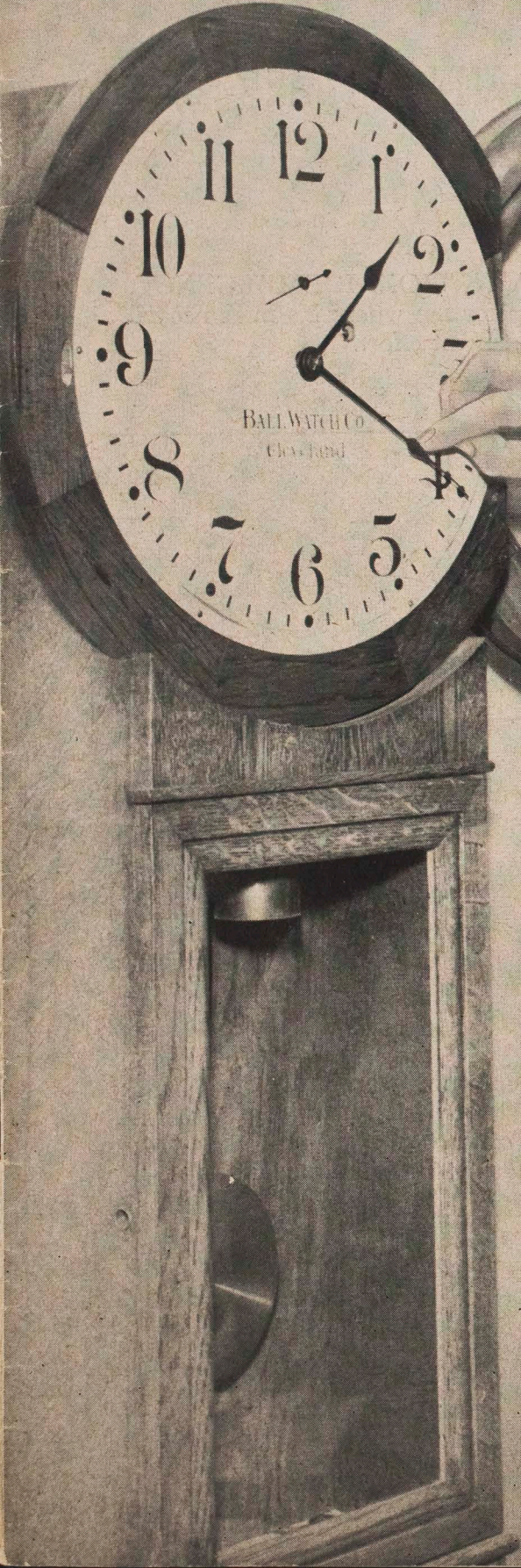


APRIL 1951
PACIFIC ELECTRIC
Magazine



DAYLIGHT SAVING-APRIL 29





IT'S *Spring*— AND CLEAN-UP TIME!

THERE'S ALSO A NATIONAL EMERGENCY. It's time to release scrap for use where it's most needed in the nationwide re-armament effort.

MATERIAL COSTS ARE GOING UP! It's time to be careful with what we have, whether it's paper clips, scratch paper, or locomotives. There may be a scarcity in future months.

IT'S TIME FOR EVERY EMPLOYEE to join the current good-housekeeping drive over the system. It's time to stop requisitioning more materials than are needed to do a job. When you request more materials than you absolutely need, the company must spend more money for replacement, possibly at higher prices.

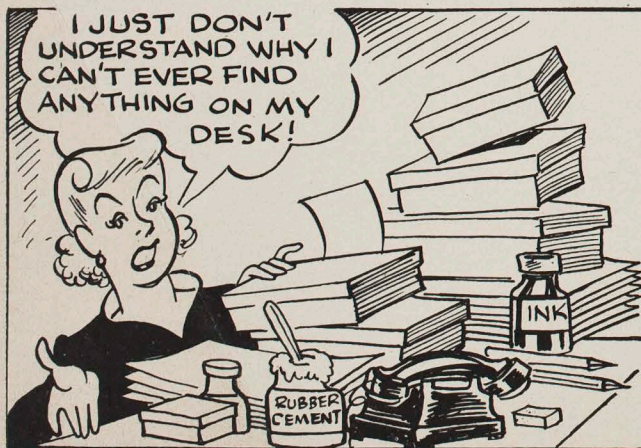
Got an extra keg of spikes gathering dust and rust at section headquarters? Send it back to the store! Did you order more printed forms than you really needed last time? Send 'em back to the store.



Is there some scrap material lying around cluttering up your shop? Send it to the Torrance salvage dock. Let somebody have it who can use it!

THE IDEA IS, according to General Manager T. L. Wagenbach, that there must be no surplus of stand-by materials.

DON'T be a hoarder!



SIGNING LABOR AGREEMENT — L. R. McIntire, Manager of Personnel, signs agreement granting 12½-cents-an-hour wage increase for unions represented in picture, which was taken in Mr. McIntire's office at 2:30 p.m., Friday, March 23. Clockwise from left are R. V. Rachford, Gen. Chm., Brotherhood of Railway and Steamship Clerks; Mr. McIntire; B. A. Collins, General Chm., International Association of Machinists; R. L. Bailey, Gen. Chm., Brotherhood of Maintenance of Way Employees; L. E. Brown, President, System Federation No. 159, Railway Employees' Dept.; Lawrence McKeane, Local Chm., Order of RR Telegraphers; J. A. Lewis, Assistant to Mr. Rachford; Robert Boyd, Gen. Chm., International Brotherhood of Blacksmiths, Drop Forgers, and Helpers; H. A. Hartman, Local Chm., Brotherhood of RR Signalmen.



Non-Operating Workers Get 12½c Wage Increase Effective Feb. 1

A WAGE INCREASE of 12½ cents per hour for 2,500 non-operating Pacific Electric employes, effective Feb. 1, 1951, was signed Friday, March 23, by the company and representatives of eight unions. The annual pay roll increase for Pacific Electric will amount to \$700,000.

In addition, a cost of living agreement providing a pay increase of one cent per hour for each point increase in the Cost-of-Living Index, effective April 1, 1951, was approved. A pay roll increase of \$50,000 annually for each one-cent wage hike will result.

The eight unions represent Clerks, Signalmen, Agents, Maintenance of Way, Shopcrafts, Dispatchers, Elec-

trical Maintenance and Substation Operators.

Last October, Pacific Electric granted an 11-cents-an-hour pay boost for 2,000 employes in an agreement with the Brotherhood of Railroad Trainmen.

Pacific Electric has a record of 32 years without a strike against the company as a result of a dispute between the company and labor representatives.

The 12½-cent increase will be first noticed in paychecks for pay roll periods covering work done in April. Separate checks covering retroactive pay from Feb. 1 through March 31 will be issued early in May inasmuch as they require special calculation.

2,100, of which 900 will be replaced in 1951.

THIRTY new 2800-class GMC busses, on order since December, began arriving at Torrance on March 8. All of them are now here. They were to be placed into service on Northern District lines some time after April 1. Costing \$22,681 each, the new busses are similar in design and equipment to the 2700's and 2800's which arrived in 1950. As new busses are placed into service, a number of busses now in use will be overhauled—the 2500's and 2050's first, and then some others.

FIVE INBOUND motor coach trips were added during morning peak hours on the Los Angeles-Culver City-Venice Line on Friday, March 9, to accommodate increased demand for more service. Fifty-seven motor coaches replaced rail service on the

line Sept. 17, 1950. PE now has 85 busses operating during peak periods and 23 during the base on the same line.

ON MONDAY, MARCH 19, all 1100-class cars were withdrawn from service on the Monrovia-Glendora Line—last line on which they had been still operating—and replaced by 700-class cars under two-man operation. The 700's will be used until completion of the Azusa-Baldwin Park freight connection, at which time authority has been received to substitute bus service on the Monrovia-Glendora Line.

PE HAS AGREED with the State Department of Public Works to bear a \$16,000 portion of the cost for the Fremont Ave. underpass on the Ramona Freeway and Covina rail line in Alhambra.

Freight Traffic Manager Began as Messenger Boy

(Fifth of a series of interviews with PE executives)

FREIGHT TRAFFIC MANAGER *William G. Knoche* became interested in the railroad business because one of his friends at school was the son of the General Freight Agent for the Frisco Railroad at St. Louis.

Young Bill, who at the time — 1900 — was 15 and in high school in that city, where his father ran a grocery store, took the bull by the horns, and asked his friend's father for a job. Thus he became a messenger boy in the Frisco's Freight Traffic Department at the princely salary of \$15 a month. He stayed there for a year and a half, won several small promotions, had a sick spell, and lost his job.

For the next two years he wandered, taking various small non-railroad jobs in various parts of the country, including, in 1904, a job in a hardware store in San Francisco. While Bill was there, a friend secured a position with the Southern Pacific Company in Los Angeles and later, at the request of this friend, Bill came to Los Angeles. He held various jobs in Los Angeles, including a stretch as Weighmaster on the Southern Pacific team tracks. In 1909 he went to Grand Junction, Colorado, to become a Fireman for the Denver and Rio Grande.

After a year or two of this, he accepted a job in the freight office as Car Clerk; later as Revising Clerk and Assistant Cashier. While he was holding down the latter two jobs, there occurred an incident that proved to be something of a turning point in his career. A gentleman telephoned one day to inquire about certain rates. Instead of asking the caller to wait until he could check the rate tariff, Mr. Knoche was able to quote the rates accurately from memory, a feat which so pleased the party who telephoned that the next day he called in person to commend the young clerk, identified himself as General Agent in Ogden, Utah, and offered the pleased and astonished Bill a job in the Ogden freight house. Mr. Knoche promptly accepted the offer, and, with this happy experience behind him, began thinking in terms of making railroading a real career.

In 1918, he took a 90-day leave of absence for a vacation trip to visit relatives in the San Francisco Bay area, and, to pass the time, secured a job with the Southern Pacific Accounting Department as Re-check Clerk, but a few months later, as he puts it, "I got itchy feet and joined the Army."

Working within the sound of the guns around Verdun, Mr. Knoche found the next year one of the most

interesting of his life, and the most interesting of all his railroad experience. He was Train Dispatcher at Is-sur-Tille, Chef de Gare (Stationmaster) at Ferme Boyer, and had been transferred to various points in and near Verdun before the American boys returned home. During this period he had the constant help of a French interpreter, and became well acquainted with the French system of railroads, which, at least at that time, were operated without the use of air brakes on freight trains.

Upon his return to this country, he became Revising Clerk in the Accounting Department of the Los Angeles and Salt Lake RR at Los Angeles, beginning in June, 1919. Learning later that this position was only temporary in nature, he resigned and accepted a position in the Pacific Electric Accounting Department as Interline Division Clerk, in January, 1920. He rose to Assistant Head Clerk, and then, in 1923, was asked to go with the Minarets and Western Railway with offices at Pinedale, just north of Fresno. Finding this job not to his liking, he resigned and returned to PE in May, 1924, entering the Freight Traffic Department as Rate Clerk under *Tom Day*, then Freight

Traffic Manager, now deceased. He rose to Chief Rate Clerk in 1926, Assistant to Freight Traffic Manager in 1928, and was appointed to his present post in October, 1935.

Vastly interested in the industrial development of Southern California, much of which has occurred since he became Freight Traffic Manager, he says, "I get the biggest kick in the world out of locating an industry on the line, and out of making friends with shippers and inducing them to ship via PE." Mr. Knoche feels that there is a great future in PE freight on account of the rapidly expanding industrial development of the area the company serves.

