

LINE 83

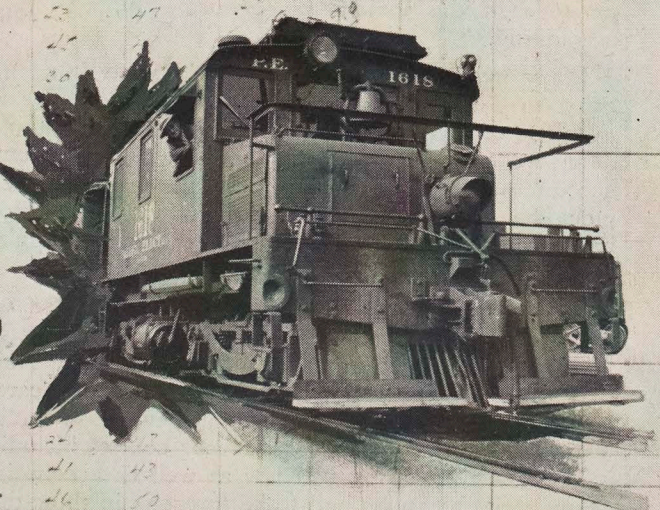
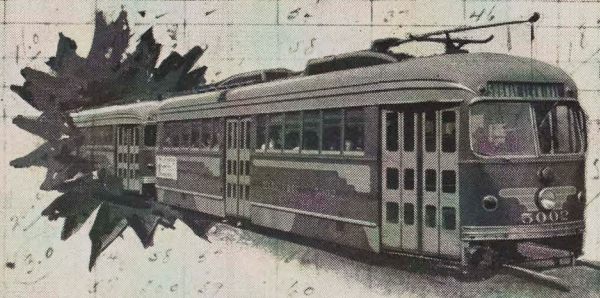
DAILY EX SAT -- SUN

THURS +

MONROE VERMONT

LVG	PRJ	RUG	DOB	TRK	TIMS	PASS	PRJ	PASS
			TIME	TRK	TRK	LVG	LVG	

AUG. 1951
PACIFIC ELECTRIC
Magazine



Schedule Bureau

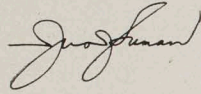


The background of the entire page is a grid filled with handwritten numbers and symbols. The numbers are arranged in columns and rows, often with small annotations like '6.1', '5.0', '1.5', etc. Some numbers are circled or underlined. The grid is partially obscured by the illustrations of the bus, trolley, and locomotive.

PE Auditor Made the Most of His Opportunities

(Seventh of a series of interviews with PE Executives)

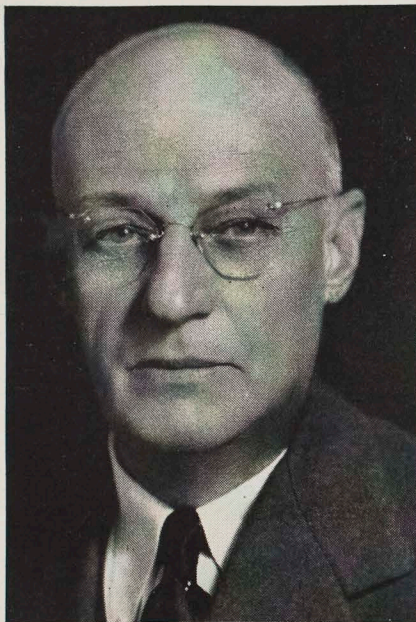
By Anna Rose Herring

 is one of the most unusual signatures and probably the best known official signature in the Pacific Electric Railway Company. It's on every pay check. Mr. Suman abbreviated his name John to Jno. so that his signature could be written in an unbroken line. This procedure accelerates the signing of countless letters and forms that pass daily over his desk.

The Auditor and Secretary of Pacific Electric had invaluable training for his present position.

John J. Suman was born in New York City June 12, 1896, and was just a boy when he moved with his parents and four brothers to Tucson, Arizona, because of his mother's ill health.

At the age of 14 he started his accounting career with the Randolph Lines, consisting of the Southern Pacific RR Co. of Mexico and a group of short line railroads of Arizona. The President of these lines, Colonel *Epes Randolph*, was one of the incorporators of Pacific Electric. Colonel Randolph also headed other companies, including lumber, oil, telephone, and steamship concerns. Because of these varied interests, young Suman gained invaluable experience in the various phases of accounting.



JOHN J. SUMAN

Many men of high calibre and skilled training had come to Tucson seeking health for themselves or for members of their families as did the elder Mr. Suman, a newspaper man. In the office in which the young accountant worked he associated with many of these, including ICC examiners, ex-government auditors, banking concern investment analysts, certified public accountants, traffic managers, etc.

As a result of these associations, young Suman was afforded exceptional opportunities to absorb accounting under expert guidance. It was his good fortune also that these men took a personal interest in his career and saw to it that his spare time was devoted to studies. They enrolled him in correspondence courses including real estate and commercial law as well as accounting. Many social pleasures had to be foregone in those days because of the program the older men sponsored to train this boy in whom they took such an interest.

Such application, of course, had its reward. At the age of 22 Mr. Suman had progressed to the position

of Special Accountant to the Auditor, and two years later became Traveling Auditor.

In 1924 Mr. Suman moved to Los Angeles and transferred to the Pacific Electric Railway Company as Traveling Auditor. Here he successively progressed to Special Accountant, Head Clerk, and Assistant to Auditor. In 1943 he succeeded the late *Laurence A. Lovell* as Auditor and Secretary of the Pacific Electric Railway Co., Los Angeles Union Terminal, Inc., Union Terminal Warehouse and Los Angeles Public Market.

The Accounting Department, including approximately 207 employes, is divided into five principal bureaus: Pay Roll, Disbursements, Miscellaneous, Freight and Car Service, and Passenger Accounts. Each bureau head is an Assistant to the Auditor, who, incidentally, has worked in each of these departments during his career.

In speaking with several of the department heads we learned of Mr. Suman's successful endeavor to make the Accounting Department a model of efficiency. He devotes much time to improvement of accounting methods and forms and has installed the most modern equipment.

We were told, "We look on this department as a team and we're especially proud of our fine employe-employer relationship. It is easier for the captain of a team to understand and solve the problems of any of the players if he himself has played each of the positions. And we are fortunate in having a captain who has held every position on his team."

Mr. Suman has several interesting hobbies, including golf, wood-working, gardening, and landscaping. About ten years ago he bought a half acre high in the hills over Silver Lake for a home site. He set about as a hobby terracing and landscaping the property, and over the years has developed the project into a beautiful site comparable to a small park.

Another worthwhile project to which he turned his hobby of wood-working was a beach home at Alamitos Bay. He did most of the work himself, and he and Mrs. Suman spend their week-ends there.

His hobbies are a reflection of the pattern of his life. At work or at leisure, he makes the most of every hour and makes every hour pleasant as well as profitable.

Next Issue: Herman R. Grenke, Treasurer

VITAL STATISTICS ABOUT YOUR COMPANY



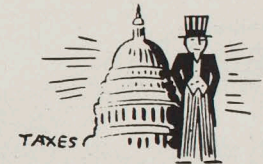
REVENUE

	Six Months Ended June 30, 1950	Six Months Ended June 30, 1951
PASSENGER OPERATIONS	\$ 8,144,350	\$ 7,771,296
FREIGHT OPERATIONS	5,237,541	6,571,104
OTHER OPERATING INCOME (Mail, express, P.E. Bldg., car-card advertising, etc.)	1,145,559	1,234,498
NON-OPERATING (Rentals, royalties, etc.)	241,682	302,970
TOTAL INCOME	\$14,769,132	\$15,879,868



EXPENSES

	Six Months Ended June 30, 1950	Six Months Ended June 30, 1951
PAYROLL	\$ 8,918,459	\$ 9,412,574
EMPLOYE BENEFITS (Pensions, retirement tax, employment insurance, etc.)	555,899	543,176
MATERIALS (Rails, ties, fastenings, bus parts, fuel, office supplies, etc.)	1,376,390	1,493,711
TAXES (Federal, State, Municipal)	567,637	592,939
ACCIDENT CLAIMS	451,545	850,908
OTHER COSTS (Interest on bonded debt, rentals, electric power, depreciation, public relations, advertising, etc.)	3,055,199	3,061,473
TOTAL OUTLAY	\$14,925,129	\$15,954,781



NET LOSS

	Six Months Ended June 30, 1950	Six Months Ended June 30, 1951
NET LOSS	\$ 155,997	\$ 74,913

GENERAL INFORMATION

	Six Months Ended June 30, 1950	Six Months Ended June 30, 1951
NEW AND IMPROVED FACILITIES, EQUIPMENT	\$ 205,147	\$ 1,169,964
TOTAL NUMBER OF EMPLOYES	4,879	4,675
REVENUE PASSENGERS CARRIED	47,975,680	42,897,920

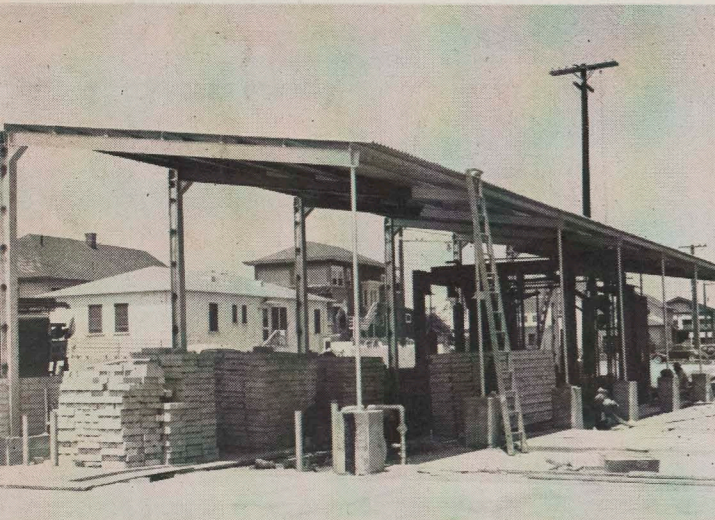
SCHEDULE BUREAU:

Much of the Company's Prosperity Depends On the Good Judgment of the Schedule-Makers

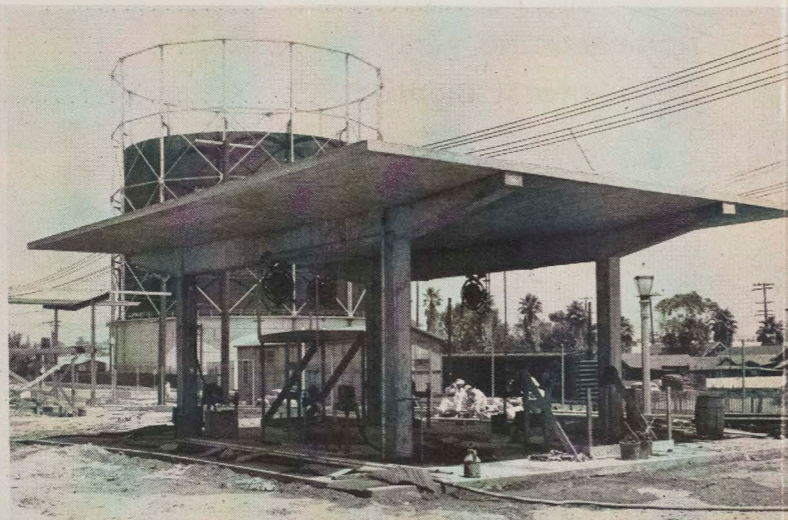


TO OPEN AUG. 25—Venice Garage as it looked Monday, July 30, from the south side. Right wing is for inspection and servicing; left, for general repairs. Note the absence of supporting columns, in the

interest of easy bus maneuvering. Building at intersection of wings contains offices for Mechanical and Terminal Foremen, Operators' and Mechanics' quarters, a tire shop, a store, and a unit repair shop.



AUTOMATIC BUS WASHER building at west end of lot, with silhouetted outline of bus washing machine visible toward end of building. Stacks of concrete blocks on floor are for building the west wall of the shed. Left corner of picture shows wall partially built.



SERVICE STATION at east end of paved lot is for gasoline and diesel busses. Note overhead hose reels for oil and water. At extreme left of picture is part of frame of a building for handwashing front and rear of busses. Lot paving was unfinished when pictures were taken.

VENICE GARAGE, AZUSA FREIGHT LINE, NEAR COMPLETION

UNDERPASS at Foothill Blvd. on the Azusa-Baldwin Park freight line as it looked Aug. 1 after completion. Tracks have been laid since. To open in late September, the line is a key point in the Moderni-

zation Program, as its completion makes possible bus substitution on the Monrovia-Glendora Rail Line about Sept. 30, if the present work calendar is sustained. Azusa Station office is also being enlarged.



ONE OF THE MOST IMPORTANT departments of any public transportation utility is its Bureau of Schedules, and to carry on the activities of that department in any large transit corporation there is required a staff of well-trained and experienced schedule-makers and traffic checkers.

The complexities of schedule making are closely tied in with economy of operation, employe relations, public relations, and management policy. Upon the efforts of the schedule maker rests much of the basic prosperity of the company, for schedules require large expenditures of money under many costly working conditions. To keep these expenditures down to a minimum and still retain working schedules that will satisfactorily handle the traffic demands requires much close thinking and an alert awareness of the numerous and complicated factors involved.

Since its inception in 1937 as a separate department, the Schedule Bureau has gradually grown, and now has a staff of 22, which consists of L. S. Jones as Superintendent of Schedules, six Schedule Supervisors, four Assistant Supervisors, and a clerical force of eleven.

FACTORS AFFECTING SCHEDULES

Fundamentally, the main factor in drawing up a schedule is the travel demand, which is determined by field studies and surveys of the riding habits of our patrons. The lack of staggered hours of the daily commuters creates a peak-hour problem that is expensive and difficult to cope with, as explained in the June issue of the Magazine.

Seasonal fluctuations in travel also affect scheduling. The beckoning of summer beaches, the call of the school-room, the excitement of holidays and special events like the Pomona Fair, the Santa Anita races, and the Tournament of Roses — such occasions as these involve special travel demands which must be anticipated and provided for by the schedule-maker.

Traffic conditions and speed restrictions through the various areas are important factors that have to be considered in determining running time. Time-saving connections must be pro-

vided whenever possible. Also, consideration has to be given to the facilities at our main terminals, where on account of the physical trackage layout, or limited loading provisions in the bus corridors, service has to be so arranged as to avoid as much congestion as possible; and rail service has to be spaced as to avoid congestion within bottleneck areas.

Particular stress has to be laid on the importance of obtaining all possible use of available equipment, in order to preclude the necessity of purchasing many more vehicles.

MODERNIZATION BRINGS PROBLEMS

Within the past two years many changes in schedule operation have been necessitated on account of conversion of rail service into one-man operation and substitution of motor coach operation in connection with our Modernization Plan. The Schedule Bureau has no small task in preparing schedules to meet the day-to-day traffic demands of the 125 Southland communities that patronize our serv-

ice. On a typical or normal weekday, the service involves the use of 311 rail cars and 638 motor coaches to operate the 1558 scheduled rail trips and 4191 motor coach trips. Over 1400 Trainmen and Motor Coach Operators are employed to man the equipment that is used on our 12 rail and 33 motor coach lines. During the year 1950 the Pacific Electric handled 112 million passengers, or approximately 350,000 per normal weekday; and operated a total of approximately 30 million rail and motor coach miles, or about 94,000 miles per normal weekday. The company operates rail service on 832 miles of trackage, and its motor coach lines traverse 992 miles of highways and streets, from the shortest local line, which is the Western and Franklin Avenue Line with a round-trip route mileage of 2.76 miles, to the longest interurban line extending from Los Angeles to San Bernardino, a distance of 62 miles.

(Continued on page 8)

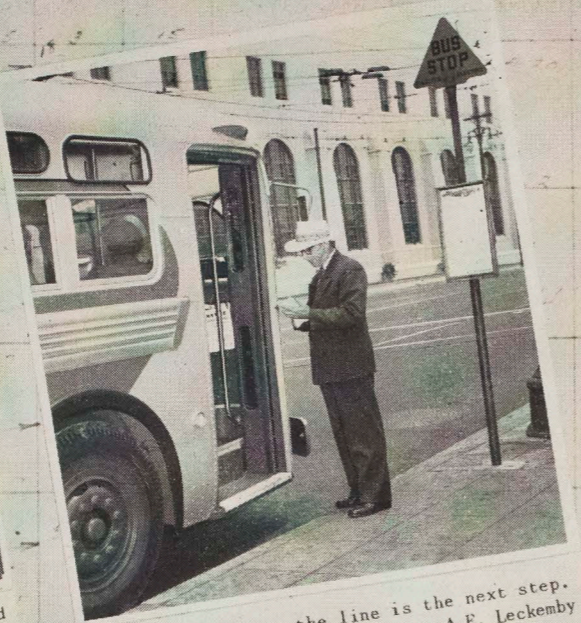


SCHEDULE CONFERENCE — One of the first steps taken before a new schedule is drawn up is a conference among executives most nearly concerned. Every angle must be considered. Here Supt. of Schedules Laurel S. Jones, right, confers with (left to right) Engineer Assistant D. R. Lewis, Executive Department; Passenger Traffic Manager H. O. Marler; and Assistant to Passenger Traffic Manager R. O. Christiansen. Every few days these men get together to go over all schedules and see whether they fit the constantly changing pattern of traffic conditions in all four of the counties served by Pacific Electric.

