirklin, who has worked as Mill Maintainer and Carpenter. Other new members of the department include Beakley Simmons, Welder; Herman J. Pavorel, Electrician; and Elbes Garabedian, Stenographer.

TRANSPORTATION

Frank M. O'Farrel, Jr., is a new Ticket Agent; and George A. Wright, who has been a Commercial Fisherman for many years, puts away his line and tackle to become a Towerman. Transportation welcomes back into the department Blanche A. Harper and Esther P. Cunningham as Clerks. Henry Sarpy is serving as a Janitor. New Mail Handlers are Miguel M. Alvarado, Theodore Hersk, and James G. Blake. Mary E. Schilo, Stenographer; Victor M. Tammen, Typist; Virginia M. Lance, Steno-Clerk; and William T. Connors, Elmer L. Kalchert, and Dorothy I. Hileman, Station Clerks, round out the list.

ENGINEERING

Robert J. Bova and Ingomar Paulsen have been employed as Substation Operators; Ralph W. Vanderhoof has been added as Jr. Engineer. Other new additions include Clarence J. Jones, Joseph P. Rollo, Eugene K. Grotegut, and Charles M. Condon, Assistant Signalmen. New Carpenters are Jesse L. Gunnels, Duard D. Wright and Gustav W. Erickson. Eddie Duran, Laborer; and William G. Rook, who returns as an Electrician, complete the new employes in the Engineering Department.

OTHER NEW FACES

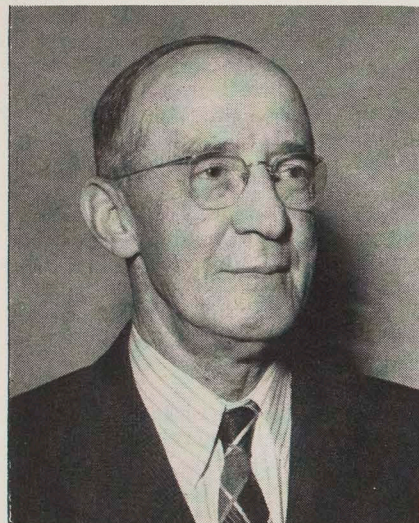
New faces seen around the PE Building are Frances M. Irwin and Madaline T. Cook, Sorter-Clerks; Marilyn P. Tennyson, Typist; and Irene Asbyll, Comptometer Operator—all in the Accounting Department. David G. Evans is a new Steno-Clerk in the Public Relations office; and Josie J. Waite, Clerk in the Uniform Department. Janitors include: Don Lee Webber, Benjamin M. Valdez, Stephen P. Yokel, Felix G. Mayfield, James Pappas, Amegor Burns, and Claude Johnson. New Elevator Operators are Norman C. Lorange, Theodore R. Holm, William R. MacDonald, and James B. Stone.

Edward Hume, Jr., formerly in Freight Claims, is welcomed back in the capacity of Attorney; while Dr. Stanford A. Furer and Dr. Albert G. Westcott join the Hospital Association. Arthur W. Frey, Jr., a former student, will assist in the Medical Department as a Pharmacist.

John Kenneth Crowell and Russell W. Anderson, who have worked as Special Investigators, have been added to the Special Agents Department.



RETIRING WELDER John J. Byrne (see arrow), of Macy, and friends who gathered to present him with farewell present of luggage.



JOHN J. BYRNE

John J. Byrne, Welder, Retires, Takes Trip

JOHN J. BYRNE retired Aug. 15 after 30 years of service as a Welder with the Pacific Electric Railway Co. A native of Salford, Lancashire, England, Mr. Byrne began work as a Car Repairer for PE soon after arriving in this country in 1920. He subsequently worked as Machinist and Night Foreman, and has been with the Macy Street Repair Shop as a Welder in recent years.

A prominent Catholic layman in St. Teresa's Parish, Los Angeles, he is Past President of the Holy Name Society, and is Vice President of the Society of St. Vincent DePaul of the St. Teresa Conference. He has also been active with Catholic Youth Groups and Boys' Club work in the parish.

He served overseas with the Canadian army in France and Belgium during World War I.

A life-long ambition was realized when Mr. Byrne left September 7 on the Queen Elizabeth for his native England, whence, in company with his brother, he was to visit Rome and religious shrines on the Continent.

Upon his return, Byrne hopes to help reactivate the Boys' Club at St. Teresa's, and devote his time to serving the youth of the Parish.

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 June, July, August, and September. 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
Ellsworth E. Barkdull	Air Brake Machinist	Mechanical	30
Walter R. Bloom	Motorman, North	Transportation	29
George H. Blyth	General Agent	Passenger Traffic	41
Bert L. Bradley	Motorman, North	Transportation	28
Ola B. Briggs	Motorman, North	Transportation	30
John J. Byrne	Welder	Mechanical	30
Walter Carpenter	Motorman, North	Transportation	31
Francisco Carrasco	Laborer	Engineering	18
Roy M. Chaffin	Motorman, West	Transportation	23
Robert E. Clement	Car Repairer	Mechanical	37
George De Haan	Towerman	Transportation	38
Thomas Dixon	Laborer	Engineering	7
Oliver T. Estes	Conductor, South	Transportation	31
Elijah G. Findlay	Brakeman, South	Transportation	30
Louis F. Foegle	Conductor, South	Transportation	31
Jennie F. Forsythe	Car Cleaner	Mechanical	30
Robert T. Forsythe	Conductor, North	Transportation	30
Chas. H. Foster	Car Repairer	Mechanical	23
Will H. Fulton	Chief Valuation Estimator	Engineering	31
John D. Giberson	Electrician	Mechanical	30
Eldon E. Gilliam	Millman	Mechanical	32
Emmet B. Griffin	Terminal Foreman	Transportation	30
Owen W. Hale	Motorman, North	Transportation	27
Wm. W. Hennon	Car Repairer	Mechanical	26
James W. Jeffus	Mail Handler	Transportation	6
John H. Mainio	Janitor	Transportation	8
Arthur W. McCauley	Carpenter	Mechanical	15
Mary H. Merincourt	Car Cleaner	Mechanical	6
James S. Newmon	Motorman, North	Transportation	31
John G. Niss	Elevator Operator	PE Building	21
Chas. T. Nolan	Conductor, North	Transportation	26
Richard Nywening	Conductor, North	Transportation	31
Glenn H. Peak	Supervisor	Transportation	31
Yrinoe Pereda	Laborer	Engineering	28
Ernest S. Perry	Signalman	Engineering	26
Oscar L. Perry	Motorman, North	Transportation	7
Walter W. Pettit	Motorman, South	Transportation	30
Lee Pulliam	Train Dispatcher	Transportation	44
Joe Rondone	Welder	Mechanical	33
Walter B. Rorick	Cashier	Transportation	21
James H. Ross	Motorman, South	Transportation	28
Chas. C. Shunk	Section Foreman	Engineering	15
Lee A. Stropfle	Motorman, North	Transportation	30
George Sushinsky	Motorman, South	Transportation	29
John G. Troup	Laborer	Mechanical	8
Charles A. Ward	Conductor, South	Transportation	17
Wm. Lionel Wybrant	Bus Operator	Transportation	18



JOINS PE GRADS — Supervisor Glenn H. (George) Peak (right center foreground, and also in circle), gets his "sheepskin" (Certificate of Retirement) from his boss, General Supt. Fred C. Patton, while other friends look on. Left to right are Supervisor Frank A. Groftholdt, Time Supervisor Charles Sein; Supt. of Motor Coach Operations John D. Puffer; Asst. Supervisor F. G. Wakefield; Supt. of Personnel E. B. Whiteside; Mr. Patton; Supervisor L. E. Irby; Mr. Peak; Supervisor Gordon Hall; Asst. District Supervisor T. V. Hoyle; General Supt. of Freight Service C. H. Belt; Office Supervisor L. C. Maloney; and Supervisor W. M. Wainwright.

Supervisor G. H. Peak Retires on June 30

SUPERVISOR GLENN H. ("GEORGE") PEAK retired June 30 as old friends and fellow workers met to honor him at the end of 27 years of service.

At the farewell party, held in the company's clubrooms in the Pacific Electric Building, Los Angeles, Mr. Peak was presented with a Certificate of Retirement, and was given a cashier's check to apply on the purchase of a television set.

His retirement date coincided with his 68th birthday. Born near Jacksonville, Ill., on July 1, 1881, he began his career with the railways at the age of 17, when he became a Fireman on the Chicago & Alton Railroad. In 1905 he joined Pacific Electric, where he remained until 1910. After

seven years with the Southern Pacific, he returned to PE in 1917, where he had since served as Motorman and Supervisor in the Northern District.

Following an extended tour of Canada, the Central states, and Mexico, with his wife, Mr. Peak is considering a position as Recreational Director of a Glendora boys' group. In addition to Mrs. Peak, his family includes two sons, two daughters, five grandchildren and one great-grandchild.

Employes extend best wishes for his happiness.

Sierra Vista Operator Retires after 31 Years

WALTER CARPENTER retired June 30 as a Motorman on the Sierra



OFF HIS LAST RUN — Operator Walter Carpenter is greeted by his wife as he steps off his car at Sierra Vista at 2:20 p.m., June 30, for the last time as an employe on active duty. In picture at left, the two men at left, S. C. Utz and R. A. Yost, relieved the two at right, Mr. Carpenter (with 31 years service), and B. F. Way, at Sierra Vista.

Vista Line after 31 years of service with the company.

A fishing rod and reel was presented to him on behalf of friends by General Supt. Fred C. Patton at a farewell gathering of fellow employes at Macy Clubhouse.

"I joined Pacific Electric in 1919 and stayed because I liked 'em," he said. All of his service has been on the front end and in the Northern District.

Carpenter was active in the Pacific Electric Rod and Gun Club.

He plans to return with his wife to Trigg County, where he was born Feb. 27, 1885, to "catch up on my fishin' and poker."

PSL Bids Farewell to Retiring Opr. Newman

HE CAME to California for his little girl's health 30 years ago, and he's been with PE ever since.

That's the story of Operator James S. Newman of the Pasadena Short Line, who retired July 31. He had worked as Motorman for 27 years, and as Trolleyman for the last three.

Mr. Newman really enjoyed his work. "There's a fascination that's hard to explain about railroading," he says, "and I made many friends here." He's proudest of a safety program radio broadcast in which he participated with then General Manager A. T. Mercier some years ago.

Born in Knoxville, Tenn., in 1885, he worked for ten years for the Brooklyn Rapid Transit Company before coming to PE in 1919. Married in 1910, he has two married daughters and three grandchildren. At the time of interview, he planned a trip to the BRT convention in Miami by way of New York in September.



LEE PULLIAM

Lee Pulliam Retires; 48 Years a Railroader

FORTY-EIGHT YEARS A RAILROADER was the record hung up by Dispatcher Lee Pulliam when, oldest man in point of seniority still active in train service, he announced his retirement effective Oct. 1. Forty-four of those years he spent with Pacific Electric.

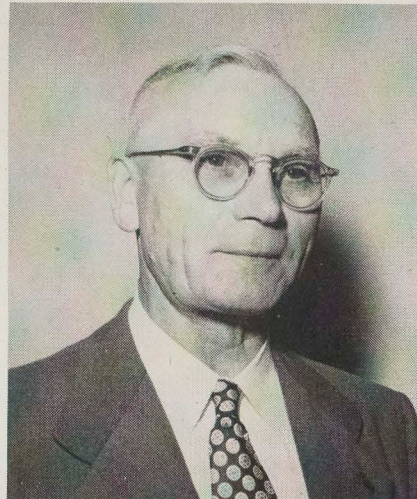
"I liked my work," he said, simply, when asked why he had been so long on the job.

At a dinner given in his honor at the home of his long-time co-worker, Dispatcher L. C. Bartula, his many friends contributed a considerable sum for the purchase of a television set presented as a parting gift. Both Mr. and Mrs. Pulliam wish to express their thanks to the many who contributed but were unable to be present at the dinner.

Born in Ripley Co., Mo., 'way down in the Ozarks, he began his railroad career with the Rock Island at Little Rock in 1902, and continued with the Missouri Pacific and later the Little Rock Railway. In 1906, however, he decided to come to California. His PE service dates from August, 1906, when he started as Conductor. He recalls the opening of the Los Angeles-Covina Line on June 30, 1907, and was a member of the crew which opened the San Bernardino Line in 1914. He started as Dispatcher on the North in 1915, and continued in that capacity until his retirement.

One of the most exciting times in his dispatching career, he says, was when a woman gave birth to a baby on the train from San Berdoo to Los Angeles.

