

DECEMBER 1951
PACIFIC ELECTRIC
Magazine



Merry Christmas!



Season's Greetings

AS WE close the door on the year 1951, we pause to wish each of our fellow-employees a Merry Christmas and a Happy New Year.

We are truly grateful for the cooperation of each of you during the past year, and as we enter the threshold of the New Year may we all strive for harmony, understanding, and close cooperation as we are all reaching for the same goal.

My personal best wishes to those in the armed forces, and to each of you and your families during the coming year.

President

Earl L. McCall, Once a Laborer at 20c an Hour, Now Handles Millions as PE's Purchasing Agent

(Ninth of a series of interviews with PE Executives)

YOUNGEST of 10 children, including four boys and six girls, *Earl L. McCall*, PE's Purchasing Agent, was born in Omaha, Nebraska, where his father worked as a general handy man. When Earl was six, the family moved to Los Angeles. The father worked from 1910 to about 1916 with PE as Painter, Carpenter, and general handy man while Earl started learning the three R's at Vernon Ave. and later McKinley Ave. grade schools.

STARTED WITH PE AT 20 CENTS AN HOUR

In February, 1912, at the age of 15, he left school, and the following May started to work as Laborer for PE at the Storeroom at Seventh and Alameda. The wages: 20c an hour; and he worked 10 hours a day, six days a week, with Sundays off. That was before the Child Labor Amendment!

"I used to get \$41.50 in a 31-day month," he remembers.

Contrast that with the \$7½ million worth of supplies he bought last year for PE, SP, PMT, and affiliates.

At Seventh and Alameda, he worked up to Counter Boy, Sectioning Clerk, etc., until in 1915 he became Storekeeper, Receiving Clerk, Ship-came Storekeeper at Redondo.

OPENED SAN PEDRO STORE

In 1917 he opened a new Store at San Pedro. Called to his country's service for seven months at the end of World War I, he achieved the rank of storekeeper, second class, in the Navy. Upon his separation from naval service, he returned to Pacific Electric as Storekeeper at Macy Street, a little later went to Torrance as Chief Clerk to the General Storekeeper, and in 1925 came into the general office of the Purchasing Department as Salvage Agent.

MADE BUYER IN 1926

The following year he was appointed Buyer, handling all types of material until 1928, when the expansion of motor coach service made it necessary for him to devote his full time for the next fifteen years to the purchase of automotive equipment and supplies.

In September, 1943, he went to El Paso as Acting Purchasing Agent for the Southern Pacific, transferring the following May to San Francisco as Buyer for that company. A month later he returned to Pacific Electric as Automotive Buyer. When the termination of World War II made surplus government materials available, Mr. McCall devoted his entire attention to buying all kinds of such commodities from the War Assets Ad-

ministrative approximately \$180,000. He was still buying surplus materials when, on December 1, he was appointed Purchasing Agent.

OTHER DUTIES

In addition to his duties with PE, Mr. McCall is Purchasing Agent for the Southern Pacific (Los Angeles Division), the Pacific Electric Land Co., the Pacific Motor Trucking Co., the Central California Traction Co., the Los Angeles Union Passenger Terminal, the Los Angeles Public Market, the Union Terminal Warehouse, and the Los Angeles Union Terminal, Inc.

HIS HEADACHE: GOVERNMENT REGULATION

His biggest job right now, he says, is keeping within numberless government regulations concerning the purchase and sale of all materials. Another terrific job, resulting from the rail abandonments, is the problem of getting scrap into the Torrance, Yard for sorting, salvage and sale. How Mr. McCall manages to retain his patience and good humor, in the face of his perplexing problems — is probably one reason that he was made Purchasing Agent. Yet the big responsibility of investing millions of dollars of the company's money — and getting



EARL L. McCALL

value received — hasn't, to all appearances, bowed his shoulders, dampened his cheerful spirit, or eliminated a certain frank, debonaire boyishness from his manner and appearance.

He belongs to the Los Angeles Purchasing Agents Association, the Electric Club, and the Rising Light Masonic Lodge of Huntington Park.

LIKES GOLF AND FISHING

Golf and fishing are his hobbies, but he smiles a little ruefully when he talks about his golf score.

Married, he has two boys. *Walter*, 23, has just finished his first year at San Francisco's Hastings Law School, a branch of the University of California. *Dick*, 27, is a practicing dentist in Long Beach. The Purchasing Agent's oldest brother, *Ward*, retired a few years ago as Storekeeper at Torrance.

This sketch of one of Pacific Electric's leading executives is but one more example taken from among PE employees of how, in America, anyone with ability, determination, and willingness to work, may hope to rise from a humble beginning to success in his field.

Next Issue: Fred C. Patton, General Superintendent, Passenger Service

YOU—and Your Community



L. M. DUKE, Terminal Freight Agent, acts as Chairman of American Legion Troop 29 of the Boy Scouts in Santa Ana. Here he is giving a knot-tying test to his son, David, 11, and a bandaging test to Richard Skowsky, who is putting a head bandage on the head of his brother, Ronald. Mr. Duke takes keen pleasure in work with boys.

DO YOU TAKE an active part in the affairs of your community?

If you do, you know the lasting satisfaction of feeling that you're doing something worthwhile for a relatively large number of people. You're attracting friends and making many acquaintances. You're learning, through the process of working with others who, like you, may be giving up some of their leisure time, that neighbors you formerly saw daily with perhaps (1) no feeling at all, (2) a feeling of suspicion, (3) a feeling of aversion, or (4) a feeling of your own inferiority, are real folks — the kind you can really like, simply because you've learned to know them. You've gained their confidence and liking, too. You're no longer an unknown quantity, to be regarded with distrust or with a big question mark.

SUZANNE MARGOT SMITH, extreme left, Secretary to Terminal Freight Agent, is Past Vice President of the 33-year-old Ephebian Society, composed of 6,000 L. A. City high school graduates chosen for scholarship, popularity, and school activity. Group shown is, according

to annual custom, making stuffed toy animals for distribution by Santa to children at the Ephebian party there Christmas Eve. Other Ephebian gifts are also given according to the child's age. This is but one of the civic betterment projects sponsored by the Society.



By taking part in such community activity, you've begun to learn to live — that is, if you're doing it with the idea of helping, and not of seeking the limelight. You're more aware of the richness of a life of increased usefulness, because you're doing something to vary the routine that dulls, in most cases, the process of earning a living.

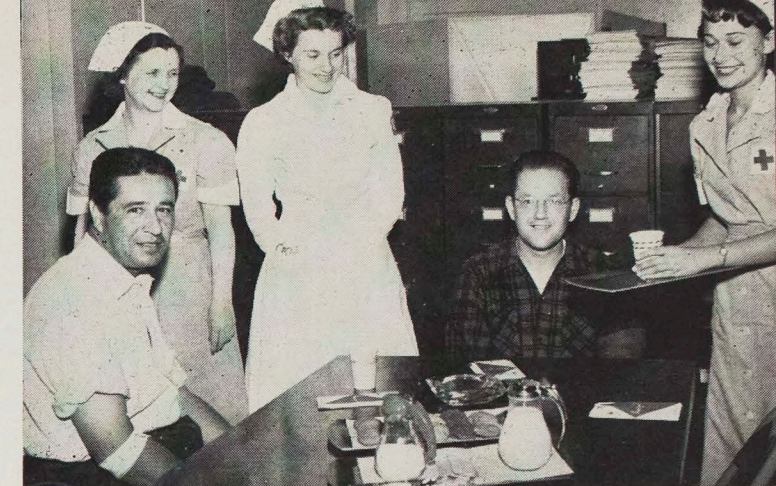
LIVING NEEDN'T BE DULL

Let's make it clear right now, however, that the business of earning a living need not be dull. People make it so by approaching it with a lack of imagination, or by over-doing it. Unimaginative people too often possess an overwhelming sense of their own — or the job's futility. They see themselves merely as a cogwheel turning round and round, pushed by another cogwheel, and perforce pushing still another cogwheel. They never look outside at landmarks, to notice that they're moving along a road. They only see that each revolution of the wheel seems to bring them back to the point they started from. Like Frost's trees,

“They are that that talks of going
But never gets away,
And that talks no less for knowing,
As it grows wiser and older,
That now it means to stay.”

(Continued on page 6)

C. F. QUIRMBACH, Staff Engineer, Electrical Engineering, is one of the founders (in 1941) of the Alhambra Youth Center, for which he acts as Treasurer. Here he's helping Michael O'Hollaren, left, and Jack Malengo set up a public address system for an evening banquet.



MARY JACOBI, left, Secretary to PE Treasurer, devotes much spare time to the Red Cross as Canteen Supervisor at the Blood Bank, which recently moved to new quarters at 1130 S. Vermont Ave., Los Angeles. She has been active in this work since 1946, and works every other Friday regularly, besides being subject to emergency calls. There is need, says Mary, for more volunteer workers. If you would like to volunteer, call DU 4-5261, ask for Volunteer Services, Ext. 221.



SEYMOUR LIPSCHULTZ, extreme right, Chief Revising Clerk, L. A. Freight Station, is a property owner and member of the Alhambra Terrace Association, civic betterment group for which he is Street Chairman for El Molino St. In this picture, some street residents are gathered at his home while he tells of prospective park plans.