W R	C R	Sign On	Time On	Time Off	Sign Off	Lunch	M/C	PRE	OT	Total	W R	C R	Sign On	Time On



CHANGED TRAVEL CONDITIONS on a certain motor coach line are being reported by Assistant District Supervisor L.E. Netzley, center, to Schedule Supervisors Fred D'Arcy, left, and Jay Purvis, who handle schedules for the line.



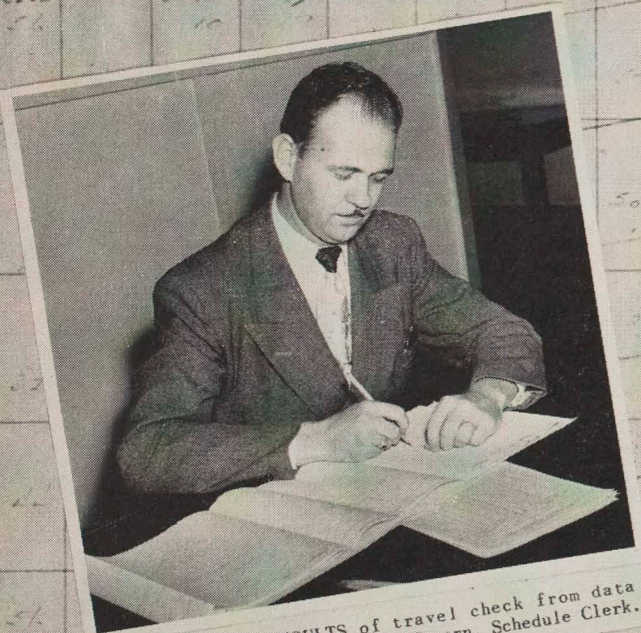
CHECK OF TRAVEL on the line is the next step. Here Assistant Schedule Supervisor A.E. Leckemby is checking at an important point on the route. He records the bus number, the assignment number (displayed through windshield), counts the number of passengers on board, and records the actual time the bus leaves. Several checkers are used at different important points on line.



PUBLIC TIMETABLE is being made up by Assistant Schedule Supervisor Bill Farrow from schedule made up by Schedule Supervisors. Bill then has this material Vari-typed for the purpose of making a lithographic plate for printing.



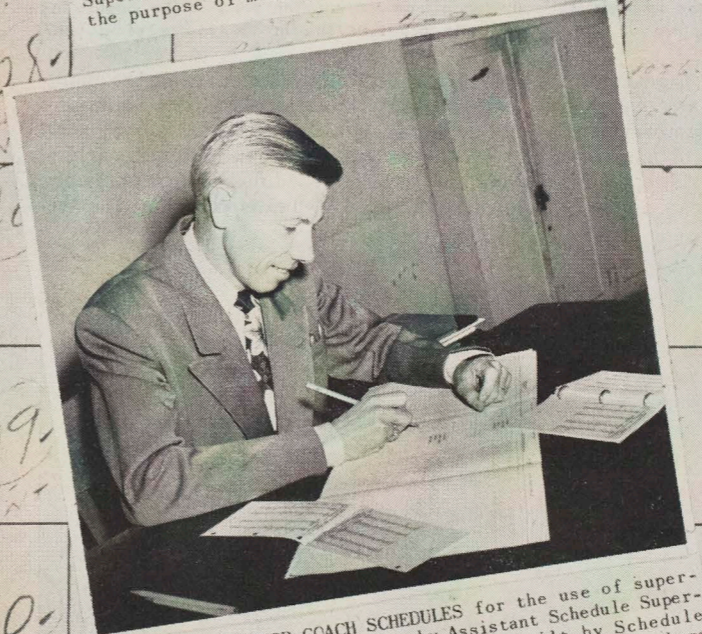
ASSIGNMENTS FOR OPERATORS are being dictated by Schedule Supervisor Charlie Hill to Typist-Clerk Patsy Schwertfeger, for mimeographing. He gets his material from a schedule he has made up from travel checks, as did co-workers Wilson and Beardsley.



TABULATING THE RESULTS of travel check from data furnished by checkers is Don McGovern, Schedule Clerk.



AFTER MAKING UP A SCHEDULE from data furnished by travel checks, Schedule Supervisors Frank Wilson, left, and Howard Beardsley break up the schedule into various assignments for the operators.



A SUMMARY OF MOTOR COACH SCHEDULES for the use of supervisory forces is being made up by Assistant Schedule Supervisor Paul Durbin from new schedules built by Schedule Supervisors. For each motor coach line on the system there is a summary of all current, pertinent information, usually consisting of several small pages in a pocket-size binder.



WORKING TIMETABLES FOR RAIL LINE OPERATORS are being compiled by Schedule Supervisor Mark Swerdfeger from rail line schedules he has made up. Working timetables are much more complete than public timetables and give the operator complete instructions on lines he works.

NOTE--To prevent misunderstanding of the pictures on this page, the Magazine would like to make it clear that other Schedule Bureau employes may often do some of the jobs that the employes pictured on these pages are shown doing. It is true that certain rail and/or motor coach lines are assigned for scheduling to certain Schedule Supervisors.

However, the clerical work that follows the making of schedules and assignments is done by whatever Schedule Bureau employes are available at the time. For instance, any Schedule Clerk might be assigned to the work which Bill Farrow, Paul Durbin, and A.E. Leckemby are pictured as doing; Jay Purvis, as well as Mark Swerdfeger, makes working timetables.

Handwritten notes and scribbles on the left page, including "634-649" and "901-716".

Handwritten notes and scribbles on the right page, including "9101", "07", "08", "09", "10", "11", "03", "04", "10", and "42".

SCHEDULE BUREAU

(Continued from page 5)

HOW A SCHEDULE IS MADE

The fundamental activity of the Schedule Bureau is schedule work. Before making a schedule on any line the main factor to be determined is the service requirements during the various portions of the day and night. Such information is gathered from travel checks made by traffic checkers of the department's personnel who take passenger counts, as well as actual arrival and leaving time of busses or trains, at points of maximum loading. Checkers also ride the line and record actual time performance, information which also aids in determining the proper running time between points for use in revising schedules. Checks of the number of passengers boarding and leaving at important points are also taken to find what short turn-back service might be operated. Passenger counts as reported by Conductors and Motor Coach Operators on their daily time cards are also used in determining service requirements; therefore, those employes should appreciate the importance of accuracy in making their reports as to the number of passengers handled.

Line Supervisors of the Transportation Department and the Schedule



WHEN A SCHEDULE HAS FINALLY BEEN DRAWN UP AND APPROVED, it is set up on the vari-type machine and a layout is made. In this picture Jerry Vaughn, rear, is vari-typing, and Murphy Swindell is pasting in headlines and drawing in guide-lines for ease in reading. After the final layout has been checked for possible errors and approved, a plate is made and the schedule is finally run off on the multilith press in the Duplicating Bureau. Millions of copies of various schedules are thus run in the course of a year.

Supervisors work together in close coordination. Observation checks are made by the line Supervisors, along their tour of duty, of passenger service performance, riding habits, and running time. These reports, along

with any other information the members of the Transportation Staff may garner pertaining to the service, aid the Schedule Bureau materially in the revision of schedules. The supervisory staff of the Transportation Depart-



NEW ASSIGNMENT SHEETS for the benefit of Operators and Supervisors are necessary with every change in schedule. Containing concise, detailed information about runs which have been changed as a result of new schedules, the mimeographed sheets are gathered into

sets and then distributed to replace obsolete pages in assignment books over the system. Here, gathering sheets into sets, are, left to right, Leighton Coats, Eugene Sellards, Joe Buttacavoli, Victor Tammen, and Patsy Schwertfeger, employees of the Schedule Bureau.

ment are, as a proper procedure, brought into conference whenever an important change is made in the schedule of a line.

The information supplied by the Traffic Checkers, Conductors, and Motor Coach Operators is summarized, and charts, usually in graphic form, are made, breaking down the travel into 15, 20, or 30-minute periods to determine just how many trips are required during such periods. Then, particularly on lines where the traffic is sufficiently heavy to warrant frequent service, the trend of travel is broken down further into a number-of-passengers-per-minute basis, and a schedule is drawn up accordingly. The seating capacity of coaches used on the line also enters into the making of the schedule. Consideration has to be given to the loading factors prescribed by the Public Utilities Commission. During off-peak periods on all rail and motor coach lines, enough seats must be provided for all passengers. During peak hours on certain local rail lines, standees totaling 50 per cent of the seating capacity of the car may be allowed to stand for not more than 30 minutes. On certain local motor coach lines, the figure is 33 per cent; and on certain interurban rail and motor coach lines, 20 per cent. (This, the latest ruling of the Commission, was effective July 23.)

These loading standards are based on average loads during 20-minute periods. Since it is obviously impossible to build a schedule where each vehicle will handle the same number of passengers, an average is taken of the number of passengers on cars and coaches during a 20-minute period. To illustrate: Suppose that, during a 20-minute period, two busses

leave Los Angeles on a certain line. One may have standees, the other some empty seats; but the average of the two must comply with Commission requirements.

AFTER SCHEDULES COME ASSIGNMENTS

After the schedule is drawn up as to trips needed throughout the day, it is "wheeled" — that is, the amount of equipment needed is determined; and from the various assignments of individual units of equipment, Operators' assignments or runs are then determined ("wheels are cut," in Schedule Bureau language). In developing the assignments, or runs, effort is made first to make as many straight assignments as possible, as such assignments are usually preferred by the employes; then, secondly, as many split runs as conditions will permit are made by coupling pieces of work with approximately two hours intervening between the two pieces, and holding to a minimum the over-all spread of time in a day's work. After all possible regular assignments are made by coupling pieces of work, then the pieces left over, which usually consist of morning and afternoon peak work, are written up as extra assignments, and are filled by Operators on the extra board. In making up assignments, requirements of the terms of the current labor agreement must be adhered to rigidly by the Schedule Supervisor; and manpower and pay-time must be kept to a minimum.

Assignment sheets are then distributed in mimeograph form to the various terminals and offices, where assignment books are maintained for the guidance of all concerned. These assignments not only give information as to the individual's tour of duty

for the day, but also contain other data used by various departments, such as time allowances, information which the Pay Roll Accounts Bureau uses as a check against the Operator's daily time card; and mileage operated on each trip, information which is utilized by the Accounting Department in compiling statistics. Ordinarily, when a general change is made in a schedule on a Western District line, it is necessary to make up for distribution 51 sets of assignments for a rail line, and 68 sets for a motor coach line. On the Redondo Motor Coach Line, 79 sets are required, because the man-power assignment is divided between the Western and Southern Districts. On the Los Angeles - Beverly Hills - Venice - Santa Monica Motor Coach Line a general change in the schedule involves the preparation and distribution of approximately 300 assignments.

OTHER SCHEDULE BUREAU DUTIES

In addition to preparing schedules and run assignments, the Schedule Bureau performs many other functions, such as preparing and distributing employes' working timetables, timetable bulletins, timetable special rules, freight locomotive tonnage rating sheets, timetable covers, public timetable folders, public notice cards announcing changes in passenger service, motor coach route and mileage logs, and sign-on sheets required at the various terminals. It also prepares and posts public display schedules at various stops and throughout the smaller towns along our lines; maintains records of travel by lines; and makes special studies and exhibits from time to time.

Numerous monthly reports are also required of the department, including

(Continued on page 10, col. 1)

SCHEDULE BUREAU GROUP—Left to right are Eugene Sellards, Typist-Clerk; Joe Padou, Schedule Clerk; Ed Leckemby, Asst. Schedule Supervisor; Charles Hill and Fred D'Arcy, Schedule Supervisors; Victor Tammen and Patsy Schwertfeger, Typist-Clerks; Murphy Swindell, Vari-type Operator; Bill Farrow, Asst. Schedule Supervisor; Leighton Coats, Typist-Clerk; Gerald Vaughn, Vari-type Operator; Frank Wilson, Schedule Supervisor; Peggy Oliver, Typist-Clerk; Rayford Chapman,

Schedule Clerk; Howard Beardsley, Schedule Supervisor; Joe Buttacavoli, Typist-Clerk; Mark Swerdfeger, Schedule Supervisor; Dan McGovern, Schedule Clerk; Paul McDonald, Asst. Schedule Supervisor; Gordon Gazeley, Clerk; Jay Purvis, Schedule Supervisor; and Laurel S. Jones, Superintendent of Schedules. Absent were Paul Durbin, Asst. Schedule Supervisor, out on travel check; Leonard Prilliman, Vari-type Operator on leave; Clifford Claar, General Clerk, on vacation.





Bell from Locomotive 1606 Given to Church

NOW FOR SPIRITUAL WARNING — Children of parish at Colonia Juarez gather around bell from PE freight locomotive 1606, with their pastor, Father R. W. McEvoy, center, Huntington Beach Agent T. J. Hargadon, left, who was instrumental in securing the bell, and General Manager T. L. Wagenbach, who made the presentation, on July 25. When Father McEvoy mentioned to Agent Hargadon of his need for a bell, Mr. Hargadon passed the word to Mr. Wagenbach, who approved of the gift, since 1606, which long served industry in Huntington Beach territory, is now being cannibalized at Torrance. The church in whose tower the bell will ring was built in 1882 by the Southern Methodists; was sold in 1926 to a Japanese pastor, who moved it away for use as a Japanese school and revival and recreation center; was sold again in 1941 to a Catholic parish; and was moved again last April to the Mexican-American colony at Colonia Juarez, where Father McEvoy serves. Story of the presentation, sent out by PE's Public Relations Department, was used widely in metropolitan and local newspapers. News Editor Brad Atwood wrote the colorful account.

SCHEDULE BUREAU

(Continued from page 9)

rail and motor coach equipment assignments, which show the number of rail cars and motor coaches by classification assigned to the individually named lines and districts, the number of spares (units not in scheduled service), and the seating capacity and weight of the equipment as classified.

This department also has charge of the preparation of and is custodian of bus destination dash signs.

It also prepares and distributes a mimeographed "Summary" for each motor coach line, for the use of the members of the line supervisory force, as a medium of providing important data in connection with their work.

WORKING TIMETABLES

One of the most important duties of the Bureau is that of preparing the employee's working timetable. A complete employee's timetable consists of (1) the district timetable bulletin, (2) the schedules of the various rail lines of the district, with special instructions governing operation of the schedules, (3) special rules, and (4) tonnage rating (hauling capacity of locomotives) — all enclosed in a timetable cover.

The employee's working timetable is really the key to the operation of all movements over Pacific Electric rails, inasmuch as it contains, in addition to the station-to-station time of the various regular passenger train movements, all special instructions governing the operation of such trains, as

well as extra train movements not generally covered by book of special rules. These special instructions include many details, such as train numbers; crew assignments; designation of the portions of track as distinguished between single track, double track or four tracks, with information as to what rules govern operation over same; locations of register stations, light circuit signals, automatic block signals, track scales, telephone stations, yard limits, and railroad crossings (and rules governing operation over them); also rules concerning the use of retainers, limited train stops, speed restrictions, overhead and side obstructions (when not generally covered in Special Rules), normal position of junction switches, mileage between stations; and any other instructions not contained elsewhere.

Complicated? You bet! And it has to be right. Lives may depend on its accuracy.

MILLIONS OF TIMETABLES

During the year of 1950 there were changes made in rail schedules that involved the printing and distributing of approximately 267,000 pages of employes' working timetables, and the preparation of 28 timetable bulletins, consisting of some 53,000 printed pages requiring distribution. A total of approximately four million public timetables were printed and distributed.

SCHEDULE SUPERVISORS ENCYCLOPEDIA

Hence, when you think of the words "Schedule Bureau," remember the innumerable ramifications into which the preparation of a schedule may run. When you see a Schedule Supervisor, remember you're looking at a man who has to be smart or he wouldn't be where he is. His knowledge in many respects is encyclopedic. He has to know the rules of the ICC, the Public Utilities Commission, and the up-to-date laws and ordinances affecting public transportation through every city and village and on every street and highway, local, county, or state, within the scope of his scheduling duties. He must know the application of every phase of the current union agreement, and the company rules. He has to allow for human desires, human weakness, and human error. And he has to translate that knowledge into complicated schedules and assignments as nearly faultless as concentrated study and tireless checking can make them. He has the nearly impossible job of satisfying the public, the company officials, the regulatory bodies, the unions, and the men in uniform — all at the same time. But somehow, he manages. Here's a man to respect.