His retirement plans are somewhat vague. Beyond working around home



RICHARD NYWENING

Opr. Richard Nywening Retires from North

AFTER 31 YEARS without a chargeable accident, Operator Richard Nywening, of the Northern District, retired from service Aug. 31. He served his entire time as Passenger Conductor.

He says he may go back to school to learn some trade or profession, and that he plans to look at some mining prospects this fall. His hobbies are reading current papers, magazines, and books and investing in stocks.

During World War I he served as 1st sergeant in the Tank Corps, winding up as 2nd lieutenant, and also served as a sergeant in the Coast Artillery.

Bernard Model Circus Featured in Times Mag.

THE LOS ANGELES TIMES Home section for Sunday, Sept. 3, carried a full-page story with pictures about Operator Bob Bernard of the Western District and his model circus, under the title of "Memorial in Miniature."

Bob's circus is an exact model of the Al G. Barnes Circus, scale 1/2" to the foot. It was shown at the Pomona Fair last year, and again this fall at a location near the grandstand.

— and watching his new television set — he's not sure what he'll do.

But one thing is sure, and that is that he carries with him the warmest good wishes of his hosts of friends among PE employes.



JAMES H. ROSS

Mm. James H. Ross Retires to His Ranch

PASSENGERS as well as his co-workers are missing the familiar face of James H. Ross, South Motorman who retired Sept. 16 after 32 years with the company.

Born in Missouri, he had three years of experience with the Denver City Tramways before PE's then Superintendent, O. P. Davis, gave him a job in 1912 as Motorman. Except for five years as a member of the Long Beach police force, 1917-1922, Mr. Ross has worked steadily for PE ever since. He hauled thousands of shipyard workers to the harbor during the war.

On Sept. 21 he moved from Long Beach to Yucaipa, where he expects to spend his time growing fruit, English walnuts, and chickens on his one-acre ranch.

Lee Strople Retires; Pasadena Mm. 30 Years

PASSENGERS on Pacific Electric rail cars in the Pasadena area will miss the familiar face of Motorman Lee A. Strople.

He announced his retirement Aug. 31 after serving 30 years, less one month, on PE cars out of the Pasadena terminal.

Gardening, crossword puzzles and remodeling his home will fill most of Strople's time. He has resided at 65 W. Palm St., Altadena for 18 years.

A native of Derby, Vt., he and his wife plan a trip to New England late this fall.

Their son, Alden R. Strople, 23, former Pacific Electric employe, recently returned to the armed forces as a member of the 40th Division of the National Guard.



CHIEF ESTIMATOR RETIRES — Will H. Fulton (see arrow), who has been with PE's Valuation Engineering Bureau since July 1, 1919, received his Retirement Commendation, a good-sized check, and a scroll containing the signatures of a large number of his friends on the occasion of his retirement September 15. Gifts were presented by L. H. Lowe, Chief Clerk, representing Chief Engineer E. C. Johnson.

Retiring Machinist Moves to Porterville

ELLSWORTH E. BARKDULL, Air Brake Machinist, Torrance, retired Aug. 1 after 30 years of service. He started as Carpenter in 1920, and also tried his hand as an Electroplater and Wireman before settling down in 1927 to air brake work.

Fellow employes presented him with a wrist watch at a farewell gathering.

Born in Big Rapids, Mich., he worked for the Grand Rapids Railway Company in 1906, and then came West and worked for the Los Angeles Railroad from 1908 to 1920.

Two of the reasons he stayed so long with PE are that he enjoyed his work, and that he was able to purchase a home through the PE Land Company. He is still proud of a commendation he received from the Management-Labor War Production Committee during World War II for a time-saving suggestion to enlarge the tank used for cleaning valves.

Mr. and Mrs. Barkdull plan to move into a new home they recently purchased at Porterville. Mr. Barkdull will personally build an addition on the back, when he isn't too busy indulging in his favorite sport of fishing. He's only a half hour's drive from Sequoia.

He is a Past Chancellor of the Knights of Pythias, and a former member of the Woodmen of America.

San Berdoo Line Folks Hold Picnic at Pomona

ATTENDED by retired folks from such faraway places as Oregon and Washington, a "San Bernardino Line" picnic was held Aug. 27 at Ganesha Park, Pomona, with some 200 present.

Those invited were past and present employes of all departments who have or have had anything to do with the operation of the San Bernardino Line — and their families.

Instrumental in planning the picnic were Mrs. Oneita L. Jensen, Tele-

phone Operator and wife of Terminal Foreman Ove Jensen; Pomona Operator Cecil Hall, who helped in arranging park reservations; and Mrs. Burt Perry, wife of the Line Car Operator.

No special program was planned, it being felt, according to Mrs. Jensen, that those attending would prefer to spend the time renewing old friendships and talking over old times.

Welder Joe Rondone Of West Hwd. Retires

JOE RONDONE, Welder at the West Hollywood Repair Shop, retired Aug. 14 after 33 years on the job with PE.

He started as Blacksmith's Helper in 1917, became a Blacksmith in 1928, and was a Welder from 1932 to the time of his retirement.

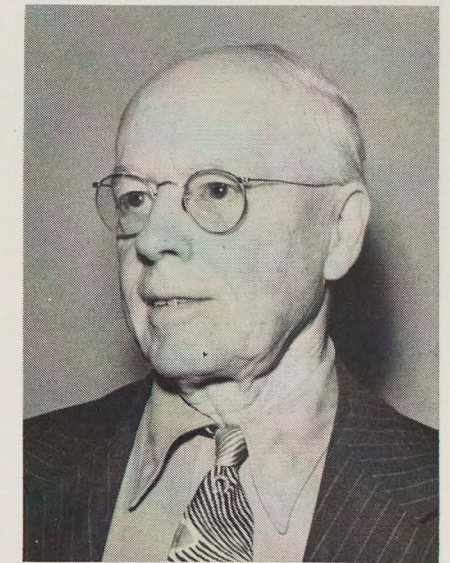
Honoring his retirement, his fellow employes presented him with a fine Gladstone bag. Apparently this choice of gift was decided upon when Joe declared that his plans for the future were to take life easy and enjoy himself.

Mr. Rondone was born in Italy in 1885.

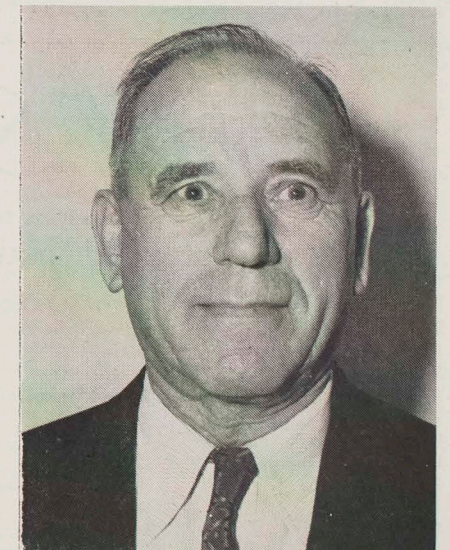
Commendations Sent 15 Retired Employes Of Mechanical Dept.

FIFTEEN retired and retiring employes of the Mechanical Department received their Certificates of Retirement through the mail between Aug. 30 and Sept. 1, with an accompanying letter of appreciation from Supt. of Equipment E. A. Stevens.

They included Aaron Brock, John W. Brooks, Edward F. Cerry, Charles H. Foster, Mary M. Griffin, Ourillia O. Harris, William W. Hennon, Glenn V. Jackson, Charles D. Orfanos, Charles L. Peterson, Henry Stobart, Wilfred Tresise, John T. Watson, Ralph Whitfield, and Isaac Wickersham.



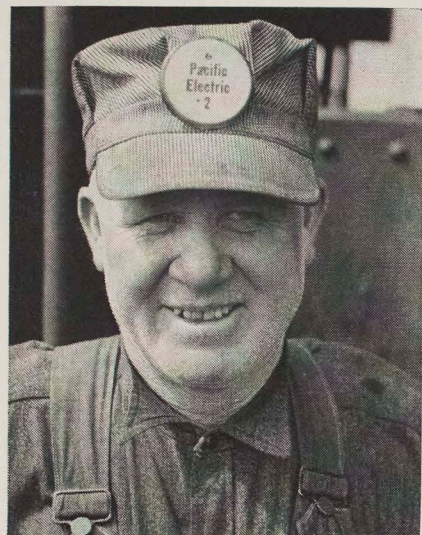
WILL H. FULTON



JOE RONDONE

Transit Conference In Washington, D. C.

TRAFFIC CONGESTION, transit problems, and many other difficulties contributed by the startling increase in motor vehicles now on streets and highways will be one of the topics of discussion at a nation-wide conference on urban conditions scheduled to be held in Washington, D.C., Nov. 20-21 by the U.S. Chamber of Commerce.



LOUIS B. KIRKLAND

"Curly" Kirkland Dies; Good Will Builder at El Segundo 27 Years

AFTER 27 YEARS of switching at the El Segundo Standard Oil Refinery, where he was PE's unofficial ambassador of good will, Operator Louis B. ("Curly") Kirkland passed away on Aug. 20.

A locomotive engineer, Curly, in addition to being a good fellow to

work with, say his co-workers, never had an accident for which he was responsible, according to available records.

He began his career in the Engineering Department in 1922, transferred to train service the next year, and remained there until his death. He had been at the El Segundo Refinery so long that Standard Oil employes there had come to regard him as one of themselves. His name was often in their employe publication.

"I have known Curly for many years and certainly his life was an exemplary one, which leaves with those who knew him, like myself, a sincere sense of gratification for having had the privilege of being classed by him as a friend," wrote General Manager T. L. Wagenbach to Mrs. Kirkland in El Segundo.

Long Retired PE Agent Dies at Age of 88

GEORGE W. CALDWELL, SR., PE Agent who retired 18 years ago, died Aug. 4 at his home in Santa Paula, He was 88 years old.

Born in Woodbine, Ill., Sept. 29, 1862, he became a railroadman since the age of 20, and served Pacific Electric and Southern Pacific at many agencies.

LOS ANGELES TERMINAL FREIGHT STATION

By Suzanne J. Smith



WITH THE REORGANIZATION of the office and personnel on July 1 and the closing of the Warehouse, due to the fact that the LATFS handles carload business only, many job changes were necessarily made.

Those employes who hold new work assignments in the Station are as follows: Arnold Winquist became Assistant Chief Claim Clerk; Raymond Grafus, James Warren, Jack Grimaud and Donovan James Sullivan (from Butte St.) are the newly assigned Industry Clerks; Louis Davila is in the "Cashier's Cage" as Teller and Delivery Order Clerk; Seymour Lipschultz heads the Billing Department; Samuel Tellechea helps keep the accounts balanced as Assistant Accountant; William Hostetter and Howard Kopscho hold down the billing desk on the night shifts; and Joe Alexander finds the switching job (Rate & Bill Clerk) most interesting work. Bernice Leavitt and Theresa Engstrom work General Clerk jobs with Elvin Guinn keeping the office spic and span.

Some of the LATFS employes bid or displaced at outlying stations: Russell Marion went to Azusa; Russell Hinis, Hawthorne; Isidro Tellechea and Gilbert Horcasitas thought they'd keep each other company at Hollywood; Russell Peterson and Buford Cotton went to El Monte; Vernon Dutton says Wingfoot is a swell place to work; Grace Randall works with Mr. Van Fleet at Macy Street; Milo Seiglar returned to the Subway; and Robert Hulin temporarily went to Santa Monica.