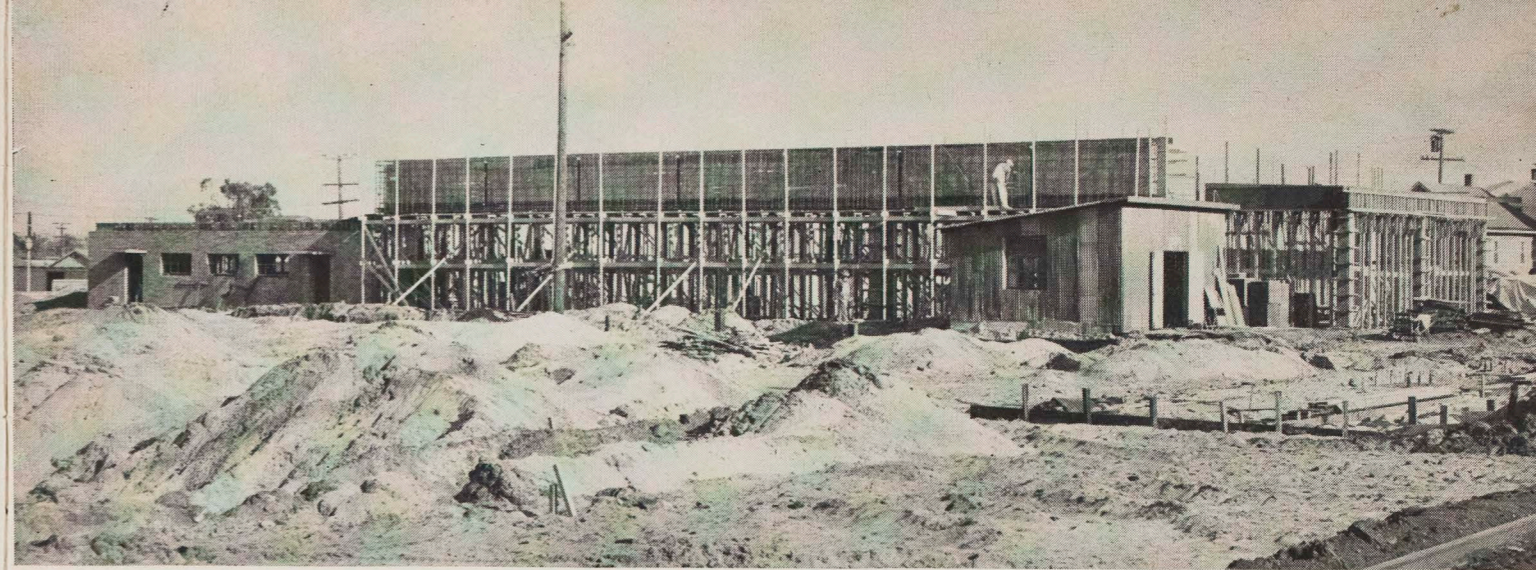
"I've never been a clock-watcher," said the Freight Traffic Manager, when asked the secret of his success. Furthermore, he doesn't like people who are.

He is watching carefully the work of those in his department, and, while he didn't care to mention names, feels that the excellent work of several of his employes will lead to better things for them.

"Promotion is usually slow on a railroad," he said, "but those who stick to their work and do it intelligently and efficiently over a long enough time are sure to get ahead."



W. G. KNOCHE



VENICE GARAGE as it looked March 1. Wing at left is first story of two-story structure to contain Transportation and Mechanical offices and locker rooms, as well as several rooms devoted to storage and repair. The large central unit is the garage proper, where

general inspection and light repairs will be made. Small building at right houses steam-cleaning unit. Corrugated iron building in foreground is temporary construction quarters. Bus lot, partially shown in foreground, when graded and paved will store about 120 busses.

New Garage at Venice Rapidly Rising

TO BE FINISHED approximately Aug. 1, the new Venice Garage is rapidly rising on the site of the former Ocean Park Car House.

Estimated cost of the main building is \$110,000; of the entire project, \$300,000.

As of March 25, work completed included the retaining wall along Main St., main building footings and concrete block exterior, footings of bus washer unit of service station, two large concrete beams, rough framing of second floor, and inspection and repair pits of the main building.

Constructed in part on a contract

basis, the main portion of the work is nevertheless being done by B & B crews under Foreman *George Alexoff*.

Some idea of the size of the garage may be gathered from the fact that the area of the ground floor is 15,500 square feet; of the second floor portion, 3,600 square feet.

The garage proper, which will be used for general inspection and light repairs, will contain three repair pits and two inspection pits. Several sections will be devoted to unit overhaul. Housed separately will be an automatic bus washer, another bus-washing unit for hand-washing, and a service station.

The section shown in left side of picture will be more extensive than it appears. On the first floor will be rooms for bus material and tire storage, unit repair, small parts repair, and the office of the General Foreman and clerks.

On the second floor will be the Terminal Foreman's office, Operators' quarters and locker room, Mechanics' locker room, Cashier's office, and washrooms.

Behind this section is a wing containing space for tire work, two inspection pits, oil storage, and battery reconditioning.

REVIEW SAFETY RULES

By H. L. Young, Superintendent of Safety

IT IS RECOMMENDED that all of the safety rules governing employes in train, engine and yard service, contained in "Safety Rules" effective June 1, 1949, be reviewed very carefully by all employes, as all are important to your safety.

All these common sense rules are so simple you may be inclined to give them little thought. But don't be misled; the violation of any one of them might easily result in serious injury to yourself or to a fellow Trainman.

Safety should be of the first consideration in every detail of operation, yet our accident files disclose that accidents continue to occur because simple safety rules are not properly observed.

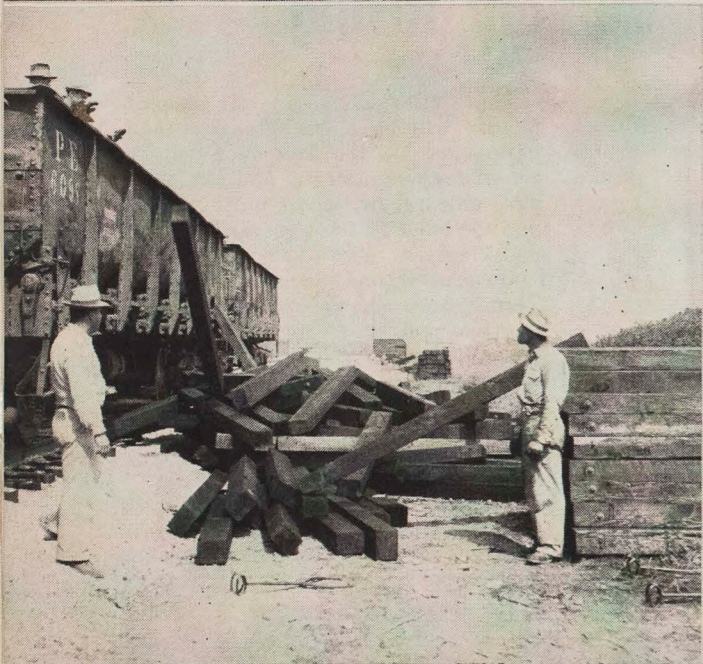
The most common failure is not properly protecting one's self against unexpected couplings in switch-

ing yards. The next most common cause of injury is the failure to be ever alert to underfoot conditions. Every effort is made to keep toe paths clean of obstacles over which you might stumble, but in the switching of loaded flats and gondola cars, particularly those loaded with scrap metals and other loose material, pieces may be jarred loose and fall to the ground. These pieces create stumbling hazards and you should look carefully before stepping off moving cars. Any such object should be removed by a person who observes it, if possible; if not, proper notice must promptly be given so that it may be removed.

By the constant observance of safety rules, accidents will be avoided, as will unnecessary suffering that accompanies personal injuries.

Review your safety rules!

Next Issue: C. W. Cornell, General Attorney



UPPER LEFT—Grading for underpass under Foothill Blvd. just west of Irwindale Ave., as situation looked March 8. Camera looks north. UPPER RIGHT—Discussing plans for grading and construction of underpass were, left to right, A. F. Dougall, PE's Resident Engineer; and two Kiewit men: Toots Powell, Foreman of grading and grading equipment; and Max Woodard, Superintendent of underpass construction. LOWER LEFT—Unloading ties for building extension of Reliance Rock Spur were members of Extra Gang 6, under direction of Foreman Sal-

vador Arellano, on ground at left. Stacking ties at right was Anselmo Sarmiento. In car were Apolnair Contreras, Raymond Madrigal, Jose Serrano and Refugio Garcia. Considerable new track had been laid. LOWER RIGHT—Line grade for culverts under Foothill detour is being set by (left to right) C. J. Cobb, Field Engineer; Donald Knosp, Instrument Man; and Wilson Dunn, Rodman. The detour for highway traffic will be constructed so that a cut may be made in the main highway (on which car and truck are seen) in order to build underpass.

Azusa-Baldwin Park Freight Connection Progresses

CONSTRUCTION of the freight connection between Baldwin Park and Azusa moved another step forward March 1 when the contract for grading and constructing a reinforced concrete underpass structure under Foothill Blvd. just west of Irwindale Ave. was awarded to Peter Kiewit Sons' Co. of Arcadia. The contractor at once began grading work.

A. F. Dougall of the PE Field Bureau was assigned March 5 as Resident Engineer, to coordinate the work of the contractor with that of all construction by PE crews. He will also inspect the grading and the in-

stallation of culverts. Inspection of the underpass structure will be done by Structural Engineer Albert de Pfyffer.

Track work is being done by PE forces under Roadmaster J. E. Flathers.

The crossing at the Santa Fe Rail-

way will be protected by a second-class interlocking plant—that is, no tower will be needed. This will be known as Kincaid Interlocking. The protection will consist of derails on the Pacific Electric and automatic signals on the Santa Fe.

The derails on the Pacific Electric line will be locked with electric switch locks, control of which will be selected through the automatic block signal system on the Santa Fe. Indicators at the switch lock will indicate the approach of Santa Fe trains. Pacific Electric trains over the Santa Fe crossing must stop, and the near derail will be operated by member of train crew. Opposite derails may be trailed through. The derails may be operated immediately if no Santa Fe trains are approaching. However, time unlocking devices will be provided to permit a Pacific Electric movement in the event of switching moves on the Santa Fe.

The installation will be under the general supervision of Signal Engineer W. E. Stratman.

Commendations Sent 7 Retired Employees of Mechanical Department

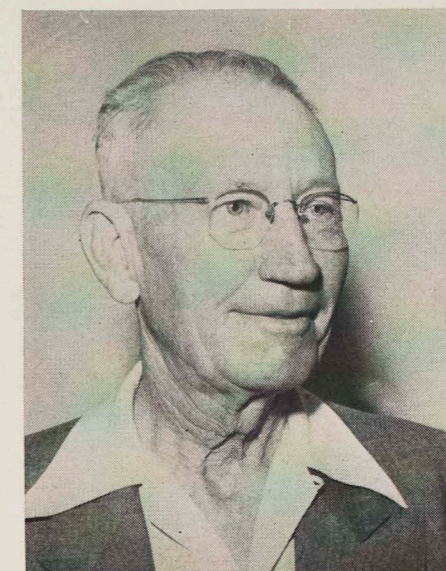
CERTIFICATES OF COMMENDATION for their many years of railroad service were sent March 2 to the following retired employees of the Mechanical Department, along with a personal letter from Supt. of Equipment E. A. Stevens:

Harry L. Ashbaugh, Blacksmith, Torrance, 14 years of railroad service; Claude C. Blair, Electrician, Torrance, 14 years of railroad service; John J. Byrne, Welder, Macy, 30 years; Ovilla J. Chicoine, Air Brake Machinist, Torrance, 29 years; Robert E. Clement, Car Repairer, West Hollywood, 37 years; John D. Giberson, Electrician, Sixth and Los Angeles Sts., 30 years; Reuben B. Lock, Machinist, Torrance, 27 years; and Arthur W. McCauley, Carpenter, West Hollywood, 23 years.

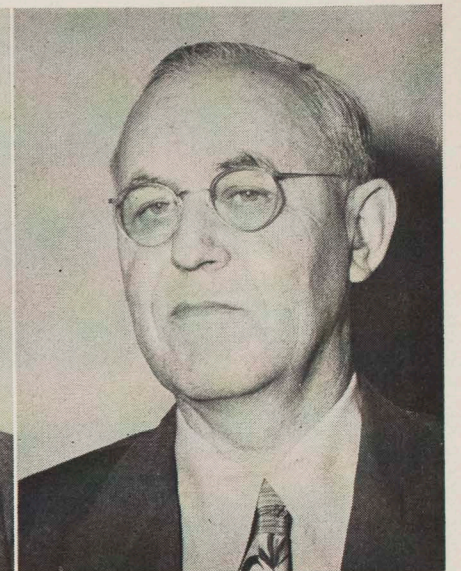
All retiring and retired employees are eligible to receive one of these beautiful certificates, bearing the gold seal of the company and signed personally by President O. A. Smith and Secretary John J. Suman.

Many employees who have received their Certificates of Commendation, which bear a message of appreciation for their years of service from the management, have expressed their pleasure in such a token of recognition.

Class I railroads put 2,396 new locomotives in service in 1950, the largest number installed in any of the past 27 years.