August, 1951

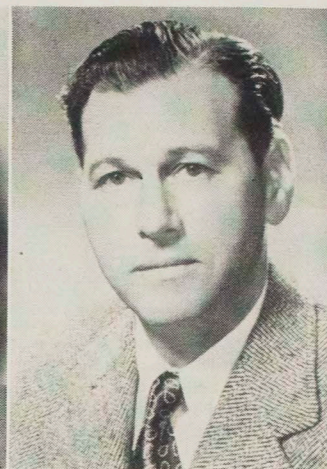
August, 1951

PACIFIC ELECTRIC MAGAZINE

11



NORMAN L. McCracken
Asst. General Supt., Motive Power



WILLIAM E. WILLIAMS
Supt. of Automotive Equipment



FRANK H. MARKLEY
Supt. of Rail Equipment



ERNEST A. STEVENS
General Supt., Motive Power

Executives Advance in Mechanical Dept.

HEADED BY the appointment of E. A. Stevens as General Superintendent, Motive Power, and the introduction to PE of N. L. McCracken as Assistant General Superintendent, Motive Power, four promotions were effective June 1 in the Mechanical Department.

The other two included the appointment of Assistant Superintendent, Rail, Frank H. Markley as Superintendent of Rail Equipment, and that of Assistant Superintendent, Automotive, William E. Williams as Superintendent of Automotive Equipment.

The title of Superintendent of Equipment, held by Mr. Stevens as head of the department, has been abolished.

STEVENS WITH PE SINCE 1906

The new General Superintendent started as a Draftsman in the Mechanical Department in December, 1906, and worked up through the ranks to the position of Assistant to the Superintendent of Equipment in 1937. He became Superintendent of Equipment in April, 1949, upon the retirement of Fred E. Geibel.

In 1911, when the present Pacific Electric Railway Company emerged from the consolidation of a number of local and interurban lines, he worked at the West Hollywood Shops, and in 1912 and 1913 helped broaden the Redondo Beach Line of the Los Angeles-Redondo Railway Company. In 1918 he was appointed Assistant Chief Draftsman, and in 1920 became Chief Draftsman, actively engaged in designing the 1100-class cars. From 1924 to 1937 he was Special Engineer.

McCracken SP MASTER MECHANIC

Less well-known to Pacific Electric employes is Norman Leslie McCracken, who left the position of Master

Mechanic at Taylor Yard on SP's Los Angeles Division to accept his new appointment supervising maintenance operations on system rail and motor coach equipment.

He was born in Sacramento, where his father was Master Mechanic of the SP's Sacramento Division. Norm got his schooling in Portland and in the city of his birth. He started his railroad career July 1, 1920, as a Machinist's Apprentice at SP's Sacramento General Shop. Except for three months in 1924, when he sampled the life of a seaman on a tramp steamer, he's continued in railroad shop work.

He came back from his sea venture to re-enter the Shasta Division as Machinist, and from that time on threw all his energies into shop work with the Southern Pacific. A promotion in September, 1925, to the position of Roundhouse and Car Foreman at Hazen, Nevada, on the Salt Lake Division, marked the beginning of a long series of transfers to various points over SP's entire Northern District as Foreman in various capacities. In 1942, he was made General Foreman of the Locomotive Department, Shasta Division; in May, 1943, he went to the Portland Division as Assistant Master Mechanic; and on June 1 of the following year was appointed Master Mechanic on the Tucson Division. On May 1, 1946, he was transferred as Master Mechanic to the Los Angeles Division, where he remained until he was invited to work for Pacific Electric.

MARKLEY AN ELECTRICAL ENGINEER

Mr. Markley, new Superintendent of Rail Equipment, graduated in 1925 in electrical engineering from Gettysburg College, Pennsylvania. He then entered General Electric's test course, at Schenectady, specializing in rail-

way control equipment. After finishing the course, he went to GE's Erie plant to work on the testing, design, and application of railway traction motors.

Another phase of his work for GE was the design and application of electrical equipment on the first PCC cars. In 1935 he was made Field Engineer, and followed up the installation of PCC equipment in many major cities, the last of which was Los Angeles.

His work here attracted the attention of authorities of the then Los Angeles Railway. He accepted a position in March, 1938, with that company as Equipment Instructor, and from 1942 to 1945 was assigned as Assistant Superintendent of Car Houses.

Mr. Markley's PE career began March 1, 1945, when he accepted an appointment as Equipment Engineer.

On last January 1, he was promoted to the position of Assistant Superintendent, Rail. In his new job, he supervises all rail passenger and freight equipment maintenance, and has direct charge of the Torrance Shops.

WILLIAMS A STUDENT OF DIESELS

Mr. Williams, new Superintendent of Automotive Equipment, began his career as mechanic for Pickwick Stages in Los Angeles in 1927. When Pickwick was absorbed into Pacific Greyhound, Bill was made Bus Inspector and Relief Foreman in the Los Angeles shops.

Sent back by Greyhound to attend the General Motors School of Technology at Flint, Michigan, a few years later, he learned about the type of diesel engine now in use on all PE's diesel coaches. On his return

(Continued on page 12, col. 1)



SAFETY ENGINEERING GRADS—Left to right are Fred C. Patton, PE's General Supt. of Passenger Service and Past Vice President, Fleet Safety Division, Greater Los Angeles Chapter, National Safety Council (he was a special guest); D. C. Grayson, PE Operator; H. F. Fortner, PE West Supervisor; C. L. Srack, Safety Director, Yellow Cab Co.; L. H. Appel, Instructor; C. M. Elliott, Engineer, L. A. Dept. of Water and Power; H. C. Beardsley, PE Schedule Supervisor; Jack Stewart, PE Traffic Supervisor; R. G. Finley, Operator, LATL; M. D. Swerdfeger, PE Schedule Supervisor; Donal Meehan, Sergeant in charge of Traffic, Alhambra Police; S. D. Birdwell and D. E. Newton, Engineers, L. A. Dept. of Water and Power; R. C. Ware, Engineer, Hartford Accident and Indemnity Co.; G. L. Reynolds, Forest Engineer and Safety Officer, U. S. Forest Service; P. T. Picascia, Safety Engineer,

LATL; T. L. Benedetti, Engineer, L. A. Dept. of Water and Power; G. S. Cairns, Alhambra Police; J. L. Hughes, Director of Safety, So. Calif. Edison Co.; W. J. Flenniken, Engineer, L. A. Dept. of Water and Power; Fred Muggee, Engineer, American Auto Insurance Co.; E. E. Goodreau, Safety Engineer, Knudsen Creamery; Max Zeldin, Safety Engineer, Pacific Indemnity Co.; C. M. Allen, Engineer in charge, General Plant Division, L. A. Dept. of Water and Power. Absent were M. W. Hall, Safety Engineer, Veterans Administration; C. Dunbar, Safety Engineer, Yellow Cab Co.; J. T. Johnston, PE Chief Instructor; J. D. Puffer, PE Supt. of Motor Coach Operations; R. L. Woodrow, PE Safety Instructor; A. M. Noyes, Engineer, Greater Los Angeles Chapter, National Safety Council. The class learned to apply mathematical formulas derived from physical laws to traffic safety.

Certificates Given Graduates Of Safety Engineering Class

PRESENTATION of certificates for completing the course marked the last meeting, June 12, of the transportation safety engineering class held each Tuesday under the instructorship of Research Engineer L. H. Appel from September to June.

Among PE recipients of the certificates were J. D. Puffer, Supt. of Motor Coach Operations; Jack Stewart,

art, Traffic Supervisor; J. T. Johnston, Chief Instructor; H. F. Fortner, Supervisor, West; Howard Beardsley and Mark D. Swerdfeger, Schedule Supervisors.

General content of the course, which Mr. Appel has taught for

three years under the jurisdiction of the Los Angeles Trade-Technical Junior College, is designed to provide engineering assistance to persons concerned with the study and analysis of vehicular traffic accidents. It's really practical physics—Newton's laws of motion—as applied to transportation safety problems.

Mr. Appel will resume the class, on an advanced status, beginning Sept. 18. All PE employees—for whom the class was originally intended—are invited to join.

Executives Advance

(Continued from page 11)

he was assigned to set up the program of maintenance, overhaul, and personnel training at Greyhound's Los Angeles shops, and for his good work was appointed Assistant Superintendent.

In 1945, he became Service Superintendent for the White Motor Co. in Los Angeles, and the next year became Service Superintendent for Anderson-O'Brien, factory distributor for the Detroit Diesel Engine Division of General Motors.

During 1947 Mr. Williams was sent back to the Detroit factory to take a course in the series 71 GM engine for instructing and training purposes here on the Coast.

His assistance to PE in instruction on diesels brought him his first PE job as Automotive Maintenance Engineer on June 1, 1949, and he has since been in charge of all garages over the system.

On Jan. 1, 1951, he became Assistant Superintendent, Automotive.



SAFETY BELTS FOR DRIVERS being demonstrated to Mr. Appel's class by legal physicist William W. Harper, nationally prominent consultant on traffic accidents, as part of a discussion on the subject of the application of physical laws to the analysis of traffic accidents. Use of the safety belt would prevent many deaths, is the conclusion Mr. Harper has reached from his investigations of thousands of accidents. Read his story, "How You Can Walk Away from a Smashup," written in collaboration with D. O. Woodbury, in the April, 1951, issue of "True" Magazine. With humor and simplicity, the authors show how mathematical formulas can be applied to analyze convincingly almost any traffic accident.

One-Cent Raise July 1 For Freight Trainmen, Yardmasters, Non-Ops

A CENT-AN-HOUR RAISE for non-operating employes as well as Freight Service Trainmen and Yardmasters was effective July 1.

Granted in accordance with the terms of labor agreements on the basis of the U. S. Government's Bureau of Labor Statistics, Consumers' Price Index, the increase affected Freight Trainmen and Yardmasters represented by the Brotherhood of Railroad Trainmen as well as employes represented by the Railway Patrolmen's International Union, Brotherhood of Railway Clerks, Brotherhood of Maintenance of Way Employees, Order of Railroad Telegraphers, Brotherhood of Railroad Signalmen of America, System Federation No. 159, and the Utility Workers Union of America, CIO.

A similar adjustment was authorized for non-operating employes not covered by labor agreement.

The last cost-of-living raise for non-operating personnel was for six cents, effective last April 1. It added about \$700,000 to the annual pay roll. The one-cent raise will increase the annual pay roll by about \$75,000.



BEAUTY AND THE BEAST—There'll be a lot of beauty and a lot of animals, plus innumerable other attractions, at the Los Angeles County Fair Sept. 14-30 this year, according to the advance publicity. Adopting the slogan, "America the Bountiful," Fair authorities feel that "a visit to the fair cannot help but bring with it a stronger appreciation of the goodness of the country in which we live. Such an appreciation strengthens the bulwark against those sinister forces that would tear away those democratic ideals and freedoms under which we live." PE will again provide special transportation, which this year for the first time will be entirely by motor coach, with schedules more frequent than they were by rail.

Unique Labor Relations Course At UCLA Idea of PE Employe

A UNIQUE COURSE, offered for the first time by any Western university and embodying a complete study of the Railway Labor Act, will begin September 17 at the University of California at Los Angeles extension school.

Approved for credit toward A.B. and M.A. degrees and for a certificate through the university's Institute of Industrial Relations, the course is designed for the benefit of persons desiring to qualify for work involving labor relations in the railroad and aircraft industries.

"Labor and management will be brought together on common ground outside their everyday bargaining," said W. C. Scholl, Assistant Manager of Personnel for the Pacific Electric Railway Co., who originated the idea for the course.

A study of the duties and responsibilities of the National Railroad Adjustment Board and the National Mediation Board will be emphasized by Dr. Joseph Lazar of U.C.L.A.'s School of Business Administration.

Joining in preparing the course outline were L. R. McIntire, Pacific Electric's Manager of Personnel; the standard railroad labor organizations on Pacific Electric lines, with R. V.

Rachford, General Chairman of the Brotherhood of Railway Clerks, as spokesman; Harold D. Koontz, Professor of Transportation; Edgar L. Warren, Director of U.C.L.A.'s Institute of Industrial Relations; and several other railroad and aircraft representatives.

Classes will be held at the University Extension School, 813 S. Hill St., each Monday from 7 to 9:30 p.m. Further particulars are available in the forthcoming University catalogue, or at the PE Personnel Office, Room 202.

NEWS BREVITIES

ANNUAL AGENTS PICNIC will be held Sunday, Sept. 23, at Swiss Park, Duarte. As soon as arrangements are completed, bulletins will be issued by the Agents Association.

PRESIDENT O. A. SMITH has been re-elected to the Board of Directors of the Downtown Business Men's Association for another year.

AGENT M. A. SOPER of Garden Grove has been elected to the Board of Directors of the Garden Grove Lions Club.

Faraway Places Read PE MAGAZINE

GROWINGLY INTERNATIONAL in scope—from the point of view of readership, at least—are your PACIFIC ELECTRIC MAGAZINE and PERYScope.

From the Traffic Bureau, Metropolitan Office, Tokyo, Japan, came a letter dated June 12 from a gentleman named Toshio Iuchi, addressed to Director of Public Relations James G. Shea, and stating:

"Duly received your esteemed information of your transit system by courtesy of Los Angeles Chamber of Commerce for which we thank you very much.

"We are now studying and investigating the major city transit system in U. S. A. and your valuable data will facilitate our further improvement and project in city transit service Tokyo.

"Your Pacific Electric Magazine and Peryscope give us much interest; appreciated a copy of each month if you could spare."

Mr. Iuchi has duly been added to the mailing list for both publications.

AUCKLAND, New Zealand, will keep up from now on with the doings of the PE and its employes.

C. Ernie R. Webber, executive of an Auckland firm of engineers, bankers, fiscal agents, ship owners, government contractors, and munition, mine and ballistic experts (that's what the letterhead says), wrote thanking us for putting him on the Magazine mailing list in response to his request, and states:

"I must express my sincerest appreciation of your very good decision in the matter, and I can confirm that you are enabling the writer to recreate a very extensive library of railway and traction matters destroyed during the last war in the fall of Hong Kong.

"Your interesting Magazine will enable me to build up the American side of the subject."



GEORGE A. BESETT
Operator, North
Retired June 1, 1951
33 Years a Railroader

JOHN J. KRUEGER
B & B Carpenter
Retired June 29, 1951
42 Years a Railroader

JOSEPH A. PITTMAN
Agent, Inglewood
Retired June 29, 1951
31 Years a Railroader

LUTHER A. POLK
Operator, North
Retired August 1, 1951
40 Years a Railroader

MARTIN C. HOLK
Operator, South
Retired July 1, 1951
30 Years a Railroader

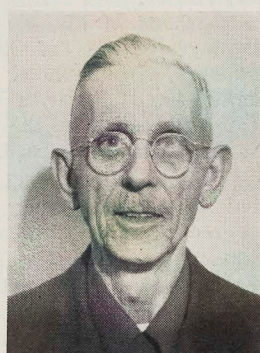


CHARLES L. ENNIS
Operator, North
Retired July 1, 1951
28 Years a Railroader

So Long!

We'll Be Seeing You!

Thumbnail Sketches of Some
Of Our Retiring Employees



GEORGE W. PATTON
Carpenter, Macy Street
Retired June 29, 1951
32 Years a Railroader

ELBRIDGE ROY MYERS, Freight Conductor, retired June 1 after 31 years with PE and 18 previous years of railroad service. He began as Brakeman in 1901 with the Burlington, and his PE service started Sept. 3, 1919. Future plans are indefinite.

JOHN J. KRUEGER, B&B Carpenter, with nearly 32 years of PE service, and 10 years in a similar capacity with other roads, retired June 29. He did considerable pile-driving for PE during flood conditions in 1922, 1934, and 1938, when bridges had washed out. A wallet containing some money, plus two cartons of cigarettes, were presented to him by B&B Supervisor B. F. Manley on behalf of the 40 or 50 who gathered at Washington St. Yard June 29 to wish him well.

GEORGE A. BESETT, Motorman who worked the construction car out of Macy Street, retired June 1 after 33 years with the company. He says that in his earlier years before he came to PE he was a chainmaker and made the first auto skid chains on the market. He plans a 10,000-mile auto tour of the U. S. and Canada before settling down in his easy chair.

JOSEPH L. LIGON, Substation Operator during his entire 32 years with the company, retired June 30 to "rest!" he says. He's lived for 22 years in Gardena.

CHARLES L. ENNIS, Conductor on the Glendora Line, worked entirely on the Northern District during his 28 years with PE. He retired on July 1 to indulge his gardening hobby and decide on other plans for the future.

MARTIN C. HOLK, South Motorman, decided to call it quits July 1 after 29 years and six months with PE. He worked as Motorman all the time on passenger and freight. Born in Norway, he came to the U. S. in 1904 at the age of 19, and started his transportation career as Motorman at Grand Forks, N. D. He planned a train trip to Detroit to buy a new car.

JOSEPH A. PITTMAN, Station Agent at Inglewood, retired June 29 after seven years with PE and nearly 25 with many other railroads, of which the first was the Missouri Pacific, for which he started as Station Helper in 1908. He wants to retire to his home country, the Ozarks, to hunt and fish.