A. M. OLSON, Attorney, and W. J. HONOLD, Asst. Research Engineer, left and right foreground, respectively, are shown attending a Traffic and Safety Committee meeting of the Los Angeles Junior Chamber of Commerce, of which they are members. Next to Mr. Honold is E. A. Hume, PE Attorney who was a guest that day. This committee's "Droopert" campaign each year helps make the city safety conscious.





E. W. BATTELLE, Pass Clerk, shown holding divine service at the Los Angeles Mission, of which he is Secretary of the Board of Directors. For 15 years he has helped the Mission rehabilitate men.

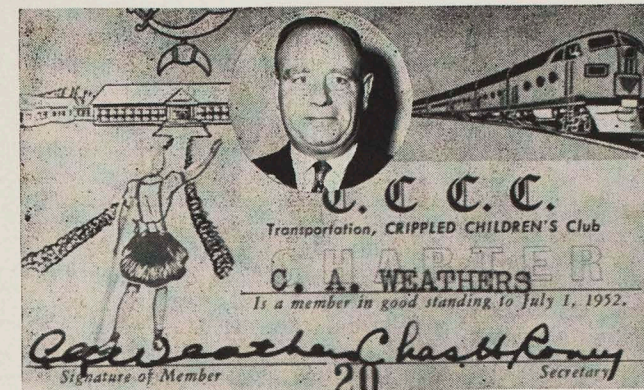


IRA FENNELL, Asst. Agent, Hollywood Freight Station, is Air Raid Commander, Section 4, Groups C and D, of the Santa Monica Office of Civilian Defense. OCD in his community is now being organized.



L. A. RICE, Claim Agent, is a member of Round Table International, Glendale Chapter—a group devoted to community service inheriting its ideals from King Arthur. Mr. Rice was Program Chairman Nov. 29.

December, 1951



C. A. WEATHERS, Claim Agent, finds rewards in serving as a member of the Board of Directors of Transportation, Crippled Children's Club, of which requisites for membership are being a Mason in good standing and working in the field of transportation. Organized this year, primary purpose of the organization is sponsoring hospitalization of crippled children whose parents are not financially able to give needed hospital and medical care. A Crippled Children's Hospital is nearly completed at Third and Commonwealth, Los Angeles.



ROBERT HULIN, Yard and Bill Clerk, El Segundo, works as a Reserve Deputy Sheriff out of Lennox Substation, branch of the L. A. County Sheriff's Office. He is used when needed to work with or replace a regular Deputy Sheriff in his duties, and will be especially useful in disaster emergencies. Monday nights he takes a 58-week course in police work at Lincoln High School, studying penal codes, vehicle codes, radio operation, first aid, judo, and use of small arms.



LOUISE BYRD, right, Clerk, PE Hospital Association, writes down case records each Monday night at the Cancer Prevention Society's Cancer Detection Clinic, housed in a beautiful new building at Third St. and Loma Drive, Los Angeles. She is shown assisting Dr. Elizabeth Mason-Hohl, Chief of Staff, who is examining a patient. Organized in 1944, the Clinic has examined nearly 50,000 persons. Future plans of the Society include a hospital and further research facilities.

YOU AND YOUR COMMUNITY

(Continued from page 5)

But the observing poet, gifted with imagination, has other ideas for himself:

"I shall set forth for somewhere,
I shall make the reckless choice
Some day when they are in voice
And waving so as to scare
The white clouds over them on.
I shall have less to say,
But I shall be gone."

From one point of view, then, nobody with any imagination should want to be as rootbound as a tree.

DON'T GO STALE

A sense of dullness in the process of earning a living can likewise come from going stale. This is precisely the fate of the man or woman who, perhaps from the not unworthy motive of wishing to give his or her job the best of a mind and body untired from outside activity, eventually extinguishes the vital spark of enthusiasm that provides alertness and awareness. After a pitcher throws so many balls, one set of muscles becomes so tired as to make him lose control and speed. Or he may have reached such a peak of skill that he becomes nervous and strained in his effort to outdo himself. The wise coach, in either case, turns the pitcher's attention to other tasks, or gives him a complete layoff, knowing that change will give the athlete back his sharpness.



← COMMUNITY CHEST TIME this year found three PE men soliciting in the business district adjacent to the PE Building. Left to right are Bill Edwards, Traveling Freight Agent; Archie Fidel, District Passenger Agent; and Bob Labbe, Asst. Research Engineer. They reported prospects usually courteous, financial response somewhat small.

VARIETY THE SPICE OF LIFE

Keeping up with a variety of activities will help keep you from going stale — will keep your mind fresh for the one thing you must do better than you do anything else in order to retain self-confidence and self-respect—your job.

Let's put it this way: The man or woman who takes part in community (and other) activities is probably one who does a pretty good job for his or her company, because of the variety of his interests. Conversely, the man or woman who approaches his or her job with imagination is probably a person with varied outside interests—the kind who takes a greater part in community life than merely paying taxes.

You say you aren't interested in community affairs? You want to stay away from your neighbors? You don't know what to do? You don't have time? Poor excuses, these! Basic reasons for the decline of our nation's moral stature.

There's an old saying that goes like this: "Do you want a job done? Ask a busy man to do it."

SUGGESTED ACTIVITIES

Join a church and serve on one of its committees. Interest yourself in work with young people — Boy Scouts, Girl Scouts, Campfire Girls, a boys' club, etc. — and help reduce juvenile delinquency. Join any local group with a worthy objective and contribute some ideas and work to it. Don't shirk jury duty. Interest yourself in school activities and take part in them. Find some way of using your talents, skills, and knowledges to enrich your community life. You'll find yourself repaid many times over in friendship, respect, and the satisfaction that comes from serving. You'll also help gain good will for your company, and you'll probably take a fresh interest in the job you live by.

J. S. BURTON, Operator and Relief Terminal Foreman at West Hollywood, has been directing the choir at the Southern Baptist Church, 837 S. Parkview Ave., Los Angeles, for four years. A veteran of 20 years as a musical director, he directed the large Orpheus Club of male voices for some years at Phoenix, Ariz. He also composes songs.



Too Bad, Jimmy!

A Story of Sickness Benefits Forgot

JIM JONES, PE Motor Coach Operator, didn't feel too well after his last run of the day. (His name is mythical, but his illness wasn't.) So he went home and climbed wearily into bed.

Shortly before midnight his wife Mary was awakened by a strange sound in her husband's breathing. She felt his forehead; it was hot.

She lay still for a moment, anxiously debating what to do. It had been years since Jim had been sick, and Mary had forgotten about the PE Hospital Association.

She called the family doctor, who had recently treated one of their three children. The doctor came, examined Jim—who had become delirious—prescribed, and left. It was several days before Jim was well enough to realize what had been happening. Meanwhile, the doctor had made several visits and sent a bill for a sizable sum.

When Jim realized what was going on, he was dismayed.

"Why didn't you call the PE Hospital Association?" he demanded. "I'm covered there for sickness and injury."

"I'm sorry, Jim, but you hadn't mentioned it for years, and it never occurred to me to call them."

"Well, give me the bill, Mary, and maybe they'll pay it."

ASSOCIATION WOULDN'T PAY BILL

But the Hospital Association wouldn't pay the bill.

"It's too bad you didn't call us first thing," said Mr. Perry, the Business Manager, "but the rules do not permit us to pay medical bills incurred without Association consent. We have a doctor in your neighborhood who would have been available to you. You see, in order to keep our rates as low as possible, we are obliged to stay within the rules that have been set up for the protection of our subscribers."

"Well, I'm not going to take no for an answer," said Jim, hotly. "I can't afford to pay this bill. Who's the head of the Association? I'm going to see him."

JONES APPEALS CASE

"The company Auditor, Mr. Jno. J. Suman, is Chairman of the Board of Managers, and you are within your rights to appeal to him."

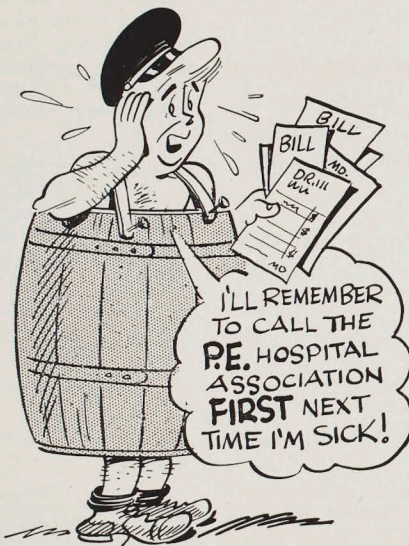
Jim, irritated—mostly with himself, for his failure to keep his wife in-

formed of the procedure in cases of illness or injury—bounced out of the Business Manager's office, and went down to the second floor to see Mr. Suman, who listened attentively to his story, and then shook his head.

"We simply can't pay your bill, Mr. Jones. I realize the hardship it is working on you to have to take care of it yourself, but I'm sure you realize that the blame does not fall on the Association."

NEW HOSPITAL ASSOCIATION RULES

"Incidentally, have you read your copy of the new rules effective July,



1951? And has your wife read it? It's intended to be kept handy so that members of your family will know what to do in case of medical need. There's a place in the front for the name, address, and telephone number of your neighborhood Association doctor, and a card is enclosed for you to fill out with the same information and keep in your wallet."