Following is a list of the "gang" who decided they wanted to transfer to the Southern Pacific: Martin Hutson, Glenn Barkhurst, Jr., John Stricklin, Loren Ice, Ernest Eggeman, W. Hanawald, H. Gauss, Wm. Wineger, L. Hansen, Paul Squire, Frank Read, Marvin Bakken, Wm. Sharp, Jack Glover, Dorothy Hill, Wiley Ferris, Berton Krill, Herman Blumenthal, Marion Hutson, Floyd Hunter, C. Jackson, Rudolph Apalatea, Raman Bernal, Eduardo Diaz, Edw. Wicker, Frank Holloway, Wm. Johnades, Paul Elder, Vincent Enriette, Joseph

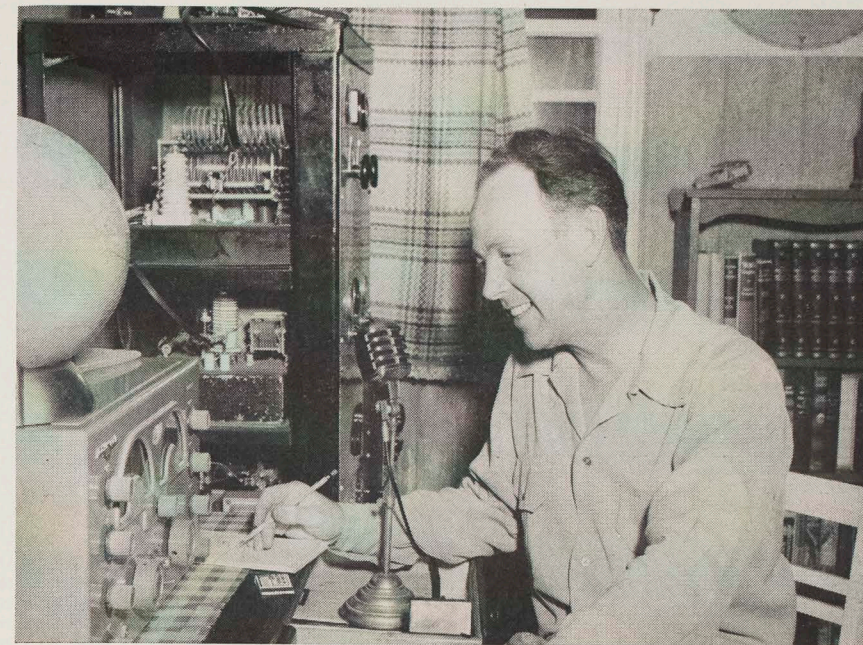
Schleich, Wilfred Pitman, Joseph Norris, Stephen Benning, Leonard Hampton, Vincent Knoebel, Wm. Stafford, and Gordon Buchanan. Other employes were taken care of under the Washington Job Protection Agreement.

Newsettes: Blanche A. ("Betty") Harper was re-employed and worked on Eleanor Fawley's job while she was vacationing. Joe Peeler and family went to Arkansas and Daniel Sanchez to Oklahoma. Norman Vance returned from an extended sick leave. George Hippensteal zips around in a new Chevrolet and Marvel and Preston Jones own an Oldsmobile 88. Ruth (Fuersteneau) and Earl Finley have a little boy. Katherine Salmon spent her vacation days sunning at Catalina. Barry Sylvester flew to New York and Mildred Johnson took a motor trip. Randy Lee Dobson arrived at the home of Eddie and Nancy (Norris) Dobson on July 18 and was welcomed with open arms. Elmo Hall, from Culver City, and Jack Meredith of Wingfoot, were LATFS visitors. Bea and Larry Leavitt are considered almost professional square-dancers and can really dance a "mean" square. William C. (Bill) Scholl III is working various vacation relief jobs on the system. The upstairs office of the Pacific Motor Trucking Company, is now located downstairs. On June 5 at 7:30 p.m. Beatrice H. Morrell graduated from the University of Oklahoma, in Norman, Oklahoma, where she has been studying under the GI Bill of Rights. Michael Charles Turner was born on Friday, June 2, 1950, at 5:15 p.m. in Long Beach and chose for his Mama and Papa Marjorie and George Turner. Michael was a big boy weighing 8 lbs and 7 oz. and Grandma Ethel Turner says he is a "sweet bundle of joy."

Eleanor Lifur drove with her Sister to Canada. John C. Stockberger held various positions with the Pacific Electric Railway Company on and off from 1925 through 1943. At the present time he is working with B. F. Bradley, formerly of the Western Freight Association, who is the District Manager for the Pacific and Atlantic Shippers' Association.



FIREMAN'S SON — Robert A. Ludvigson, son of El Segundo Fireman R. H. Ludvigson, had his 18th birthday in Korea. Enlisting in the Army in November, 1949, he was shipped overseas on May 1, 1950, to Okinawa. At last reports all was well.



ON THE AIR — Watts Agent Elden Rea, amateur radio fan, broadcasting over his shortwave set. The transmitter, which he built, is at rear; the receiver, which he bought ready built, is on the table. Pencil and pad are for the purpose of keeping a radio logbook.

Elden Rea, Watts Agent, Expert On Shortwave Transmission

"CALLING CQ . . . Calling CQ . . . Radio Station W6ORY calling CQ, CQ* . . . QTH** Rosemead, 10 miles east of City Hall in Los Angeles. . . Come in."

The speaker, Watts Agent Elden L. Rea, has friends all over the United States he has never seen. He made 'em via 12 radio transmitters he has built for himself during the past score or more of years. He is a ham, and spends many of his spare-time hours conversing with other hams, not only in the U.S., but also in foreign countries. He frequently converses with his relatives in Oklahoma and New Mexico.

For 20 years he has held a Class "A" "ticket" (license), issued by the Federal Communications Commission, and entitling him to operate his transmitter on any frequency. He says that an applicant for a license must prove his ability to build and operate a shortwave station as well as pass a rigid government examination.

He must also take another examination to obtain permission to own a station.

The government is greatly interested to know exactly who is operating transmitters and how powerful the sets are, not only from the point

* CQ: general call meaning station is on the air and ready for contact with any other station in the world.

** QTH: location of calling station.

of view of espionage, but also from the point of view of emergency needs. There are many instances of assistance being brought by ham-operated shortwave radio to points where disaster has struck. The FCC publishes a world-wide list of the names, addresses, and call letters of every amateur radio transmitter and operator.

Furthermore, every ham must keep a log of every minute his station is on the air, and the government may inspect the log at any time, or even seize or purchase the station during wars or other emergencies. W6ORY, Rea's station, was closed down during the war.

Elden's present transmitter, operating on 300 watts of power, and containing over 60 tubes, is the largest he has ever built, and likewise costs considerable money to operate. By building his own set, however (a job some amateurs never care to tackle), he figures he has saved hundreds of dollars. The receiver, which he bought ready built, is of National Communication make.

The chief interest of most hams, says Rea, is in "DX" — that is, distance they can transmit, and distance they can receive. The most distant station he ever communicated with was Sydney, Australia, on a directional beam antenna, by way of England — a distance of 19,000 miles.

Not long ago he received a call

Vital Statistics

June 21, 1950, to September 20, 1950

DEATHS

Table with columns: NAME, OCCUPATION, Died, Group Insurance, Mortuary. Lists names and details of deaths for various employees.

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NONE

** Employe declined to accept Group Insurance.

Withholding Tax Table

Effective October 1, 1950
IF PAY DAYS ARE SEMI-MONTHLY

And the wages are—		And the number of withholding exemptions claimed is—										
At least	But less than	0	1	2	3	4	5	6	7	8	9	10 or more
\$0...	\$28...	18% of wages \$0										
\$28...	\$30...	5.20	.20	0	0	0	0	0	0	0	0	0
\$30...	\$32...	5.60	.60	0	0	0	0	0	0	0	0	0
\$32...	\$34...	5.90	.90	0	0	0	0	0	0	0	0	0
\$34...	\$36...	6.30	1.30	0	0	0	0	0	0	0	0	0
\$36...	\$38...	6.70	1.70	0	0	0	0	0	0	0	0	0
\$38...	\$40...	7.00	2.00	0	0	0	0	0	0	0	0	0
\$40...	\$42...	7.40	2.40	0	0	0	0	0	0	0	0	0
\$42...	\$44...	7.70	2.70	0	0	0	0	0	0	0	0	0
\$44...	\$46...	8.10	3.10	0	0	0	0	0	0	0	0	0
\$46...	\$48...	8.50	3.50	0	0	0	0	0	0	0	0	0
\$48...	\$50...	8.80	3.80	0	0	0	0	0	0	0	0	0
\$50...	\$52...	9.20	4.20	0	0	0	0	0	0	0	0	0
\$52...	\$54...	9.50	4.50	0	0	0	0	0	0	0	0	0
\$54...	\$56...	9.90	4.90	0	0	0	0	0	0	0	0	0
\$56...	\$58...	10.30	5.30	.30	0	0	0	0	0	0	0	0
\$58...	\$60...	10.60	5.60	.60	0	0	0	0	0	0	0	0
\$60...	\$62...	11.00	6.00	1.00	0	0	0	0	0	0	0	0
\$62...	\$64...	11.30	6.30	1.30	0	0	0	0	0	0	0	0
\$64...	\$66...	11.70	6.70	1.70	0	0	0	0	0	0	0	0
\$66...	\$68...	12.10	7.10	2.10	0	0	0	0	0	0	0	0
\$68...	\$70...	12.40	7.40	2.40	0	0	0	0	0	0	0	0
\$70...	\$72...	12.80	7.80	2.80	0	0	0	0	0	0	0	0
\$72...	\$74...	13.10	8.10	3.10	0	0	0	0	0	0	0	0
\$74...	\$76...	13.50	8.50	3.50	0	0	0	0	0	0	0	0
\$76...	\$78...	13.90	8.90	3.90	0	0	0	0	0	0	0	0
\$78...	\$80...	14.20	9.20	4.20	0	0	0	0	0	0	0	0
\$80...	\$82...	14.60	9.60	4.60	0	0	0	0	0	0	0	0
\$82...	\$84...	14.90	9.90	4.90	0	0	0	0	0	0	0	0
\$84...	\$86...	15.30	10.30	5.30	.30	0	0	0	0	0	0	0
\$86...	\$88...	15.70	10.70	5.70	.70	0	0	0	0	0	0	0
\$88...	\$90...	16.00	11.00	6.00	1.00	0	0	0	0	0	0	0
\$90...	\$92...	16.40	11.40	6.40	1.40	0	0	0	0	0	0	0
\$92...	\$94...	16.70	11.70	6.70	1.70	0	0	0	0	0	0	0
\$94...	\$96...	17.10	12.10	7.10	2.10	0	0	0	0	0	0	0
\$96...	\$98...	17.50	12.50	7.50	2.50	0	0	0	0	0	0	0
\$98...	\$100...	17.80	12.80	7.80	2.80	0	0	0	0	0	0	0
\$100...	\$102...	18.20	13.20	8.20	3.20	0	0	0	0	0	0	0
\$102...	\$104...	18.50	13.50	8.50	3.50	0	0	0	0	0	0	0
\$104...	\$106...	18.90	13.90	8.90	3.90	0	0	0	0	0	0	0
\$106...	\$108...	19.30	14.30	9.30	4.30	0	0	0	0	0	0	0
\$108...	\$110...	19.60	14.60	9.60	4.60	0	0	0	0	0	0	0
\$110...	\$112...	20.00	15.00	10.00	5.00	0	0	0	0	0	0	0
\$112...	\$114...	20.30	15.30	10.30	5.30	.30	0	0	0	0	0	0
\$114...	\$116...	20.70	15.70	10.70	5.70	.70	0	0	0	0	0	0

from an amateur near Lima, Peru, who turned out to be a missionary originally from Los Angeles. The caller wanted to establish contact with a Los Angeles area ham in order to get in touch with relatives. Learning Rea's location in Rosemead, he said he had an aunt in Arcadia. Elden telephoned her and she immediately came over to talk via short wave radio with her nephew, thousands of miles away in the Andes Mountains.

It is impossible to predict when long-range reception will be good, according to Elden. Atmospheric or climatic conditions may be perfect close by, but great disturbances may be brought about by storms, sun spots, and other cosmic forces thousands of miles away.

Elden and his wife, **Lottie**, who has often been called a radio widow

during their 22 years of married life, were childhood sweethearts back in Oklahoma. They have one married son, **Stanley**. Elden has been Agent at Watts since 1944. He came to California in 1935 with his family on a vacation trip, and decided to make California his home. Since 1937 he has been in PE service in various capacities. During World War II, he was Agent at Santa Anita, then a military camp.

So you see he not only sells tickets and sends merchandise to faraway places, but visits them himself by way of shortwave radio.

"I've always been lucky," remarked the successful businessman, and the harder I worked, the luckier I seemed to get."

Chief McCullough Aids Vancouver Police Band

SCOTTISH PIPES, an advertising convention, Vancouver policemen, Metro - Goldwyn - Mayer, and Chief Special Agent **R. J. McCullough**— put 'em together and you've got a story.

It goes like this:

The Advertising Association of the West had a convention at the Ambassador last June 27, 28 and 29, and invited the Vancouver City Police Pipe and Drum Band to help liven things up. The band arrived with their pipes, drums, kilts, and bare knees. PE's Chief McCullough, a good friend of the Vancouver Chief, arranged for the band to use a PE bus—one of the brand new ones.