CARROLL C. DICKSON, City Freight Agent, Freight Traffic, retired July 1 and was presented a golf bag by his associates at a little send-off in the department. He came West as a child in 1888 to San Diego, graduated from UC in 1906, worked 10 years in steamship service at San Francisco, came to PE June 4, 1926, and worked up from local freight to Traveling Freight Agent by 1929. He had been City Freight Agent since Jan. 1, 1951.

LUTHER A. POLK, Brakeman who worked out of San Bernardino, retired Aug. 1 after nearly 40 years with PE and some seven years of other railroad experience. In his many years of railroading he had been a Passenger Conductor, Postal Clerk, Extra Terminal Foreman, Extra Train Dispatcher, and Train Service Instructor. He plans to tend to his fruit trees, read history, and study his Bible, in addition to taking a few long-deferred trips.

For news of retired Auto Machinist Albert Earl Ogden and Carpenter George W. Patton, see the System Garages column.

18 Retiring Employees Of Mechanical Dept. Given Commendations

CERTIFICATES OF COMMENDATION for their faithful service have been awarded the following Mechanical Department employees, who have filed their applications for pensions with the Railroad Retirement Board:

Thomas S. Hislop, Electrical Machinist, Torrance, 35 years of railroad service.

Charles E. Brown, Helper, Torrance Mill; and Charles N. Lundgren, Car Repairer, Hill St., 34 years.

George W. Huntsman, Painter, West Hollywood; and Martin C. Monson, Foreman, Carpenter Shop, Torrance, 32 years.

George F. Wheeler, Car Repairer, Torrance, 30 years.

Earl Ogden, Auto Machinist, Macy Garage, 29 years.

Frank Bickley, Electrical Machinist, Macy Repair Shop; Russel U. Mudgett, Car Repairer, Macy Car House; and Charles E. Wait, Car Repairer, Macy Car House, 28 years.

Claude C. Blair, Electrician, Subway and Toluca Yard, 27 years.

George H. Clink, Auto Machinist, West Hollywood Garage; and Clayton Ramsey, Carpenter, Torrance, 25 years.

Aram Oganessoff, Car Cleaner, Toluca Yard, 24 years.

Mrs. Stena E. Foster and Mrs. Maria Paramo, Car Cleaner, Pasadena Car House and Macy Garage, respectively, seven years.

Williard D. Carrigan, Air Brake Machinist, Torrance; and Mrs. Mary Merincourt, Car Cleaner, Ocean Park Garage, six years.

Signed by President O. A. Smith and Secretary John J. Suman, sealed with the gold seal of the company, and suitable for framing, the Certificate reads:

"The Management, upon the occasion of your retirement from active duty, commends you for your loyal service in completing — years of railroad employment. Your name has been officially inscribed in the Honorary Record Roll of Retired Employees this —st day of —, 19—."

Although employees of all departments are eligible for the certificates, it is noteworthy that the idea for them was originated in the Mechanical Department by Vernon B. Williams, then Car Repairer at Macy Car House; and that the first certificate was awarded to an employe of the Mechanical Department, Walter G. White, Chief Clerk, on his retirement June 1, 1949.



CARROLL C. DICKSON, City Freight Agent, left center, was honored by fellow employes on the occasion of his retirement, July 1, as Freight Traffic Manager W. G. Knoche, right center, presented him with a golf bag on behalf of Mr. Dickson's numerous friends.

Average PE Pensioner Gets \$73.78 Monthly

SOME 954 men and women who had spent most, if not all, of their years of railroad service with the Pacific Electric were receiving retirement annuities from the Railroad Retirement Board at the end of 1950, the Railroad Retirement Board recently reported. These employes to-

gether were drawing \$70,000 monthly, or \$73.78 each, on the average.

In addition, the Board was still paying pensions averaging \$50.40 a month to 19 persons who were taken over from the company's own pension rolls in 1937.

During 1950, 170 former Pacific Electric employes were added to the Board's retirement rolls, and 83 annuitants were dropped. This meant that there was a net increase of 87 during the year.

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

NAME	Occupation	Department	Years of Service
George A. Besett	Conductor, South	Transportation	33
Earl W. Boyd	Conductor, South	Transportation	6
Harold M. Cline	M. C. Operator, West	Transportation	13
Cirilio Cruz	Laborer	Engineering	32
Carroll C. Dickson	Freight Agent	Freight Traffic	25
Charles L. Ennis	Conductor, North	Transportation	28
Le Roy Frank	Carpenter	Engineering	31
Benjamin F. Hammack	Motorman, South	Transportation	39
Martin C. Holk	Motorman, South	Transportation	30
John J. Krueger	Subforeman, B & B	Engineering	31
John W. Lannings	Operator, West	Transportation	28
Jos. L. Ligon	Substation Operator	Engineering	32
Byron V. Loftin	Substation Operator	Engineering	32
Wilburn R. Lummis	Conductor, North	Transportation	26
John McCarty	Conductor, South	Transportation	29
Leslie L. McDonald	Conductor, North	Transportation	27
Elbridge R. Myers	Conductor, South	Transportation	31
Albert E. Ogden	Auto Machinist	Mechanical	28
George W. Patton	Carpenter	Mechanical	32
Joseph A. Pittman	Agent	Transportation	7
Jerry Willis	Conductor, South	Transportation	29



LEFT—Kenneth A. Craig, Interchange Clerk, Butte St. Yard, now in the U. S. Coast Guard.

RIGHT—Don R. Bell, Clerk, Butte St. Yard Office, now in Marines.

66 Employes in Armed Services

THE RETURN of several employes from military service brings the total number in the armed forces of the nation from 70, as reported in the June issue of the Magazine, down to 66.

James D. Blake, Operator, South, returned in June. Back to the job in July came Operators Raymond E. Arnold, West; James F. Costello, Motor Transit; and Luther E. Edmondson, West. William S. Atwood, Clerk, Transportation Department, also returned in July.

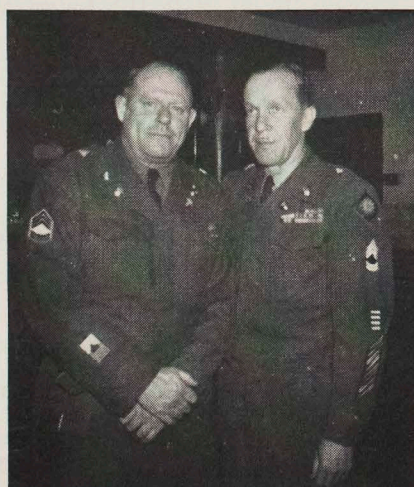
The above picture of Don R. Bell, Yard Office Clerk at Butte St., was unavailable for the June issue, in which his entry into the Marine Corps was announced.

Only one employe, Kenneth A. Craig, has taken military leave since the last issue of the Magazine.

KENNETH A. CRAIG, Interchange Clerk, Butte St. Yard Office, and former Mail Clerk, Sixth and Los Angeles Sts., reported for duty May 25 with the Coast Guard as Seaman Recruit, and will temporarily be stationed at Cape May, N. J., for four months. This is his first military service.

Kenneth has been employed by Pacific Electric since Nov. 8, 1950, when he started as Mail Clerk. His father, W. E. ("Bill") Craig, has been with PE 22 years, and is now North Freight Trainmaster.

Single, Kenneth lives with his parents at 4331 Garden Homes Ave., Los Angeles 32.



Slick Pix

RICHARD J. BOSQUIN, Lineman, and Slick taking some refreshment - Japanese lemonade, Slick says in letter to friend, Fred Nichols.

BERNARD L. MUTZ, Whittier Operator, and Joseph D. Slick, Macy Trainman, pictured together somewhere in the Empire of Japan.

NEWS From Service Men

THOMAS B. HAYS, San Bernardino Operator on military leave, is now a warrant officer, j.g., at Ellington Air Force Base, Houston, Texas, according to a letter of June 23 from Mrs. Hays. She states that Tom has been made motor transportation officer of his squadron, is taking courses at the University of Houston toward a B.S. degree, hopes to be sent to school for further training in electronics soon, and writes that the entire personnel of his squadron are California men who "to a man turned homesick on hearing of our nice cool California weather."

John P. Cranford, West Brakeman called to military service in the fall of 1950, is due to return to the U. S. from the Army in Japan soon, according to word received from Bob Farmer, West Freight Motorman, who also enclosed the picture of Cranford here reproduced.



Harold A. Wilks, Ocean Park Operator, who went into military service last April 23, writes June 26 from Norton Air Base, San Bernardino, that he is a postal technician working in the post office on the base. "From now on," he says, "I shall always take the trouble to make sure that I have the correct address and so forth on a letter. I never did know what trouble even one error could make."

From Joseph D. Slick, North Trainman on leave as sergeant lc in a medical detachment of the infantry now in Japan, Assistant Trainmaster Fred Nichols has received a letter containing some pictures (reproduced on this page) of Slick with some other PE men in Japan and telling news and views of the writer.

"It beggars description," says Joe of the sad condition among the Koreans as the result of war. Of Japan: Some parts are really beautiful, but "roads are miserable—practically all travel is by train, electric or steam, and always crowded."

He also reports the arrival "a few nights ago" (letter dated July 11) of Richard R. Stingley, North Motorman.



TO NEW EMPLOYES

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

ACCOUNTING DEPARTMENT

Comptometer Operators: Miriam A. Layfield, Marion McKay, Alice R. Sahlin.

Office Boy: Richard G. Dunlap.

Sorter-Clerk: Marilyn J. Bailey.

Typists: Mary E. Bauer, Nellie M. Powell.

ENGINEERING DEPARTMENT

Assistant Signalmen: John S. Baldwin, Robert B. Benoit, Frank E. Kuhns, Howard L. Ward, Jr.

B & B Helpers: Paul L. Harrison, Robert P. Ryan, Crispin Rodriguez, Rodolfo F. Vidaure.

Carpenters: Floyd L. Smith, Richard R. Wanous.

Chainmen: Robert E. Gardner, Anatoliusz Guluk.

Electricians: Steve J. Bartok, Glen F. Dunning, Josef Held, Antonio Panta-Rojas, Clarence A. Seidel.

Electrician's Helper: William E. Gillespie.

Groundman: Stanley B. Sworski.

Lineman: Raymond K. Madron, George A. Moffeit.

Signalman: Earl E. Howard.

Steno-Clerk: Marilyn V. Strand.

Substation Operator: J. Vincent Churchill.

Truck Drivers: Raymond L. Robinett, William M. Robinett.

FREIGHT TRAFFIC DEPARTMENT

Relief Clerk: James L. Grace, Jr.

HARBOR BELT RAILROAD

Brakemen: Charles P. Galloway, John Lee Hancock.

HOSPITAL ASSOCIATION

X-ray Technician: Robert N. Beets.

LAW DEPARTMENT

Clerk: Ethel H. Gibbs.

Stenographers: Erma M. Tatge, Elizabeth J. Wood.

MECHANICAL DEPARTMENT

Auto Mechanic: Clinton T. Costner.

Auto Repairers: Leslie P. Johnson, James A. Hermage, Laurence Mijares.

Clerks: George R. Houston (reemployed), Arthur P. Wade.

Electricians: Wilbur J. Barden,

David W. Johnson, Robert F. McArthur, Jr.

Motor Coach Record Clerk: Lois M. Avike.

OFFICE OF THE PE BUILDING

Extra Janitors: Leon Johnson, Herman L. Mayfield, Herman E. Schultz.

Extra Janitresses: Clara M. Offutt, Petty F. Risley.

Janitor: Albert C. Smith.

Janitor and Baggage Helper: Theodore E. Staley.

Janitress: Frances Jackson.

PURCHASING DEPARTMENT

Helpers: Norman C. Florance, John E. Fowler, Jr.

Laborers: Jose C. Benavides, Luciano Duran, Louie C. Flores, Juan Hernandez.

Stenographer: Margot E. Dougherty.

RESEARCH BUREAU

Assistant Research Engineer: Anthony W. Piston, Jr.

Research Engineer: Albert E. Fader.

SPECIAL AGENTS DEPARTMENT

Guard: Richard J. Tomford.

STORES DEPARTMENT

Helper: Doyle T. Cleveland.

Stationery Clerk: William R. Morris.

TRANSPORTATION DEPARTMENT

Brakemen: Peter Balma, Robert J. Pfeifer, Stanley Phillips.

Clerks: Alexander C. Borden, III, Allen E. Dennison, Billie H. Jones.

Extra Clerk: A. Gerald Reeder.

Mail Handlers: Patrick E. Connor, Angelo A. Lombardo, Eugene J. May, Avar L. Wilson.

Mail and Yard Clerks: Charles F. Ferguson, Jr., Joe A. Valdez.

Rate and Bill Clerk: Carl M. Loer.

Station Clerks: Robert F. Eisenbeis, Caesar G. Gonzales, James G. Rendell, John C. Stockberger.

Steno-Clerk: Theresa McCalmont.

Stenographer: Grace F. Sederholm.

Student Towermen: Frank F. Barton, Frederick C. Stallard.

Towermen: Edward J. Cieciora, Donald G. Duncanson, Homer A. Sires.

Typist-Clerks: Joseph Buttacavoli, Eugene Hagar Sellards.

Yard Clerks: Bernard L. Ayers, Fred M. Branham, Donald K. Crone, John E. Ericson, John B. Higgins, James D. Jones, Evelyn R. Moore, Ludwig Shorr.

Like Golf?

IF YOU'RE INTERESTED, as many employes seem to be, in forming a PE Golf Club, contact personally or by telephone (2171) Sam W. Newcomer, Manager of the PE Club.

Vital Statistics

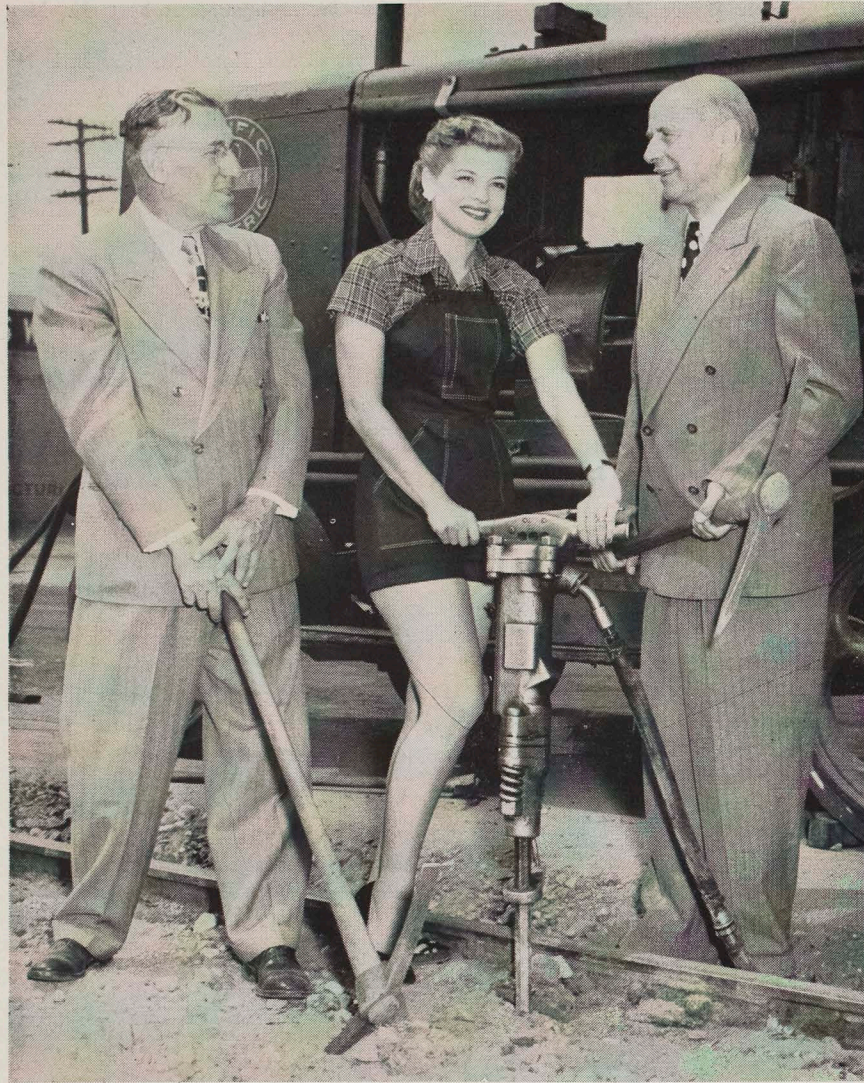
May 21, 1951, to July 20, 1951

DEATHS

NAME	OCCUPATION	Died	Group Insurance	Mortuary
*Salisbury, John W.	Retired Conductor	4-30-51	No**	No
Jones, Edgar A.	Retired Car Repairman	5-21-51	No**	Yes
Perkins, Fred H.	Retired Motorman	5-22-51	Yes	No
Bradley, Frank O.	Retired Freight Conductor	5-25-51	Yes	Yes
Thompson, Park	Operator	5-29-51	Yes	Yes
Hernandez, Crispin	Retired Laborer	5-29-51	Yes	No
Cockram, Alexander G.	Retired Operator	5-30-51	Yes	Yes
Perry, Joan	Car Cleaner	6- 2-51	No**	No
Maskey, Roseanna	Laborer	6- 4-51	No**	No
Romo, Bonifacio	Laborer	6- 6-51	Yes	No
Stamm, Louis	Retired Painter	6- 9-51	Yes	No
Annen, William B.	Retired Towerman	6-17-51	Yes	Yes
Foyle, David G.	Painter Foreman	6-20-51	Yes	Yes
Brown, John W.	Retired Shop Supt.	6-21-51	Yes	Yes
Sanders, Audrey D.	Substation Operator	6-23-51	Yes	Yes
Vasileu, Nicholas K.	Retired Foreman	7- 2-51	Yes	Yes
Chatham, Walter P., Jr.	Operator	7- 3-51	Yes	No
Woodbridge, Arthur D.	Retired Guard	7- 8-51	Yes	No
Watson, Frank G.	Retired Conductor	7-10-51	Yes	Yes
Thomson, Daniel F.	Welder	7-13-51	Yes	Yes
Saxon, Newton S.	Operator	7-16-51	No**	No
Edwards, Bush B.	Retired Foreman	7-18-51	Yes	Yes
Mothershed, Tinnie S.	Janitress	7-20-51	No**	No

*Reported subsequent to last publication.