"I guess I just missed the boat, Mr. Suman," ruefully admitted Jim. "I got it before I became ill, but put it somewhere, and now I have no idea where it is."

"Well, here's another one. Our list of neighborhood Association doctors shows that the one nearest you is Dr. Smith, of 200 Blank St., Santa Monica. His telephone number is SM It would be a good idea to check occasionally with the Hospital Association to see if there has been any change of doctors in your locality."

Jim carefully wrote down the information on the card provided, as well as in the front of the pamphlet containing the Association rules.

SICKNESS BENEFITS

"We have a considerable number of members in a situation similar to yours, Mr. Jones," continued Mr. Suman. "Once in a while we can pay the bills they bring in, if it can be established that they come within the exceptions allowed by the rules, as provided in Section 9."

"But the first thing an employe should do when he is sick or injured is to have someone in his family call the Association at TUCKER 7272, extension 2961—or the Association doctor in his locality."

"Let me ask you another question Mr. Jones. Did you apply for compensation with the Railroad Retirement Board during your illness?"

"No, I forgot to do that."

"When did you become ill?"

"I laid off two weeks ago, starting Nov. 15."

OTHER SICKNESS BENEFITS

"Within seven days after that—which would be Nov. 22—you, your wife, or any other responsible person should have submitted an application for sickness benefits to the Regional Office of the Railroad Retirement Board in San Francisco, claiming compensation for sick days starting Nov. 15.—Here is a copy of the form—SI-1A—which has instructions as to how to apply. You fill out the first page and the doctor fills out the second."

"Where can I get these forms?" Jim inquired.

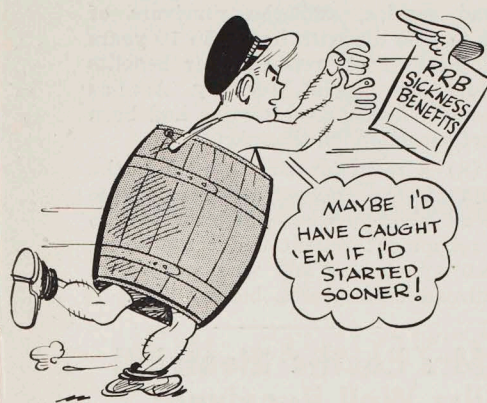
"From Pay Roll Accounts, the Treasurer's Office, the Hospital Association Office, a company doctor, or the Railroad Retirement Board," was the reply.

"Also," added Mr. Suman, "it would speed up matters if you would send along with the sickness benefits form your Certificate of Service Months and Wages (Form BA-6) which you get from the Railroad Retirement Board each year; otherwise, the Regional Office has to check with the Chicago office."

"By the way," continued the Auditor, "did you earn \$150 or more in railroad service last year?"

"Oh, yes," replied Jim, "I worked full time."

"Well, I'd suggest that you file anyway, even at this late date, and let the Railroad Retirement Board rule on whether you are entitled to benefits. Compensation from the Railroad Retirement Board is on a sliding scale, depending on how much you earned in railroad service during the preceding calendar year. If you made \$2500



or more, you might receive \$5 a day for each day of illness after the first seven. Your first claim covers the first 14 days of illness, of which you will be paid for seven days—if the form is filed on time. If you are still sick after 14 days, the Board sends you another form to fill out, and you are entitled to receive 10 days of sickness benefits for each succeeding 14 days of illness. The Board keeps sending you other forms for use in filing claims until you have recovered from your illness, or until the expiration of 130 days of sickness benefits in any one year."

Jim, after looking over the form Mr. Suman had shown him, asked, "Can a company doctor fill out that second page?"

"No," replied Mr. Suman, "you'll have to get the doctor who treated you to fill it out. Take this form with you."

JONES SADDER BUT WISER

"Thank you for the information, Mr. Suman," Jim said as he left the office, a sadder but a wiser man.

Back home, he said to Mary, ruefully, "Well, honey, they wouldn't pay the doctor's bill, but I understand why, and I'm blaming myself for not keeping you informed about the Hospital Association. There's a chance, though, that I may be able to collect some sickness benefits from the Railroad Retirement Board if I get this form filled out and sent in. It should have been sent in within seven days after I got sick, but Mr. Suman suggested that I send it in anyway and let the Railroad Retirement Board rule on it."

He pulled out the blue pamphlet of Pacific Electric Hospital Association rules from his pocket and showed Mary the name of the doctor he had written in the space provided in the front.

"And from now on, honey, let's keep this near the telephone, and use it."

(NOTE: No benefits will be paid by the RRB for any sick days compensated by the company under labor agreements.)

Retirement Benefits Increased An Average of 30% December 1

HIGHER RETIREMENT AND SURVIVOR BENEFITS for railroad men and their families will result from recent amendments to the Railroad Retirement Act.

The Railroad Retirement Board estimates that retired employes will receive increases averaging 30%, and survivors of deceased employes will get increases averaging 45% in their monthly benefits. The first checks to include some increases were sent out about Dec. 1. Other increases will be made as soon thereafter as possible. No action is required by any beneficiary until notified by the Board.

The new law does not change the tax-rate schedule.

The principal changes are:

(1) Most retirement benefits will first be raised by 15%. The higher payments will go to all persons now on the rolls as well as to those who will retire in the future. The maximum annuity now payable will rise from \$144 to \$165.60 a month.

(2) A monthly benefit will be allowed for the wife of a retired employe over age 65, if she is also over age 65 or has children under 18. This benefit amounts to 50% of the retired employe's benefit up to a maximum of \$40. The wives of retired employes currently receiving benefits will qualify for this benefit immediately. The maximum payable to a man and wife will be \$205.60; eventually, combined benefits above \$250 will be possible.

(3) Service after 65 is now creditable toward retirement, but the most service that can be counted when service before 1937 is included is still 30 years.

(4) The monthly benefits payable to the survivors of deceased railroad employes will be increased by 33 1/3% and lump-sum death payments by 25%. The maximum amount payable to a family will rise from \$109 to \$160 a month.

(Continued on page 10, col. 2)



MECCA Dues Raised to 50c; \$5,000 Voted for Chest Drives

CHARITY AND RELIEF COSTS have increased like everything else. The Board of Governors, at the Labor-Management Council Meeting Oct. 25, approved recommendation of the MECCA Administration Committee that employes be asked to authorize pay roll deduction of 50c a month for MECCA instead of 30c. This decision was reached after considering the additional demands on MECCA funds for Community Chests, etc., and the decision last January of the MECCA Board of Governors to use MECCA funds for assisting employes (who are members of MECCA) afflicted with tuberculosis or cancer after they are no longer eligible for Hospital Association benefits and require further financial assistance.

As a result of the decision to use MECCA funds to aid employes, the Committee authorized expenditure of \$1,500 for rest home, hospitalization, and medicines for Mrs. Joan Perry, Car Cleaner, afflicted with cancer. Nearly \$800 had been expended at the time of her death. Mrs. Perry was not aware of her affliction, and the assistance authorized was therefore not publicized.

The Committee approved contribution of \$5,000 to the current Community Chest Drive. This \$5,000 contribution was distributed as follows:

Los Angeles County, \$4,710; Riverside County, \$50; San Bernardino County, \$120; and Orange County, \$120. The Los Angeles Area Chest received \$3,210 of the \$4,710 figure. Distribution to the counties and the communities therein is based on the number of employes living in the recipient areas. For further details, please see the notice of the 40th MECCA Dividend now posted on the Bulletin Boards.

RRB Benefits Raised

(Continued from page 9)

(5) A survivor will now be permitted to earn \$50 a month in social security employment without losing that month's annuity payment.

(6) A new minimum provision is added which will guarantee that both retirement and survivor benefits paid under the railroad system, together with any social security benefits which may be payable, will in no case be less than the benefit the social security system would have paid if railroad employment were covered by that system. This will in many cases produce increases over and above those already mentioned.

(7) In the future, employes who retire with less than 10 years of rail-

road service, and the survivors of those who die with less than 10 years of service, will receive their benefits under the Social Security Act as though the railroad service had been performed under that Act.

(8) A reduction will be made in the amount of retirement benefits payable to an employe who is also entitled to a retirement benefit under the social security system and who worked in railroad employment before 1937.

"Mr. Pacific Electric" Film Well Received; Now Shown Evenings

A CONSISTENTLY FAVORABLE reaction of Motor Coach Operators to the color slide film "Mr. Pacific Electric" is reported by James G. Shea, Director of the Public Relations Department.

The slide program with synchronized tape-recorded sound was produced entirely by PE employes and stresses the importance of courtesy and the vital role of Motor Coach Operators as the company's salesmen.

Operators are viewing the slides throughout the system in the new conference coach. Evening showings, with wives invited and refreshments served, are now being scheduled.

At the request of Professor Joseph Lazar of the UCLA School of Business Administration, the slides were shown Friday, Dec. 7, at Westwood, to university classes studying labor relations.



TO NEW EMPLOYEES

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

ACCOUNTING DEPARTMENT

Comptometer Operators: Irene B. Zuniga, Ruth O. Downing.
Stenographer: Bernard L. Roberts.
Sorter-Clerk: Barbara B. Lawrence.
Typist-Clerk: Mary E. Bauer.