While the band was here, the



WITH PIPE AND DRUM— Chief Special Agent **R. J. McCullough** (in straw hat, front row) poses with Vancouver City Police Pipe and Drum Band at M-G-M studios. Driver of the bus is MT Operator **P. B. Holle**. Mr. McCullough, who knows the Vancouver Chief, arranged for bus.

M-G-M Chief of Police invited the group, along with Mr. McCullough, to visit the studios and have lunch. So Operator **P. B. Holle** drove the busload of bandmen to the studios, and an M-G-M photographer took a group picture.

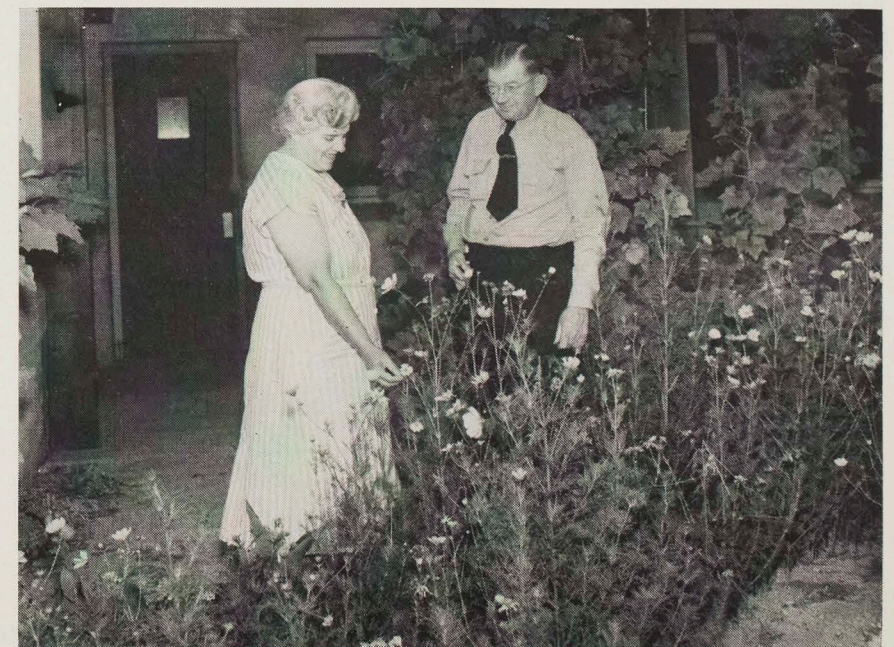
The moral of the tale is that Mr. McCullough created considerable good will for PE by helping make the trip of the Vancouver Band a pleasant one. He received letters of appreciation from the British Columbia Electric Railway Co. of Vancouver; from the Vancouver City Police Department; and from President of the AAW.

Temple City Operator Landscapes Bus Lot

A CIVIC-MINDED CITIZEN is Operator **H. V. Beeson**, who works out of Temple City.

By putting in a few spare minutes here and there between runs, and doing it over a period of time, Beeson, with the help of his wife, has been landscaping the Temple City Station at Kauffman and Las Tunas. He started weeding early this year, and in time had a garden containing, among other things, tomatoes, cucumbers, squash, gourds, daisies, snapdragons, marigolds, zinnias, cosmos, cannas, and even a couple of rows of corn. The garden adjoins the west side of the station.

After planting, he noticed that children tended to walk or ride their bikes across the garden, so he made



GREEN THUMB— Operator and Mrs. **H. V. Beeson** look over the planting they have done to beautify the grounds of the Temple City Station and Bus Lot.— Do we hear applause?

a pebble-bordered path for them to use.

A considerable section of ground between the sidewalk and the curb on Kauffman St. has also been cleared by Mr. and Mrs. Beeson and planted with Mexican firebush and sunflowers. They report that they're gradually cleaning up the gopher situation.

Operator Beeson says he's continually getting razed about his project. One day he found a sign over a still green tomato plant stating that the author of the sign had picked a lugful and asking what he owed. When

the tomatoes are ripe, Beeson says he's going to put a salt cellar on each plant and a sign telling people to help themselves.

He expects to put in some cold weather flowers for the winter season. Why is he doing this? Just because he likes to see things looking shipshape, and because he likes gardening.

Some people itch for what they want when they should be scratching for it.

MOTOR TRANSIT HIGHWAYS OF HAPPINESS

By Nelson C. Fetterleigh



A WIENER ROAST celebrating the opening of his new home in South Whittier was held by Sandy Gee recently, with about 55 guests, including Operators and their wives. A. L. Chambers brought a phonograph and dance records, and A. M. Spilsbury brought some humorous dialogue records. The affair was held on Sandy's beautiful new patio.

New car dealers are certainly getting business from PE employes. Here are just a few of the men who have bought new cars:

Temple City: Joseph Rubinsen, a Kaiser.

El Monte: H. A. Davis, a Studebaker; Jack M. Short, G. R. Pitchie, and V. W. Conklin, new Fords.

South Alhambra: J. F. Costello, a Chevrolet; O. C. Saddoris, a Nash; E. C. Pearson, a Pontiac; and H. W. Fisher, a Ford.

Pomona: C. E. Mack, a Ford.

You should see all those new Operators off the rails, reaching for bells when they mean to blow the horn!

Operator Robert G. Kirkpatrick, of the South Alhambra Line, and Miss Doreen Elaine Elder, employe of Acme Fast Freight, were married in Las Vegas in a September wedding.

A real sight at the Pomona Fair was a bald-headed man walking in the hot sun while his lady friend, well protected by nature, held his hat over her head.

Operator Edward W. Karr, who works out of San Bernardino, is the 5 ft. 6 in. father of, among others, an all-round athlete, 6 ft. 1 in., 18-year-old Joseph. Joe plays baseball, football, and basketball for Saint Bernardine's Catholic High School, San Bernardino, where he'll be a senior this fall, and has been one of the prime reasons why the school had such a good record in these sports last season. In baseball, where Joe plays shortstop, the team came out second in the newly formed Arrowhead League this spring; in football, where Joe plays quarterback, the school had the best record in the San Bernardino Valley, winning six, losing three, and tying one; and in basketball, where Joe plays guard, the record was 12 won, 12 lost.

(See picture below)

Proud father Ed, who says he was discouraged from following a naturally athletic bent by his parents, encourages Joe to take part in sports,

and present indications are that big Joe's athletic future is going to make his dad a still prouder man. Ed also has two other children: Betty, 17; and Bill Lee, 15—sophomore and freshman, respectively, this fall at Saint Bernardine's.

MT Boys "Best Group." Writes "Daddy" Deem

FROM RIGBY, IDAHO, where he is now working, Aaron J. ("Daddy") Deem, former Motor Transit Operator, wrote the following letter, post-marked Aug. 31, to the "Motor Transit Boys":

"The purpose of this letter is to say farewell to the best group of men I have ever had the privilege of working with:

"After eight and one-half years, Daddy Deem is gone. In many ways I regret leaving, but I was offered a chance to better myself with a long-established firm. . . .

"I will always remember Charlie Cooper (he helped nickname me Daddy Deem), Lloyd Irby (whom I kept in cigars for quite a while), Ed Netzley (and the verbal spankings he used to give me), the boys in El Monte (who used to go to so much trouble to get me to work on time), the boys in Riverside (and their corny jokes), the Mechanics (whom I used to help so much by telling them exactly what was wrong with the bus), the Dispatchers (whom I used to haunt with strange requests), and the Auditor's Department (which used to wonder what kind of bookkeeping system I had, if any).

"I will miss you all, but I have no regrets. I am located in Idaho Falls on the road to Yellowstone Park. If any of you go through here, look me up and we will have a gab fest." . . .

You Are Eligible for Freedoms Foundation's \$100,000 Contest

YOU and every other American are eligible to enter the current \$100,000 contest of the Freedoms Foundation of Valley Forge, Penn.

In this contest 416 cash awards, 300 Honor Medals, and 300 Certificates of Merit will be given to the individuals who, in the opinion of a nationally distinguished Awards Jury, have done the most to promote the American Way of Life during the past year. The judges make their decisions from nominations that you and other interested Americans turn in. The largest single cash award is \$1,500.

Here's what you do. You have



"NOW WHEN I USED TO PLAY BALL"—Motor Transit Operator Edward W. Karr, center, reminisces of the good old days of baseball with his tall son, Joe, left, and Joe's Buddy, Feliberto DeLeon. Joe, 18, is an all-round athletic star for St. Bernardine's Catholic High School, San Bernardino, as is Feliberto, 17. Pictured, respectively, in the uniforms of the Elks and the Highlanders, Joe and Feliberto have been playing baseball for these teams in the American Junior League of San Berdoo this summer.

MACY STREET TERMINAL

By Ted Harrison



HOW TIME FLIES! First thing we know it will be Christmas again. No, I don't know how many shopping days 'til Christmas: it's been too hot to figure it.

Motorman Bratcher made the national holiday in July a two-day celebration for on the fifth of that important month he was at the Alhambra hospital to help his wife welcome an eight-pound, ten-ounce boy who will be known as David Harrison Bratcher. Congratulations to the Bratchers.

Switchtender Oscar Gough, who for so many years had the Macy System Line Car and recently has been helping the boys get in and out of the Indian Village Switch, is now holding down the same type of job at Ninth and Hooper.

Sorry to report that Mode Fraser of the Macy Switch is again on the sick list.—We miss you, Mode. Hurry back!

We were all sorry to hear of the passing of Motorman "Pat" Ryan, who for so long had been switching at the Union Station. He had been in poor health for some time. He was taken back to Kansas on Monday, Aug. 6, where funeral services were to be held. Motorman Joe Karalis of El Monte accompanied the body.

A new organization, the Senior Employes Fellowship Club, has been formed of some of the old-timers. All information regarding the meeting is

not at hand at this time but more of that later. Their last meeting on July 8 was highlighted by a visit from Frank Farnham, retired Chief Instructor.

And now for a few items of interest from these old timers.

Harry Draper, retired Trainman, lives in Arcadia and spends most of the time around home.

N. E. Blythe, former North Dispatcher, in good health and is working as special officer in a bank.

John Spiegel, retired North Trainman, is living in Pasadena and taking care of his sick wife. His own health is good.

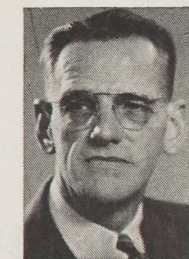
Sam Collins, retired North Trainman, also in Pasadena, is well but his wife's eyesight is failing.

Charles Hallet, retired North Trainman, another resident of the Crown City, stays around home pretty much, as his back gives him trouble.

You fellows who remember these old timers will be glad to hear these items of news. Read about them henceforth in the column entitled, "Senior Employes Fellowship Club."

OCEAN PARK CAR HOUSE AND BUS LOT

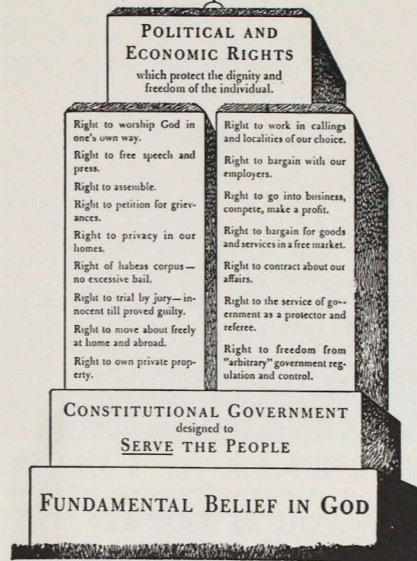
By D. L. Graadt van Roggen



BECAUSE OF THE CHANGE-OVER from rail service to busses, I have not been able to write the usual column. And having been busy with other things, I sincerely hope that all of you will forgive me for this small item.

I wish to take this last opportunity

THE AMERICAN WAY OF LIFE



CREDO of the Freedoms Foundation, Valley Forge, Pennsylvania. This credo is the sole basis for judging the General Awards program. "To maintain the American Way of Life and pass it intact to succeeding generations is the responsibility of every true American," says the Freedoms Foundation.

heard, read, or seen great expressions of freedom—or have perhaps made them yourself—a speech, a picture, a radio program, a photograph, a publication, etc. Even a window display may thrill you with its expression of the American Way of Life. You may nominate the creator of whatever expression you wish on an official entry blank, attach the material you wish to nominate, and send to the Freedoms Foundation before Nov. 1, 1950.

Complete rules of the contest may be secured from the Editor, PACIFIC ELECTRIC MAGAZINE, 817 PE Building. The application blank is reproduced below for your use.