**Employee declined to accept Group Insurance.



STARTS REPAVING BRAND BLVD.—Helene London, Warner Bros. and television actress, attired in the last word in track laborers' costume, breaks ground (it could be) for the repaving of Brand Blvd. between Maple St. and Los Feliz Blvd. in Glendale at 11:00 a.m., Aug. 1, as PE's General Manager, T. L. Wagenbach, left, and Glendale's Mayor, Paul L. Burkhard, make with the pickaxes. PE's share in the undertaking is \$125,000.

Brand Blvd. Repaving Started

GROUND-BREAKING for the repaving of Brand Blvd. between Maple St. and Los Feliz Blvd. in Glendale and the laying of new girder rail in that section of the PE line brought city and company officials to a brief ceremony at 11:00 a.m., Aug. 1, at which Actress **Helen London** (see cut) played a major role with a pneumatic hammer by consent of Warner Bros.

Pacific Electric's share in the undertaking will be \$125,000 for removing old rail, laying new rail, and reballasting the tracks. Glendale's share will be \$80,000.

Rail service will not be interrupted during the construction job except occasionally at night, when re-railing occurs. During such night interrup-

tions of rail service, a shuttle bus service will be provided so that schedules may be maintained.

Roadmaster **W. D. Boyle** is supervising the rail reconstruction.

This \$125,000 expenditure by PE is but one of a number of major improvements by the company on its lines in the Glendale-Burbank area in the past five years. Others include double-tracking the Burbank Line, \$100,000; reconditioning track between Maple and Lexington Sts., \$117,000; single-tracking the line at North Brand and adding storage tracks, \$84,000; converting 18 cars to one-man operation, \$48,000; and relocating tracks at Glenoaks, \$38,000. The total is more than \$500,000.

The Public Appreciates

PE OPERATORS IN GENERAL

TWO LETTERS praise PE Operators as a group for their courtesy, tolerance, and skill.

NORTHERN DISTRICT OPERATORS

H. W. Humphreys, courtesy; **A. R. Picking**, quick thinking in avoiding an accident; **H. C. Woodie**, courtesy.

SOUTHERN DISTRICT OPERATORS

E. F. Kuethe, outstanding; **B. M. O'Brien**, outstanding; **Harry Sweet**, stopping two trains by use of flares on seeing stalled auto on tracks.

MOTO TRANSIT DISTRICT OPERATORS

George Bisbee, friendly, smiling; **E. D. Bledsoe**, returning purse; **O. W. Brown**, assisting mother with baby buggy; **A. H. Howell**, courtesy; **C. J. Kimball**, courtesy and efficiency.

WESTERN DISTRICT OPERATORS

G. R. Andrade, courtesy and efficiency; **W. S. Bryant**, paying a passenger's fare; **O. Burns**, giving directions; **E. J. Filek**, courtesy and efficiency; **R. R. George**, stopping car to avoid killing dog (letter in *L. A. Daily News*, June 26); **J. R. Groom**, courtesy; **K. T. Hicks** (two letters), alertness in avoiding accident, and good judgment in handling University High School students; **T. E. Holmes**, tact in handling profane passenger; **H. D. Hopper**, helpful information; **Howard Keene**, tolerance to passenger who pulled emergency cord instead of buzzer cord; **A. E. Landers**, ten years of courtesy; **A. T. Lipford**, courtesy; **Sidney Margolin**, helping blind man; **W. H. Menges**, helping blind passenger; **H. L. Miller**, courtesy and efficiency; **H. F. Myers**, returning purse; **John Nickel** (two letters), courtesy following slight accident, and patience; **William O'Hern**, courteous information; **R. W. Owen**, pleasant manner; **J. P. Page**, helpful and good-natured; **E. T. Peterson**, returning purse; **H. L. Raney**, courtesy and efficiency; **G. W. Reed**, awakening waiting passenger asleep at loading zone; **G. R. Reesor**, courtesy and efficiency; **R. B. Schaffer**, alertness in avoiding accident; **W. G. Shafer**, perfect gentleman; **W. C. Ulrich**, waiting for running passengers; **C. P. Wagner**, courtesy and efficiency; **P. Whitted**, helpful to lady who lost suitcase; **J. Wolf**, courtesy and efficiency.

OTHER PERSONNEL

J. C. Sams, Hawthorne Agent, helpful to Mission Appliance Corporation.



HAPPY COMBINATION—Operator Ray Richards, of the Sunland Line, with his children and German shepherds at "El Rancho Rocko." Children are Jacquelyn (left), 3, and Janette, 4½. Dogs, left to right, are Joe, Max, and T. J.—Pretty fine-looking specimens, canine and human.

"German Shepherds Best Dogs," Says Operator

"AFTER HAVING A German shepherd, you don't seem to care for other dogs," declares Operator **Ray Richards**, of the Sunland Line, who breeds the German shepherds. "They pick things up so much faster than other dogs."

Ray bought two acres of land off New York Ave., north of Foothill Blvd., in Sunland, where there's plenty of room for exercise, in order to have a place where he could breed German shepherds.

He bought his first German shepherd, **Queen**, from a pound in 1946, and trained her to go and get the paper. One day she didn't come back—"probably too friendly," says Ray. Son of a Florida farmer, Ray has been working with animals most of his life. If it wasn't dogs, it was horses and cows. When his father died, he continued farming for some time—that is, until love of roving got the better of him and he went on the

move. Once he planned to go to Argentina, but grew suspicious when the consul to whom he talked appeared over-eager for him to go. For some time he traveled around the United States following the crops and packing vegetables and fruit.

In 1938 he came to California on a visit, looked for a job, and got one as an apartment engineer in a 65-apartment hotel for 3½ years. He got his PE job in March, 1942.

Ray now has three dogs—**Joe**, **T. J.**, and **Max**—all pedigreed. Joe is the son of Western Candidate, whose owner, Mrs. Geraldine Dodge, of Giralda, New Jersey, is a leading breeder of German shepherds. T. J.'s father was Tuck, whose owner, Larry Trimble, was also owner of the famous Strongheart. Max was in the same litter as T. J.

Feeding these big dogs doesn't seem to Ray to be over-expensive, though

he gives them only the best. He figures it costs him \$15 a month. They get 30 pounds of fresh horsemeat and seven pounds of cottage cheese a week, plus two pounds of kibbles. The cheese, Richards explained, is excellent protein and cheaper than the meat. He feeds the dogs once a day, in the evening.

Timber, the white German shepherd seen on television with another white shepherd, was bred at El Rancho Rocko. He appears on various programs.

Contrary to general opinion, the German shepherds are fine with children, says Ray, and the friendship between the dogs and his two girls, **Janette**, 4½, and **Jacquelyn**, 3, seems to bear him out. "The shepherds are naturally intelligent and good-natured, and love to frolic with my girls. If the kids pester one of the dogs too much, he simply gets up and moves away."

YOU BE EARNEST AND I'LL BE FRANK



By
J. S.
Burton

MOST OF THE FELLOWS at West Hollywood have been on their vacations, or they are eagerly anticipating the time. You know vacations are easy to plan: The boss tells you when and the wife tells you where, and all you have to do is arrange the finances.

I was amused at the fishing story told by Dick Schamber, Supervisor at night at West Hollywood. He went to Yosemite Park for a short restful respite. One of the first things he did was to buy a fishing license. He had already borrowed everything in the way of fishing gear that his friends had. Get a picture of him in hip boots standing out waist-deep to a six-foot Indian in the Merced River trying to entice at least one fish to be gullible, but to no avail. He had not spared a thing; included in his list of requisites were the best of rod, reel, and line that could be borrowed, plus salmon eggs, worms, lures of all descriptions, and a firm determination.

After an hour and a half had passed, some men came along where he was, turned a few rocks over and got some water-bugs to put on their hook. Mr. Schamber watched them as they cast out and hauled in their trophies as fast as they could bait their hooks, so he sent his son (ten years old) over to upset some rocks and find some water-bugs. Upon the return of the son with the much desired bait, our Supervisor, who can write brownies with the best of them, slipped as he was baiting his hook and went swimming involuntarily, including rod, reel, line, salmon eggs, worms, lures of all descriptions, and firm determination.

The picture shown herein is that of Miss Sonia Greenwald, seventeen-year-old daughter of Mr. and Mrs. Harry Greenwald (He drives Motor Coach for LAMC District). Sonia graduated this year from the Hollywood High School as a language major, and expects to enter the University of California at Los Angeles in September. Her scholastic standing was such that at graduation she was awarded a \$100 scholarship. She also finished with a perfect attendance record for the



Sonia Greenwald

last three years of school. I know that Harry and his wife are justly proud of their daughter, and we wish her all the luck and courage that it will take to complete her studies at the University.

Mr. and Mrs. R. D. Mullen proudly announce the arrival of their second daughter, born June 29. The name of Margaret Katherine had already been selected, and the parents are beaming with pride over their new blond, blue-eyed youngster—especially her father.

The best way for the United States to make Russia keep her word is for us not to take it.

Three requisites of a good speech: be brief, be sincere, be seated.

OCEAN PARK TERMINAL



By
C. L.
Robbins

ALL ARE SORRY to hear of the passing of Peter Thompson, known to us as "Pete." He was well liked at OP.

We also lost one of our retired Conductors, A. L. Cochran.

Oscar Blanks left May 27 for Oklahoma to see his mother, who was ill. He returned June 11. Glad to hear she is on the way to recovery.

To date, the ball team has won two games. I went out one night and practiced with the team. My ball-playing days are over, judging from the way I acted, but I still think that with the help of E. E. Coney, W. K. McPheely, and some more of us old men, we could beat them.

O. P. Senf reported back for work June 28 after a two-month leave spent mostly in N. Y. State. While there he was called to Ohio by the death of his brother.

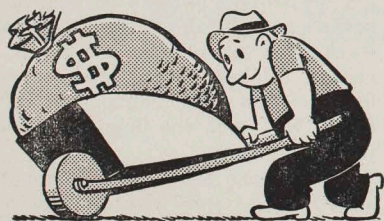
R. L. Flemming, who works out of OP, is no longer a bachelor. He was married April 2 to Miss Kathryn Harrington. Congratulations!

Born to Mr. & Mrs. G. R. Andrade, June 19, a boy, Gino Alfantine, who weighed in at 7 lbs. 12 oz.

R. B. Kelly, who returned from a trip to St. Louis not long ago, says the busses there have radios in them.

Ask Bill Kennedy to tell you about the place he knows of to fish. They bite so well the fish get in line to get on the hook.

How to Make Money Without Working



hamper our rearmament program. Secretary of the Treasury Snyder says that "to keep inflation in check is the first need of our defense program."

Hence, patriotism, as well as self-interest, urges all Pacific Electric employes to buy more and more Defense Bonds. In the interest of preserving the American way of life, go to Pay Roll Accounts, Room 299 PE Building, and fill out a form authorizing deductions for Bonds on the Pay Roll Savings Plan. If you are already signed up, authorize an increase in the deductions. It's a painless way to save.

IN SECRET MEETING, the Communist Party's U. S. national committee recently urged a campaign to destroy confidence in U. S. Defense Bonds. The reason? The Commies know that to do so would encourage inflation to a perilous degree and dangerously

SOUTHERN DISTRICT NEWS

By
Louis N.
Velzy



SOUTHERN DISTRICT surely has one of the finest gang of fishermen in captivity (no names mentioned). On Friday, June 28, about ten men from L. A. Street & Long Beach gathered aboard a chartered boat and spent the day out on the briny deep. The day's result? (Nuff said).

Glad to report that Jimmy Blake has been released from Uncle Sam's service and has reported back to his old love, Long Beach Terminal. Jimmy decided to tackle the busses, but after having broken in on them, bumped on the Long Beach Rail Line.

Herbert R. Spicer and Robert Anderson recently completed their qualifications for Freight Motormen, but so far only H. R. has decided to transfer to Butte Street.

This month we want to wish best regards to Motormen Ben F. Hammack and Martin C. Holk. Both of these men have decided that retirement was better than doing manual labor after so long a time. Hope you fellows have a grand and glorious time from now on, but drop around and say hello now and then.

Vacation time is progressing very rapidly in both South and Main and Long Beach terminals. Each week finds two or three men absent from their regular haunts, but when they return, they seem to have had a wonderful trip to some part of the country, they are glad to be back at their job on this property.

How did the list of names go last issue? Here are the answers to last group: "Lover Boy" (Watts Brand), Richard J. Leanos, Watts; "Esquire," James B. Stott, Watts; "Mad Russian," Tripp Mijanovich, Long Beach; "Buzz Bomb," Willard C. Childs, Bellflower (more recently of Butte Street); "Jug," Earl Jardell, L. A. Street; "Big Feet," Louis N. Velzy, L. A. Street; and "Geraldine Josephine," Gerald J. White, Long Beach.

How many did you guess?

Following is the list for this issue. "Lover Boy" (Bellflower Brand), "Professor," "Eager Beaver," "Gorgeous George," "Rassel," "Deacon," and "Morse Code."

Railway Women Form Association In Los Angeles, San Francisco

By Anna F. Beseman
Chairman, Publicity and Press

THE RWBA (Railway Business Women's Association) of Los Angeles was organized June 18 and became a member of the National Association of Business Women.

Two delegates from the National Association in the East made a trip to San Francisco and Los Angeles to help organize this Association in the West.

For the Los Angeles Association, officers elected included Mrs. Mary Fields, PE Accounting, President; Mrs. Lois Leonard, SP, First Vice President; Miss Rosaline Whyatt, Pacific Fruit Express, Second Vice President; Miss Mildred Marshall, Union Pacific, Recording Secretary; Miss Marilee Benedict, Santa Fe, Corresponding Secretary; and Mrs. Mildred Bates, PE Accounting, Treasurer.

Officers of the San Francisco Association include Mrs. Gertrude C.

Shout, Western Pacific, President; Mrs. E. M. Petterson, Southern Pacific, Vice President; Mrs. Grace Hersh, Southern Pacific, Corresponding Secretary; Miss Frances Croy, Rock Island, Recording Secretary; and Mrs. Louis La Treille, Railway Express Agency, Treasurer.

While the National Association has been organized many years in the East, with the Chicago Association celebrating its 25th anniversary last November, this is the first time it has had a chapter on the West Coast.

ASSOCIATION PURPOSES

The five purposes of the Association are: (1) to further the business and educational interests of its members; (2) to create loyalty and stimulate pride in transportation; (3) to promote a better understanding by the public of transportation problems; (4) to provide for the members a center for organized work, intellectual development, and social entertainment; (5) to provide a residence for retired railway women.

The National Association has begun negotiations for a residence for retired railway women of the Eastern Association, and the San Francisco and Los Angeles Associations hope in the future to establish one for the West Coast.

MEETING AUG. 13

The RWBA of Los Angeles will hold its next meeting Aug. 13 at 5:30 p.m. with dinner at the Redwood House, 234 W. First St., Los Angeles. Reservations, at \$1.50 per plate, may be made by contacting the Chairman of the Membership Committee, Miss Helen McDougall, of PE Pay Roll Accounts. Railway women in clerical and professional positions are invited to be present.

Association dues are \$3.50 a year.

Employes Invited To Movie in PE Theater

"LORD OF ALL," movie starring Colleen Townsend, will be presented free to the public in the PE Theater on Sunday, Aug. 19, at 2:30 p.m., under the auspices of the Association of Christian Trainmen. Filmland celebrities will be present, says V. E. Munyer, Association President. Employes and their families are invited.