RICHARD C. SCAGGS
Operator, North
Retired March 10, 1951
39 Years a Railroader



LESTER A. POST
Cashier, L. A. Freight Station
Retired April 1, 1951
40 Years a Railroader

Retirements

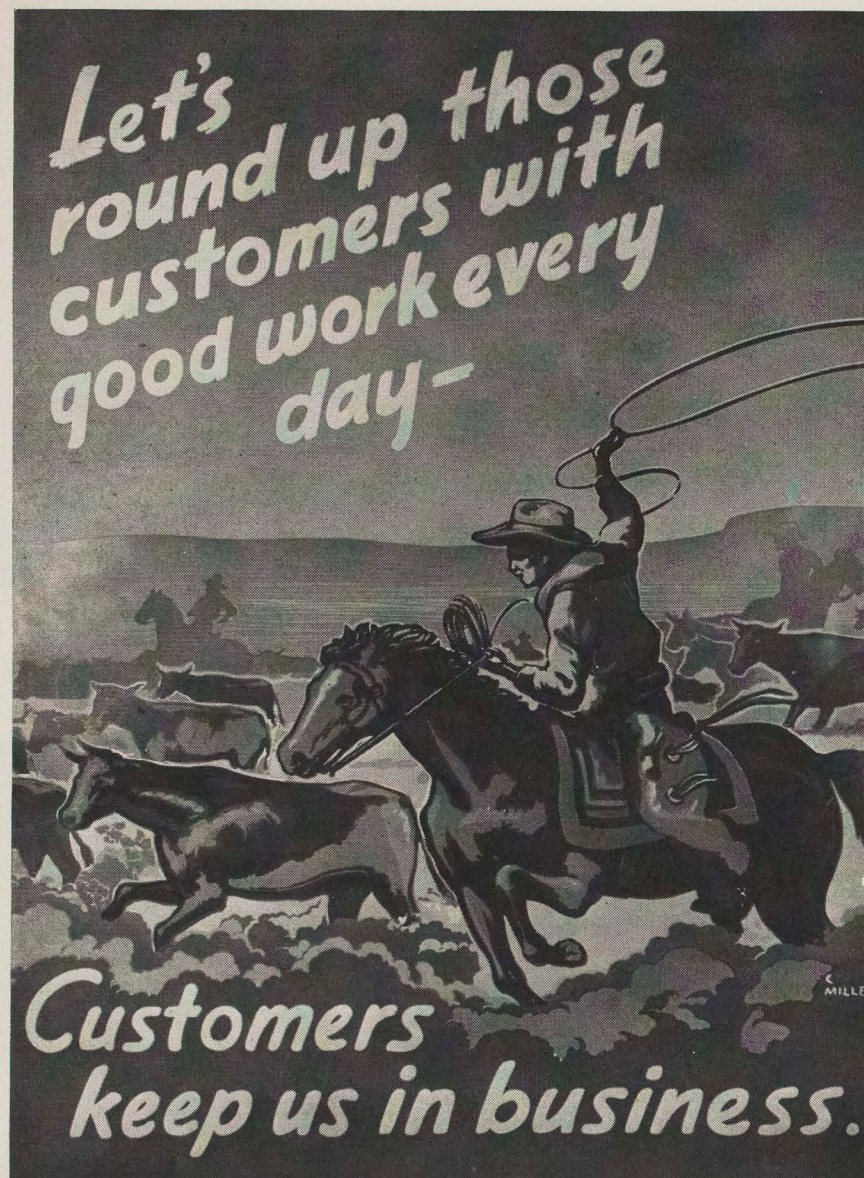
VERY BEST WISHES for many more years of peaceful, happy living to the following employees, who retired, according to the Treasurer's office, during the months of February and March. May their years of loyal service bring their just rewards, and may their memories of PE be always pleasant.

NAME	Occupation	Department	Years of Service
William E. Biggers	Conductor, South	Transportation	8
Claude C. Blair	Electrician	Mechanical	27
Charles E. Brown	Mill Helper	Mechanical	25
Williard D. Carrigan	Air Brake Machinist	Mechanical	7
James E. Garner	Motorman, West	Transportation	31
Lee Ora Goodwin	Conductor, North	Transportation	31
Agraciano Hernandez	Trackwalker	Engineering	15
George W. Huntsman	Painter	Mechanical	31
Albert V. Knowles	Conductor, South	Transportation	30
Edgar W. Lock	Stockman	Store	33
Edward O. Moore	Patrolman	Special Agents	7
Thomas H. Moore	Genl. Foreman	Mechanical	31
Maria Paramo	Car Cleaner	Mechanical	7
Lester A. Post	Cashier, Terminal Freight	Transportation	31
Percy J. Robillard	Welder	Mechanical	31
Richard C. Scaggs	Motorman, North	Transportation	32
Mabry E. Shay	Conductor, West	Transportation	31
Frank Thompson	Leader	Mechanical	30
Valentine A. Wahl	Conductor, South	Transportation	31
Charles E. White	Conductor, West	Transportation	31

Cheerful News for Retiring Employees

Life expectancy of railroad age annuitants now aged 65 is 13 years, and of those now aged 70, almost 10½ years, according to recent figures of the Railroad Retirement Board. But of course the Board hastens to point

out that this is just an average figure. The life expectancy of a railroad nondisability annuitant is "appreciably higher" than that of white males in the general population, says the Board.



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IT'S ROUND-UP TIME!

IT MAY OR MAY NOT BE round-up time in Texas—but it's certainly round-up time every day in the business world when it comes to customers.

Every kind of business, today, needs all the customers it can possibly get. Because, customers bring us business, give us jobs, keep us in business—and that means money for payrolls, money for more machinery, money for more improvements, etc.

So, let's keep rounding up those customers with better and better work. No one ever lost customers yet because he gave them the very best effort he could possibly come up with.

If a customer feels he is getting a square deal, that we are giving him quality and service, combined with courtesy and a fair price (and that means cutting down on waste and mistakes) then we'll keep that customer—and he'll even bring more customers to us.

Customers keep us in business. So let's round-up those customers with better work—every day.



TO NEW EMPLOYEES

WELCOME to the following new employes, listed by the Personnel Department as additions made in January and February:

MECHANICAL DEPARTMENT

Helpers: Jesus Yanez, Berthel Johnson.

Steno-Clerks: Mary E. Zaharis, Patricia J. Goggins.

Car Cleaner: Fernando M. Anzneto.

ENGINEERING DEPARTMENT

Truck Drivers: Frank J. Caramagno, Ernest Walker.

Truck Driver & Helper: John J. Lewis.

Linemen: Otto E. Seivert, Arthur E. Whited, Arthur V. Larson, William S. Clark.

Assistant Signalman: Gordon D. Brown.

Watchmen: Truman A. Eggleston, Arthur H. Roush.

Helper: Luther M. Wolfram.

Bonder and Welder: Wilson G. Hight.

Signal Draftsman: Charles H. Volz.

Signalman: Vernon L. Schmidt.

Signalman's Helpers: Robert E. Chaffin, Art M. Chaffin.

Carpenters: Richard L. Back, Leif B. Morseth, Otho W. Benton, Sam P. Lento.

Carpenter's Helpers: Fred V. Yates, Donald R. Benton, Alton B. Cox.

Groundman: Robert E. McLellan.

Painter: Ernest Immerman.

Subforeman: James C. Haley.

Substation Operator: Donald B. Hinds, Louis R. Gray.

PURCHASING DEPARTMENT

Store Helpers: Stanley W. Farness, Arthur H. Heine, Robert P. Phillips, Frank Amaya, William S. Johnson, Rudolph Lewis, George C. Fowler.

Steno-Clerk: Jane F. Reehorst.

TRANSPORTATION DEPARTMENT

Janitors: Walter L. Thorson, Charles E. Hughes.

Brakeman: Robert J. Matchie, Gerald Ruby, Howard Tiner, Albert Jordan, John P. Moran, Lemon W. Davis, Clifton Goode, William C. Aplin, William A. Berry, Peter Rajceovich, Charles V. Phillips, Marion H. Grimes, Eugene R. Duncan.

WHY Take a Chance?

FREIGHT TRAINMEN should wear high-top shoes when on the job to be spared the suffering and loss of time that accompanies a sprained or turned ankle.

Your ankle is entirely without support when an oxford type shoe is worn.

This is another suggestion to avoid painful accidents.

Hospital Assn. Absorbs Increase in Room Rates Without Raising Dues

ALTHOUGH ROOM RATES at the Santa Fe Hospital were raised Jan. 1, 1951, approximately \$1.00 per day per patient, the increase will not result in any change in the present monthly PE Hospital Association dues, announces Business Manager George Perry of the Association.

"The room rate increase is comparable to increases being made by other hospitals in this area," says Mr. Perry. "Rising costs in all phases of medical supplies and services are being encountered daily by your Association management."

Serving notice under the existing contract with your Hospital Association of the increase in room rates, the Santa Fe Coast Lines Hospital Association gave as reason for the increase, "Granting increases in salaries of hospital personnel, as well as spiraling costs of supplies."

Mail Clerk: Margaret A. Stockberger.

ACCOUNTING DEPARTMENT

Steno-Clerk: Curtis J. Johnson.

Clerk: Walter J. Ryland.

Sorter Clerk: Roberta J. Johnson, Sharon L. Rulo, Lorraine Dillenbeck.

Stenographer: Lambert J. Pinnell.

Comptometer Operator: Florence H. MacDonald.

Auditing Clerk: Paul J. Oliver.

LAW DEPARTMENT

Stenographers: Mary K. Rycroft, Kathleen J. Weber, Carol M. Richards.

PE BUILDING

Station Engineer: Berick N. Nelson.

Janitor: Charles E. Hurst.

Extra Janitor: Willie G. Latkin.

PASSENGER TRAFFIC

Steno-Clerk: John F. Hughes.

HOSPITAL ASSOCIATION

Pharmacist: Josephine M. Mar.

IF WE HAD DISTINGUISHED SERVICE CROSSES TO AWARD



The name **Mr. George Perry** would be on our honor list. It was your generous cooperation which made possible the recent visit of the Red Cross Bloodmobile. Your efforts were well rewarded as follows:

No. of Blood Donors Registered

No. of Pints of Blood Collected **254**

Credited to the account of **EMPLOYEES —**

PACIFIC ELECTRIC RAILWAY COMPANY

Date **November 16, 1950; December 6 & 20, 1950**

It should be a source of great satisfaction to your organization to know that they have not only provided protection for their families and themselves, but also have made a vital contribution to our fighting men overseas. Thanks, and a "Well Done" for a grand job!

Sincerely,

Virginia Boyd Willis

MRS. H. B. K. WILLIS, Chairman
Blood Service Recruitment Committee

"Rather Credit Employes," Says Perry

FOR HIS SERVICE in handling the recent PE Blood Bank campaign, George Perry, Business Manager of the Hospital Association, received the award reproduced above from the Blood Service Recruitment Committee of the Red Cross. As Chairman of the Labor-Management Council's Blood Bank Committee, Mr. Perry, with the help of many solicitors in various departments, was able to secure donations of 254 pints of blood from employes to replenish the PE Blood Bank credit, aid the armed forces, and help in the civil defense program. A drive to get blood donations from Operators for these same purposes is now being worked out by Mr. Perry and Committee. Mr. Perry feels that the names of each of the solicitors might "just as well have been on the card" as his own, since the excellent campaign response was, he says, due to their efforts.

Hospital Assn. Offers Immunization To Employes and Families On Request

YOUR HOSPITAL ASSOCIATION, in cooperation with the Public Health & Medical Services Committee of Los Angeles County Cities Civil Defense Planning Board, will undertake immunization of employes from smallpox, tetanus, and typhoid-paratyphoid fever, upon individual request.

Employes who desire such treatment should request appointments by telephoning the Association Office at TUCKER 7272, station 2961, or TRINITY 1623.

Medicines used will be furnished at cost.

An identification card (Official Certificate of Immunizations) will be issued to each patient treated.

If an employe wishes to have the other members of his family immunized, immunization will be done on a low private fee basis by the Association doctors.

Cost of medicines and private fee charge mentioned will be known after this goes to press, and will be available when patients make their appointments.

The Public Appreciates

OF ALL THE QUALITIES revealed by employees to the public, courtesy this time, as always, draws by far the largest number of commendations. Under the head of courtesy may be lumped such actions as cheerful, unruffled demeanor under sometimes trying circumstance; patient willingness to answer questions; consideration for the aged, the young, and the physically disabled; taking the time to be kind; and, in general, doing as one would be done by. All of these actions and attitudes drew commendations this time.

Next to courtesy, skillful, safe operation has elicited the most applause from the public. Easy starts and stops, readiness to meet traffic emergencies, knowledge of routes and schedules, observance of traffic and safety rules, consistent accuracy in collecting fares and punching transfers—these are some of the elements of good operation that have won current notice.

NORTHERN DISTRICT OPERATORS

R. E. Coe, G. N. Freeman, C. R. Gemeinhardt, J. F. Glines, Harold Humphreys, A. A. Kuhn, George Martin, P. H. Riordan, C. E. Tomkinson.

SOUTHERN DISTRICT OPERATORS

H. B. Blackwell, A. J. Burns, J. H. Elsmore, G. M. Morgensen.

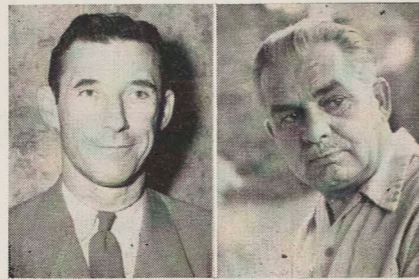
OUTSTANDING COMMENDATIONS

OUTSTANDING among commendations received are those for Motor Transit Operator F. W. Secrest, Western District Operator R. A. Ritter, Ticket Clerk W. J. Simpson, and Freight Conductor K. L. Desjardines.

Bitten severely on the hand while trying to help a dog which had been struck by an automobile and knocked into the path of his coach, Mr. Secrest was commended, not only for his kindness to the dog, but also for his courage and determination in seeing that his passengers arrived on time after he had been injured.