(Detach and mail with material nominated)

FREEDOMS FOUNDATION, INC., Valley Forge, Pennsylvania

In accordance with Freedoms Foundation, Inc., 1950 award rules and regulations, please enter:

Form for nomination with fields for Name, Street, City, State, and checkboxes for various categories of contributions.

Signature of person making nomination—if other than nominee

Form for address: NAME, STREET, CITY, STATE



"CHEAPER BY THE DOZEN," says Operator Jerome F. Rondel of his family of six children. Left to right are Jerome ("Romeo"), 8; Mrs. Rondel with Adrien Louis, born June 15; Evelyn Mae, 'most 2; Father Rondel; Rita Isabel, 4; Victor, 9½; and Betty Marie, 7. All were born in Los Angeles, and so was Mrs. Rondel; Dad hails from Chicago, Illinois.

to thank all of you at Ocean Park for your many kindnesses; particularly to Terminal Foremen "Bill" Kennedy and Roy Betterworth.

To all who remain at Ocean Park and to those who have transferred to other locations, the best of every thing and good luck.

That last day, Saturday, Sept. 16, was quite a day for some of us. Talking the old 900- and 1000-class cars for their last ride over the VSL and

the Air Line to Eighth Street Yards, whence these cars were to be taken to Torrance, was something to stay in the minds of many, with a touch of sentimentality.

On one trip that day, I will never forget the look on his face when our Motorman, intending to blow the whistle for a crossing, received only a hissing sound instead of the well-known tone. Some souvenir hunter probably had removed the whistle

Golden Rule Club Proves Useful In Its 1½ Years of Existence

THE GOLDEN RULE CLUB, organized by West Hollywood Operator Floyd W. Cox in April, 1949, as a mutual aid group for West men, has proved its usefulness in its more than a year and a half of existence.

The idea behind the organization is that men who own automobiles agree to carry a tow rope or cable in their cars at all times, and to come to the rescue at once if a fellow member telephones that he is in distress. The Magazine printed a list of 106 names of members in the March-April, 1949, issue.

Latest report by Founder Cox is that the group, during the past year, has:

1. Added 20 names to its membership roster since its inception.
2. Prevented 27 missouts which would have been due to various causes, among which are: 10 failures to catch deadhead cars; four cases of tire failure (no spare); two accidents; five out of gasoline; three gas lines stopped up; two failures to set alarm

clocks. Several other helpful deeds were not reported, according to Cox.

"It costs nothing to be a member of the Club, and we get that good feeling that comes with helping others. Moreover, the good deed will be returned when we are most in need ourselves," observes the founder.

The following members have changed there addresses since the publication of their names last year. Correct information is:

- E. R. Griffin, 14347 Lorne St., Van Nuys, STate 0-3482.
- A. B. Bogartz, 827 Elwood St., West Hollywood, CRestview 6-2332.
- L. R. Stevens, 214 E. Chestnut St., Apt. 111, Glendale, CITrus 3-8015.
- H. M. Cherry, 8812 Harratt St., West Hollywood, CRestview 1-0241.
- Andy Andrade, 1526 Centinela, West Los Angeles 25, ARizona 7-6375.
- M. C. Davis, 7339 Shoshone Ave., Van Nuys.
- J. W. Jeffus, 5130 3rd Ave., Los Angeles, AXminster 3-3207.

during the previous night. The front Conductor, from then on, was in his glory, and sounded the crossing signal from the rear platform.

Best wishes to my successor. Good stories and good pictures. — Cheerio!

HELP WANTED

Qualifications: a conscientious worker with a heart as big as Los Angeles. Job: the 1950 Red Feather campaign. If you have these qualifications and just a little spare time that you'd like to put to good use, volunteer to work in your Community Chest campaign. Your help is needed. Call Michigan 8821.

Life must be worth living. The cost has doubled and we still hang on.

YOU BE EARNEST AND I'LL BE FRANK

By
J. S.
Burton



IN THIS ISSUE I want to tell you about one of the daughters of our A. B. Marshall, Terminal Foreman on the day trick. Some time ago, I was in Mr. Marshall's home and gathered much of the information at that time. You know, there are two things in life that will never perish! — Love, and Music.

Martha Ellen, only sixteen years of age, and the eldest daughter of Mr. and Mrs. Marshall, last year attended the eleventh grade at Hollywood High School. I was utterly surprised at the tremendous strides of advancement this young girl is making. So interesting are her background and achievements that I felt sure you fellows would like to know about them.

Music has been her diet since she was six years old, and indications are that a good many years in the future will be devoted to the violin. At the age when most girls are chasing around, Martha has already had seven years of instruction on the violin from Ben Berzinsky and three years from Eu-



MARSHA MARSHALL



ONCE UPON A TIME — Motorman H. S. Cartwright, in cab, and Conductor A. M. Ginn pictured on the job when the rail line ran through to Santa Ana. As of early in July, Mr. Cartwright was working on one of the new Los Angeles-Bellflower runs, and Mr. Ginn, a San Pedro run. Mr. Ginn is a former correspondent for the Magazine from the Redondo Beach Terminal when in that area.

gene Lamas. She has played in the All City School Orchestra since she was seven years of age.

One of the many honors bestowed on Martha was being selected as Concertmaster for the All Southern California High School Orchestra this year. This orchestra is made up of students from all the High Schools in Southern California. They have given concerts in Yuma, Arizona, and several Southern California cities, first of which was in Royce Hall at the University of California in Los Angeles.

One of the things that fascinated me most was the instrument that Martha plays at the present time. This violin was hand made by "Doc" Bailey of Riverside, California. "Doc" has numerous hobbies such as building and perfecting telescopes and other articles requiring much patience.

Martha is attending the Juilliard Summer School of Music this year and will enroll for her senior year at the Music and Arts High School in New York City, New York, for the 1951 sessions.

Recently she gave a joint recital at the Hollywood Women's Club and until her departure for New York had been kept very busy playing at various functions of numerous organizations. She was awarded a one-hundred dollar scholarship by the P.T.A. for 1949, and also a six-weeks scholarship at the Arrowhead Music Encampment

As if all this music was not enough, Martha belongs to the E.T.K. Scho-

lastic Society at the Hollywood High School. The prerequisite for belonging to this organization is an average of "A." There are only 30 students in the entire school that can qualify for this honor.

All of us agree that the Marshalls should feel justly proud of their daughter, as I know they are. We wish her well as she studies further with a firm intent to bring her playing to a still higher plane. We heard her father trying to whistle "Dixie" not long ago, but somehow "Johnnie Comes Marching Home" and "Believe Me If All Those Endearing Young Charms" kept creeping in. But, in spite, of this, Martha will prove to the world that everything is not bound by paternal heredity.

Have you noticed the number of new cars on our parking lot recently? Someone has evidently been using a lot of coercion to link us up so firmly with the Finance Company. R. L. Birchfiel, J. S. Burton, R. L. Hall, A. J. Hartley, Jr., P. E. Holmes, W. R. Kinley, T. G. Koeper, J. W. Randall, Tom Slack, J. E. Storey, are all sporting new cars.

A great deal can be said and special notice should be given by some of the younger men about the faithfulness and stability of some of our elder Trainmen. Have you noticed the continuous service of such men as W. R. Baugh, M. B. Cleveland, Carl Giesegeh, G. L. Gazeley, Glen Hagle, R. L. Hall, P. R. Hanna, Ralph E. Ickes, and John Jewett? There are several more, but these come to my mind right now as Trainmen who



SAFETY PLAQUE — System Freight Supt. D. W. Yeager, right, accepts from Supt. of Safety H. L. Young Safety Plaque for System Freight, Box Motor, and Work forces, whose 26% reduction in accidents for six-month period ending June 30 led all other groups.

seldom, if ever, have to take their wives to the doctor or hospital. Somehow their cars hold together until they get to work. They seldom call in with, "I'm just too sick to work today." They are seasoned men. They like their work and enjoy knowing that they are expected to perform as much work in their tour of duty as the younger men. They usually do their part and part of someone else's.

THE MAN WHO IS AFRAID OF DOING TOO MUCH FOR A FRIEND, NEEDN'T WORRY ABOUT HAVING TOO MUCH TO DO.

Reducing Accidents 26%, Freight Men Win Plaque

WITH a 26% REDUCTION in accidents, the System Freight, Box Motor, and Work Train forces won the Safety Plaque for the six months period ending June 30. In so doing, they moved from fifth position on the list to first.

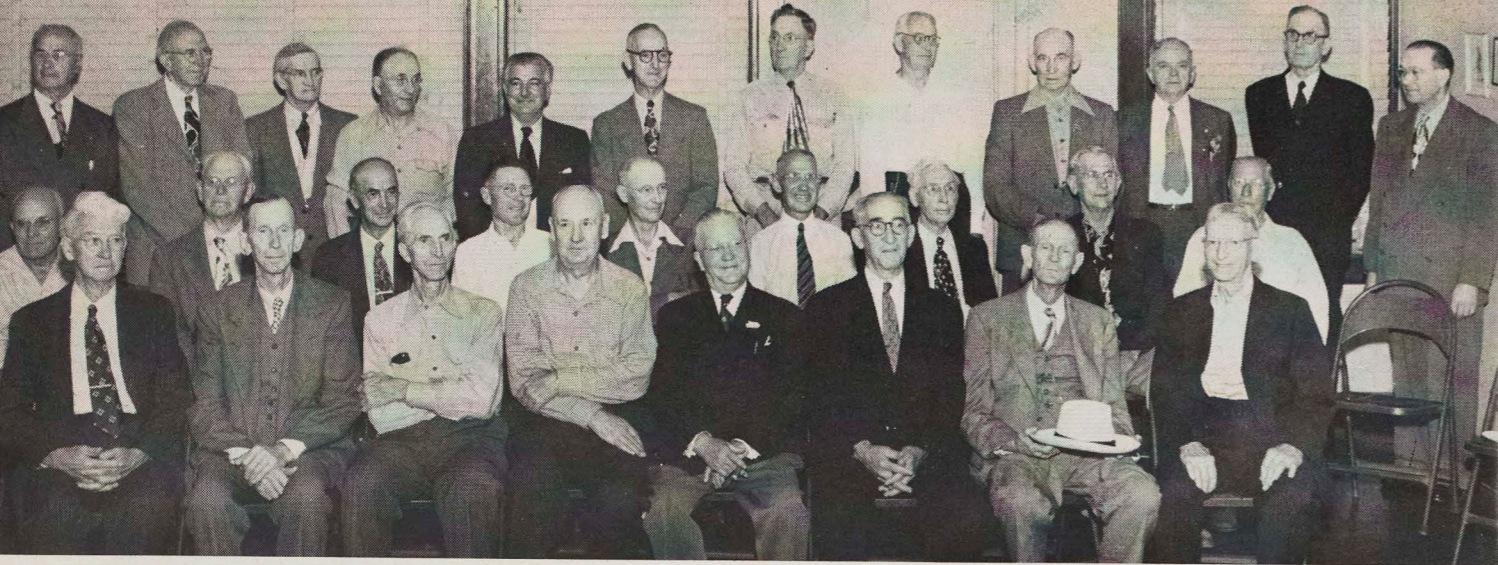
The previous holder was the Northern District.

The Safety Plaque, inscribed with the winning group's name, will be on display for the next six months at the Trainmen's Room adjacent to the Freight Superintendent's Office, 8th St. Yard.

Meanwhile the new six-month contest began July 1, and will end Dec. 31.

The standings of the groups for the first six months of 1950 are as follows:

PLACE	GROUP	NO. OF ACCIDENTS LAST 6 MONTHS		INC. OR DEC. OF ACCIDENTS	
		1950	1949	Number	Percent
1st	System Freight-Box Motorwork....	165	222	Dec. 57	Dec. 26%
2nd	South Passenger	299	350	Dec. 51	Dec. 15%
3rd	North Passenger	253	295	Dec. 42	Dec. 14%
4th	Motor Transit	251	251		
5th	West Passenger	1241	1107	Inc. 134	Inc. 12%
TOTALS.....		2209	2225	Dec. 16	Dec. 1%



ALL BUT TWO ARE RETIRED — and those two are the Club Secretary, F. J. Oriva, back row, fifth from left; and Sam W. Newcomer, Manager, PE Club, extreme right. FRONT ROW, left to right: L. W. Reynolds, Station Clerk; O. W. French, North Motorman; Fletcher Upp, North Conductor; L. A. Toothaker, North Motorman; H. E. Foskett, Station Supervisor; T. H. Miles, North Conductor; Claude Laytham, North Motorman; and E. H. Heydenreich, North Conductor. CENTER ROW: E. O. Hoffman, North Brakeman; C. F. Estes, B&B Foreman; Emil Neprasch, North Conductor; Z. P. Myers, North Motorman;

J. Russell Johnson, Electrical Foreman; H. M. Mosher, North Conductor; Frank Farham, Instructor; Albert Hornbuckle, West Motorman; Walter S. Cotten, South Motorman. BACK ROW: F. B. Patterson, Draftsman; Fred E. Geibel, Supt. of Equipment; H. A. Green, Car Repairer; C. H. Hoppenrath, Switchtender; F. J. Oriva, South Conductor (active); L. H. Covell, South Dispatcher; G. C. Holcomb, South Motorman; James L. Smith, South Motorman; George McLain, South Freight Motorman; George Terry, South Freight Motorman; Chas. W. Franklin, South Brakeman; Sam W. Newcomer, PE Club (active).