'CONDUCTOR'

The man who drives a bus or car... must be of iron nerve... not only for the job he has... but for the folks he'll serve... he must be able to keep cool... while listening to the talk... of some disgusting person who... must find it fun to squawk... and after hours of this jibe... I really do not doubt... that he is ready for a change... from those who moan and shout... but I have noticed that when he... meets someone rather nice... he always has a pleasant word to sort of break the ice... and though we have been peeved when he... seems rather bold and crude... that's just because we never think... that sometimes we are rude.

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L. A. Herald-Express



RETIRING FREIGHT STATION CASHIER HONORED—Lester A. Post, seated, who had been Cashier at the Los Angeles Freight Station since 1923, was guest of honor June 12 at a farewell party in the Station office. Terminal Freight Agent L. M. Duke, standing at left center near table, praised his work and, on behalf of employees, presented him with a table model radio. Among those in group picture are Mrs. Post, seated near table; E. P. Shaughnessy, Freight Cashier, Union Pacific; G. L. Pulliam, Joint Agent, Junction Station; E. T. Meredith, Cashier, Santa Fe RR; and A. A. Miller, Cashier, Local Freight Office, SP. Cyril F. Albright, the new Cashier, stands fourth from left. In picture at right, George F. Jehl, Assistant Station Supervisor, presents Commendation Certificate to Mr. Post, who retired April 1 after 40 years of service at the Freight Station. He began his railroad career in 1906 as Yard Clerk for the Illinois Central, worked for the Santa Fe as Brakeman, 1909-1911, came to Los Angeles Pacific as Collector of Freight Charges, 1911.

LOS ANGELES TERMINAL FREIGHT STATION

By
Suzanne J. Smith



BILL AND CAROLINE HOSTETTER vacationed in Los Angeles, arriving in Los Angeles via airplane from Florida by way of Mexico City. Bill is now employed by the International Forwarding Company in Florida . . . Postal card proved R. W. Jackson, Chief Car Clerk, Butte St. Yard, traveled to Banff National Park . . . Joyce Hansen's nephew, Pat Stockdill, is attending the Naval Academy at Pensacola, Florida . . . Shirley and Howard Kopsho's two daughters, Laura Jean, 'most 2, and Sherry Lee, 3 months, are little dolls . . . We received a letter from Sammy and Viola Tellechea and they were in Veracruz heading for Acapulco, where the orchids and gardenias grow wild . . . Lynn Marie, wee one of Jimmy and Irene Haugen, took her first peek at our universe on June 7 . . . Ara Beekman is back at work after spending approximately a month on sick leave . . . Margaret Seymour is making a remarkable recovery from her recent surgery . . . Marion and Frida Hutson have graduated Martin Hutson to the status of a grandparent with the ar-

rival of Susan Diane. Both Hutson "menfolks" work for the Southern Pacific, but are former Pacific Electric employes . . . John Fowler's wife has been ill since May, and we hope to hear she will be up and about soon . . . Art Tellechea moved from West Hollywood to Whittier to bid in the Assistant Cashier's job when Vernon Dutton returned to Wingfoot . . . David Foyle's passing on will be sincerely felt by his many friends throughout the system . . . Jane Kimberly Hayward joined the household of Gretchen Erhardt Hayward and Bob Hayward and will have a lot of fun in time with her little brother Kirk Wesley Hayward . . . Jake Anderson's wife recently passed away, and he can feel certain that he has the understanding sympathy of all his fellow workers . . . Norman and Nellie Vance "ate and ate strawberries and fried chicken" on their trip to Missouri. Norman visited his 92-year-old father, who is in perfect health . . . Joyce and Ray Hansen vacationed in Catalina and Yosemite . . . Bee and Larry Leavitt just left the Ogden heat wave in time for the Los Angeles one . . . the 4 B's and 2 D's of Norwalk consist of Daddy Robert and Mamma Betty Tyler and 3-year-old Roberta Lee; 1-year-old Robert II and Darline Ann and Diane Marie (twin-girls) were born on last Mothers' Day . . . Arnold Winquist vacationed at his favorite haunt—Big Bear . . . Joe and Darlene Alexander were married on June 16 at a beautiful church ceremony, and received a waffle iron from the "gang" . . . Lois Eggeman, wife of Ernest Fred Eggeman (former PE employe now working for SP), is



doing temporary clerical work at the LATFS . . . New employes are John C. Stockberger and Alexander C. Borstockberger and Alexander C. Bordeaux III.

INTERESTING NEWS NOTE

Herbert Miskin visited Mr. Duke at the Station and told him he had worked here in 1900 and transferred from Santa Ana Station to LATFS. He knew Mr. Huntington personally; Mr. McMullen was Traffic Manager and Mr. Armstrong Agent of LATFS at that time. Mr. Miskin is 83 years old and has been all over the world several times. There were no tall buildings around the Station when he worked here and very few vehicles. Now living in Arizona, he was visiting in Pasadena with his wife. He still drives his own automobile and says: "Life is loving to live every day to its fullest and not thinking that life is all ups—there are the downs, too."

Mrs. J. C. Rankin Passes

SYMPATHY is extended PE Building Manager James C. Rankin and his three-year-old daughter, Linda Lue, for the passing on June 7 of the wife and mother, Mrs. Irma Rankin.

A. R. Crow Elected Agents Assn. Prexy

A. R. CROW, Assistant Station Supervisor, was elected President of the Agents' Association for the coming year at the meeting held June 21.

Other officers elected included West Hollywood Agent Floyd Carper, Vice President; El Segundo Assistant Agent J. P. Meyer, Secretary.

At this meeting, the last until October, Earl O. Miller, Tax Agent, addressed the group on the importance of obtaining information regarding activities in local communities. Other guests included G. C. Couch, Supervisor of Train Service, and E. B. Sharpley, District Passenger Agent, both of the SP Passenger Traffic Department; and N. L. Smith of SP Local Freight.

T. L. Sheffer, new Agent at Long Beach Joint Freight Station, expressed his pleasure at becoming a member of the group.

The La Habra Agency was awarded at the June 21 meeting the Good Housekeeping Plaque for the first period of 1951. Members of that agency are Al Hough, Agent, and S. V. Hall, Relief Agent.

Especially featured at the meeting were three short, two-act dramatic sketches illustrating courtesy and discourtesy on the part of station personnel toward freight and passenger customers. Station Supervisor A. H. Nasher, Assistant Station Supervisor A.R. Crow, and Agents J. V. Antista, E. R. Burke, C. D. Hileman, and Floyd Carper took parts in the sketches.

Much interest was shown by Association members who witnessed the skits.

Nasher's Office Story Pleases Agents Assn.

LAST ISSUE'S ARTICLE on the work of the Station Supervisor's Office elicited words of praise to the Director of Public Relations from President Carl D. Hileman of the Pacific Electric Agents' Association:

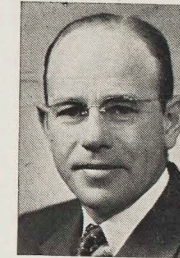
"Your recent article in the Pacific Electric Magazine (June 1951 issue) concerning the Station Supervisor's Office which is headed by Mr. Nasher was really a fine one.

"The work done by Mr. Nasher in connection with outside stations is very gratifying indeed. He is always willing, and with a smile, to help with any problems that arise, sometimes very trying ones. I know that at some time all agents on the system have had occasion to call on 'Art' for help, either personal or LCL matters;

and never once to my knowledge has he failed to go far beyond his line of duty to help, often times being late returning to Los Angeles, with never a word of complaint.

"On behalf of the Pacific Electric Agents Association, I would like to go on record as stating that we, as Agents, could not find a better man to have for a Supervisor."

MECHANICAL DEPARTMENT Western District



By
Milton R. Clark

BOB BYRD, Night Foreman at the West Hollywood Car House, has retired because of disability, after a long illness. His PE friends presented him with a table model radio for a retirement gift. We all extend to him our best wishes for a return to good health and many happy years of retirement. Bob started with PE as Car Repairer on Aug. 1, 1920.



R. C. BYRD

J. W. WILCOMB

Joe Wilcomb, formerly of West Hollywood, has returned home after having been appointed to fill the place vacated by Bob Byrd. Joe has been Foreman, first at Macy Car House, and later at 6th and Main, for the past several years. His many friends welcome him back.

A. F. Cash is back as Foreman at the Pasadena Car House.

Aram Oganessoff has retired after many months of illness. We all extend to him our best wishes for many happy and healthful years of retirement.

Art McCauley and Roy Helliwell, retired employes, visited their friends the other day at the West Hollywood Car House during the lunch period.

Mr. & Mrs. A. Z. Wirtz made a quick trip to visit their old home in Minnesota.

Earl Brucker is quite a fisherman; also, an engineer on a putt-putt. Ask Roy Mankins.

Dave LaViers has been helping Bob Byrd paint the interior of the latter's home.

VACATION REPORTS

Jack Hawks visited Northern California, taking in the Redwood Highway, Clear Lake, and the Feather River Canyon.

Harvey Merrill visited Las Vegas and Phoenix.

Bill Richards went to San Francisco; Bill White, to Yellowstone; Bob Rinehart, to Salt Lake City, Seattle, Lake Louise and Vancouver; and Marie Hunter, to Memphis, Tenn., to visit family and friends.

Abe Averill had a fence placed around his home while on vacation.

Arthur Ryan spent his vacation moving into his new home.

Autos Cause More Smog Than Diesels, Says TLW

SOME FOLKS SAY that diesel-powered busses are the most generous contributors to the smog problem in Los Angeles. Not so, says the Stanford Research Institute in its Third Interim Report on Los Angeles County's smog problem.

Out of a total of 48,000 tons of material burned daily in Los Angeles — materials which contribute to smog — all of the diesel oil consumed by trucks, busses, etc., amounts to 260 tons. These tonnages refer not to tons of smog produced, but to tonnages of material burned which produce smog.

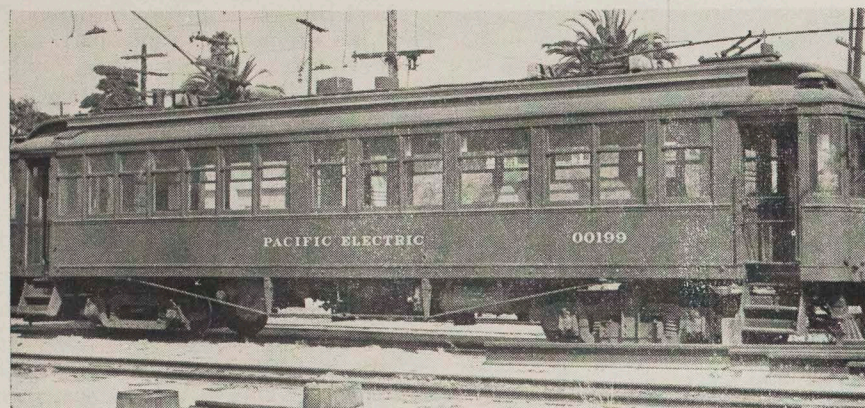
The four outstanding contributors to smog, says the report, are:

Fuel gas (which includes consumption in homes)	20,400 tons
Gasoline	10,500 "
Refuse	9,165 "
Fuel oil	7,300 "

So far as gasoline busses are concerned, PE is "practically the only one" of the gasoline bus operators to apply degassers, says General Manager T. L. Wagenbach.

"This all boils down to one thing," he adds, "and that is, one of the greatest single contributors to the smog problem in Los Angeles is the automobile."

The General Manager also states that his review of the proceedings of the 43rd Convention recently held by the Air Pollution and Smoke Prevention Association of America indicates that "railroads have for many years been the most consistent co-operators in smoke and smog abatement work."



RAIL GRINDING is done by special equipment on this car, the 00199. See story under Fairbanks Car House column. This picture was taken by Jesse A. Crump, Car Repairer.

MECHANICAL DEPARTMENT North and South Districts



By
R. P.
Murphy

IN THE MIDST of our vacation season, most of us are taking long trips and seeing plenty of country.

V. G. Clemons covered the South from Kentucky, coming home by way of Vancouver, B. C. He claims he made perfect train connections.

George Weatherby visited the State of Arkansas, picked strawberries, and very nearly broke his back. He says the strawberries grow among the rocks in Arkansas. He also visited Kansas City and Topeka, the latter of which cities has just been under water up to the cross-arms of the telephone poles—wading country.

W. F. Ferguson went east to Kansas and Oklahoma and got stuck right in the middle of the floods. He had his car, of course, so when he started home out of Oklahoma he had to try three highways to get out but without success. He is home but he had to have a tractor pull him 17 miles through slush and mud to a highway dry enough to roll his car on.

C. E. Tower went to Portland, Oregon, to see his 90-year-old mother. She is doing well and can still get around without help. Very remarkable, we think.

H. Pearson stayed home, but his wife had a fine trip to Vancouver and Victoria, B.C., as well as other points in the beautiful Northwest.

E. L. Frame spent his vacation at Laguna Beach and had a quiet rest.

H. Caputo is going to New Mexico.

Percy Butler is taking a cross-country jaunt to Philadelphia and covering way places between here and his destination.

Wm. R. Tingler is going by auto to Yellowstone Park and Grand Bryce and Zion Canyons, whence he will come home by way of Klamath Falls and Crescent City.

W. Baker is going to cross the U. S. to Montreal and other points in Canada, stopping at many cities on his journey. Some trip!

FAIRBANKS CAR HOUSE



By
Vernon B.
Williams

VACATION SEASON is in full swing here; one is leaving, another is returning. To the one who is waiting, it seems like an eternity; the one returning solemnly declares it was the shortest period in his life.

Charles W. Schumann, Car Repairer, visited his relatives in fifteen different states. He also walked into the old schoolhouse he attended when a small boy.

We are very sorry to hear about the recent death of the father of our Pipefitter, Albert S. Harrison.

Edward Jones, Car Repairer, recently came to Fairbanks after working at every mechanical terminal on the PE property. He is a very capable worker and we welcome him among us.

It may be interesting to know that Rail Car 00199 covers the entire system. Its purpose is to grind down the high or rough spots on the rails. This

is done by large carborundum blocks which are built into the trucks and then forced against the rail under great pressure. When we enjoy our smooth ride over the rails we can thank the crew on this car, which was formerly of the 1000 class.

SYSTEM GARAGES

By
A. L.
Bristow



PEGGY SUE is the name of a new daughter born to Staff Engineer and Mrs. Don Bowman on June 28 at St. Vincent's Hospital. Peggy Sue weighed seven pounds, nine ounces at birth. She has a sister, Shirley, aged two.

Vacations seize the limelight this time.

Dan Lowe, Ocean Park Auto Machinist, took an extended trip to the Atlantic Coast by way of Yellowstone Park, and also found time to observe the condition of transit equipment in various cities. He came back well satisfied with PE equipment.

Clyde Schwarz, Macy Auto Machinist, went to Indianapolis for the Memorial Day races at the Speedway, and reports great thrills. Through some race drivers he knew he gained admission to the pit area, where he watched refueling and tire-changing operations during the races. He also met several famous drivers.

Johnny Hubener, Assistant Foreman at Sixth and Maple, took his ukulele and went to see the bright spots at Las Vegas.

Bill ("Little Chum") Richards, of Macy, Garage, took an extended trip East, destination unknown, and will no doubt bring back many exciting tales of adventure.

Sophus C. Dahl, Macy Auto Machinist, went to Salt Lake City and Canada.

We'll all miss George W. Patton, Carpenter, and Earl Ogden, Auto Machinist, both of Macy Garage, in their retirement. Both were real old-timers.

George started with PE Nov. 10, 1919, as a Carpenter, and served 18 years at San Pedro. He also served at Glendale, Fifth and Los Angeles Sts., and Maple St., before going to Macy in 1942. He began his railroad career with the St. Louis and St. Charles as a section worker in 1906. He retired June 30.

Earl began as Car Repairer on Sept.

22, 1923, became an Auto Mechanist early in 1925, and remained in that capacity until his retirement June 11.

Here's a welcome to Foreman Dan Teleky's new Clerk at Ocean Park Garage, Robert Wade.

While Dan was on vacation, your correspondent, on the relief circuit for the summer, kept his feet on Dan's desk.

HOSPITAL ASSOCIATION

By Louise Byrd

WE WERE ALL SORRY to see Dr. Packard Thurber, Jr., leave us on June 30. He had been with the Association since 1949.

We have added another Pharmacist—Josephine Marr, who is an experienced pharmacist. She majored in pharmacy at USC and at the University of California.

The new Clerk at your Pharmacy is Mary Arroyo, formerly connected with Thrifty Drug Stores. Incidentally, Mary was pianist in Ina Ray Hutton's band for 5 years on the RKO circuit in Kansas City. She lived for many years in Havana, Cuba.

Dorothy Baker, Secretary, X-ray Department, hopes Eric, her husband, will be home soon. A veteran, he joined the National Guard shortly before South Korea was attacked. He is in Japan with the 40th Division where he was promoted to sergeant. At this writing he was due to leave for Korea.