CLAIM DEPARTMENT

Claim Investigator: Edward J. Murphy.
Typist-Clerk: Dorothy C. Woods.

ENGINEERING DEPARTMENT

Assistant Signalmen: Wayne E. Agapitos, Robert R. Belanger, Robert T. Moyer.
B & B Carpenters: William J. Heiss, Leo F. Wight.
B & B Helper: Edward A. Ell.
Carpenters: Wayne Zartman, Louis P. Garcia, Robert M. Hay.
Chainman: James R. Wheeler.
Civil Engineer: Gustave J. Beuker, Jr.
Electrician: Jack R. O'Neal.
Linemen: Henry E. Miles, Paul H. Cornelius, William H. Moon, Dean Ayers.
Painter: Daniel J. Nelan.
Signalmen: Paul J. Mann, Lewis W. Hewitt, George M. Riddle, Joseph Katz.

LAND AND TAX DEPARTMENT

Stenographer: Betty S. Hill.

LEGAL DEPARTMENT

Stenographers: Marie G. Miscone, Minee K. Schlimm, Charlotte L. Schroeder, Marjorie N. Thomason, Mary J. Bojok, Edna A. Boisvert.

MECHANICAL DEPARTMENT

Auto Mechanic: Alvin B. Caddin.
Auto Machinists: Harold R. Sen-senbach, Frank J. Scalise.
Auto Repairers: Donald M. Ertz, "J" "W" Johnson, William R. Hines, Francis V. Conley, Jack D. Wood-hams, Gust J. Almberg, Donald E. Ashton, Robert D. Hill, Elmer Z. Backes, James W. Dougherty, Jr., Joseph Sobotka, Roy R. Olsen, Harold G. Cain.

Crane Operator: Edward G. Steele.
Electricians: William J. McAleer, Wilfred A. Connell, David J. Johns, Lloyd H. Bouse, Frank A. Wood, Robert J. Sinoneaux, Gabriel S. Filion, Robert Newcomer, John C. Young-berg, Walter H. Peebles, Kenneth Mc-Crea.

Machinist: George Misitz.
Pipefitter: Howard Ross.

PASSENGER TRAFFIC

Receiving Cashier: Walter J. Angelo.

PUBLIC RELATIONS DEPARTMENT

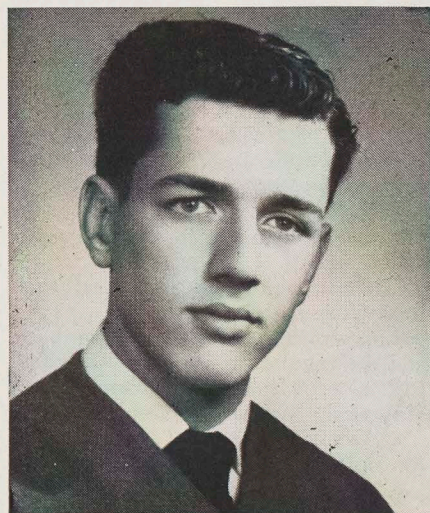
Stenographer: Nancy B. Reid.

PURCHASING DEPARTMENT

Stenographer: Adrith L. Pulliam.
Typist-Clerk: Lillie M. Carnahan.
Price Invoice Clerk: W. Franklin Compton.

TRANSPORTATION DEPARTMENT

Operators: William R. Patterson, Cheston Tarver.
Station Clerk: Marvin L. Oliver.
Typist-Clerk: Richard Raeber.



BERNARD L. AYERS

Two Clerks Report For Air Force Duty

BERNARD L. AYERS, Yard Clerk, Extra Board, reported for service with the U. S. Air Force Monday morning, Nov. 5, at the Recruiting Office, 155 W. Washington St., and then headed for San Antonio, Texas, for basic training.

Unmarried, Bernard has been living with his parents, Mr. and Mrs. M. F. Ayers, of 902½ Park Circle, Long Beach.

GEORGE P. ("PAT") STOLTZ, Car Clerk, Butte St. Yard, Office, reported for military duty with the U. S. Air Force Friday, Dec. 7. This is his first tour of military service. "All I want is wings," says Pat, who has it all to learn.



Will YOU Cause the Millionth Traffic Fatality This Year?

THE MILLIONTH TRAFFIC DEATH in the nation is expected some time in December, according to National Safety Council statistics. It'll happen around Christmas time.

The NSC is doing something to prevent it from happening in Los Angeles, whose fatality toll this year (1951), if we keep below 266, will set an all-time safety record.

What the NSC has done is to set up a committee of "Minute Man" speakers who will speak at any meeting anywhere in the Los Angeles area. Because the basic speech they give is so vivid, and so appropriate to the transportation business, we here summarize some of the salient points:

1. Half the population of the U.S. can expect to be killed or injured in a traffic accident during their lifetime.
2. The million traffic deaths in the U.S. since the birth of the automobile is more deaths than have occurred in all the wars we have been in since the U.S. became a nation.
3. All these traffic deaths were preventable. They were all due, says NSC, to human carelessness and thoughtlessness — drinking, speeding, poor brakes, failure to yield the right of way, and other errors.
4. In addition to suffering and tragedy, the financial loss from such accidents is something like \$7½ billion a year.
5. If each individual person were to be careful enough, there would be no accidents.

WILL YOU RESOLVE TO BE CAREFUL ENOUGH?

His PE work began June 28, 1944, when he was employed as Trucker at the L. A. Freight Station. He has also served as Checker, Clerk-Warehouseman, Lift Truck Operator, Warehouse Foreman, Yard Clerk, and Station Clerk, at various stations.

Unmarried, he has been baching it at 811 N. Heliotrope Drive, Los Angeles. His parents are Mr. and Mrs. Joe Stoltz, who will move from Phoenix about Jan. 1 and occupy Pat's apartment.

OUR RESPONSIBILITIES EQUAL OUR RIGHTS

The Bill of Rights is a great safeguard of our liberties. We'd hate to live without it.

But the Bill of Rights has one fault — our own fault. Because the first ten amendments *insist* so much upon our rights, we tend to *talk* a great deal about our rights, and too little about our responsibilities.

The exercise of any right guaranteed by the Bill appears to us to carry with it a corresponding and equal responsibility of guardianship of that right. Guardianship, we believe, is chiefly exercised by the vote. Vote the wrong kind of men into office and the Bill of Rights becomes a scrap of paper. Ancient Rome was a real republic until, according to Gibbon, "by declaring themselves the protectors of the people, Marius and Caesar had subverted the constitution of their country," and left the door open to the dictators who succeeded them. Taxed almost to death by the large land-owning aristocracy to permit military leaders to pursue their conquests, and tired of the exertion required to extend the boundaries of the

Roman world, "The people of Rome . . . demanded only bread and public shows; and were supplied with both by the liberal hand of Augustus," in his subtle and successful strategy to become dictator.

The Presidential election of 1952 is close upon us. As we celebrate on Dec. 15 the 160th anniversary of the adoption of the Bill of Rights, then, it's our job to resolve to appraise those who seek office and, once convinced that they will help us maintain our liberties and the free enterprise system, go to the polls and vote for them.

But the responsibility doesn't end there. Unless freedom-loving Americans continually make their opinions known, government leaders are only too likely to be guided by a vociferous minority of those who prefer security to freedom of opportunity, a planned economy to free enterprise, and an equal share of the wealth for the lazy and the industrious.

The Bill of Rights? Let's call it the Bill of Responsibilities.



SUPERVISORY TRAINING CLASS—First class to meet for the new program of supervisory training on Nov. 27 included, left to right: Front row: Asst. Manager of Personnel W. C. Scholl, Chief Instructor J. T. Johnston, Instructor R. L. Woodrow, Operator Dave M. Boardman, Supervisor H. E. Sanders, Asst. District Supervisor L. W. Capps, and Supervisors L. S. Hendricks and W. A. Phillips. Middle row: Time Supervisor Charles Sein; Supervisors A. C. Tieman, O. N. Horn, and D. G. Ellison; Operator H. W. Fisher; Supervisor F. G. Cook;

and District Supervisors H. F. Tiemann and T. L. Halverson. Rear row: Office Supervisor W. W. Wherry; Supervisors E. E. Jarvis, G. W. Foltz, and D. C. Noggle; Operator D. C. Grayson; and Supervisors W. M. Wainwright and F. A. Groffholdt. Standing at extreme right are Supt. of Rail Passenger Service Russell Moebius, Chairman of Supervisory Training Program Committee; and Supt. of Motor Coach Service J. D. Puffer, also a member of the Program Committee. Topic discussed was "The Supervisor—His Duties and Responsibilities."

Extensive Supervisory Training Classes Begin

DESIGNED to supplement the supervisor's practical knowledge by a formal study of all fundamentals which underlie his everyday problems, an extensive Supervisory Training Program, set up by a committee of Transportation, Mechanical, and Engineering Department executives headed by Russell Moebius, Supt. of Passenger Rail Service, was inaugurated on Tuesday, Nov. 27, for passenger service Supervisors. Similar programs will follow for supervisory personnel in freight service, maintenance of way and structures, and maintenance of equipment.

FOUR FUNDAMENTALS

Basic fundamentals in which training is to be given are four: 1. The technical element in supervision, involving detailed study of the operations and work of the department. 2. The functional element in supervision, involving detailed study of the duties and responsibilities of the supervisor and the personal qualities necessary to carry out these duties effectively. 3. Oral expression in supervision, involving considerable practice and study in the use of the spoken word. 4. Human relations in supervision, involving detailed study of how to handle people.