SENIOR EMPLOYEES FELLOWSHIP CLUB

By F. J. Oriva

STATIONMASTER Ray Harmon is improving after an operation on his foot.

Retired Trainmaster Henry Packer is laid up with arthritis at his home near Sierra Vista.

Retired Student Instructor Frank Farnham is in good health and enjoying a well-earned leisure at his home in Pasadena.

Retired Dispatcher Bob McPherson, who, we understand, is an ordained minister, is actively engaged in church work in Arcadia.

A long trip is his old home in Texas is being planned by Retired Motorman G. C. Holcomb.

To attend a singing society convention, Retired Motorman G. Bauer is making a trip to Cleveland, Ohio. Seems to us he hardly needs to go any farther than the PE Theater every Tuesday to get in some hearty singing. That's what the PE Glee Club is for.

Retired Motorman Carl B. Ogden says he sends the PACIFIC ELECTRIC MAGAZINE regularly to former Motorman Jack R. Leslie, who now works as maintenance man for a sawmill at Wildersville, Ore., but who still has such an active interest in PE that he asked Ogden to send him the publication.

A Sickness Committee, with the duty of reporting all cases of illness to the Club, was appointed at the June meeting, with F. J. Oriva named for the South, O. L. McKee for the West, and H. M. Mosher for the North.

At the July meeting key men were appointed over the system to visit retired employes in their immediate

vicinity. They include Zirl P. Myers for the Alhambra - Pasadena - San Gabriel area; H. M. Mosher for the Arcadia - Glendora - Monrovia - Sierra Madre area; Fletcher Upp for the East Los Angeles to Pomona area; G. C. Holcomb for the Compton to Long Beach area; Alfred W. Kitto for the Torrance-Redondo Beach area; O. L. McKee for the West Hollywood area; F. J. Oriva for the Venice-Ocean Park - Santa Monica area; Charles F. Estes for the Echo Park-Hollywood area; and Lloyd H. Covell for the Glendale-Burbank area.

MECHANICAL DEPARTMENT North and South Districts



By R. P. Murphy

B. MURPHY got himself a "new" Mercury long before his vacation so that he would have it broken in to level out all these mountains we have in California.

William ("Bill") Hemon retired July 1, and is home taking life easy. The granddaughter he spoke so much of when he was working here must see a lot of him these days. The best of health and a long life, Bill.

Gilbert Boswell just couldn't stay away from the "Blue Grass" of Kentucky. Blue Grass may have been too much for him, because he suffered a slight illness upon his return. He is all right now and is doing fine.

Al Danielson went to San Francisco

with a straw hat — and did the wind blow! — but his hat managed to stay with him and he arrived home safely.

V. B. Williams was a great pillar in the Shriners Convention when it was held in Los Angeles. He directed the new arrivals at the various stations (Fez Cities) around Los Angeles.

J. W. Wilcomb stayed home and painted his home a clean fresh white, which seemed to do him a lot of good as he looked fit as a fiddle on returning to work.

Wm. R. Tingley went to Canada and the Great Northwest. Did he like it? Don't ask him; just let him rave about it! He says nothing compares with it — it's all good.

E. L. Wait spent his entire vacation in Yosemite and he enjoyed every minute of his stay there, just relaxing.

J. R. Williams traveled across the United States to New York. Took in no sights, but went to New York as fast as he could get there by train. All you can get out of him now is, "New York sure is big, fast and massive — and how!"

Ludvig Otterstedt believes in flying high. He went to Sweden two years ago by plane, and this year he went to the State of Washington, up near the Canadian border, also by plane. He spent his time on a farm operated by his cousin and gained 10 pounds.

Louis Saal just returned from a trip in his new Ford to Canada, the Northwest, and Central California. The roads he traveled surely broke in his Ford. He says Grass Valley was the best place he visited.

R. L. Mankins is going for a nice long restful trip to New York. Along the way he will stop at Niagara Falls and thence proceed to New York City, Washington, D.C., St. Louis, and

home by a southern route. A very fine railroad trip.

P. A. Butler has been on a trip to New York, Washington, and other Eastern points.

E. J. Ellison was recently in the process of moving. We can sympathize with him because we know it is a "lovely" task.

Raul Robles has gone to San Diego and will visit friends in Old Mexico.

Rosanne Maskey has been home shining up her new paint job, wiping off the new motor and cleaning that new upholstery which has been applied to her Nash.

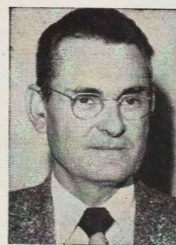
Alfred Anderson, after a slow start, got off to his Southern Trip to Arkansas, Shreveport, Houston, and other way points too numerous to mention. How he smiled when he received those much-sought-after passes.

M. Torres spent her vacation at Grand Canyon and Bryce National Park, where she claims the climate is very nice and scenery beautiful.

J. G. Troup covered Salt Lake City and the Colorado Mountains, by train of course, had a swell time.

Charles Foster retired July 1, 1950. We all hope he has a long and happy life wherever he may be.

SYSTEM GARAGES



By A. L. Bristow

FOR THOSE WHO MISSED the television show Sept. 13, the accompanying pictures typify the images on the television screens in thousands of homes at that time.

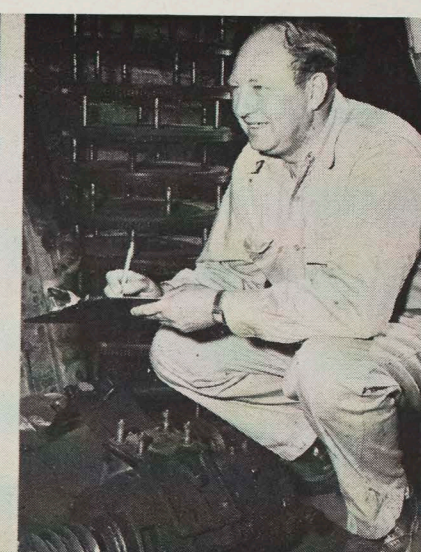
Harry Zarp, Leader at Macy St. Garage, and Al White, Auto Machinist, were standing by to show a part of their interesting duties to the TV audience, but time and circumstances made it necessary to disappoint them.

Which reminds us again that it takes the efforts of many people to make a success of a TV show or a business like ours, and also that the many that are working behind the scenes are just as necessary and important as the few who may be in the limelight for the moment.

Apologies to our friends in the Garages and Shops that circumstances did not permit seeing them to get reports of their vacations or other interesting activities. However, we did hear that:



AL WHITE, Auto Machinist at Macy Garage, checks a regulator box on the test bench.



HARRY ZARP, Leader at Macy Garage, sorts and checks parts that need to be repaired.

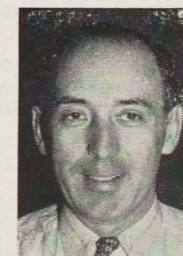
Elmer Harper, Assistant General Foreman, had a very enjoyable vacation fishing (of course) in the High Sierras.

Jerry Rons, Foreman at West Hollywood Garage, took a trip south to Long Beach on his vacation.

Bill ("Little Chum") Richards, Auto Machinist at Macy, headed east looking for an ocean, and finally arrived at New York. He says he had a very enjoyable trip each way.

Don Bowman, Staff Engineer, spent his two weeks working in the yard at his new home, and has blisters to prove it.

PACIFIC ELECTRIC MASONIC CLUB



By M. J. Davidson

MEETINGS began again on September 27 and our annual dinner is taking shape. It will be held in late October or possibly in the second week of November. We will have an outstanding speaker and a pleasant evening is assured.

I hope each one of our members had a good vacation this summer. Your scribe took one week in June and plans to use the next one attending the Grand Lodge centennial in October.

I was sorry to hear that Brother

James E. ("Tiny") Harper is home sick. Hope by the time of publication he will be his old self again. Past President Brother O. B. Briggs is still on the sick list. He gets around quite well but his back still bothers him. It was a pleasure to see Past President Brother Fred Leary feeling so well after his illness.

Many of our pensioned members turn up from time to time and most of them are feeling well and enjoying themselves. Believe Brother John Childs is an exception. Understand he is not feeling very well.

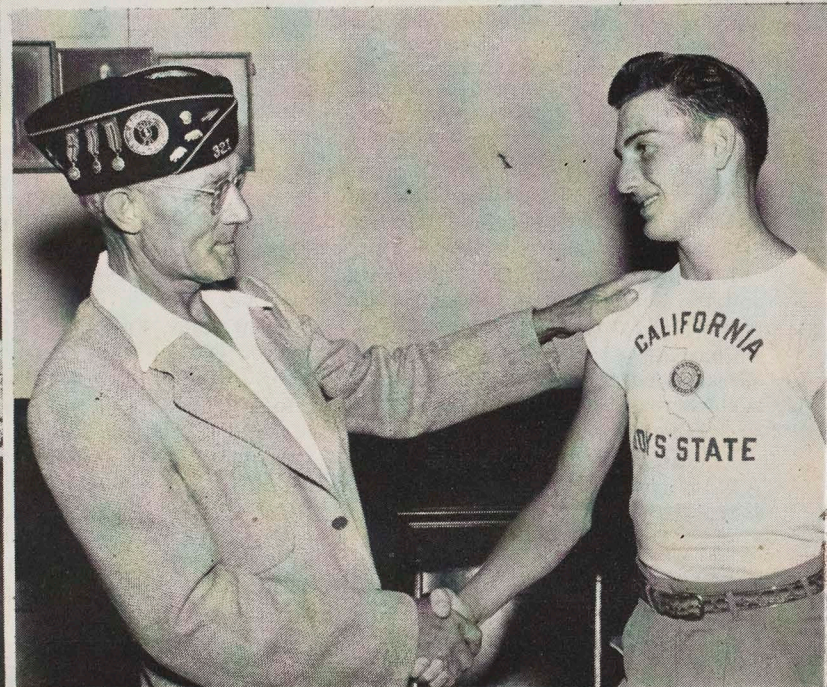
Edward Mason of the Freight Traffic Department, a new member of our club and a member of Sunset Lodge, received a call from the Air Force Command and is back in the service of our country.

Your President and Secretary attended the 27th annual dinner of the Santa Fe Masonic Club. A very enjoyable evening was spent with our Santa Fe brethren.

Brother Earl Peet was ordered off for a complete rest of a month or so and is back to work again looking better than ever.

A few members of our club visited Anchor Lodge in Compton last July and assisted in conferring the third degree of Masonry on Brother William H. Hambley, Relief Agent.

Our club lost another good member in August. Brother William H. Shoup answered the call of the Supreme Grand Master on August 9, 1950. He was a member of Utopia Lodge and the writer assisted in the conferring of his third degree. Funeral services were held on Saturday, August 12 and the Masonic portion was ably conducted by Past Master Williams of his lodge. Our sincere sympathy goes to his family.



NEW OFFICERS, PE LEGION POST—Left to right are B. P. Heath, Historian; F. W. Nichols, Chaplain; C. E. Wilcox, Service Officer; N. A. Tyler, Sergeant-at-Arms; H. F. Sayles, Jr., Commander; John W.

Foore, Junior Past Commander and Adjutant; W. D. Parker, 2nd Vice Commander; K. M. Brown, Finance Officer; and R. N. Anderson, 1st Vice Commander. Election was held at Patriotic Hall, L. A., July 25.

SYMBOL OF OFFICE—New Commander H. F. Sayles, left, receives gavel from outgoing Commander John W. Foore. Mr. Sayles, a Signalman, has been with PE since 1922, when he started in Engineering.

NICE WORK—Boys' State Chairman A. M. Cross congratulates Art Chaffin, junior at Herbert Hoover High School, for Art's speech to the Post describing his experiences at Boys' State in Sacramento.