Mr. Ritter, deadheading a coach, found another Operator on a scheduled run in trouble because the headlights in his coach had gone out. Exchanging coaches with him, Ritter enabled the other Operator to continue his schedule, and brought the bad order coach to the storage lot. For this assistance he was commended by Supt. J. D. Puffer.

A passenger who has used PE service since 1924 finds Mr. Simpson outstanding among many "fine, generous, friendly men" for his prompt, friendly, and accurate information.



W. J. SIMPSON
Ticket Clerk

F. W. SECREST
Operator, West

"Always late and in a hurry, I ask: 'When is the first transportation to Sierra Vista Station? I have my car there'; and instantly and so cheerfully, he names two or three and the first—and is always right."

On his way home after signing off, Mr. Desjardines noticed an accident involving a PE coach, promptly reported it to the Service Director, and otherwise assisted the Operator. Service Director R. C. Smith reported this excellent service to Supt. J. D. Puffer, who wrote the Freight Conductor, Mr. Desjardines, a letter of appreciation.

MOTOR TRANSIT DISTRICT OPERATORS

Sunland Operators in general, L. V. Blackmore, E. L. Combs, L. R. Cox, W. B. Evans, N. C. Fetterleigh, R. D. Fitch, M. A. Foster, M. L. Foster, G. Freeman, E. J. Green, E. W. Karr, R. M. Melton, F. W. Runa, F. W. Secrest, K. H. Theden.

WESTERN DISTRICT OPERATORS

C. G. Aichele, T. J. Baker, W. G. Burnham, A. W. Carlock, D. L. Correll, M. C. Davis, R. G. Farr, G. W. Foltz, R. R. Foster, D. C. Grayson, Joseph Mahon, C. J. Mathison, H. B.

McClintock, Raymond McLure, H. F. Myers, F. G. Poppleton, R. A. Ritter, Simon Sachs, John H. Schmitt, R. V. Schupbach, R. G. Seymour, Eddie Shepherd, Raymond E. Walker, P. A. White, W. E. Witherspoon.

OTHER PERSONNEL

H. L. Brown, Freight Trainman, Long Beach Yard; K. L. Desjardines, Freight Conductor, Butte St. Yard; W. J. Simpson, Ticket Clerk; the Lost and Found Department.

Garden Safety

THE HAZARDS of the home garden were pointed out by Mrs. W. H. Parker, wife of the Los Angeles Police Chief, as she launched the National Safety Council's Garden Safety program for March and April.

Basic precautions Mrs. Parker suggests:

1. Lock tools away from playing children or careless stepping adults.
2. Tools needed, but not actually in use, should be placed with teeth or cutting edge down and toward wall or fence.
3. Lock rodent poisons and insecticides away from small curious fingers.
4. Constantly watch swimming pools, fish ponds, and cesspool construction holes when children are about. Fencing such places off is safest.



SORTERGRAF—At left, Frances Irwin, Accounts Clerk, sorts trip reports into badge order number by inserting them under the black tabs. Tabs are numbered consecutively with badge numbers from 1-2550. Sortergraf Frances uses is specially designed for trip reports. The other girl, Bonnie Spilsbury, also an Accounts Clerk, sorts fare-box cards in order of farebox numbers, tabs being numbered 1-1176.

New Gadgets in Passenger Accounts

MAYBE YOU'VE WONDERED how records are kept—or even whether they are kept at all—of the many thousands of tickets sold by Agents, Ticket Clerks, and Operators daily. Is it possible to keep any accurate records of so many colored bits of pasteboard?

Do they really keep records of the 1,800 trip reports, the more than 1,000 farebox cards, the 1,900 ticket envelopes, and the 750 Auditor's stub envelopes turned in daily?

The answer is yes. Faithful and complete records are kept in that section of the Accounting Department known as the Passenger Accounts Bureau.

TICKET STOCK RECORDS

Card records are kept of all ticket stock issued by the Ticket Bureau to Agents and Operators, issued by Agents to Passengers, issued by Agents to Operators, and issued by Operators to passengers.

How? Well, it's fairly simple now—simpler than it was five years ago. The Wheeldex Method is used. Four wheels holding 3,500 cards each are maintained in Passenger Accounts. One wheel shows stock issued by the Ticket Stock Bureau in Passenger Traffic to Agencies; the other three show stock issued to Operators. Each card, on which appears the Agency or Operator's name, shows the opening and closing number of stock issued.

A Clerk sits with her records at

a desk containing a Wheeldex, rotates the wheel in either direction, and thus turns to any desired card with speed and accuracy in a smooth, effortless operation. Cards may be inserted or removed with ease and without disturbing the sequence of the thousands of other cards. Entries may also be made on any card without removing it from the wheel; for the instant the wheel is turned to a card, a stabilizer holds the wheel in place with the card face up, level with the desk surface.

OLD METHOD CUMBERSOME

The former method was to keep the cards in wooden drawers in cabinets. In checking, Stock Clerks would remove the drawer containing the cards to be checked, carry the drawer to her desk, and post the entries. Posting necessitated removing the card from the drawer and replacing it after the record had been made. Each drawer had to be removed until all cards had been posted.

But now—just a turn of the wheel

WHEELDEX METHOD of recording ticket stock issued to Agents and Operators is demonstrated by Mary Ellen Miller, Ticket Stock Clerk. Old way (see next page) was much slower.





OLD METHOD of recording ticket stock issued, by filing records in cabinets, is demonstrated by Mary Ameden, Ticket Stock Clerk in Passenger Accounts. This method was slow and cumbersome, because drawers had to be carried back and forth to clerk's desk.

and the Clerk can refer almost instantly to any desired record.

TRIP REPORTS AND FAREBOX CARDS

Time was when the handling of trip reports and farebox cards was really complicated. Trip reports covering each day's work were hand sorted into badge order number on a large table. First grouping was into groups for each hundred numbers, such as the 2700's. Then the hundred reports making up the 2700's were arranged

DUMPING AND SORTING MAILBAGS full of farebox cards, tickets collected and Auditor's stubs is done twice daily by Sorter-Clerks Mary McKenna, left, and Joyce Wood.



again from 2700 to 2799, and so on until the entire day's reports were finally in numerical sequence of badge numbers. After that, the necessary records were made from the information on the trip reports.

Farebox cards were handled in a similar manner, except that the sorting was done by farebox numbers instead of badge numbers.

Tedious work, that!

SORTERGRAF BOON TO CLERKS

But now they use the Sortergraf, best explained by reference to picture on preceding page. Numbered tabs with slots for inserting records are attached to tracks. Each tab is attached to the track by a hinge, and may be moved to any angle. The Clerk places forms to be sorted on a movable table in front of her, and brings the proper tab to her by moving the track forward or backward. If the badge number on the trip report happens to be 1982, she quickly finds tab 1982 and inserts the trip report in the slot. She then picks up the next trip report from the pile in front of her, slides the proper tab toward her, inserts the trip report, and so on until all are in place on the Sortergraf and ready to be audited.

Records are easily taken from the Sortergraf by removing approximately 100 trip reports at a time.

PRELIMINARY TO ACCOUNTING

Use of the Sortergraf is, of course, only the preliminary to accounting. An exact record is kept for every Operator. Trip reports, for example, contain information from which is compiled the mileage of each bus on each line and the mileage of each class of rail passenger equipment. They also contain information from

which are accumulated records of each Operator's ticket sales, farebox registrations, cash turned in, and passengers carried. Each record is checked against other records before any figure is accepted as final, and in case discrepancies are found, recheck is made until everything is accounted for. For example, the Operator's farebox registration, as shown on his trip report, is balanced with the actual farebox card, and opening and closing readings for individual fare boxes are checked from one card to another.

Because there is a heavier turn-in of tickets, trip reports, and farebox cards nowadays than ever before, the use of the Wheeldex and Sortergraf saves a great deal of time formerly required in preliminary sorting.

MECCA Gives \$2,500 To Red Cross Drive

ON BEHALF of employees who are members of MECCA, a contribution of \$2,500 to the 1951 Red Cross campaign was authorized by the MECCA Administrative Committee at its meeting of March 6, under the chairmanship of F. L. McCulley.

Distribution of the \$2,500 to the various communities and counties was authorized in proportion to the number of PE employes living in those communities. Thus, communities in Los Angeles County received \$2,370.-78; Riverside County, \$25.83; San Bernardino County, \$60.11; and Orange County, \$43.28. A total of 89 communities were benefited.

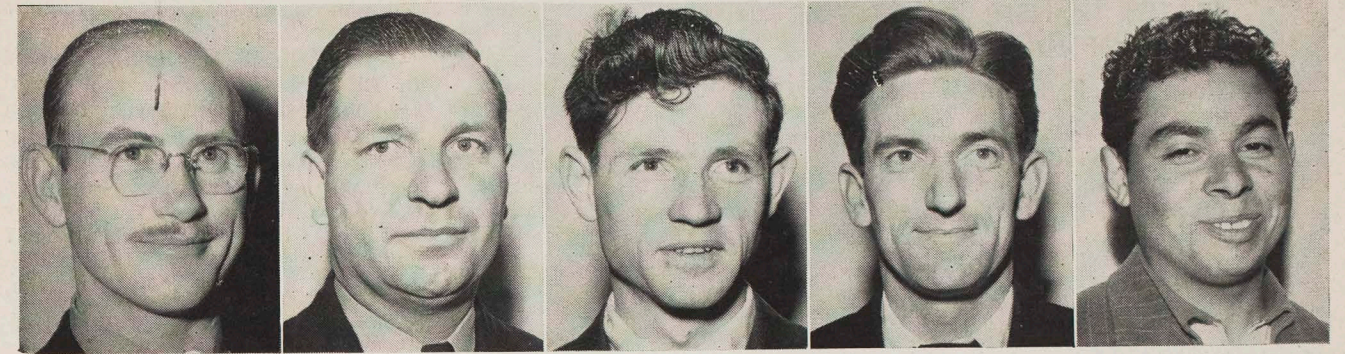
All members of the Committee were present at the meeting, including, besides Mr. McCulley, Vice Chairman G. E. Collins; Secretary R. L. Bailey; C. W. Cornell; H. R. Grenke; and Lawrence McKoane.

Cancer Crusade Needs Your Gifts in April

THE NATION-WIDE CANCER CRUSADE is "on the march" again with the month of April being set aside as cancer-control month by Presidential proclamation.

It is estimated that 210,000 persons are destined to die of cancer this year unless help is given. Cancer is curable if treated in its early stages, and the American Cancer Society, through its extensive educational program, is making every effort to reach these "doomed" people before it is too late.

The 1951 Cancer Crusade starts April 1 with this year's theme of "Guard Your Family." Your contribution will be credited to the community in which you reside.



J. H. HOOVER Operator, LAMC District L. G. WARREN Operator, Subway Terminal JW RANDALL Operator, South A. D. OAR Operator, LAMC District A. G. VALENZUELA Track Laborer

60 Employees Called to Nation's Colors

A TOTAL OF 60 EMPLOYEES are now in military service or have received military orders, according to records of the Personnel Department as of April 4.

The figure of 60 includes eight who have been added to the Honor Roll since the last publication of the PACIFIC ELECTRIC MAGAZINE, but does not include four who have returned from military service.

Those who have returned include Ocean Park Operators Clarence C. Doak and Warren G. Shafer, Towerman Orlando Tiedemann, and Assistant Foreman George E. Roberts, of the Mail Room, Sixth and Los Angeles Sts.

In addition to those from whom the Magazine was able to glean a few biographical facts as stated below, Donald R. Andrus, Yard Clerk, and Walter E. Lohman, Clerk, both of the Transportation Department, have also received their orders.

"J" "W" RANDALL (yup, that's all the name he possesses), South Motorman, was to report for duty as radio and radar technician with the U. S. Navy at the San Diego destroyer base on April 9, with rating of Electronics Technician, 1c.

He won this rating in World War II, when he was on a destroyer and saw service at Java, New Guinea, the Solomons, and various other islands of the South Pacific. Leaving the Navy in 1947 at Terminal Island, he came to work for PE as South Conductor on June 10 of that year.

His wife, Johanna, remains at 7910 Broadleaf Ave., Van Nuys, where the couple own their home.

JAMES HENRY HOOVER, Operator, Los Angeles Coach District, reported for military service on Feb. 13 with the Navy as quartermaster 1c. He went to work for the Los Angeles Motor Coach Lines in 1946, and joined PE when the lines were divided in May, 1949.

He first entered the Navy in 1939 as apprentice seaman for a six-year cruise in both the Pacific and Atlantic theaters, on convoy and patrol duty.

His wife, Dorothy, and son James, 5, live at 1214 E. 125th St., Los Angeles.

ATANACIO G. VALENZUELA, in Extra Gang 6, reported for service with the U. S. Army Feb. 27. He is a brother of Paulo Valenzuela, who was reported in the February issue as having been called to the colors Jan. 24.