YOUNG SKATER AND DAD—Lorenzo Holguin, Macy Auto Machinist, has a right to be proud of 11-year-old Manuel's skating ability. The lad played the part of a clown and a navy officer in the Ice Fantasy held at the Pasadena Winter Garden on four successive nights beginning June 20. His sister, Rita, 15, also took part in the show. Manuel took up skating five years ago and has been in six shows at the Winter Garden, besides one at the Polar Palace, Hollywood; and has appeared on TV.



SURPRISE BIRTHDAY PARTY for George T. Brown, Assistant Manager, Joint PE-SP Duplicating Bureau, Los Angeles, was held Monday, June 25, in the Bureau offices. Left to right are Jessie F. Elliott, Jack Anderson, Frances Campbell, Mary Duffner, George Geist, Mr. Brown, Terry Fairchild, Rosaleen Dial, Al Latvala, Stanley Speedy, George Border, Wilma Wiegand, Bob Canfield, Don Blanchard, Charley Riestra, Bill Hensley, Jonas Hildahl, Philip Podrasky, George McIlwaine, and Neil Ward. Now in his 33rd year with the Southern Pacific, Mr. Brown was made manager of the Bureau when it was created back in 1928 with offices on the seventh floor and five employees. There are now 24 men and women in the Los Angeles office. Only two missing from the picture were Al Rommel, who took it, and Harley B. Talbott, on vacation.

Blanche Thompson, Switchboard Operator on leave, presented husband Dick with a baby girl, Theresa, on June 16—their first child.

Blanche's sister, Theresa Bernal, is taking over the switchboard and is well liked for her pleasant disposition.

Thomas Dickey, Chief Clerk and Commander of Pacific Electric Post, VFW, attended the California Convention at Santa Cruz on June 24-27.

George Perry and Dr. E. C. Heringman attended the annual meeting of railway medical executives in Denver, June 8-9 to discuss problems and exchange information concerning railway hospital plans.

LOUISE BYRD, who with this issue begins a regular column for the Hospital Association, works as Steno-Clerk in the Association business office. She's been with PE 5½ years, and started in the Claim Department as Steno-Clerk. Married three years to a Los Angeles City policeman, she takes an interest in other things of civic importance by assisting a doctor every Monday night at the clinic of the Cancer Prevention Society, Eighth and Hoover. Louise is also a loyal member of the PE Glee Club.

Legion Awards Run In Eggert Family

ONE AFTER THE OTHER, the three children of City Ticket Agent Henry Eggert have been winners of the American Legion awards for citizenship, scholarship, and leadership at their respective schools.

Most recent winner is 14-year-old Johnny, who won his last June at Newport Grammar School.

Three years ago Robert, now 16, won his at Newport Beach Grammar School. Bearing out the faith in his ability as expressed by the award,

this coming school year he will be president of the student body at Newport Beach High School. He was also a representative at Boys' State in Sacramento this year for the Newport Beach Legion Post 291, of which his dad is a member.

Bonnie Mae, now 24, won her Legion award 10 years ago at Newport Beach Grammar School. She graduated from San Diego State Teachers' College in June, 1950, and taught third grade last year at La Verne.

It's now appropriate to say, "That's the ticket, Father Henry!"

SENIOR EMPLOYEES FELLOWSHIP CLUB



By
Francis J.
Oriva

THE MONTHLY ATTENDANCE has kept up, and it is a pleasure to see so many old-timers whom one had not seen for a long time.

The Club is working hard on our annual picnic, which is to be held in September.

Valentine Wahl of South Division returned to Los Angeles from his brother's ranch at Imperial Valley and is looking in the best of health.

Dispatcher Clarence A. Newman visited Eugene, Oregon, on his vacation, to look over some land on which to live when he retires.

Mr. and Mrs. Frank Norwood of Torrance, celebrated their 47th wedding anniversary, Sunday, June 17, 1951, at their home. Several relatives and friends attended. Mr. Norwood is



LADIES' NIGHT was held by the PE Speakers Forum at the Rosslyn Hotel on June 6. Pictured are those attending. Front row, left to right: Henry and Mrs. Fisher, Mrs. A. L. Bristow, Mr. Bristow, Mrs. Don Bowman, Mr. Bowman, Mrs. E. D. Yeomans, Mr. Yeomans, Mrs. H. L. Young, Mr. Young, Mrs. R. O. Christiansen, Mr. Christiansen, Mrs. H. C. Kuck, and Mr. Kuck. Seated behind table, left to right: Mrs. Tom Bristow, Mr. Bristow, Mrs. Henry Stone, Mr. Stone, Mrs. Fred D'Arcy, Mr. D'Arcy, Mrs. Charlie Cooper, Mr. Cooper, Mrs. Harold Fortner, Mr. Fortner,

Mrs. Elna Harper, and Mrs. Howard Beardsley. Standing, left to right: Jack Stewart, G. F. Squires, John J. and Mrs. McSweeney, Charles McDonald (guest speaker from SP Gaveliers), L. S. Hendricks, Mrs. W. J. Honold, Mr. Honold, Miss Betsey Miller, R. W. Vanderhoof, Mr. and Mrs. E. A. Stevens, L. B. McNelly, Miss Irene Falconer, Charles and Mrs. Sein, L. N. Velzy, C. E. Ferguson, Mrs. L. R. McIntire, Mr. McIntire, and Howard Beardsley. Each lady wore a corsage presented by PE's Public Relations Department. It was the largest Ladies' Night in Forum history.

75 years of age; Mrs. Norwood, 72.

Operator **Arnold Pedvin** spent his vacation on his place in Whittier, where he raises chickens and rabbits.

Received a card from retired Conductor **Oscar W. Hale**. Says he is feeding calves instead of running red cars. Would like to attend meetings, but says he is too far away. Sends his regards to all the gang. O. W. Hale, Route 1, Box 34, Murphy, Oregon.

Retired Long Beach Passenger Director **Joe Engomar** will attend our meetings as soon as he can. He would like some of the boys, when near Route 2, Box 2653, Atascadero, California, to visit him.

Mrs. **Bert Annen**, wife of the retired Signalman, South District, wish-

es to thank all members of the Club for what they did for her husband during her illness.

Thomas J. McLain received a get-well card, and is thanking all the members on his ninety-first birthday.

Retired Engineer **Ted Downing** of South District thanks the Club for the card, but cannot attend meetings on account of being lame.

C. T. ("Tom") Nolan, North Freight Conductor who retired July 1, 1950, bought a trailer at the time of his retirement and has been indulging in considerable travel with Mrs. Nolan. Tom has passed his real estate salesman examination and is waiting for his license. He plans to go into business in Highland Park for the F. F. Fuller Realty Company.

Speakers Forum Wins Debate from Gaveliers

HIGHLIGHTS of the Speakers Forum since the last issue of the Magazine have been a successful debate against the SP Gaveliers on June 27 and an equally successful Ladies' Night on June 6.

Represented by **W. J. ("Woody") Honold**, **George Perry** and **Don Sheets**, the Forum debaters, holding the affirmative, won the judges' vote on the question: Resolved, that the United States should have national health insurance.

The debate was held at the regular meeting of the Gaveliers at the Harvey House, Los Angeles Union Station.

Ladies' Night was featured by the attendance of PE's Vice President, **G. F. Squires**; General Superintendent of Motive Power, **E. A. Stevens**; Personnel Manager, **L. R. McIntire**; Attorney and Mrs. **E. D. Yeomans**; and a large complement of ladies. A total of 49 were present.

Mr. Squires, guest speaker, had as his subject, "From Monorail to Helicopter," in which he surveyed the monorail, helicopter, and rail rapid transit systems as dubious answers to the L. A. mass transportation problem. He was introduced by Toastmaster **John J. McSweeney**. **Charles McDonald**, guest speaker from the SP Gaveliers, drew from his experiences as a resident of Mexico City as he described bullfighting.

At the meeting of July 18, new officers for the next quarter were elected as follows:

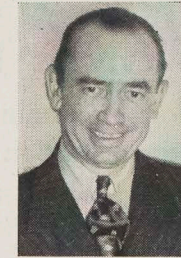
President, **R. O. Christiansen**; Vice President, **H. C. Beardsley**; Secretary, **Tom Bristow**; Treasurer, **R. W. Vanderhoof**; Sergeant at Arms, **Harold Fortner**; Parliamentarian, **F. W. D'Arcy**.



FINE COLLECTOR — Assistant to Passenger Traffic Manager **R. O. Christiansen**, left, receives the Electric Club's copper kettle from Attorney **Randolph Karr**, Past President of the Club, who installed new officers at the June meeting. Mr. Christiansen is the new Sergeant at Arms. In the copper kettle he collects fines from Club members for charity.

PACIFIC ELECTRIC ROD AND GUN CLUB

By **Arlie Skelton**



SEATTLE, WASHINGTON—Greetings, Rod and Gun Clubbers, from the home of the King Salmon and rivers with running cold water. Can you imagine it? Just three easy days' drive from Los Angeles to this magic wonderland, where every bridge crosses a body of clear cool water and the roads are lined with green forests like jungle. Why, oh, why, can't our Southern California deserts have only a part of these blessings?

Yet, with all these natural resources to please the angler, the cry is still heard: "fished out." We will know more about that soon as we are all set to give it a whirl.

So many places of interest to visit and so much to see, it would take months to do them justice. Every day an interesting tour and every night a party with friends and relatives constitute a schedule that keeps us in a whirl. There are likewise many more places to visit on our circuitous return route to Los Angeles via several national parks like Rainier and others as time will permit.

On the home front it was to be our annual fish chowder outing at Los patos on July 28 and many more days' angling for the yellowtail barracuda and albacore before it's time to lay down the angling rods and pick up the gun for the various hunting seasons that will catch up with us very soon. There's no other country in the world

where the "common herd" can have so much sport and recreation and still work and earn a living as they go along.

This is the time of year when all our members are out in the fields competing for the best spots to fish and hunt, and little news comes from them until winter at the end of our Tournament Season when we have our Annual Banquet and award prizes and trophies.

May you all be successful in your ventures and return safely home, happy, refreshed and much wiser.

Retired Head Janitor Tony Strasser Passes

ANTON ("TONY") STRASSER, retired Head Janitor, PE Building staff, passed away of a heart attack on July 21 at Queen of Angels Hospital.

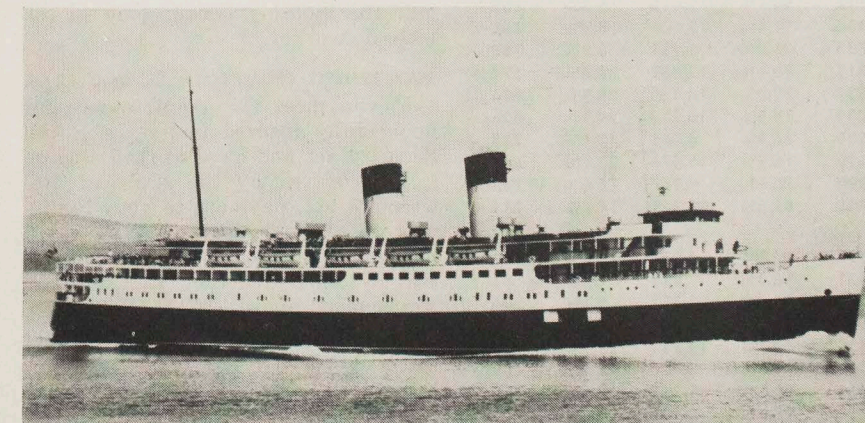
His wife, Mrs. Strasser, and her son, along with the families of **M. G. Labhart** and **B. A. Flick**, would like to express through the Magazine their appreciation to Tony's many friends and fellow-workers who sent flowers and cards of sympathy.

Fake Schemes Mulct Housewives, Says BBB

FAKE SCHEMES that brought many a dishonest dollar to their promoters during the last war are beginning to be heard from again, according to the Los Angeles Better Business Bureau's publication, **Data**. Most of these rackets involve house-to-house canvassing.

Some of the World War II rackets that might be tried again or with new gimmicks include, according to **Data**:

1. House-to-house selling of metal tags under the claim that the law requires citizens to wear identification.
2. Phony air raid wardens selling



"**TAKING A CRUISE** to Victoria, B. C., on this boat," says a postcard containing this picture and signed **Arlie Skelton**. "Having a swell vacation. Hope to see you soon. Going salmon fishing tomorrow." The name of the boat is the "Princess Patricia."



"IF ALL the man-made forest fires in California in 1950 had been in a space one mile wide along the route of U. S. 101, you would have to drive for two days to see all the blackened waste," says the U. S. Forest Service. "It would stretch for 745 miles, or from Los Angeles City to near the Oregon line."

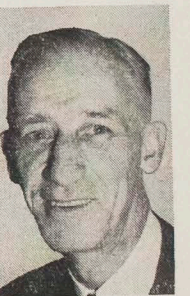
various types of extinguishers from house to house.

3. Fakers offering to test and refill extinguishers at low price.

Check with the Better Business Bureau, 742 S. Hill St., Los Angeles, TRinity 6305, before you deal with unknown house-to-house peddlers and promoters.

PACIFIC ELECTRIC BOWLING NEWS

By **Charlie Hill**



WELL, bowling girls and boys, the time is again approaching to get those bowling balls and shoes out of the moth balls and aired out for the coming fall and winter season, which will start around the middle of September. President **Bob Rachford** has given your scribe the advanced information that the big annual organization meeting will be held on Thursday evening, August 23, in the Pacific Electric Club at eight o'clock.

There are amongst our company employes many who have never bowled in the league but would like to join the fun each week. All of these,

as well as all of the old members, are urged to make a special point to be on hand for the meeting on August 23, as it is quite necessary to know at that time who desires to bowl; and because of the many important matters on the agenda, it is to the interest of each and every one to be present. Let's not leave it entirely up to "George" to do it.

And remember you do not have to be a top bowler to have a good time. Just think of what **Bob Burns** did last year. It was his first attempt at league play, and he won the much coveted bowling ball, and with an average of 125, which I would say was fine for a beginner.

The BRC Summer League, which bowls on Wednesday evenings at the Hollymont Bowl, is running along fine, and the race is a close one. The Trailers are certainly not living up to the name, as this team, consisting of **T. and R. Reed, V. Andrews, and Fred Vieth**, were at this writing leading the league with 32 wins and 16 losses; while the Phonies, made up of **D. Palmer and the three Boyles, R., L., and J.**, were in second place only one point behind. The Hazbinz quartette of **R. Smith, P. Green, M. Heinebaugh, and R. Errett**, were only two points out of first position.

Trying to think of something that might be of interest to finish this issue's story, I chanced on the subject of "handicap," which has been the big question among our members; and to bear out my contention that everyone, good, fair, or poor, has an equal chance in our league, I have compiled a few statistics for last season's records, and am giving those facts

PE BOWLING LEAGUE — SCRATCH AND HANDICAP STATISTICS

Season 1950-51
Six O'Clock Branch

Name of Team	Points		Total	Scratch	Perct.	Hdcp.	Perct.	Team Average
	Won	Lost						
BRC Railers	68	40	68,339	62,348	91.2%	5,991	8.8%	769
News Service	64	44	68,733	65,118	94.7%	3,615	5.3%	808
PE Club	63	45	67,854	62,268	91.8%	5,586	8.2%	765
Larks	61	47	67,724	61,733	91.2%	5,991	8.8%	755
Lame Dames	59	49	68,192	54,311	79.6%	13,881	20.4%	674
BRC Railettes	52	56	68,019	53,834	79.1%	14,185	20.9%	664
Wolverines	49	59	67,227	51,039	75.9%	16,188	24.1%	626
Wingfeets	47	61	67,773	58,908	86.9%	8,865	13.1%	725
Keglerettes	43	65	67,666	52,090	76.9%	15,576	23.1%	645
Who Cares	34	74	64,486	55,099	85.4%	9,387	14.6%	728
Totals	540	540	676,013	576,748	85.3%	99,265	14.7%	715

Eight O'Clock Branch								
Name of Team	Points		Total	Scratch	Perct.	Hdcp.	Perct.	Team Average
	Won	Lost						
Apple Polishers*	68	40	69,830	64,997	93.1%	4,833	6.9%	802
Woodpeckers*	68	40	69,884	69,031	98.8%	813	1.2%	861
BRC Aces	57	51	68,885	65,093	95.9%	3,792	5.5%	806
Subway	54	54	68,279	57,930	84.8%	10,349	15.2%	718
Newsettes	53	55	68,083	54,559	80.1%	13,524	19.9%	681
Wranglers	52	56	68,768	65,009	94.5%	3,759	5.5%	796
Motor Transit	52	56	67,172	60,836	90.6%	6,336	9.4%	759
PM Truckers	46	62	67,823	61,721	91.0%	6,102	9.0%	761
Atomics	46	62	67,077	57,864	86.3%	9,213	13.7%	720
Ramblers	44	64	67,320	61,911	92.0%	5,409	8.0%	791
Totals	540	540	683,081	618,951	90.6%	64,130	9.4%	769

*Tied for first place; Apple Polishers won play-off.