AMERICAN LEGION PE POST 321



By
**Byron P.
Heath**

THE NEW OFFICERS for the year 1950-51 were installed at Patriotic Hall, Los Angeles, July 25, by the Teddy's Rough Riders Post No. 516

Drill Team, with 23rd District Commander Charles L. Lillywhite as the installing officer.

Commander Henry F. Sayles, Jr., served in the Medical Corps of the Army in World War II and is the son of Electrician and Mrs. H. F. Sayles, Sr.

1st Vice Commander Robert N. Anderson, World War II Army veteran, is a Motorman (beg pardon but it's Operator now) on the Southern District.

2nd Vice Commander William D. Parker was with the 168th North Russian Transportation Corps and the 27th Division in 1917 and 1918 and is now a Special Officer on traffic duty. He is a past 23rd District Chaplain.

Sergeant-at-Arms Norman T. Tyler served in the Army during World War I and is a retired U. S. postal employe.

Finance Officer K. M. Brown was in the Army in the first World War and now is a Freight Motorman on the South. He is a Past Commander and has been in charge of the check book for the last five years.

Chaplain F. W. Nichols was re-elected to serve another year. He was in the California National Guard when it was inducted into Federal service in 1917 and is now Assistant Trainmaster in charge of box motors. He is a past commander and has been Hospital Chairman for the past ten years.

THE PERY CLUB OF SAN BERNARDINO

By **Maye Reeves**



COLOR GUARD CHAMPS—Wesley Kelly, left, and Bill Carlock, PE Operators on the West, formed half of the color guard team from the South Bay American Legion Post 184 that took top honors at the 4th Area Caucas held at Redondo Beach in August. Kelly is captain of the team. At state convention in Sacramento held Aug. 15, the team took third place against stiff competition, Glendale Post 127 being the winner for the third time.

Historian—Byron P. Heath. Adjutant John W. Foore was in several outfits in the Army during World War II and is Freight Cashier in Inglewood. He has just completed a very successful year as Commander.

Service Officer C. E. Wilcox was re-appointed. He is a Navy veteran of World War II and a Past Commander of this post and 1st Vice Commander of the 23rd District.

Executive Committee: O. R. Newhouse, Past Commander and retired Operator, was re-elected along with H. L. Marshall, who is also retired. The new member is J. H. Wipfli, an Operator.

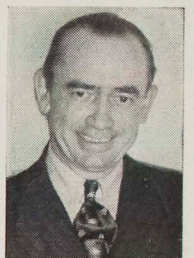
The delegates to 23rd District Los Angeles County Council and California Department Convention are J. W. Foore, C. E. Wilcox, B. P. Heath, H. F. Sayles, Jr., and K. M. Brown. The alternates are W. D. Parker, J. H. Wipfli, N. A. Tyler, F. W. Nichols and H. L. Marshall.

Art Chaffin, son of retired Western District Motorman and Mrs. Roy N. Chaffin of Glendale, gave an interesting report at the installation of his experiences while attending the California American Legion's Boys State at Sacramento where outstanding high school juniors are taught the principles of our city, county and state governments.

BYRON P. (BARNEY) HEATH, who takes over this time as correspondent for the PE Legion Post, is Store Department Clerk at the SP's Los Angeles Commissary, where he went in 1946 after six years as newsstand manager for the late PE Restaurant and News Service. He spent three years in World War II in the 106th Division, Military Police.

PACIFIC ELECTRIC ROD AND GUN CLUB

By
**Arlie
Skelton**



GREETINGS, Rod and Gun Clubbers!

The California deer season is now in full swing, and of course, those members fortunate enough to get away are up in the hills at this writing. Irvin E. Mankins, of the Mechanical Department, returned early with a nice three-pointer prime buck, bagged on opening day.

No report as yet from the Manley and Smith camp in the High Sierras, and the Bob Lawrence camp is still silent; but you may rest assured that they all have venison hanging from trees in their camps.

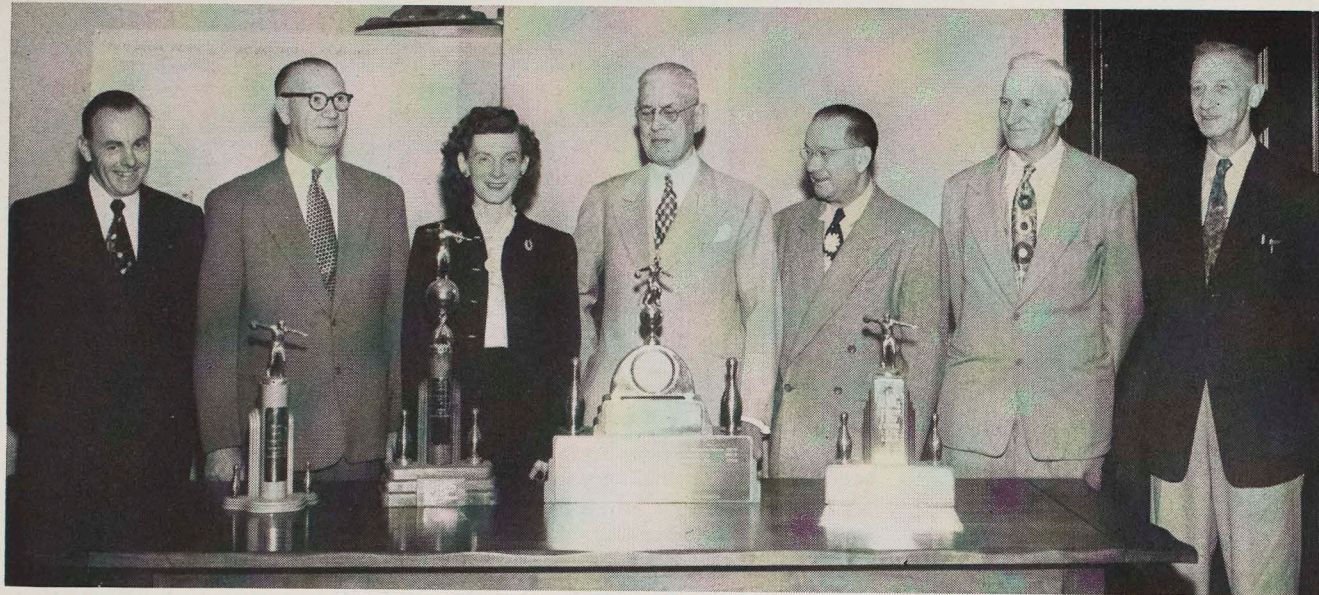
Called East because of the serious illness of my father, I missed the opening of the buck season, but am happy to report I found my father responding to treatment and on the road to recovery upon my arrival.

Sam Newland's car was badly damaged when struck by another car traveling at high speed. Sam was lucky to come out badly shaken and bruised, but still alive. Shoulder and hip injuries will incapacitate him for awhile, but we are hoping for his speedy recovery.

Remember, fellows, trout season is fast drawing to a close. Oct. 31 is



"I DIDN'T KNOW IT WAS LOADED!"

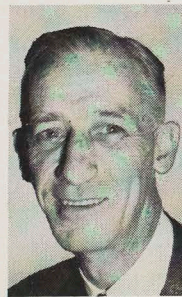


BOWLING LEAGUE OFFICERS, 1950-51 season, include, left to right, Robert V. Rachford, General Chairman, BRC, President; E. W. ("Ole") Swanson, Head Clerk, Baggage Room, 1st Vice President; Eileen Dillon, Typist, Freight Accounts, 2nd Vice President; C. G.

("Gon") Gonzalez, retired Leader Signalman, Treasurer; Sam W. Newcomer, Manager, PE Club, Secretary; Burleigh F. Manley, Supervisor, B & B, Manager, Six o'Clock Branch; and Charles P. Hill, Supervisor of Schedules, Manager, Eight o'Clock Branch. Support 'em!

PACIFIC ELECTRIC BOWLING NEWS

By **Charlie Hill**



The regular annual meeting of the League was held on Aug. 17. Bob Rachford was elected to the office of President; "Ole" Swanson and Eileen Dillon are the new Vee Pees; and Sam Newcomer and Charlie Gonzalez were re-elected Secretary and Treasurer, respectively. Burleigh Manley has been re-appointed Manager of the Six O'clock Branch and Charlie Hill will remain as Manager of the Eight O'clock Branch and will continue as

conservation measures, it is hoped to return ocean sport fishing to a semblance of its former standing. We have a very active salt water committee.

The big game committee, of which I'm also a member, is working hard to retain some of our big game for future generations. It's a long, hard fight, but with plenty of sportsmen's support, we will surely win our points.

Please support us by attending our meetings on the second Wednesday of each month, 7:30 p.m. at the PE Club rooms.

your scribe. The bowling night has been changed back to Friday and the league commenced its new season on Sept. 22, running for 27 weeks at the Arcade Recreation Center.

The writer was interested in looking over a magnificent booklet issued by the Sunset Bowling Center, which included a list of the leagues and individual bowlers of such leagues for the season of 1939-40, which results in some reminiscence. The Pacific Electric League of 18 teams was listed, including 98 bowlers. Of these there are now only 14 bowling in the league. Six are employees who have since then retired and four have passed away; namely, Ted Cuccia, Roy Wilson, George Orr, and Joe Beckett. Claim Department won the championship that season, the team consisting of Jay Gowanlock (Captain), Archie Brahm, Art Pabst, Al Robertson, and Ned Rich. Burleigh Manley rolled the high game of 275 for the season, and Charlie Gonzalez had high series of 658. Harry Hamp-ton was the league prexy, and Les Lutes and Reed Christiansen were the Vee Pees.

STEAMSHIP LEAGUE

The Steamship League got under way on Sept. 13, and will bowl at the Sunset Bowling Center in Hollywood on each Wednesday evening at 6:15 o'clock. The Pacific Electric State champions will enter the field with new colorful shirts, that should blind their opponents. The personnel of the regular team will be the same as last season; namely, Ray and Preston Jones, Claude Kazee, Johnnie Hubener, and your truly as Captain. "Jug" Yeager will be the substitute

deadline and several new plants in local lakes have been made. Arrow-head Lake should provide good fishing to closing date.

Ocean fishing is holding up well if you can guess the day the fish are running, which is usually the day before or the day after I go out for them. The unusual run of albacore this year has furnished some real sport fishing.

As your delegate to the Southern Council of Conservation Clubs, I'm happy to report that steps are being taken to remove yellowtail from the commercial market, and to control kelp cutting so that fish may continue to have their natural shelter. With these, along with several other



TAKES TOP HONORS — Substation Operator R. M. Lawrence of the Rod and Gun Club and the 49-pound, baby white sea bass which won him top honors in the Los Angeles Examiner contest. He caught it at Catalina.

On Making Courtesy A Kind of Religion

"WE'VE GOT to make service and courtesy a kind of religion," declared J. D. Farrington, President of the Rock Island Lines, writing to his employees in the February Rock Island Lines News Digest.

"We've got to think service, live service, perform service. We've got to rededicate our abilities to render a more courteous and a more friendly service," he continued.

"After all, you and I and the other 23,000 men and women on the Rock Island pay roll are the only ones who can give the public what the public has a right to expect when it buys transportation. If 22,800 of us do everything within our power to perform and a couple of hundred others just don't care, then we're not performing because part of the team is not functioning."

This railroad president was greatly concerned about courtesy because of a 1949 poll by the Opinion Research Corporation which pointed out the feeling of a large cross-section of the American public about railroads as compared with airlines. Fourteen out of 100 people interviewed felt that railroad courtesy was lacking. Despite the excellent safety record of railroads, 43 per cent of those interviewed preferred plane travel because of a friendlier and more courteous attitude on the part of air line employees, and because of faster air schedules.

Substitute "Pacific Electric" for "Rock Island" and the Farrington observations still remain pertinent.

One other fact pointed out by President Farrington well deserves mention. He says:

"It is a psychological fact that one discourteous or careless employe can call more attention to his railroad than scores who go out of their way to make sure that the shipper or the traveler is given every attention. It seems to be human nature that patrons who feel they've been treated badly delight in condemning by word of mouth at every opportunity."

WORDS OF WISDOM

IT MUST NOT be forgotten that our railroads are the arteries through which the commercial lifeblood of this nation flows. Nothing could be more foolish than the enactment of legislation which would unnecessarily interfere with the development and operation of these commercial agencies.

—President Theodore Roosevelt.