Atanacio started his PE work in 1946 with Extra Gang 11, and has been with the track forces since.

His parents, Mr. and Mrs. Gregorio Valenzuela, remain at 438 Central Ave., Santa Ana.

ALWIN D. OAR, Operator, Los Angeles Motor Coach District, working out of Ocean Park, reported Feb. 26 at Camp Roberts, Calif., for duty with the Army as 1st lieutenant in the infantry.

He won this commission during World War II, in which he served two years, the first as instructor in infantry basic training at Camp Robinson, Ark., and the second as transportation officer handling bus service and motor pools at Frankfort, Germany.

Alwin came to LAMC in 1942, and transferred to PE when the lines were divided in 1949.

He leaves his wife, Jeanne, and three children—Cherris, 10, David, 8, and Kenneth, 1—at 11042 S. Manhattan Pl., where he is buying his home.

LESLIE G. WARREN, Operator working out of the Subway Terminal, reported on March 17 to the U. S. Air Force as a maintenance man.

He holds the rating of sergeant, which he earned in the same kind of work during World War II for 22 months. After service at New Guinea, the Philippines, and Japan, he was honorably discharged at Ft. Leavenworth, Kansas, in 1946.

In July of that year he came to work for PE, having heard from his brother, who works for the City of Los Angeles, that PE was a good company to work for. Leslie began as Motorman on the basis of five previous years of experience with the Omaha Street Railway Co.

His wife, Odella, waits for him at 2741½ Hope St., Huntington Park. The couple have no children.

ROBERT H. ERBE, Sortergraf Operator, Pay Roll Accounts Bureau, reported for duty as a navigator with the rank of 2nd lieutenant in the U. S. Air Force Friday, Feb. 16.

He had been with the company only a month—since Jan. 23—when Uncle Sam sent greetings and orders.

In World War II Bob was in the U. S. Army Air Corps for 3½ years, and served with the 20th Air Force operating off Tinian Island in the Marianas Archipelago for 11 months.

"Out of Service"

AN EMPTY PE motor coach at the end of a run the other morning was waiting for the traffic signal to change when a coach filled with jocular army draftees pulled up alongside.

Windows of both vehicles were closed but the army bound youths waved at the PE driver and beckoned him to join them.

The PE operator didn't hesitate for an appropriate answer. Quickly he rolled the destination sign to "Out of Service" and pointed to himself.

MOTOR TRANSIT HIGHWAYS OF HAPPINESS

By Nelson C. Fetterleigh

SINCE Operator John H. Wipfli of El Monte slipped and hurt his knee last Dec. 13, he has been recuperating with alternate visits to home and hospital.

Your correspondent left by automobile March 18 for Syracuse, N.Y., to visit his mother for the first time in four years. Sleeping quarters were provided in the car by a bed which he had built across the rear seat and the floor, for the use of wife Jane and the three children: Nelson, 13; Diane, 10; and Sharon, 7.

Proudly and justifiably rejoicing in the athletic honors awarded to his 18-year-old son, Joe, is Operator E. W. Karr, of the L.A. Extra Board. A trophy from the City of San Bernardino for winning first place in place-kicking, punting, and passing in the city's annual competition among high school boys is now in Joe's possession. As fullback for St. Bernardine's High School of San Bernardino, he was also adjudged by the Los Angeles Examiner the most valuable player in the Arrowhead League in 1950. Joe also won a trophy from the American Junior Baseball League for being the best slugger of 1950 in the League. He won this as a result of his play as shortstop with the San Bernardino

Elks last summer. Joe will graduate in June.

Operator and Mrs. Tommy Arnold of El Monte rejoiced in the arrival on Feb. 16 of a new baby girl, Susan Linda, born at El Monte Emergency Hospital. She's the third child, the others being Michael and Randy.

Georgia Fae was born to Operator and Mrs. George Pitchie on March 7 at Huntington Memorial Hospital, Pasadena. They also have one son, Jimmy.

SAN FERNANDO VALLEY TERMINALS

By Arley E. Kohlhoff

OPERATOR DAVE QUIRING is back again in the Van Nuys Terminal. He had been working out of the Subway Terminal for quite some time. I had been aware for some time of his outside activities, and the other day I had the opportunity to pin him down to a few facts.

Dave came to the Valley from Oregon for the purpose of studying voice. Being a Christian, he went to the Los Angeles Bible Institute for that training. He needed a job to further his ambitions, and that's when the PE came in. He has been a PE man now for going on 23 years.

It was while going to the Bible Institute that he met his wife, and they settled here in the Valley, own their own home, and have income property.

For years, Dave led the choir at the Van Nuys Missionary Church, then made a transfer and was in choral work with the Calvary Church of Hollywood. The family accompanied him to church there, but as the children grew to need more Christian activity with their own age group, it seemed sensible to come back to the home church rather than to drive so far. So now they're back at the Missionary Church again.

But wait. Dave has gone on to greater work in the Christian field. He may now be heard every Sunday but the first in the month as soloist, and with a quartet from the Union Rescue Mission, over KFWB, from 8:30 to 9:30 a.m. He also is soloist and has charge of the singing on the program "Evening Church of the Air" Sunday nights from 7:00 to 7:30.

Dave has a lovely family, including a girl 12 and a boy 14.

Dave is certainly a humble man and was quite reticent to divulge any information concerning himself, but I certainly feel he is to be commended for the way he spends his spare time. Dave said to tell you he is available to you boys to sing for weddings or funerals. Tune in and hear him sing.

MACY STREET TERMINAL

By Ted Harrison

CHARGE YOUR SCRIBE with a misout in the last issue if you want. However, it was interesting to note how many missed the news from Macy St.

There's not a dull moment at Macy St. these days, what with changes of all kinds going on. Even at the Macy Clubhouse there are changes.

We have said good-bye to two Assistant Foremen: P. J. Bever, who bumped on Temple City; and Relief Assistant Foreman C. W. Comstock, who bumped on a Stationmaster job at 6th and Main.

Here's a little incident that seems to have been kept quiet for some time and maybe there's good reason. It seems Conductor Frank Hill was working a trip from L.A. to Pasadena. One of them offered him a dollar bill. Frank at once rang up four half-fares. After collecting the rest of his fares he came back through the car and noticed one of his little half fares smoking a cigar. Not having his glasses along, he rubbed his eyes, looked again, and found that his passengers were midgets going to the Pasadena Playhouse.

Conductor S. B. Howe has transferred to the Engineering Department and is at present busy with the construction work going on around Macy St. Garage.

Here's a picture of a busy man at Macy St., Mode Frasure, who is in charge of the switch at the junction of the main and local tracks. Among his various duties is the job of getting the Southern Pacific transfer trains in and out of the Macy Yard. These are the freights bringing cars from Butte St. to State St., where PE makes up the trains for North District points. Freight coming into State St. is transferred to Butte St. in the same way.

Another thing Mode has to watch is that all moves of passenger equipment out of the Macy Yard are made safely and without interference with the freights.

Mode started with the Pacific Electric in Pomona in 1921 as a Motorman on both the local lines and the main line trains between Pomona and Los Angeles. When service was discontinued, he moved to Pasadena, where again he worked as Motorman on local and main trains. In July, 1945, he came to his present job, where he works the 2 to 10 p.m. shift.



NEW SERVICE ROAD at Macy, in operation since mid-December, goes from the Bus Lot past the Macy Clubhouse and ends at Mission Road near the Aliso St. Viaduct. It saves busses destined from downtown lots to Macy Bus Lot from fighting traffic at Macy and Mission.

Mode relieves I. E. Murphy, an ex-freight man who works the first trick; and is relieved by Conductor Walter Blight, late of Pasadena, another old-timer.

If you want to hear some stories of old times on the PE in Pomona, San Bernardino, or Pasadena, just talk to Mode. On July 6, 1951, he will have in thirty years with PE.

YOU BE EARNEST AND I'LL BE FRANK

By J. S. Burton

"MENE, MENE, TEKEL, UPHARSIN!"—"Thou art weighed in the balances, and art found wanting." Almost all of us are familiar with this Biblical story of Daniel's interpretation at the feast of Belshazzar, as recorded in the fifth chapter of the Book of Daniel. This came as the king and his lords, his wives and his concubines were drinking wine from the gold and silver vessels taken from the Temple at Jerusalem, and was a complete digression from the practices of the king's father, Nebuchadnezzar. Now, let us look at the applicable facts as related to the present times.

Our fathers belonged to communities where friendliness and hospitality were part of the general routine of living. Today, everyone is primarily interested in himself alone and finds little, if any, time for neighborliness. How many instances do we find right here in California of neighbors living next door to one another, or across the street, and not even knowing each other's names? Maybe we exchange an occasional "good morning" across the back fence, as we hurriedly change the sprinkler in the back yard or mow the lawn, but we never take time to be really neighborly. The elements which once made for interest in our neighbors' welfare are not now a part of our lives. Thou art weighed in the balances and art found wanting.

In years gone by it was necessary for a man to learn his trade by serving as an apprentice. Instead of studying so much from books about their chosen profession or vocation, our dads got theirs by actually performing the work and "learning to



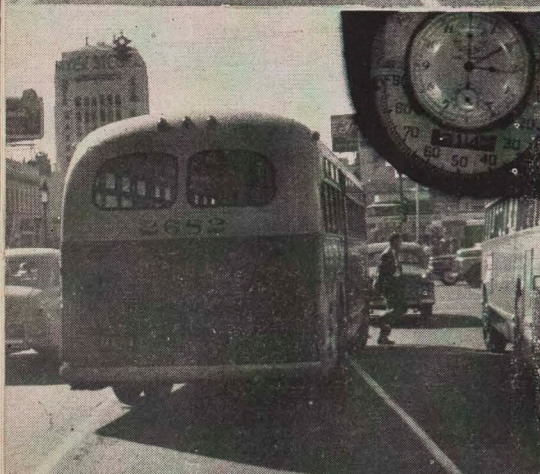
AT MACY SWITCH 'most any day these last six years you could find Operator Mode Frasure on the 2-10 p.m. shift. He has five switches to operate around Macy Yard. A former Motorman, he worked an Oak Knoll night run for 11 years—from 1933 to 1944—which he says he understands is the longest time anyone ever held a night run out of Pasadena. Mode started with PE in 1921.

THREE DANGEROUS DRIVING HABITS

(All pictures were strictly posed for this safety feature.)



SLOW BURN to other drivers is caused when two busses travel slowly side by side, occupying two lanes.—And it's also illegal.



DEATH TRAP—This passenger, just discharged from the bus in the center lane, may or may not be lucky in all that heavy traffic. In any event, this practice is illegal. Discharge passengers at designated stops only.



INVITATION TO TROUBLE—Straddling the double line may bring about a head-on collision with an inattentive motorist coming towards you.—The practice is illegal.

do by doing." After they learned their trade, they were constantly vigilant in trying to improve themselves on their job. They knew that the more they learned about the work they were doing, the easier it became and the more valuable they were to their organization. Much to our chagrin, a large part of our present day employes are content to do and know the minimum in order to get by. In some cases, employes even speak of their employers with disrespect, and yet without employers they would probably be destitute. Theirs is a distorted conception of management and labor relations. **Thou art weighed in the balances and art found wanting.**

My memory serves to remind me that men and women a few years ago were married with a full realization of what "for better or for worse" meant. It is difficult to ascertain the many causes of today's numerous divorces, but statistics stagger our imagination as we realize that in each divorce a home has been defeated. Children are reared today in many instances by one or the other of the parents, leaving only half the moulding of character and personality completed. How can we hope for our present day society to reflect the fundamental principles which have been in the past the bulwark of advanced living, if we neglect to recognize our responsibility to the home and our



FRED SWEATT, JR.

children? **Thou art weighed in the balances and art found wanting.**

Back home on the farm, oftentimes it was necessary to travel five or six miles to a neighbor in order to borrow a cultivator, harrow, disc, or some other implement that we didn't have. In all instances, the neighbor would loan his tools, and would usually offer to come and help. Even though this neighbor may have been a stranger to us, he seldom hesitated to assist when he could. If we were suddenly

thrust back into that situation today with relations toward each other as they are, it would be necessary for us to mortgage our wives and children before we could hope for use of others' tools. **Thou art weighed in the balances and art found wanting.**

Negotiating with foreign countries, peace talks and pacts, a balanced budget, nor any of the acts administered by government will in themselves bring about the type of life which we so greatly desire. We must first learn to live with and trust one another. If we lived that kind of life and sold it to the world as Americanism, there would not be any need for negotiations and peace pacts.

It is only natural for a parent to be proud of his child, and Fred Sweatt (Assistant Terminal Foreman at West Hollywood) is no exception. Fred Sweatt, Jr., a member of the United States Army Air Corps, since his enlistment in July, 1942, has risen from private to captain. He received his "wings" as a fighter pilot in 1944, and has spent considerable time in Alaska. Fred is 28 years of age, married, and has a daughter to be proud of. His promotion to captain came in January, 1951, and he is now attached to a bomber group flying the Douglas C-47, "work-horse of the air." Father Sweatt advises that his son was to be home about March 30, and thereafter will be stationed at the Air Base in Riverside, Calif.