Programs for the differing groups of supervisors will vary in details, but underlying each program are these four fundamentals. Instructors are selected for their ability to teach the particular unit under consideration by the class.

For instance, the program which has been inaugurated for passenger service Supervisors is divided into 11 unit courses to be given over a period

of 20 weeks, with a two-hour class each week from Nov. 27 through April 24. Units are as follows:

1. The supervisor—his duties and responsibilities. Instructor, **T. L. Wagenbach**, General Manager.

2. The supervisor—his initiative and ingenuity. Instructor to be selected.

3. Daily reports, written and oral. Instructor to be selected.

4. Operating rules of the company and all regulatory bodies with which PE is concerned. Instructor, **F. C. Westphal**, Instruction Department.

5. Labor agreements. Instructor, **L. R. McIntire**, Manager of Personnel.

6. Schedules and assignments—essentially a study of Schedule Bureau work. Instructor, **Howard Beardsley**, Schedule Supervisor.

7. Traffic checks. Instructor, **Howard Beardsley**, Schedule Supervisor.

8. Equipment, rail and coach—general description, proper handling, reporting road trouble, common causes of road trouble, remedies for road trouble. Instructor, **T. J. Clifford**, Equipment Inspector (rail); **A. L. Bristow**, Automotive Instructor (motor coach).

9. Safety and accident prevention. Instructor, **H. L. Young**, Supt. of Safety.

10. Accident investigations and reports. Instructor, **R. L. Woodrow**, Instruction Department.

11. Fares and transfers. Instructor, **C. E. Ferguson**, General Agent.

Order in which the courses are to be given differs from the numerical order.

In order to keep classes small (15 is recommended by the report of the

Committee), one group of passenger service Supervisors meets on Tuesdays from 1 to 3 p.m., and the other on Thursdays from 3 to 5 p.m.

Classes for Service Directors, Stationmasters, Terminal Foremen, and their assistants will begin shortly, according to Mr. Moebius.

COMMITTEE WORKED NEARLY TWO YEARS

The Committee formulating the program has worked nearly two years on the idea, which originated with Mr. Wagenbach. Says the Committee, in its syllabus:

"Except for relatively short periods during the past several years, the Company has not maintained any continuous and formal program for training of supervisory personnel. . . . It is the consensus of the Committee that training, in order to be adequate, should be constant."

The Committee consists of **J. D. Puffer**, Supt. of Motor Coach Service; **D. W. Yeager**, Supt. of Freight Operations; **Rudolph Widmann**, Engineer, Maintenance of Way and Structures; and **W. E. Williams**, Supt., Automotive Equipment—in addition to Mr. Moebius.

FAVORABLE RECEPTION

Comments from those who have attended first classes have been "very favorable," according to Mr. Moebius.

When presented to the recent Portland conference of American Railway Superintendents by Mr. Puffer, the supervisory training program was so favorably received that eight requests have been received from various U. S. and Canadian railroads for copies of the syllabus, Mr. Moebius added.

"Arky" Jennings Dies; Stricken on Yard Duty

By W. I. Tarleton, Sr.

THE WIT of South Freight, "Arky" Jennings, has gone.

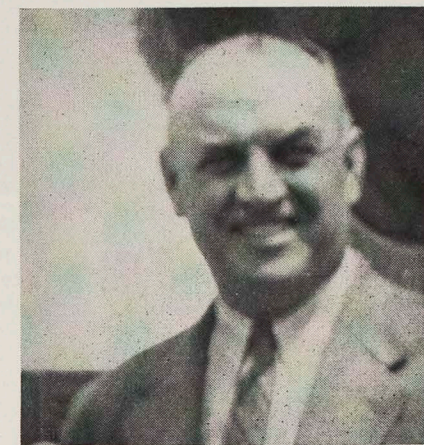
On Friday, Nov. 2, Arky (Elmer Moses Jennings) was stricken with a heart attack while on duty at Butte St. Yard and, though rushed to the Hospital Association offices by Chief Crew Dispatcher J. N. Breese, could not be revived.

But he will long be remembered by all the boys in freight service for quick wit and his verbose discussions, punctuated with Arky-coined colloquialisms, of railroad and national affairs. His eloquence was unlimited and spell-binding; he was, in truth, the Will Rogers of South Freight. Given a better education, Arky could have been a real leader of men.

The thing he will be most remembered for is the usually uncomplimentary but nonetheless fitting nicknames he hung on the boys he worked with: "Rum Nose," "The Flying Mouse," "Donald Duck," "Stompin' Thomas," "Mortimer Snerd," "Wildfire," "Little Wildfire," and innumerable others.

First employed by PE as Brake-man, 1923, Arky left in 1928 to work for the Santa Fe RR and later as attendant in veterans' hospitals at Hot Springs, S.D., and Sawtelle. He returned to PE in 1942 as Brakeman, and remained in that capacity until 1948, when physical condition required his transfer to the position of Trolleyman.

He is survived by a daughter, Mrs. Mary B. Swain, of Colton.



LLOYD E. NETZLEY

Employee Mourn Death of L. E. Netzley

HIS FELLOW EMPLOYEES of Pacific Electric were shocked and saddened by the death of **L. E. Netzley**, Assistant Chief Supervisor of the Pacific Electric Ry., who passed away Oct. 20, victim of a heart attack. Mr. Netzley was with the Motor Transit Co. from 1917 to 1933, with the exception of 10 months of service in the United States Army during World War I.

When the Motor Transit Co. was absorbed by Pacific Electric, Mr. Netzley, then Superintendent of the MT Co., came over to PE in the capacity of Supervisor. Since then, he had been promoted to Assistant Chief Supervisor of the North, South and

Motor Transit Districts. Very well-known and liked, Mr. Netzley will be greatly missed in the organization. He is survived by his widow, Mrs. Alice Netzley of 945 Westside Drive, Los Angeles.

Funeral Services were held Wednesday, Oct. 24, at the Mority Funeral Home in Montebello.

Mrs. Netzley asked that the following expression of appreciation be printed in the Magazine:

"To the many friends of Ed Netzley:

"Your kind thoughts, beautiful floral offerings, and expressions of sympathy are deeply appreciated.

"At a time like this such expressions of condolence mean so much to me and I am truly grateful."

Appreciation

MRS. PATSY MOORE, widow of South Trolleyman **George B. Moore**, who died Oct. 21, wishes to express through the Magazine her sincerest thanks to passenger and freight Trainmen for their kindness, help, and sympathy during the illness and last days of her husband.

Mr. Moore, who had been stationed at Graham Yard, had been with the company for 26 years.

Vital Statistics

September 21, 1951, to November 20, 1951

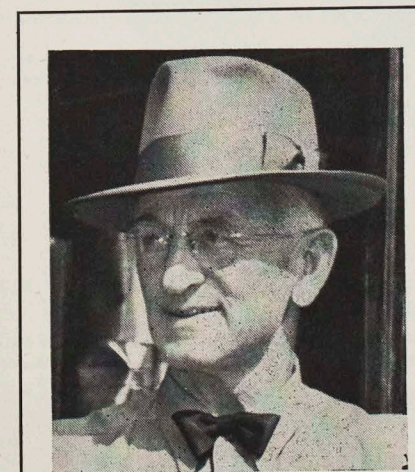
DEATHS

| NAME | OCCUPATION | Died | Insurance | Mortuary |
|---------------------|--------------------------|----------|-----------|----------|
| Reynolds, Lloyd W. | Retired Baggage Clk. | 9-23-51 | Yes | Yes |
| Mendoza, Pedro | Laborer | 9-24-51 | Yes | No |
| Kennedy, Lewis A. | Operator | 9-25-51 | Yes | Yes |
| Senay, Origene E. | Retired Motorman | 9-25-51 | Yes | Yes |
| Giesege, Carl J. | Operator | 10- 1-51 | Yes | No |
| Wall, C. Forrest | Retired Switchtender | 10- 4-51 | Yes | Yes |
| Foote, William B. | Retired Agent | 10- 7-51 | Yes | Yes |
| Young, Susie | Car Cleaner | 10- 8-51 | Yes | No |
| Netzley, Lloyd E. | Asst. Chief Supervisor | 10-20-51 | Yes | No |
| Moore, George B. | Operator | 10-21-51 | Yes | No |
| Thompson, Robert E. | Crew Foreman | 10-24-51 | No** | No |
| Dixon, Thomas | Retired Laborer | 10-24-51 | No** | No |
| Taylor, Henry | Retired Electric Driller | 10-31-51 | Yes | Yes |
| Jennings, Elmer M. | Brakeman | 11- 2-51 | Yes | Yes |
| Johnson, Charles O. | Retired Switch Repairer | 11- 7-51 | Yes | Yes |
| Young, Frank W. | Carpenter | 11-15-51 | Yes | Yes |
| Pinkston, Wm. D. | Ret. Schedule Supervisor | 11-17-51 | Yes | Yes |
| Morse, Dixon E. | Operator | 11-18-51 | Yes | No |

EMPLOYEES' WIVES DEATH BENEFIT FUND

| NAME | Died | Wife of | Department |
|----------------------|----------|--------------|------------|
| McCown, Florence Mae | 10-17-51 | Alvin McCown | Mechanical |

**Employee declined to accept Group Insurance.



CARL JUSTUS GIESEGE
Oct. 20, 1891 — Oct. 1, 1951
In PE Service since 1920
Leader Switchman, Gardner Junction

Retiring Machinist Once Sentenced to Execution as Spy

COURT-MARTIALED and sentenced to be shot as a spy during World War I was Louis Gonzaga Ugalde, Torrance Machinist who retired Nov. 15, after serving PE faithfully for 31 years.