THE NEW SOCIAL SECURITY

YOUR PAID-UP

Federal Old-Age and Survivors' Insurance

By **Jack Benning**, Claims Examiner,
Social Security Administration

AS YOU ALREADY KNOW, railroad employes are not covered by Social Security. However, the 1950 amendments to the Social Security law may make present railroad employes, who have worked in employment covered by Social Security some time in their life, eligible for benefits under certain conditions.

LIBERALIZE ELIGIBILITY

The 1950 amendments, in addition to increasing the amount of benefits and extending coverage to household workers, farm laborers, self-employed and others, have liberalized eligibility requirements for acquiring a "fully insured" status. This means the railroad worker or any worker will be fully insured when he reaches age 65, if he has acquired the necessary quarters of Social Security coverage. These quarters of coverage can be earned at any time from 1937.

QUARTERS OF COVERAGE

The terms "quarter" and "calendar quarter" mean a period of three calendar months beginning January 1, April 1, July 1 and October 1. The

below in tabulated form. The various teams are shown in the order that they finished in their respective branches.

term "quarter of coverage" means any calendar quarter in which a worker is paid \$50 or more subject to the Social Security tax. Also, after 1950 he may acquire a quarter of coverage if he receives \$100 or more of self-employment income in a quarter, provided his net self-employment income equals at least \$400 for the taxable year.

A worker who, upon reaching age 65, has acquired the necessary quarters of coverage is fully insured and may be eligible for monthly benefit payment from the Social Security Administration.

For example, a person who attains age 65 in 1953 or earlier needs only 6 quarters of coverage to be fully insured; a person attaining age 65 in the first half of 1960 would need 18 quarters of coverage; and a person becoming 65 years old in 1971 or later would require 40 quarters of coverage to be fully insured.

If you have the necessary quarters of coverage and are fully insured, the amount of your benefits will be based upon your earnings during the period you were covered by Social Security.

In many cases where the railroad worker has been employed by a railroad long enough to draw railroad retirement benefits, he might probably only be eligible for minimum benefit—\$20 per month—from the Social Security Administration. If the worker's wife is also 65 years of age or older, she may be eligible for one-half the monthly benefit paid to the retired worker.

MAY BENEFIT FROM BOTH SS AND RR

If you meet the requirements for being fully insured under the Social Security act and have worked also on a job covered by the Railroad Retirement act, payment to your family in case of your death will be based on the combined earnings under the two systems. Whether the Railroad Retirement Board or the Social Security Administration makes the payment to the survivor will depend upon the amount of recent work for the railroad. When a person dies and has worked in employment covered by both of these federal systems, his survivors should get in touch with either an office of the Railroad Re-



NEW LEGION OFFICES—Newly elected Commander **William D. Parker**, seated in chair, is congratulated by outgoing Commander **Henry F. Sayles, Jr.**, as other officers look on approvingly. Standing, left to right, are **F. W. Nichols**, Chaplain; **A. W. Bone**, Executive Commit-

teeman; **R. N. Anderson**, 2nd Vice Commander; **B. P. Heath**, Historian; **J. W. Foore**, Finance Officer and Adjutant; **J. A. McNaugh**, Sergeant-at-Arms and Assistant Service Officer; **H. L. Marshall**, 1st Vice Commander; and **C. E. Wilcox**, Service Officer and Executive Committeeman.

AMERICAN LEGION PE POST 321



By
Byron P. Heath

WILLIAM D. PARKER is the newly elected Commander for the year 1951-52. He was born in West Troy, N. Y., enlisted in the 27th Division on June 4, 1917, and went to France. After the Armistice he volunteered for service with the 19th U. S. Transportation Corps in northern Russia, where he received the Silver Star for gallantry in action on the Murmansk

tirement Board or the nearest Social Security Administration field office.

In retirement cases where the worker is still living, earnings covered by the Social Security act are not combined with earnings covered by the Railroad Retirement act for retirement purposes. The monthly retirement benefits provided under each system are entirely separate, and the worker, if he meets the eligibility requirements, may be entitled to both monthly benefit payments.

If you have any question about your status under the Social Security act or questions about the above, get in touch with the nearest Social Security Administration field office.

Front. Parker has been active in American Legion work since 1928. He

was twice Commander of Southeast Post, was Chaplain of the 23rd District one year, and has been a member of PE Post about 10 years. He has been with the PE Ry since Mar. 18, 1921, and at present is a Traffic Officer with the Special Agents Office.

Other officers elected are 1st Vice Commander, **H. L. Marshall**; 2nd Vice Commander, **R. N. Anderson**; Sergeant at Arms, **J. A. McNaugh**; Chaplain, **F. W. Nichols**; Historian, **B. P. Heath**; Finance Officer, **J. W. Foore**; Adjutant, **J. W. Foore**; Service Officer, **C. E. Wilcox**; Assistant Service Officer, **J. A. McNaugh**; Junior Past Commander, **H. F. Sayles, Jr.**

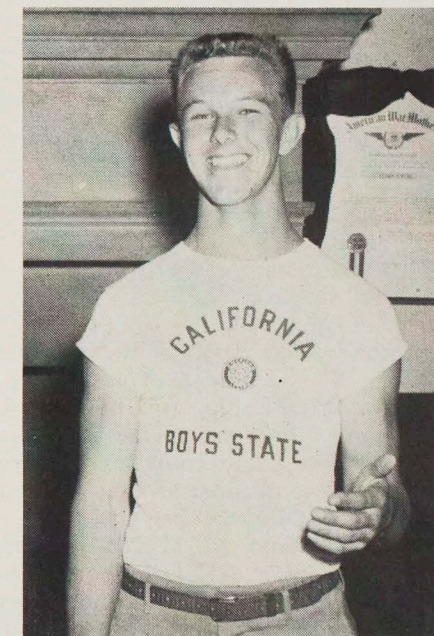
The Executive Committee includes **O. R. Newhouse**, **C. E. Wilcox**, and **A. W. Bone**.

Delegates to the 23rd District, Los Angeles County Council and the California Department Convention, which will be held in San Diego, Sept. 8-13, are **Parker, Foore, Wilcox and McNaugh**. The alternate delegates are **Sayles, Bone, Anderson and Heath**.

Installation of officers was held July 24 in Patriotic Hall by the Teddy's Rough Riders Drill Team with **Charles L. Lillywhite** as the installing officer.

A. W. Bone presented the semi-annual School Awards and Medals at the Robert Louis Stevenson Junior High School to **Bertha Rocha** and **Angel Figuero**. **Rachael Durcan** and **Harry Ginosa** received honorable mention.

F. W. Nichols reports that **N. A. Tyler** and **L. W. Methe** are still in



REPORTS FROM BOYS' STATE—**Raymond D. ("Ray") Sisemore**, 16, son of **Lineman Ray Sisemore**, reported to the Legion on installation night his activities at Boys' State in Sacramento, June 22-30. He was elected Assemblyman and captain of a football team. A model community, Boys' State gives high school students chosen by Legion posts an opportunity to study government on the local and state level by taking active parts in making the model community work. Ray reported some 750 students in attendance. This fall he will be a senior at **Lynwood High School**.

Wadsworth Hospital, Sawtelle, but that **Tyler** should be home in the near future. **John Shelton** underwent an operation recently in the **Santa Fe Hospital**, but at present is recuperating at home in **Long Beach**.

HAVE MUSICAL FUN WITH THE GLEE CLUB!

The Time Is Now!

STILL HANGING BACK, wondering if it's worth your time? — Afraid maybe that joining the Glee Club isn't quite "the thing to do"? — Shy about making the first step and attending a Tuesday rehearsal? — Scared you'll be "out of your depth" musically?

Then let's get down to brass tacks. The Pacific Electric Glee Club is a *durable* organization. In existence since Christmas of 1948, its members have held well-attended weekly rehearsals ever since that time, have presented several dozen programs, most of them *not* connected with Christmas festivities, and have learned at least 50 varied pieces out of a growingly well-stocked library of music selected to appeal to every taste and ability.

The Glee Club has proved valuable as a builder of public good will toward Pacific Electric. Almost every program before outside groups has elicited such astonished comments as, "Why, I never thought of a transportation company as having employees interested in music!" — "After hearing this group sing — and sing so well — I certainly feel more friendly toward PE!" — etc.

By bringing together for musical and social good times men and women from many different departments of the company, the Glee Club has helped create friendly and mutual understanding among employees, and has thereby fostered the best in employee relations.

Musically, those in the Glee Club have found definite evidence of improvement in their choral technique, and in their level of musical appreciation. Many who had never before learned to sing an alto, tenor, or bass part have gained noticeably in their ability to harmonize and to read music with proper phrasing, enunciation, and shading.

The group has thus proved its worth, and has therefore won the warm support of the management.

New candidates, particularly in recent weeks, have applied for membership, and have been cordially welcomed. But *many more can be assimilated*, particularly in the soprano section. There are still many employees with vocal talent who are missing the social good times as well as the musically educational experiences afforded by the Glee Club.

Meetings are held each Tuesday throughout the year in the PE Theater, 627 Los Angeles St. A social time is had from 4:30 to 4:50 p.m. when rehearsal begins. If you can't come at 4:30 come as soon as you can and you'll still be eligible for rehearsal.

An effort is now being made to build up a larger men's chorus, which practices each Tuesday from 6:30 to 7:30 p.m. in the Theater. Trainmen and other men whose hours permit are heartily welcome.

The time to come in is now!

—WARREN SILLIMAN
Director

Pacific Electric Club Bulletin

AGENTS ASSOCIATION:

No meeting during June, July, and August.

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:

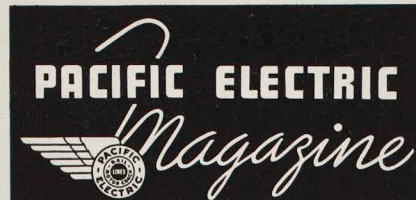
Organizational meeting of 1951-52 season, Thursday, Aug. 23, at 8:00 p.m. in PE Club rooms. All interested in bowling in the winter league are urged to be present.

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 third Wednesday of the month in Assembly Room of the PE Club. Refreshments after meeting.



Vol. 32, No. 1 August, 1951

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

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

ASSISTANTS

Sam M. Akers.....Special Assignments
A. L. Bristow.....System Garages
John S. Burton.....You Be Earnest and I'll Be Frank (West Hollywood Terminal)
Milton R. Clark.....Mechanical Dept., Western District
Mervin J. Davidson.....Masonic Club
Jack DeLaney.....Long Beach Freight Station
Nelson Fetterleigh.....Our Highways of Happiness (Motor Transit District)
Ted Harrison.....Macy Terminal
Byron P. Heath.....Post 321, American Legion
Anna Rose Herring.....Special Assignments
Charles P. Hill.....Bowling News
Arley E. Kohlhoff.....San Fernando Valley Terminals
Ruby Gallacher.....Women's Club
Ralph P. Murphy.....Mechanical Dept., Northern District
Bill Newman.....Butte Street Freight
Charles L. Robbins.....Ocean Park Terminal
Arlie Skelton.....Rod and Gun Club
Suzanne M. J. Smith.....Los Angeles Terminal Freight Station
Louis N. Velzy.....South Passenger District
Vernon B. Williams.....Mechanical Dept., Southern District
Marge Zimmer.....Accounting Department

PHOTOGRAPHY

Harley B. Talbott
Al Rommel

Copy deadline for the October issue will be September 17.

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:

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:

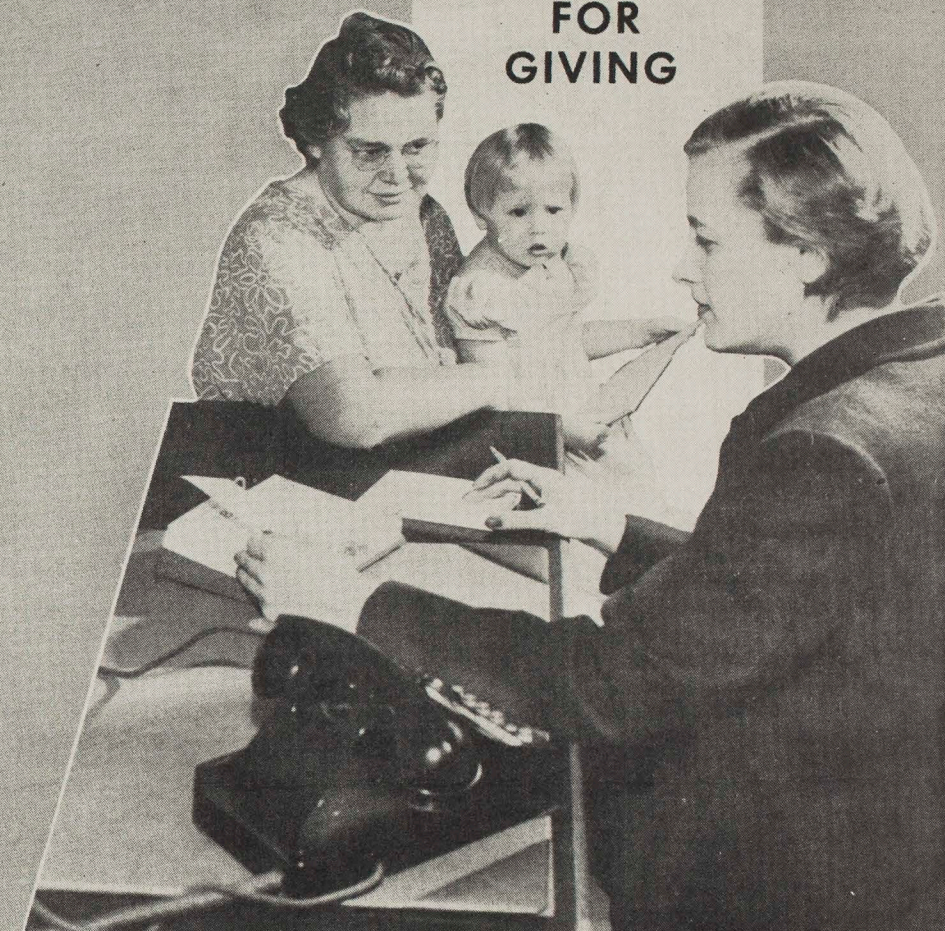
Semi-monthly meeting held at 8:00 p.m. in the Assembly Room of the PE Club the first and third Tuesdays of the month.

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.

Thursday, Sept. 13, will mark the first meeting of the season of the Club. A full attendance is expected in honor of the new officers.

THANKS FOR GIVING



**YOU PROVIDED
SERVICES FOR
FAMILIES AND
INDIVIDUALS —**

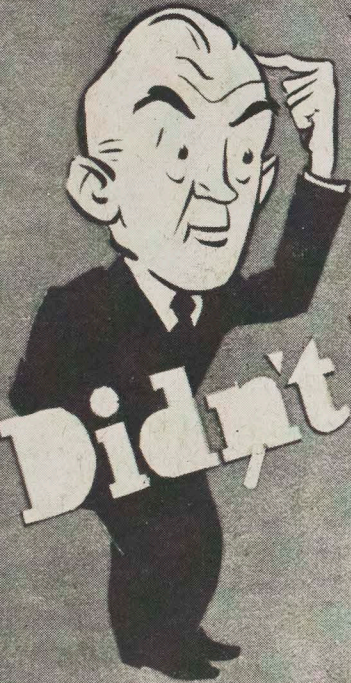
casework,
financial assistance, legal aid,
lodging, employment for families,
unattached individuals and veter-
ans accounted for a total expend-
iture of \$1,401,473.90 last year.

through your **Community Chest**
OF LOS ANGELES AREA

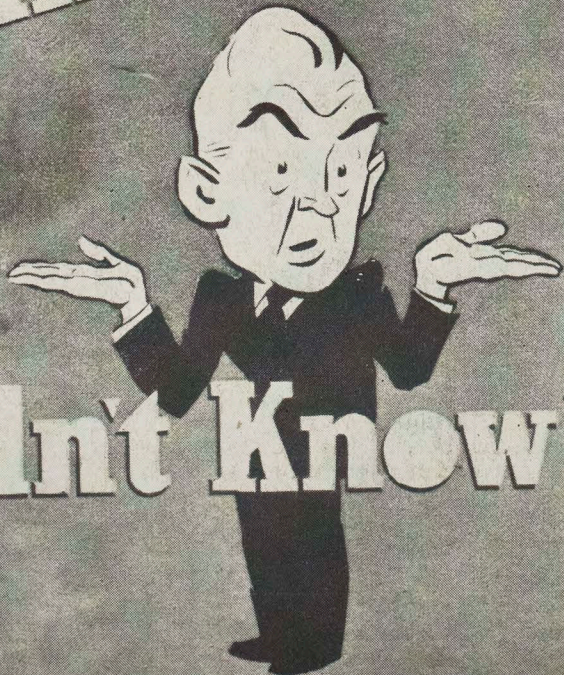
3 CAUSES OF ACCIDENTS



"I Didn't See"



"I Didn't Think"



"I Didn't Know"

RALPH MOSES