Nothing needs correction so much as other people's faults.

It has been reported to me that a fellow employe has a friend that knows a man who heard somebody say that he heard of a man who heard E. P. Spencer speak complimentarily of someone. Do you suppose there is any truth in it?

The best way to get another man's job is to try to get him a better one.

Has anyone ever been able to get close enough to Leo Fanchin to see what brand those foul cigars are? He surely doesn't smoke them for their appearance.

On the roll of honor this month for courteous handling of passengers should go the names of D. M. Boardman, A. B. Bogartz, E. F. Connatser, K. T. Stock, and R. L. Hall. These men I noted during the month as exceptionally courteous to those riding their cars or busses.

BEGINNING FRIDAY, Mar. 16, the Special Agents' Office inaugurated a policy of remaining open from 8:00 a.m. to 1:00 a.m. Tuesday through Friday. Other days: Mondays, 8:00 a.m. to 5:00 p.m.; Saturdays, 5:00 p.m. to 1:00 a.m.; Sundays, closed all day.

**Opp. R. F. Hayhurst
Victim of Leukemia**



Robert Franklin Hayhurst

ROBERT FRANKLIN HAYHURST, Operator working out of the Subway, died at the Veterans Hospital, Sawtelle, of leukemia, March 14, at the age of 33. After serving in World War II as airplane and engine mechanic for a year, he was medically discharged in 1945. The next year he came to work for PE. Hayhurst had been on the sick list since Feb. 9.

He leaves his wife, Jessie Fern; a son, David Franklin, 3; and a daughter, Marilyn Fern, nine months, at 11256 Louise St., Lynwood. Employees extend their sympathy to the family.

SOUTHERN DISTRICT NEWS

By Louis N. Velzy

GLAD TO SEE Motor Coach Operator Roy Pontzious back to the job again after his "vacation" taken at Santa Fe Hospital with some extra time at home recuperating. Hope he gets to work his run instead of becoming a Motorman for the Long Beach Terminal every other day.

D. T. Sparr had a nice set of trippers Saturday, March 17, and traded them off for a night run on Long Beach so he could play golf Saturday morning with a fellow golfer. Saturday morning the partner failed to show up.

Most of us remember Fred L. McCulley as a Terminal Foreman at L.A. Street Terminal. Have just found out that he has been selected to have his name appear in Who's Who in the United States. The men on the Southern District send congratulations.

How many men know to whom the following "names" belong—"Poochie," "Uncle Frank," "June Bug," "Barrelly," "Round Head," "Bubbles"—Watch next issue to see how many of the answers you know.

L. A. Street Terminal men were sorry to hear that Mike Goicoa's mother is in ill health in Spain. Mike has taken a 90-day leave and left by airplane to go see her. Good luck, Mike.

One Saturday recently, Rex Gath laid off to do some chores around the house, as Sunday was his Voluntary

Day Off. When he found out that he was also excused on Monday, understand that he went into the painting business.—What are your charges, Rex?

Captain Paul Coppock, on leave from the Long Beach Extra Board, is going overseas the latter part of this month. Take your time going, Paul,—but hurry back home. We all wish you the best of luck and a safe return shortly.

Motorman "JW" Randall has been called back to active duty in Uncle Sam's Navy. Hope your time away will not be long, JW.

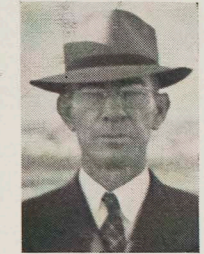
Vacation time is here again and from now on faces will be missing each week from the various terminals on the Southern District. Good luck, boys; have a grand and glorious time while you are away from the Red Cars and Busses.

**LONG BEACH
FREIGHT HOUSE**

By Jack DeLaney

WE ARE SORRY to announce the passing away of our Agent, H. P. Clark, who died March 9 in the Southern Pacific General Hospital at San Francisco. H.P., as he was better known to the employes here, had been on sick leave since Jan. 4. He was born in Mercer County, Missouri, and

had been in California since 1913, being transferred from Calexico to Long Beach in 1923. Commissioned as a major in the Army Transportation Corps in World War II, he was stationed at Fort MacArthur and also served in Europe. He belonged to the Order of RR Telegraphers, Palos Verdes Lodge 389, F&M, and also the Chamber of Commerce at Long Beach.



H. P. CLARK

Surviving are the wife, Albertina; a son, Harmon P., Jr., of Long Beach; a sister, Mrs. Velma Hindman, of Redding, Calif.; and two grandchildren, Robert Harmon Clark and Joseph Alvin Clark.

H. P. had many friends in Long Beach, and was well liked amongst the Pacific Electric and Southern Pacific employes, many of whom had worked with him for nearly thirty years here.

April 1 marks the retirement date for A. C. Hugg, our local District Freight Agent, who has been located at Long Beach since July 1, 1943. Mr. Hugg started out railroading on the NYC and SB&Q RR as Agent and Telegrapher in 1902. He and his wife are planning an extended trip through

Vital Statistics

January 21, 1951, to March 20, 1951

DEATHS

NAME	OCCUPATION	Died	Group Insurance	Mortuary
Adams, Albert	Asst. Agent	1-20-51	No**	No
Borger, John	Operator	1-20-51	Yes	Yes
White, Richard C.	Asst. Stockman	1-25-51	No**	No
Wade, William W.	Terminal Car Clk.	1-30-51	Yes	No
Bramen, Harvey D.	Retired Conductor	2- 6-51	Yes	Yes
Ceja, Francisco	Retired Laborer	2- 8-51	Yes	No
Edmunds, Jesse S.	Signal Maintenance	2- 8-51	Yes	Yes
Rice, Albert	Asst. Shop Foreman	2- 8-51	Yes	Yes
Shaw, John W.	Chief Checking Clk.	2-10-51	Yes	Yes
Price, Gustave	Retired Motorman	2-17-51	No**	Yes
*Guizar, Silverio	Laborer	11-15-50	No**	No
Randle, Charles D.	Brakeman	2-21-51	Yes	No
Grimsley, Joseph E.	Retired LAMC Storekeeper	2-22-51	Yes	No
Slover, Charles R.	Retired Carpenter	2-23-51	Yes	Yes
Schollenberger, Lavergne H.	Retired Carpenter	3- 3-51	No**	Yes
Glick, Charles	Retired Carpenter	3-13-51	Yes	Yes
Hayhurst, Robert F.	Operator	3-14-51	No**	No
Colley, Fred J.	Baggage Agent	3-18-51	Yes	Yes

EMPLOYEES' WIVES DEATH BENEFIT FUND

NAME	Died	Wife of	Department
Cousins, Lucy Hellen	2-19-51	Wm. F. Cousins	Engineering

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



FOR A 24% REDUCTION in accidents over the previous six months, the South Passenger District won the coveted Safety Plaque for the period ending Dec. 31, 1950, from the System Freight and Box Motor group. Chief Supervisor H. F. Tiemann, of the North, South and Motor Transit Districts, is shown (right) receiving plaque from Supt. of Safety H. L. Young. It is on display on the Trainmen's Room in the Sixth and Main Terminal. The new accident reduction contest began Jan. 1 and will end June 30. Who'll be the next winner?

the East before finally settling down for a long rest. His hobby is photography and he plans doing a lot of that in his leisure time.

T. J. Comer now is Acting Agent at Long Beach. A former Agent for the C&NW, Comer has been Acting Relief Agent on the LA Division since 1914. He was on the SD&AE as Agent at Chula Vista during the war rush in 1944-45. T. J. and his wife make their home in Los Angeles, and have five grown children, all residing in the city.

Jimmy Thompson, Yard Clerk, is on vacation with his wife and two children. He left here March 16 via train to Detroit, where he will get a new automobile and plan a leisurely trip home breaking in his new car.

LOS ANGELES TERMINAL FREIGHT STATION

By Suzanne J. Smith

GEORGE HIPPENSTEAL was the successful bidder on an Assistant Revising Clerk's job in the Accounting Department, Roster 11-A, thus vacating his Relief Clerk's job on Pay Roll 34. Howard Kopsho placed his bid on the Relief Clerk's job and Robert Hulin worked Howard's old job, Rate and Bill Clerk, temporarily until it was bid in permanently by Hubert O. Heddems of Santa Ana . . . Sammy and Viola Tellechea are planning another extensive trip. This time Mexico City is their ultimate goal . . . While Beatrice Morrell took a business trip to Oklahoma, Robert Stiltz kept the Abstract and Balance Clerk's job humming . . . Joe Alexander and his fiancée, Darlene Clark, have a good start on building their home. Their house plans have been approved by the Building Commission . . . Lester Post was a most welcome visitor. He is still on the sick list but looks and feels greatly improved since his last visit . . . Charles Markle, retired Stevedore, passed away Feb. 2. Services were held at St. Agnes Catholic Church, and attended by many of his old friends at this Station . . . Howard Riseling says no more tree planting for him—he'll stick to shrubs . . . Attention, bowlers: Lois Jarabin is back in town after spending many weeks in the hospital up North, and surely would enjoy a card or call from you!



FRED J. COLLEY

Death of Fred Colley Mourned by Employes

ON SICK LEAVE for several months, Fred J. Colley, Baggage Agent at Sixth and Los Angeles Terminal, died March 18. He had been with the company since Dec. 4, 1920, when he began as Baggage Man. Mr. Colley was born April 23, 1889, in Johnstown, Pa.

Survivors are his wife, Ella, of 1120 Sierra Vista Ave., Alhambra; a son, Carlisle; a daughter, Mrs. Vivian Colley; and a brother and sister. The sympathy of all employes, among whom Fred had innumerable friends, is extended to the family.

MECHANICAL DEPARTMENT North and South Districts

By Ralph P. Murphy

IF THE COLUMN has been missed, we feel an excuse is in order. We have been moving.

To you old-timers who might want to see a face-lifting and changes, you ought to come around Macy about six months from now.

The Car House will be no more, but a fine large Garage will be in its place. Lots of construction going on now. Everything will be modern, with the latest equipment.

Our headquarters may now be found in the Macy Repair Shop.

Bill Tingler's daughter Betty had a beautiful wedding, Feb. 24, 1951, when she married Wayne L. Scott, a teacher in Bakersfield. She should be proud of her father as well as her husband—

Bill held up well under the strain. The couple now live at Arvin, a town near Bakersfield.

Joe Rindone returned to work from a long illness only to have an attack again March 16, 1951. He is now in Santa Fe Hospital. We all hope he is doing fine.

John Huemerich, the "Good Humor" man, is still knocking everyone out with his chit chat. He has a laugh with any story.

Fishing season is coming on us fast. Joe Stiltz has his boat picked out, bait bought, and a glass fishing pole. If the fish won't bite, they are just too fussy.

R. L. Mankins would like to stress to all concerned that, owing to the various construction jobs going on, especially around Macy, safety should be observed more than ever.

SYSTEM GARAGES

By A. L. Bristow

WHAT WITH MOVING headquarters to Macy St. and establishing operations at that location, I've had very little opportunity to get around and visit the boys to pick up news items.

At Macy Garage office, some new beauty has been added in the shape of Patricia Goggins, who is the Steno-Clerk; and Jeanette Hanan, Record Clerk. These two young ladies are assisting our own lovely Marion Gillette, Lead Clerk, in keeping things in order at the office. Since they arrived there seems to have been a great influx of salesmen.

I recently spent a week with Ed Clark, Leader on the graveyard shift at Macy Garage, and find that he and his able assistant, Red Chapline, have things pretty well under control in the indoctrinating of some of the new boys from the Car Barns. Of course they were ably assisted by some of the older men, such as Walter Taggart, Auto Machinist; Joseph Barry, Auto Machinist; and Rod Grey, Auto Repairer. Both new and old men are doing a very commendable job keeping 'em rolling from midnight to 8:00 a.m. in all kinds of weather, while most of the rest of us are asleep.

Some of those who have recently joined this graveyard shift include Alfred Anderson, Moise Hernandez, Tony Burian, and Monty Viramontes.

In the near future, I do intend to get around, renew acquaintance with the rest of you fellows, and meet the other new men over the system.

Photo Service Run by PE Men Gets Ident Pix For License Renewals

TO AID PE OPERATORS in their applications for Los Angeles City chauffeurs' licenses, which must be obtained by April 30, three West Operators who operate a photo studio took identification photos of Operators between March 12 and March 23. Two other days were used to catch a considerable group of stragglers.

The photo studio, known as McClintock and Jacobs Co., is run by H. B. McClintock, A. J. Jacobs, and R. D. Maris. Using a portable stand and 35 mm. camera, these men went directly to terminals at Macy, Fourth and Flower, Sixth and Main, the Subway, Ocean Park, West Hollywood, and Long Beach.

Under this program, arranged for by the Transportation Department, busy Operators did not have to go to a commercial studio, pay for their pictures, and then apply to the company for a refund, as was past custom. The photo company billed the company directly.