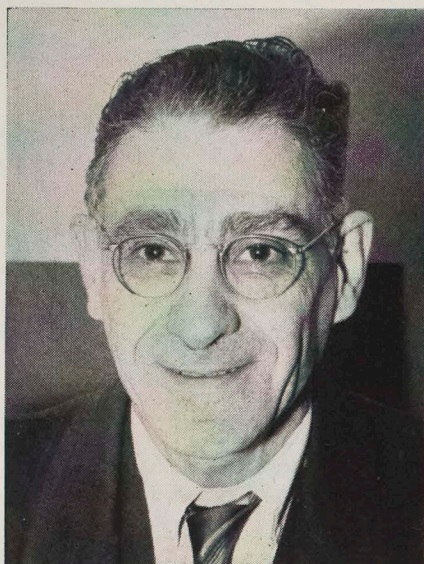
But let's begin at the beginning. Louis was born in Mexico, where his late father, a wealthy landowner, served as governor of San Luis Potosi in 1913. Hence, Louis had all the advantages of wealth as a lad. He has degrees in mechanical and electrical engineering from the University of Mexico City and the University of Liege (Belgium), as well as a certificate from Cambridge University.

FAMILY PROPERTY CONFISCATED
During the Mexican Revolution, however, all the property belonging to Louis' dad—\$50 million worth, according to Louis—was confiscated by the revolutionists except for 5,000 acres which the young engineer was able to save because he had known many of the leading revolutionists in school. But in order to retain this property, Louis has had to remain a Mexican national all these years, though to all intents and purposes he is an American.

FLED FROM BELGIUM
World War I broke out while Louis and several other foreign students were pursuing their studies at the University of Liege. Leaving most of their luggage, they fled to England, thinking like many others that the conflict would last six months and that they could then return to Belgium. But when it appeared that the war would continue, they delegated Louis to return to Liege and bring back their belongings.

He did so, on a passport which had been signed by General von Kluck, German chief of occupation in Belgium. After collecting all the luggage, Louis had to pass customs inspection at the border between Holland and Belgium. He had no idea what the various suitcases belonging to his friends contained, and was completely taken aback when the Germans opened one bag and found in it a complete study of the German army and of the Big Berthas with which the Boches were shelling Paris.

FACES EXECUTION
Louis was immediately arrested, court-martialed, and sentenced to be taken to Hanover and shot as a spy within three days. But, fortunately for him, Herbert Hoover, then Food Administrator, at a time when the U. S. was still neutral, was passing through Liege on a tour of inspection,



LOUIS G. UGALDE

and was staying with his staff at a hotel run by a Madame Baker, who knew Louis. Madame Baker told Hoover of Ugalde's predicament, and Hoover immediately sent his secretary to interview the doomed Mexican. It was discovered that the suitcase which had brought about the charge of espionage belonged to a Mexican army officer who had been sent by his government to make a study of the German army—with German permission.

Tom Moore Presented War Bond by Employees at Torrance Shops

(See cut on next page)

THOMAS H. MOORE, General Foreman of the Torrance Shops who retired last January, was presented with a \$50 Defense Bond during the Nov. 21 lunch period by his friend and long-time fellow worker, Carpenter Harry Hillier, on behalf of Torrance employees, many of whom were present for the ceremony.

Bespeaking his pride in the good, on-schedule work employes had done while he was in a supervisory position, he urged: "Keep up your good work and maintain schedules; it's your bread and butter."

At present Mr. Moore is spending his time helping remodel a 27-foot cabin cruiser for one of his sons.

HOOVER INTERVENES

Hence, next day Mr. Hoover explained the situation to the Mexican and American ambassadors and to Field Marshal von Bulow. The latter immediately dispatched a telegram ordering Louis' release and safe conduct to the Holland border.

Now that he's retired, Mr. Ugalde plans to continue living in Los Angeles and also cultivate his 5,000-acre plantation in Mexico, where he has a stand of 4,000 papaya trees.

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

| NAME | Occupation | Department | Years of Service |
|-----------------------|---------------------|----------------|------------------|
| Thomas M. Brakebill | Carpenter | Mechanical | 29 |
| William H. Bratton | Agent | Transportation | 32 |
| James Colhoun | Substation Operator | Engineering | 32 |
| Ralph U. Crosby | Leader | Mechanical | 29 |
| Gustav Erikson | Carpenter | Mechanical | 29 |
| William J. Goff | Auto Repairman | Mechanical | 31 |
| John P. Hathaway | Conductor, West | Transportation | 25 |
| John J. Huemerich | Leader | Mechanical | 43 |
| William J. Kilpatrick | Maintainer | Engineering | 25 |
| Floyd P. Lee | Operator, West | Transportation | 22 |
| Ethel F. Litch | Electrician | Mechanical | 31 |
| Joe W. Loyal | Conductor, North | Transportation | 28 |
| Lester T. McCabe | Conductor, North | Transportation | 28 |
| John W. McDonald | Motorman, North | Transportation | 29 |
| Irving E. Murphy | Conductor, North | Transportation | 30 |
| Norberto A. Rodriguez | Laborer | Store | 30 |
| Charles E. Smith | Electrician | Engineering | 45 |
| Richard H. Sullivan | Car Repairer | Mechanical | 9 |
| Oscar Swanson | Car Repairer | Mechanical | 29 |
| Clarence E. Tower | Car Repairer | Mechanical | 32 |
| Thomas C. Trolinger | Substation Operator | Engineering | 40 |
| William P. Williams | Conductor, West | Transportation | 28 |
| Harry C. Hampton | Conductor, North | Transportation | 32 |
| Louis G. Ugalde | Machinist | Mechanical | 31 |



WILLIAM J. KILPATRICK
Automatic Substation Maintainer
Retired Sept. 28, 1951
37 Years with PE

JOHN W. McDONALD
Operator, Macy St.
Retired Sept. 29, 1951
37 Years a Railroader

CHARLES E. SMITH
Electrician, Torrance Shops
Retired Sept. 28, 1951
45 Years with PE

PETER ALIG
Car Repairer, Watts
Retired Nov. 19, 1951
32 Years with PE

FLOYD P. LEE
Operator, Subway Terminal
Retired Nov. 1, 1951
28 Years a Railroader

SO LONG AND A MERRY CHRISTMAS!



TOM MOORE, retired General Foreman (circle), Torrance Shops, receives gift of Defense Bond from Carpenter Harry Hillier (holding paper in right center foreground), as group of some of the employes on whose behalf it was given look on.
(See story on page 14)

THADDEUS W. MARREN
Operator, Subway Terminal
Retired Aug. 7, 1951
42 Years a Railroader

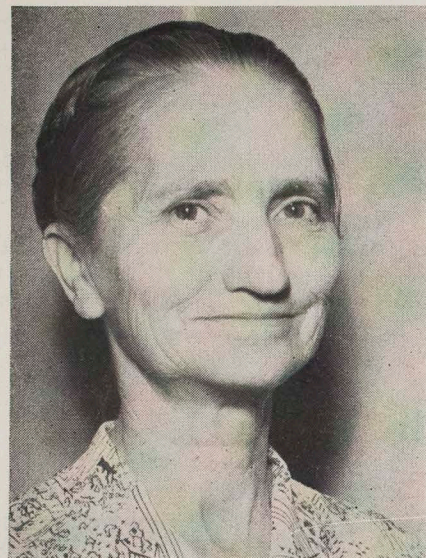
EDWARD C. ROGERS
Mechanic, West Hollywood
Retired Nov. 4, 1951
25 Years with PE

JOE W. LOYAL
Operator, Macy St.
Retired Oct. 1, 1951
39 Years a Railroader

HARRY C. HAMPTON
Operator, Macy St.
Retired Dec. 1, 1951
32 Years with PE

DAVID LORD
Relief Substation Operator
Retired Nov. 30, 1951
44 Years a Railroader





ETHEL F. LITCH

Ethel Litch, Retiring Woman Electrician, Saved by Buying Bonds

"I THINK buying Defense Bonds is a wonderful way to save for old age," says Electrician Ethel F. Litch of the Torrance Shops, who retired Oct. 30 after 31 years with the company. She will have bonds coming due regularly for a number of years. She started buying them even before 1941, date the Pay Roll Savings Plan was instituted by Pacific Electric. "I wanted to do my part in helping my government," declares Ethel, who has been buying a \$50 bond a month.

Agent Bratton Retires; Other Agency Changes

WILLIAM H. BRATTON, who began railroading with PE at Torrance 32 years ago and had been Agent at Torrance since 1934, retired Nov. 1. He began as Clerk in the station there in 1919, and after shifting around to various agencies for many years, came back to Torrance as Agent.

"My biggest job was serving the large war industries at Torrance during World War II," says Bill.