W. P. WILLIAMS
WALTER G. BALDWIN

JOHN R. STEVENSON
RAYMOND E. WALKER

T. E. HALLBROOK
JOE KRIETZMAN

INQUIRING REPORTER

QUESTION: Do you believe that today's educational methods are making young people better equipped to face adult life than methods used when you went to school?

(Answers this time are by Operators at the Ocean Park Terminal)

Operator **T. E. Hallbrook**, 40, who has one daughter, 10, in the sixth grade, says: "From what I've heard of today's methods, I think they are making young folks better equipped. My girl is further ahead in the sixth grade than I was at that stage. Of course, she's smarter than I was!"

Operator **Raymond E. Walker**, 22, with no children, says: "Yes, except that they're not given enough math and English today. There's a better feeling today between students and teachers than there used to be. Kids enjoy going to school now because of better equipment and surroundings. Nevertheless, children coming out of school today can't add, multiply, etc., as well as they should."

Operator **John R. Stevenson**, 43, who has a grown daughter who finished the eleventh grade, says: "I certainly do. Although youngsters can't spell and read as well now as they used to, there are more specialized educational channels nowadays than there were." (Mr. Stevenson seems to imply that spelling and reading are not too important in some lines of endeavor.)

Operator **W. P. Williams**, 63, who

has three children, all grown, and one of whom went through UCLA, says: "No. There isn't enough discipline. The average youngster doesn't realize what education means. When he doesn't he must be made to mind, because adults know better than children what children should do."

Assistant Field Supervisor **Walter G. Baldwin**, BRT (Operator on leave from Ocean Park), 51, who has one son, 26, an actor, with three years of college, says: "No. We have better facilities, but not enough discipline. My boy learned more in his last two years of college than he learned in all his previous training, because he was older, had been in military service, and had learned to realize the value of an education."

Operator **Joe Krietzman**, 40, who has one girl, 9½, now in the fifth grade: "They're not concentrating today on the basic educational values, and are dissipating their efforts in too many directions, partly in an effort to take over the functions of a parent—a condition brought about in some cases by the war years when parents were away."

Pacific Electric Club Bulletin

AGENTS ASSOCIATION:

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

AMERICAN LEGION POST:

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

BOWLING LEAGUE:

Matches held each Friday evening at the Arcade Recreation Center, 542 South Broadway. First Branch bowls a 16:00 p.m. Second Branch bowls at 8:15 p.m. Spectators invited.

CAMERA CLUB:

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

GLEE CLUB:

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

MASONIC CLUB:

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

ROD & GUN CLUB:

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

SENIOR EMPLOYEES FELLOWSHIP MEETING:

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

SPEAKERS FORUM:

Semi-monthly Meeting held at 6:00 p.m. sharp at Rosslyn Hotel, the first and third Wednesdays of the month.

VETERANS OF FOREIGN WARS POST:

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

WOMEN'S CLUB:

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

PE Man in Germany Says Only Shortage There Is Money

(See pictures by Sergeant Buss on opposite page.)

THE FOLLOWING LETTER from Sgt. Charles Buss, former Motor Coach Operator who has been for some years with the occupation forces in Germany, should prove of considerable interest to PE employes for its graphic description of some facets of present day living in that country. The letter was addressed to Helen M. Freedle, Supervisor of Personnel Records and Employment, and was dated Aug. 29.

"I have been holding up writing to you to try to get a better picture of a double bus but this one will have to do for the time being. I have put explanations on the reverse side of all the snaps. They should be of some interest to railroad and bus folks on the PE.

"The ferry picture is in a remote village where there is not too much traffic. People shown are mostly school kids going across after school.

"I enjoyed your letter and will try to answer your question. Shopping is almost the same as back home. It is of two kinds with two currencies: American Post Exchanges have liter-

ally everything . . . from candy bars to auto parts. Then we buy many things in the German stores. Some American housewives buy meats there and some vegetables. Care must be taken in vegetables and fruit as they use fertilizer that would give us typhoid, but the "localites" are immune for having eaten it all their lives. . . . Clocks, radios, and such are OK in the German market - not a great saving one way or another as the American Army PX has a huge purchasing set-up, buying, for sale to us, all kinds of Swiss clocks, canned foods from Scandinavia, and so on.

"It seems there are no more shortages - only of money with which to buy; in fact, with Marshall Plan funds, small factories are going strong and shop windows are full.

"Glad business with PE is good, as I am always interested in 'the best company I ever worked for.' I get the PE MAGAZINE regularly and find some articles of interest, such as general improvements, old-time pictures, etc. . . .

"Kindest regards to anyone who might remember me."

Virginia Simmons, Wartime Towerman, Pays Us a Visit

SIGNALMEN AND TOWERMEN will no doubt remember Virginia Simmons, who efficiently operated a tower during the war and also acted as PE MAGAZINE correspondent for the Signal Department.

She left service about the time the war was over to assume a position as instructor at the Citizens National Bank. Three years ago she became Mrs. M. C. Pyatt, and now lives in Portland, Ore., where her husband carries on a contracting business.

Still the same cheerful, charming personality, she revisited Los Angeles not long ago, and seized the opportunity to visit some of her old friends at PE, to whom she imparted the above information.

Her many friends, including the staff of the PACIFIC ELECTRIC MAGAZINE, unite in wishing Virginia the happy fulfillment of her dreams.

For permission to reproduce the cut on page 42, we are indebted to Esso Service, publication of the Cities Service Co.

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

WOMEN'S CLUB BAZAAR:

PE Women's Club Annual Bazaar, Thursday, Nov. 16 all day. Proceeds used to cheer employes confined in the hospital and unfortunate members of the PE family. Doors open all day. SHOP EARLY.

PE WOMEN'S CLUB

Announces Its

ANNUAL CHRISTMAS BAZAAR

806 Pacific Electric Building

Thursday, Nov. 16 — Doors Open All Day

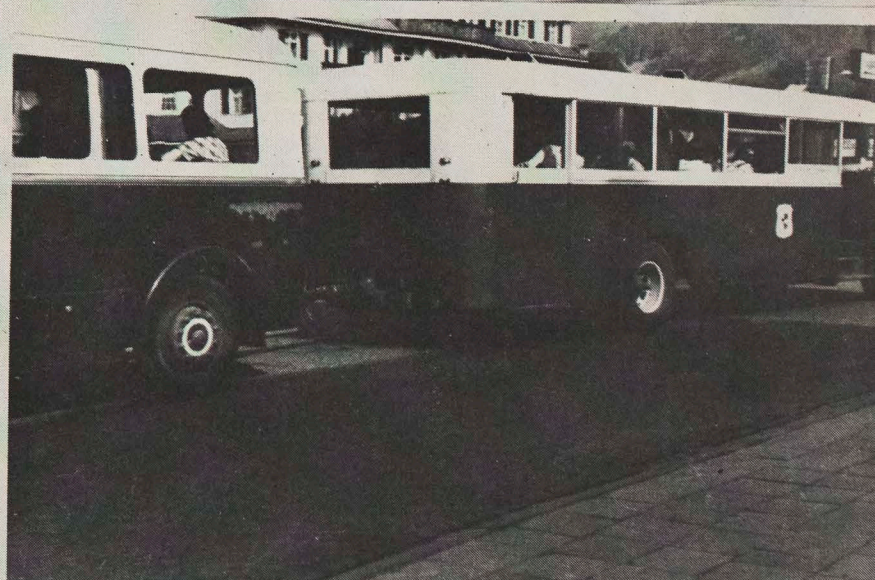
FANCYWORK • NOVELTIES • HOME COOKED FOODS

And Many Other Useful Household Articles and Gifts

at Surprisingly Low Cost

And SPECIAL ATTRACTION you'll want to get in on!

Proceeds are used to cheer employes confined at hospital and unfortunate members of PE Family.



GLIMPSES OF TRANSPORT IN GERMANY

UPPER LEFT — "Bahnsteig" means road platform. The old boy with the horn is blowing it to warn a track crew that a train is coming. LOWER LEFT — "Highball" — that's the meaning of the disc, a white center in a green circle, being held up by the man in uniform. UPPER RIGHT — A tractor-semi-trailer bus quite extensively used in Europe, but contrary to safety regulations in the U. S., according to Buss. In background is a glass top, "Vista Dome" variety of bus.

RIGHT CENTER — Manpower is pulling this ferry along the cable. The ferry, a small one for personnel only, substitutes for a bridge blown up "for spite" by the SS at the end of the war. "Of course," adds Mr. Buss, "for heavier traffic more modern equipment is used." LOWER RIGHT — A coupler is being used between two busses, each of which carries a conductor. "Not permitted in the U. S., but there are a lot of them over here," says Buss, who took these pictures.



The Pioneers

by Berton Braley

Nobody planned the American Way
 It had no agenda or scheme,
 It grew from the spirit that moves in the clay
 The faith that makes fact of a dream;
 Men built the American Way by their toil,
 With sweat and with laughter and tears,
 A way that was made on American soil
 By red-hearted, bold pioneers.

They fought and they frolicked, grim, gallant and gay,
 They sang, in a boisterous key,
 The songs that reflect the American Way
 Loud, proud, self-reliant and free.
 They hewed through the forest, they furrowed the sod,
 And whether they frolicked or fought,
 The American Way was the way that they trod
 And the way that they felt and they thought.

Though some of them wallowed in waste and in plunder,
 The American Way headed through
 To heights of achievement that made the world wonder
 What secret America knew.
 No secret—but only the way of a nation
 That makes the odds fair when you play,
 And gives you a chance to work out your salvation
 Your own—the American—Way.

YOU PROVIDE CHILD CARE

CHILD CARE SERVICES
 Dependent, neglected, and abandoned children last year received 871,731 days of care in foster homes, nurseries and institutions at a cost to the Chest of \$936,933.19.

through your Community Chest
 OF LOS ANGELES AREA

VALUABLE PRIZES OFFERED IN 'DAY WITH STAR' CONTEST

IN COOPERATION with the Community Chest, the PACIFIC ELECTRIC MAGAZINE invites all employees again to enter the popular "Day with a Star" contest, as most other firms in the city are doing.

The city-wide winner receives an honest-to-goodness date with a well-known movie star and other prizes. There are also many other worth while prizes, all donated to the Community Chest by civic-minded firms throughout the city.

All you have to do is complete in 25 words or less the following statement:

"I support the Community Chest because . . ."

Honesty, sincerity, and originality are what counts in your entry. Fancy layouts are of little avail. Legibility, too, of course, counts.

Be sure your name, job title, and home address appear on your entry — or entries: submit as many as you wish. They must reach the office of the Magazine, 817 PE Building, not later than Nov. 20.

If you didn't enter last year, here's your chance to win a really valuable prize — or perhaps a dinner date with a movie star (not yet chosen at this early date). Hurry up with your entries!

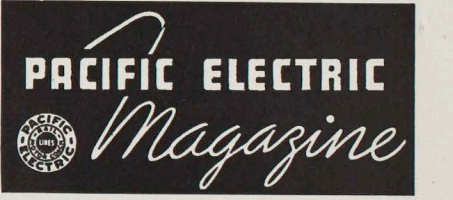
Appreciation

To All Employees
 Pacific Electric Railway Co.
 Los Angeles, California

Mr. Heisel and I find it extremely difficult to put into words our appreciation for the wonderful television set you so graciously presented us.

He surely misses being with all of you, but the many hours of enjoyment he is receiving from watching the programs throughout the day and evening serve to keep you in his memory.

Sincerely,
 MRS. C. B. HEISEL
 (Mr. Heisel is the Mechanical Department Foreman at Sixth and Main. On sick leave since May, he was presented with a television set by a group of friends and fellow-employees in June.)



Vol. 31, No. 1 October, 1950

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

EDITORIAL SUPERVISION
 James G. Shea
 Director of Public Relations
 Glenn E. Collins
 Assistant Director

EDITOR
 W. Warren Silliman, Jr.
 817 PE Building
 TU 7272, Ext. 2934

ASSISTANTS
 Charles P. Hill, Arlie Skelton, Suzanne M. J. Smith, Ted Harrison, Jack DeLaney, Milton R. Clark, A. L. Bristow, Earl O. Miller, Marge Zimmer, Bill Newman, Ralph P. Murphy, Ruth L. Leatherman, Nelson Fetterleigh, Phyllis Withee, D. L. Graadt van Roggen, John S. Burton, Jr., A. R. Crow, Byron P. Heath, Mervin J. Davidson, Maye Reeves.

PHOTOGRAPHY
 Harley B. Talbott
 Al Rommel

Copy deadline for the December issue will be December 1.



**SPEAK WELL
OF YOUR COMPANY
- YOU'RE PART OF IT**