It was also arranged this year to have representatives of the City Board of Public Utilities come to both the Los Angeles St. Terminal and the Subway Terminal to take applications for license renewals. In the past, it had been necessary for Operators to go to the City Hall for this purpose. Dates at the Subway were March 28, 29 and 30; and at Los Angeles St. March 26 and 27. Some late applicants still had to visit the City Hall or a branch office to make their applications.

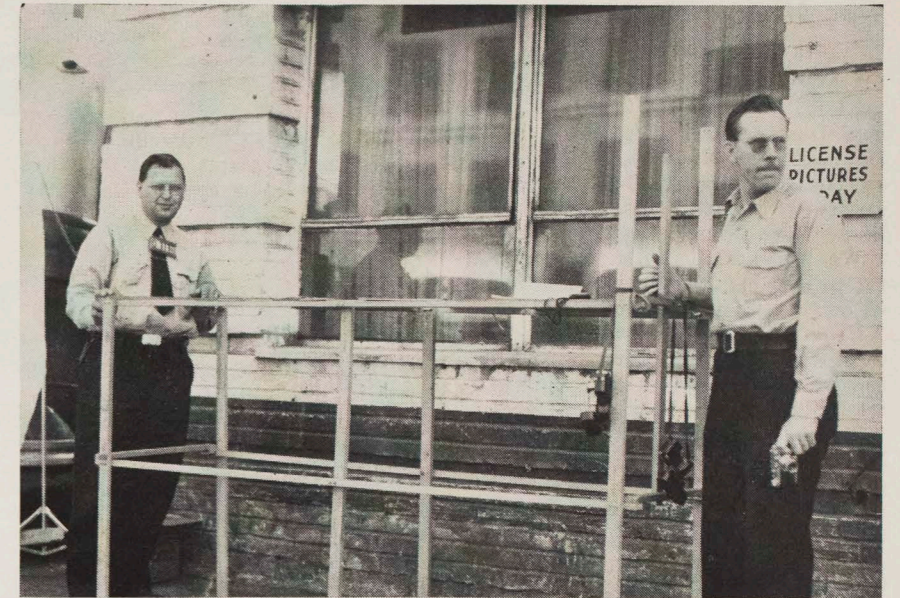
AMERICAN LEGION PE POST 321

By Byron P. Heath

F. W. NICHOLS and A. W. Bone of the PE Post and K. M. Smith, principal of the Robert Louis Stevenson Jr. High School, presented the American Legion semi-annual school awards recently to the following students: Girls: 1st, Jean Hirasuna, 2nd, Barbara Towers. Boys: 1st, Aram Patterson; 2nd, Joe Gaitan.

The Post extends deepest sympathy to the family of Harvey D. Braman, retired Conductor, who passed away Feb. 6 at Sawtelle; and also to the family of John E. Snyder of Long Beach, who passed away recently.

American Legion Department of California Commendation Certificates in the Red, White and Blue Expansion Program have been awarded to H. F. Sayles, Jr., F. W. Nichols, John W. Foore, C. E. Wilcox, K. M. Brown,



LICENSE PIX—West Operator H. B. McClintock, right, holds small camera with which he is about to take picture of West Operator C. J. Sutter to help Sutter in getting his L. A. City driver's license renewed. Stand at the time was at the 4th and Flower Bus Lot.

and B. P. Heath for their membership work. There are 92 members in the Post at the present time, the newest one being Harry I. Stanger, World War I Army veteran.

Sergeant at Arms Norman A. Tyler is confined at Wadsworth Hospital, Sawtelle, where he underwent an operation recently. Louis W. Methe is still a patient there, but we hope they both will be out and around before long.

Finance Officer K. M. Brown, who has been keeper of the money bags for the Post 6 years, resigned his office because of a change of jobs that does not permit his attendance at meetings. Adjutant J. W. Foore will take over the office along with his own until election time in June.

James A. McNaugh has been appointed Assistant Service Officer. Any veteran, whether a member or not, who needs any help in filing claims with the Veterans Administration should contact McNaugh or C. E. Wilcox, either of whom will gladly aid them in any way possible.

The 32nd birthday of the Legion was celebrated at the March 13 meeting. The Past Commanders of PE Post who were honored included Harry H. Brainard, 1937-38; Clarence A. Newman, 1939; Burgess N. Broberg, 1940; William E. Sames, 1941; Virgil G. Clemons, 1942; K. M. Brown, 1943; F. W. Nichols, 1944; O. R. Newhouse, 1945; A. W. Bone, 1946; Ray E. Withlee, 1947; C. E. Wilcox, 1948; B. P. Heath, 1949; J. W. Foore, 1950; and the present Commander, H. F. Sayles, Jr. The first meeting of March each year has been designated as Post Commander's night.

PACIFIC ELECTRIC WOMEN'S CLUB

By Ruth L. Leatherman

GREETINGS from the Pacific Electric Women's Club! And may the peace of Eastertide just past be with you.

Activities have been hampered this spring by the ever present "flu" bug. Illness has forced the Vice President, Mrs. Gallacher, to resign; also, Mrs. Heller, Secretary, since she moved to her new home in Puente. She found it difficult to attend meetings regularly, so Mrs. Hasty is acting Secretary for the remainder of the year.

A trip to Knott's Berry Farm was enjoyed by 15 members, as one of the fourth Thursday socials; another recent get-together was a pot-luck luncheon at the Club rooms, enjoyed by 13 ladies.

March 15 the Club celebrated its 23rd birthday. Cake and ice cream was served to 24 ladies.

Greetings to the Senior Employes Fellowship Club. We wish to extend an open invitation to wives of this group, hoping they will attend our Club meetings the 2nd Thursday of each month. There should be a common bond between these ladies and our own members.

April 12 will be Election of officers for the coming year. Be sure to save this date and come prepared to support our loyal officers and members.

The average revenue received by the railroads for hauling a ton of freight one mile is now only 1½ cents.



JOHN A. MARTIN, Yardmaster, State St., who died Jan. 12 after service with the company since 1920, according to announcement in the February issue. This picture arrived too late for inclusion in February.

SENIOR EMPLOYEES FELLOWSHIP CLUB

By F. J. Oriva

RETIREE EMPLOYEES' First Annual Dinner was held at the Rosslyn Hotel, 5th and Main Sts., at 2:00 p.m. on Tuesday, Mar. 27, 1951. All were guests of General Manager T. L. Wagenbach. Over 100 were present.

We are working on a service pin for retired men. The committee picked out a very nice design.

Robert D. Bowman, retired South Conductor, has opened up an out-of-town newspaper store at Ocean Centre Building, Long Beach.

Retired Terminal Foreman (Long Beach) George Towner is slowly recovering from an illness and says he will attend meetings as soon as he is able.

Retired Freight Brakeman Walter C. King, known as "Sunny Jim" when he was on the South District, paid us a visit from Salem, Oregon, to have an operation, and is doing fine.

Benjamin Hershey, retired West Conductor, took time out to spend 30 days in San Francisco, and on his return will live in Long Beach.

Forrest Newton, retired South Conductor, is planning to return to Tampa, Florida, as soon as his sister is able to walk. She broke her hip.

Floyd Knox, retired South Conductor, had a heart attack, but is slowly getting back in shape. He sends greetings to all the boys.

South Conductor George Moore is back holding trolley at Graham Yard after recovering from a slight stroke.

Retired South Trainmaster Henry Packer is enjoying himself working around his garden. He is unable to attend meetings due to the illness of his wife

Retired Conductors Irvin I. Christie and Jason Watson paid us a visit at the last meeting and said they were well pleased to attend the meeting and see some of the old boys they had not seen for years.

Retired West Line Foreman Ivar E. Black dropped in to visit some of the men he has known for years. He is 88 but is looking healthy.

We want to start a Barber Shop Quartet known as the Pacific Electric Barber Shop Quartet. Any one that wishes to try out contact Secretary F. J. Oriva.

Speakers Forum Ace Gives Inspiring Talk

THE GROWING INFLUENCE OF WOMEN was told the Upland Business and Professional Women's Club by Earl O. Miller, one of the Speakers Forum's ace talkers, on the evening of March 8.

"Upland's future is in this room. Your community's future is you—for behind every bit of growth and improvement will be found the guiding hand of women," was Miller's theme.

He went on to describe the accomplishments of some of the great women of history, and pointed out that the percentage of women in the Hall of Fame is gradually increasing.

Woman "is destined to take a more and more important part in the life we live," said Miller, PE's Tax Agent. "What a wonderful thing it will be if we in this generation are favored to see women's capabilities fully utilized to the end that our world will be a happy and peaceful one. Then you will be referred to not as the 'weaker sex' but as the 'wiser sex.'"

The success of this speech at Upland prompted the Women's Traffic Club of Long Beach to invite Miller to talk on the same subject, "Women in Our Changing World," at the West Coast Conference of Women's Traffic Clubs on Saturday night, March 31.

The meeting, attended by some 250 women, was held in a Hawaiian atmosphere in the Hotel Lafayette, and the applause was reported "terrific."



Community Chest Award Given PE Magazine

"PLEASE ACCEPT the enclosed Award of Merit as a token of appreciation for the editorial contribution that the PACIFIC ELECTRIC MAGAZINE has made in furthering the understanding of Red Feather services both at campaign time and during the year-round education period."

So wrote Charles P. Skouras, Chairman, Campaign Public Relations Committee, Community Chest of the Los Angeles Area, in a letter dated March 15 and enclosing the Award of Merit reproduced above. The award was in connection with last fall's Community Chest Campaign.

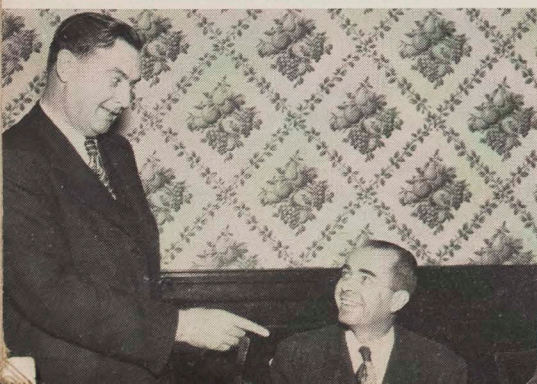
"With contributions still being received, we have raised over \$6,700,000 from more than 600,000 subscribers. With the exception of the amounts raised during the War Chest years, this represents the greatest result in history for the Red Feather services of Los Angeles area," continued Mr. Skouras.

AT SPEAKERS FORUM MEETING FEB. 7

"MY WORTHY OPPONENT"—Guest Speaker Randolph Karr, PE Attorney, left, indulges in his special brand of humor with Guest Speaker Kenny Ginn, of the SP Gavellers.

PROUD WINNER—R. O. Christiansen, adjudged the best speaker for the preceding three months, looks admiringly at the President's Trophy he has just won.

"EASY, BUDI!"—So says retiring President, Al Bristow, right, as the incoming President, R. L. Woodrow, tries out the gavel for the first time with somewhat too much emphasis.



(West Hollywood Operators)
R. A. BIGGS HARRY WATSON ROBERT R. SCOTT CLYDE R. BRASWELL FREDDIE JOE PARKER RICHARD R. GEORGE

INQUIRING REPORTER

QUESTION: How did you happen to come to work for Pacific Electric?

(Answers this time are by Operators at the West Hollywood Terminal.)

"I WAS living in Kansas City and had a brother-in-law out here—Aaron Cowen, who was working as Motorman out of the Subway at the time. Knowing that I had had some experience as Conductor for the Kansas City Public Service Co., he asked O. P. Davis, General Superintendent at the time (1937) about a job for me. Mr. Davis told him to tell me to come out for an interview. So I came out with my family, and have been with PE since April 2, 1937."—Robert R. Scott.

"I came right after the war, in which I served in a radar battalion attached to the Army Air Corps. I left the Army in Atlanta, and, since I had lived in L. A. before, I came out again, looking for a job. When I was riding the PE as a passenger one day, I saw a man breaking in as a Conductor, and that gave me the idea of applying for a job with PE. I was hired Jan. 22, 1946. I've married since then—no children."—Clyde R. Brasworth.

"I was working as a Motorman in Shreveport, La., for 65c an hour during the war. When I heard of the good pay in Western aircraft plants, I decided to come to Los Angeles. Arriving July 27, 1942, I planned to stay temporarily with T. D. Hanson, a West Hollywood Operator I had known in Shreveport. The morning after I arrived, he suggested that instead of going to apply at the airplane plants, I try for a job as Motorman with PE. I did, and that same day, July 28, was hired."—Freddie Joe Parker.

"Another fellow who used to work as Motorman on the Watts-Sierra Vista Line—Joe Furst—talked me into it. My mother-in-law and my wife formerly rode with Furst to work. They got acquainted with him, and he used to come to our home. One night he came over and recommended PE highly as a company to work for. That was about four months after I had left the Navy—July, 1946. So I went down and applied, and this has

been my first full-time civilian job."—Richard Rolfe George.