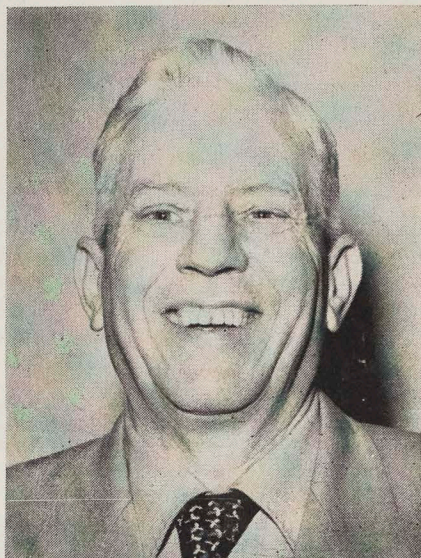
After a sight-seeing and fishing trip in a house trailer he readied for the purpose, he will join his son in operating a sporting goods store in Westchester.

Succeeding Mr. Bratton as Agent was K. L. Anderson, who had been Agent at Gardena from 1942. Mr. Anderson started his PE work in 1936 as Warehouseman.

At Inglewood, Everett Cook, who had been Agent at Culver City for the past year, was named to succeed J. A. Pittman, who retired June 29. Mr. Cook began for PE as Freight Handler.

At Pomona, Robert G. Gibson, on Oct. 24, succeeded W. A. Turner as Agent, Mr. Turner having moved to Ontario in that capacity. From 1935 to 1941 Mr. Gibson was Agent at Whittier, left for military service, and became Assistant Agent at Whittier in 1945.

L. W. Gordon became Assistant Agent at Pomona.



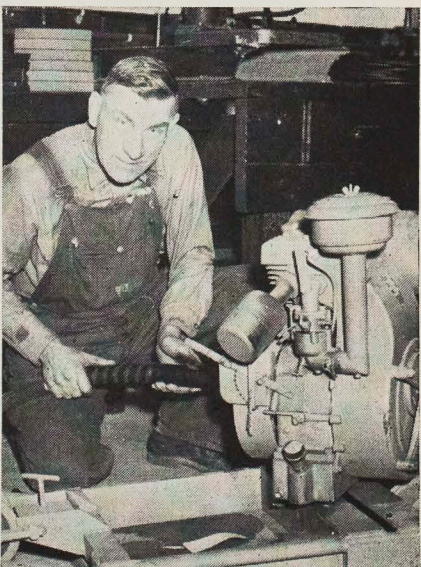
WILLIAM H. BRATTON

George Prell Retires; Had 46 Years with PE

GEORGE PRELL, one of the Pacific Electric's oldest employes from the standpoint of service, retired in November after 46 years as an Electrical Equipment Repairman in the Signal Department. He had been on sick leave since May.

"The good will and friendliness of my bosses and fellow workers has been an inspiration to me through the years," said Prell.

He would like to express his thanks to those in the PE Hospital Association and the Santa Fe Hospital who helped him so much during his recent illness.



RETIREES—George Prell, Equipment Maintainer for the Signal Department, shown at typical repair work—fixing portable rail grinder.



GET RETIREMENT COMMENDATIONS—E. A. Stevens, General Supt., Motive Power, center, personally presented Retirement Commendations to these Macy men when they retired last September. Left to right are Gustav Erikson, Carpenter, who spent nearly 30 years with PE after an adventurous early life of travel; John J. Huemerich, Leader Electrician, who won the national amateur lightweight wrestling crown for the L. A. Athletic Club in 1921 during the early part of his 43 years of PE service; Mr. Stevens; Clarence E. Tower, Car Repairer, who started with PE in 1919 and switched cars for 26 years at Macy before becoming Car Repairer; and Richard H. Sullivan, Car Repairer, "baby" of the group with only nine years of PE service, who plans to catch up on his travels and his reading.

The Public Appreciates

"HOW FAR that little candle throws its beams!
So shines a good deed in a naughty world."

For their good deeds and/or skillful operation, the following Operators and other personnel have received commendations this time:

NORTHERN DISTRICT OPERATORS

C. Christopher, L. M. Hacker, C. H. Jones, Jr., C. B. Lewis, C. F. Lindgren, Charley Martin, V. L. Moore, P. J. Murphy, T. J. McKee, M. R. Riggs, F. H. Rider, D. E. Walsh, and W. H. Windsor.

MOTOR TRANSIT DISTRICT OPERATORS

D. L. Anderson, R. W. Brann, O. W. Brown, D. D. Campbell, E. L. Combs, A. B. DeAbate, F. W. Lenard, M. A. Martel, and E. D. Weaver.

SOUTHERN DISTRICT OPERATORS

E. C. Giffin, W. J. Gosselin, and Arnold Koehler.

WESTERN DISTRICT OPERATORS

W. G. Burnham, H. S. Christie, J. W. Church, M. B. Cleveland, D. L. Correll, C. R. Curd, Leo Fanchin, C. J. Hanson, J. W. Jeffus, C. P. Hornback (2 letters), J. E. Lewis, E. F. Morgan, D. R. Mathias, H. F. Myers, F. G. Poppleton, E. F. Rogers, E. D. Sale, Ellis Smith, E. E. Wilcox, C. W. Wisler, Paul Schapiro (2 letters), R. J. Seymour, W. G. Shafer, E. E. Todd, A. Venlet, and T. J. Zito.

OTHER COMMENDATIONS

Neil J. Hall, Station Clerk, Garden Grove, and Lester S. Smith, Ticket Clerk, Whittier, for care in filling out refund papers on tickets. They were commended by SP's Passenger Traffic Manager, George B. Hanson.

M. R. Montante, Ticket Agent, Pomona, for courtesy and thoroughness.

A. W. Housley, Agent, Corona, received editorial mention in the Corona Daily Independent for arranging an extended trip for its publisher, Justin Hammond.

J. D. Peeler, Chief Claim Clerk, L. A. Freight Station, for inducing a shipper to use PE.

Information Clerks Isabel Ash and Evelyn Cook for intelligent, courteous service.

Freight Crew No. 2235 for their good service to shippers in the Do-

minguez area. Crew consists of Roy Soule, Conductor (specially named); H. G. Woodworth, Engineer; C. T. Turner, and N. W. Reilly, Brakemen; and E. A. Cupp, Fireman.

PE Thanked for Help To L.A. County Fair

APPRECIATION for the "splendid assistance" given the Los Angeles County Fair by the special transportation provided by Pacific Electric is expressed in a letter to Passenger Traffic Manager H. O. Marler by Public Relations Director R. L. Driscoll of the Los Angeles County Fair Association.

Mr. Driscoll also expressed appreciation for the courtesy of PE in permitting the projector and screen in the waiting room at the Sixth and Main Station, newspaper ads relative to the fair, distribution of thousands of folders, release of news stories relative to bus service, "and all the other assists."

Polio Costs Shoot Up; Give Freely In Jan. To March of Dimes

THE MARCH OF DIMES campaign, which begins Jan. 2, 1952, and continues to Jan. 31, is of unusual importance this year.

The reason is that 1951, with an estimated 28,500 cases, has been the fourth year of the four consecutive worst years on record for polio incidence, a fact which has put the National Foundation for Infantile Paralysis over \$5 million in the red.

From the financial standpoint, the worst aspect of polio is the heavy and often long-continued cost of treatment. Nationally, of 67,800 patients who have received direct aid so far in 1951, 45,000 have been carry-over cases from former years.

California is one of the states hardest hit by the disease. Residents of this state have every reason to give to the March of Dimes as liberally as possible to enable sufferers to receive proper treatment and to enable the National Foundation to continue its research on the cause and cure of polio.



WATT'S THIS?—Well, it's like this: Patti Stockton, heroine of our story, bought the 200,000th ticket to the movie, "Streetcar Named Desire," so West Hollywood Operator John W. Watts is helping Patti onto the car, with the assistance of Supervisor L. C. Capps. Why? Well, Warner Bros. wanted some publicity photos, so PE arranged to have them taken at the Beverly Hills station. And neither gentleman seems much averse to the idea.

Yardmaster Defined

A NICE OLD colored gentleman who sells ice cream to the Trainmen at Butte St. was heard asking one of the Trainmen the other day:

"What does Charlie Noonan do around here? All I ever see him do is make faces and wave his arms."

Charlie, when informed of the question, is said to have been amused, and is quoted as declaring:

"That's the best definition of a yardmaster I ever heard!"

Charlie's the Yardmaster at Butte.

YOU BE EARNEST AND I'LL BE FRANK



By
J. S.
Burton

SEVERAL YEARS AGO Mark Twain said, "Everybody talks about the weather, but nobody does anything about it." This is a day of investigations. In almost every issue of the daily papers, we read about somebody being investigated about something. I think the American people should be cognizant of the importance to the public of governmental agencies endeavoring to bring to light the sinister tactics of foreign influences working on the "core of the American Apple."

We can look into the domestic and governmental life of countries dominated by Communism, and see there reflected a condition of want, suppression, poverty, and all else that tends to make their people subservient to the powers in control. It is hardly conceivable that American people with our knowledge, understanding, and position in affairs of State, could be duped into such a befuddled state of mind as to become agents for or assist in any way towards their progress. We, as Americans, have taken these God-given rights and privileges for granted, and altogether too lightly, for so long that we become easy prey for any "ism" or "cism" that may come our way.