"I was a Motorman and Bus Driver for the Lincoln Traction Co., Lincoln, Nebr., and was doing a lot of night work to and from the air base when my company sold out to National City Lines in 1942. So I decided that since I was going to have to work for a new company, I'd go with PE, because for 25 years I'd wanted to work on its interurban trains. On Dec. 3, 1942, I had my application accepted."—R. A. Biggs.

"In 1928, while I was working as Night Depot Agent for the Northern Texas Traction Co. in Ft. Worth, I came out to visit my brother, Jason, who, though he retired last year, was working as a Conductor for PE at that time. He knew I had worked for the Los Angeles Railway in 1923 and 1924, and suggested while I was here that I come to work for PE. Mr. Scott, of the Employment Office, hired me Nov. 21, 1928."—Harry Watson.

PACIFIC ELECTRIC ROD AND GUN CLUB

By Arlie Skelton

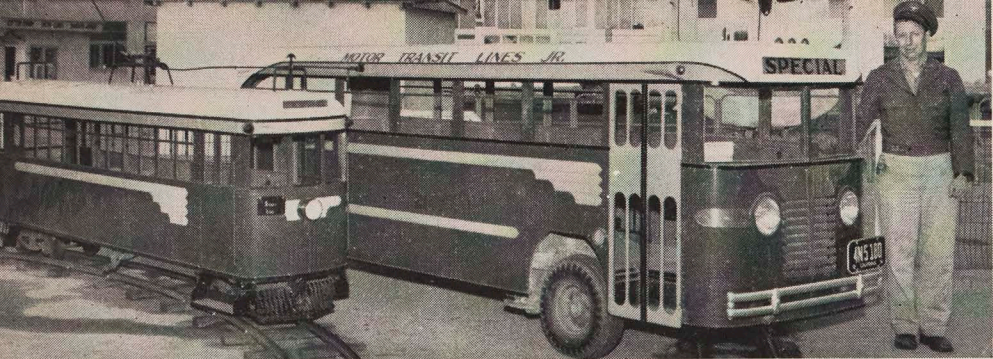
GREETINGS, Rod and Gun Clubbers! Our regular monthly meeting held March 14 reminded us of a children's pre-Christmas party. Although the opening of trout season was more than a month away, the old gray-haired boys were all excited—just like kids—every one trying to get his reservation down and his money up at the same time, so as not to be shut out.

Even our new Prexy, Carl Hill, was all a-twitter. Got himself into several tight spots on technicalities but "wormed" out of them like a veteran.

With 67 reservations in and paid for and more than a month yet to go, it looks as if those 25 boats are going to be loaded like deep-sea boats when the albacore are running.

Ye Ole Scribe, yours truly, has not missed one of these outings for more than a quarter of a century. In all the world there is no trip like it. Many of the fellows you couldn't hire to attend a regular monthly meeting. We only see them the one time per year, but they are always there, decked out in funny-looking old clothes and having the time of their lives catching trout.

All of this and more takes place at Alpine Terrace and Lake Arrowhead for the opening of trout season on Sat., April 28, 1951. The meeting place, meals and lodgings are at Alpine Terrace, Friday night, April 27. A good place to stop the year around and a better place to get a good night's rest before that opening-day outing.



MODELS AND BUILDER—Don C. Tibbetts, school bus driver of Redondo Beach, and models of PE rail car and bus he built himself. Children by the thousands have enjoyed rides.

Redondo Man Builds Kid-Size Models of PE Bus, Rail Cars

THE KIDS down at the Redondo Beach amusement center enjoy many a ride on Pacific Electric Rail Car 1206, which operates on a circular track laid on the site of the old Redondo Plunge.

Only 17 can ride at a time, because No. 1206 is only 13 feet long, 26 inches wide, and 54 inches high. It's a model of one of PE's 1200-class trains, and was built by Don C. Tibbetts, school bus driver for the South Bay Union High School District. He first put it in operation at Tinkertown, at Crenshaw Blvd. and Rodeo Road, in August, 1946. Since then he says the car has hauled upwards of 200,000 children.

A still more ambitious project of Tibbetts is a model of a PE 2100-class Twin Coach, 16 feet long, four feet wide, and five feet high, which he built at a cost of \$1,000 and 500 hours of work in 1947. It's big enough to hold an adult driver and 24 children, and requires a regular bus license (non-commercial because he hauls children only on private prop-

ROD AND GUN CLUB

(Continued from page 21)

This club of champions is not restricted to hunting and fishing alone. We have other sports and recreations in which our members excel. Take Signalman John Huber. Although outstanding in his work when on the job, come Saturday night, with his attractive wife, Elsie, he is an artist waltzing on a ballroom dance floor. Their latest first prize was taken at Cliffe Stone's Home Town Jamboree at El Monte. Congratulations to the Hubers.

Notice to ocean fisherman: The limit in the aggregate has been increased this year to 15 fish but there must not be more than 2 marlin; 2 black sea bass; 3 salmon; 2 broadbill swordfish; 10 tuna, croaker, skipjack, albacore, barracuda, yellowtail, white sea bass, bonito, rock bass, kelp bass, corbina, halibut, ling cod, and cabezone.

erty) costing about \$8. Power is supplied to rear wheels by a 13-horsepower Austin engine of 1930 vintage, set in the front end, and maximum speed is 30 miles an hour. The bus has hauled many thousands of children.

He has the trucks for another streetcar to run on 16-inch gauge track, and plans to build a 5050-class model.

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.

GLEE CLUB:

Rehearsals held from 4:30 to 6:30 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 EMPLOYES FELLOWSHIP MEETING:

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

SPEAKERS FORUM:

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

VETERANS OF FOREIGN WARS POST:

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

WOMEN'S CLUB:

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

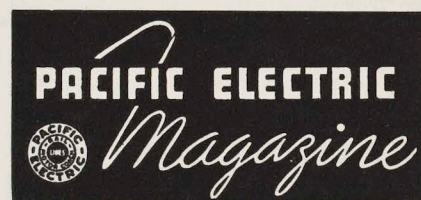
Program and Business Meeting held at 1:00 p.m. the second Thursday of month in Ladies' Lounge. Refreshments served after meeting.

Social gathering held on fourth Thursday of each month at various members' homes.

April, 1951

Cover Caption

DOROTHY MYERSCOUGH, pretty Steno-Clerk in Freight Claims, photogenically reminds employes that Daylight-Saving Time goes into effect at 1:00 a. m., Sunday, April 29. She shows how at that time you'll move your clock ahead one hour, if you stay up that late. She was caught in the act of moving the hand when she had it one-third of the way around, and we can only imagine she was just doing it for practice when the flash bulb went off in broad daylight on a day in March. Anyhow, good authority states that you'll be getting up an hour sooner (ho-o-o-hum!) from April 29 to September 29. Dorothy says she likes Daylight-Saving because it'll give her an extra hour of time for swimming and the beach.—Don't ask us what beach, boys, because we won't tell. Besides, she's a Mrs.



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PHOTOGRAPHY

Harley B. Talbott
Al Rommel

Copy deadline for the June issue will be May 14.

VITAL STATISTICS ABOUT YOUR COMPANY



REVENUE

	Jan.-Feb. 1950	Jan.-Feb. 1951
PASSENGER OPERATIONS	\$2,671,187.00	\$2,579,903.00
FREIGHT OPERATIONS	1,374,266.00	1,993,592.00
OTHER OPERATING INCOME (Mail, express, P.E. Bldg., car-card advertising, etc.)	358,598.00	384,439.00
NON-OPERATING (Rentals, royalties, etc.)	82,702.00	102,137.00
TOTAL INCOME	\$4,486,753.00	\$5,060,071.00



EXPENSES

	Jan.-Feb. 1950	Jan.-Feb. 1951
*PAYROLL	\$2,951,334.00	\$3,031,964.00
EMPLOYE BENEFITS (Pensions, retirement tax, employment insurance, etc.)	191,563.00	189,280.00
MATERIALS (Rails, ties, fastenings, bus parts, fuel, office supplies, etc.)	490,086.00	490,077.00
TAXES (Federal, State, Municipal)	182,151.00	192,777.00
ACCIDENT CLAIMS	94,701.00	243,218.00
OTHER COSTS (Interest on bonded debt, rentals, electric power, depreciation, public relations, advertising, etc.)	988,642.00	1,022,882.00
TOTAL OUTLAY	\$4,898,477.00	\$5,170,198.00

NET LOSS

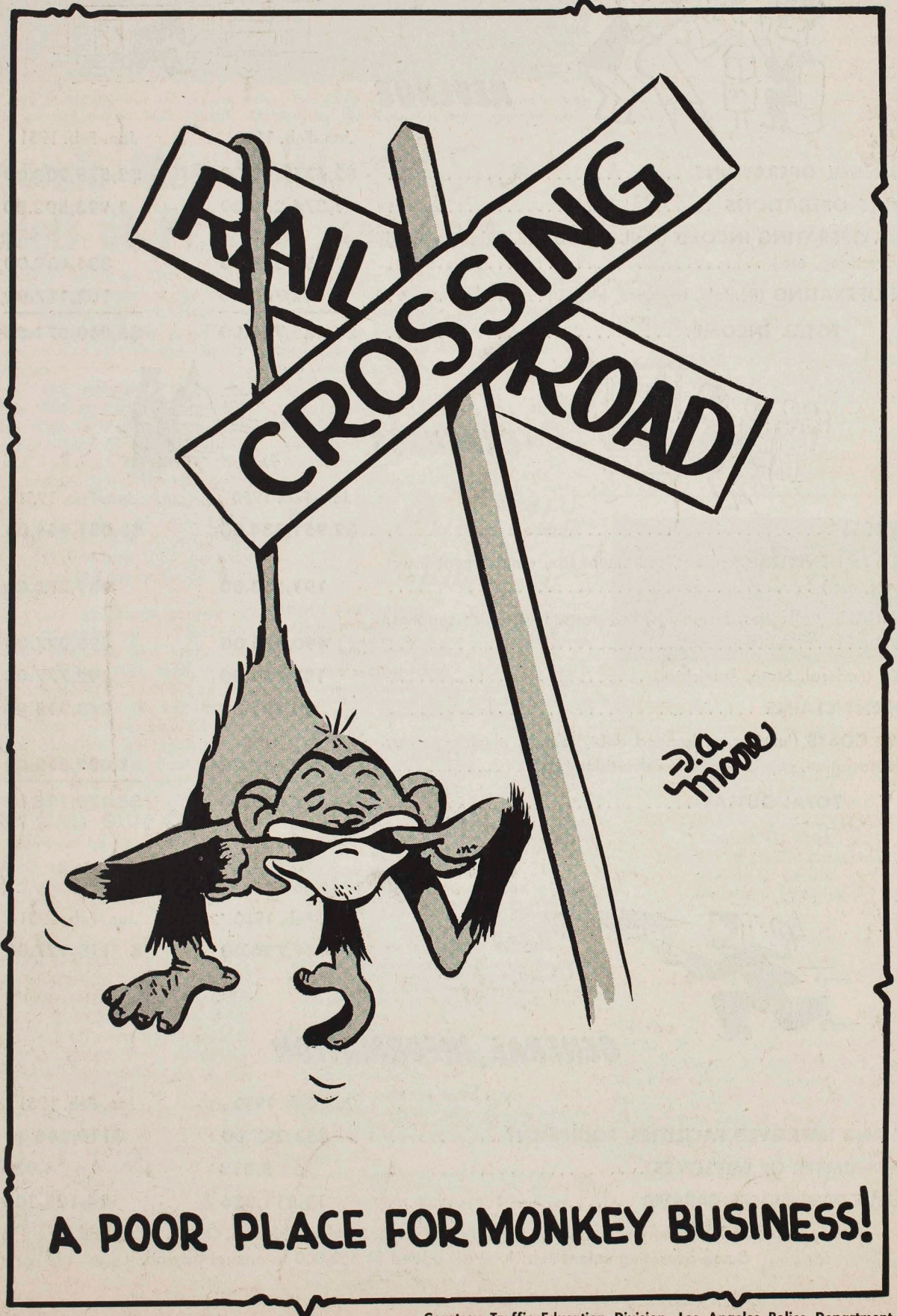


	Jan.-Feb. 1950	Jan.-Feb. 1951
\$ 411,724.00	\$ 110,127.00	

GENERAL INFORMATION

	Jan.-Feb. 1950	Jan.-Feb. 1951
NEW AND IMPROVED FACILITIES, EQUIPMENT	\$58,227.00	\$119,346.00
TOTAL NUMBER OF EMPLOYES	5,213	4,936
REVENUE PASSENGERS CARRIED	15,811,336	14,125,105

* Pay increases for Passenger Service Trainmen and Freight Service Trainmen, Oct. 1, 1950, and for 8 non-operating unions Feb. 1, 1951, added \$1,553,000 to annual payroll.



A POOR PLACE FOR MONKEY BUSINESS!