We need to realize what a great and glorious country we live in, and are a part of, to the extent that any person or persons that even presume to become cloudy in their thinking towards it should be ostracized from our minds, and way of life. However, this is not our practice. Many of the prominent business and professional men, who have been indicted for subversive acts towards our government, and for which acts evidence points an accusing finger, still enjoy our patronage and remuneration for their products and services as usual. We do not seem to realize that these same men are definitely enemies to our country, and as such are just as definitely enemies to us personally.

The American home is one of the important pillars of American Democracy. When the security of the

home is threatened, it is time we become alarmed. You, as a husband, would be derelict in your duty if you even hesitated to do almost anything to preserve and protect the members of your household from harm, because lack of preservation may tend to cause disintegration. Yet, we remain lackadaisically complacent as Communists literally "take over" our educational institutions, State and Federal agencies, and assume positions of importance to further their cause.

It has been reported to me that a Sunset Boulevard driver has shown a definite act of gentlemanly courtesy and concern for the safety of one of his passengers each morning at Santa Monica Blvd. and Vermont Ave. A blind lady boards our street-

car at Edgemont St. with a seeing-eye dog, and transfers to the Sunset coach at Vermont Ave. Sid Margolin makes it his business every morning to meet the car and personally escort the lady across the intersection and onto his coach. Sid, we're proud of you and wish more of the men took the time to show consideration.

That big bird has been soaring over our house for quite some time and finally made a "three-point" landing at the St. John's Hospital in Santa Monica, and delivered the writer and his wife a 9½-pound girl. That's deductible for the entire year on the 1951 income taxes. THE PERSON WHO SAYS HE SLEEPS LIKE A BABY, USUALLY DOESN'T HAVE ONE.

For Courtesy and Neatness

West Hollywood Proudly Presents:
DAVID M. BOARDMAN

IT IS A PLEASURE to cite different men in our organization for the courteous and efficient manner in which they handle the fickle public. All of us are aware of the trying and difficult situations that inevitably become a part of the routine in each day's assignment. Answering innumerable questions as to the best route to travel to a given destination or the correct fare to points even beyond the boundaries of our assignment;



D. M. BOARDMAN

clarifying in the minds of our passengers our intricate system of transfers and zone boundaries—all are a part of a day's work. A capable, efficient Operator will cope with these problems and at the same time make friends with those who travel with him on the cars or busses.

Such a man is **David M. Boardman**. I have had occasion to ride the car operated by Dave many times, and could not help noticing the diplomatic ease with which he handled every situation that arose. This is borne out by the attitude most of his passengers have when boarding the equipment he operates.

After serving in the United States Coast Guard for three years, Dave joined Pacific Electric as Conductor in Nov. 6, 1945. With a determination to improve himself in the organization, he qualified as Motor Coach Operator in February, 1946, Motorman in January, 1947, and Single Track Operator in August, 1948. Most recently he has served an important role in handling the crowds at the Hollywood Bowl.

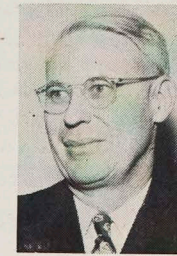
Anyone acquainted with Dave will attest to the neat appearance he makes each and every day he meets the public. In the years that I have known him, I have never seen him when his shoes needed a shine, his tie was not properly tied, his shirt was not spotless, and Dave wasn't, in general, immaculate.

Just as surely as a man is judged by the company he keeps, so is a company judged by the men it keeps.

—J. S. Burton

SOUTHERN DISTRICT NEWS

By
Louis N.
Velzy



SORRY TO HEAR that Cleve Dowdy's mother passed away recently. I know all the fellows sympathize in his bereavement.

Recently heard that **Marshall King** is still having a tough time in his illness. If any of you fellows could get to see him I know that he will appreciate it very much.

Christmas season is with us again when this will be published and we hope that the regular rush of mail will not be too much for you fellows to handle on your jobs. It is more than likely that runs that do not carry mail will get a little to handle now and then, but just remember how much happiness it will bring to someone on the receiving end when it shows up under the Christmas tree.

Talking about Christmas, all Terminal Foremen at L. A. Street wish the best for all for everybody, and especially to the men under our jurisdiction.

Butte Street is trying to take care of a lot of such Southern District men as **R. N. Anderson, D. V. Smelser, V. T. Ballanger, D. W. Smith, D. T. Sparr, W. M. Wasson, K. L. Curtis, M. R. Klein, Jack Bronson, W. H. Woolman, H. B. Blackwell, R. W. Fowler, W. J. Fenwick, L. D. Belote, H. B. Musselman, L. Schumow, and H. W. Klement**. All have bid or bumped into Freight since Oct. Good luck, fellows; maybe we will see you back home some time later, as a few are now.

Answers to the last list of nicknames as follows: "Lover Boy," (Bellflower Brand), **Charlie Bott**; "Professor," **James Whiting**; "Eager Beaver," **Wayne Wasson**; "Gorgeous George," **George Bahr**; "Rassel," **Russell Woolley**; and "Deacon," **James Harwood**. No new list this trip as I have run out of material, but watch for one next issue.

Just in case you fellows did not know that there is a Pacific Electric Glee Club, this is to ask one and all who love to sing for fun and frolic that there is one. It meets every Tuesday at 4:30 p.m. in the PE Theater and all are welcome to join if your time permits.

Merry Christmas to one and all and a Happy New Year.

Best Christmas Gift: YOUR BLOOD!

"DON'T BELIEVE in this war in Korea," grunted Jack Bludsoe from around the mouthful of meat sandwich he was putting where it belonged as the line crew stopped for lunch.

"Naw—me either. It's not gettin' us anywhere but downhill. Just a snake's nest full o' politicians started it tryin' t' get their pocketsful o' dough," agreed his companion, Bill, as he opened a thermos of coffee.

"All we're gettin' out of it is higher taxes and less take-home pay," Jack continued. "You take that baloney they been puttin' out about needin' blood for the armed forces—I'm thumbs down on that—gave enough in the last war tuh float a battleship. Let 'em bleed the politicians fer a change."

Just then Mike Flaherty got up and stood, looking red and wrathful, over the two sitting at their lunch. Mike was the Assistant Foreman.

"Listen, you guys, I've heard about enough o' that. You got any sons in Korea? No, I thought not. Well, I've got two in the infantry and one of 'em wrote me he was saved by blood plasma when he got too close to a mortar shell. Yeah, and he also said that so many guys got hit that same



IN TIME FOR CHRISTMAS, this bell which rang for 30 years on electric locomotive 1630, was saved from oblivion when the old engine was retired in November. The bell was presented by Passenger Traffic Manager H. O. Marler, right, to Father Thomas Lahart of the newly built St. Jane Frances de Chantal Church, 13001 Victory Blvd., North Hollywood, when Mrs. Paul Guerin, a parishioner, on hearing that the bell was to be scrapped, phoned Mr. Marler of the church's need.

day they ran outa plasma and some died from loss o' blood.

"It's mighty easy to forget about sump'n a long distance off when you're not personally concerned. 'Just so long as I get mine'—that's what people think nowadays."

Jack by this time had laid down his sandwich with an unhungry look, and Bill was solemnly scratching his thumb.

"Whether you birds know it or not," the foreman continued, "there's a war goin' on and our men are gettin' killed. It's my opinion that unless us folks on the home front start wakin' up, we're goin' to be in fer a surprise that ain't goin' to be pleasant, one o' these fine days.

"Like this blood plasma thing. The Red Cross says they haven't got near enough blood to take care of our wounded, let alone any sudden emergency at home. Strikes me the least any healthy person can do is donate some blood. It don't cost you nothin', an' it likely means a life saved."

"Yeah—yeah—when yuh put it that way it makes sense," Jack said slowly, picking up his sandwich. He looked at Bill.

"Let's you and me visit the blood bank tonight after work, Bill."

"OK with me," said Bill, as he emptied his coffee cup. "An' with Christmas almost here, a pint o' my blood to save a life isn't a bad sort of present."

—And a Little Child Shall Lead Them

AN EXTENDED TRIP by rail to Texas, Oklahoma, Louisiana, Florida, Cuba, and Georgia was enjoyed by retired Locomotive Engineer and Mrs. **John W. Ott**, who returned Oct. 27. They traveled on passes.

Mr. Ott reports that at Atlanta, the Transportation Superintendent told them their passes weren't good to New York, and that Mrs. Ott was somewhat steamed up about it. A considerable amount of conversation ensued, with the lady doing most of the talking.

Mr. Ott says he knew they would have to buy tickets, but couldn't get a word in edgewise. In quiet desperation, he finally turned to a little nine-year-old boy who was standing by taking it all in, and said:

"Well, what do you know about it, young man?"

"One thing about it, I know where I'm going," was the reply.

Hearty laughter from all stopped the argument, and the Otts bought their tickets to New York.

OCEAN PARK TERMINAL



By
C. L. Robbins

ALL RUNS have been changed. Some got a run that they did not want. Not long ago you couldn't get a day off, but now you get it whether you want it or not.

We have some new faces at OP now, and I see some hungry one too. They had to leave Freight and come back to being bus boys.

W. A. Sammons, who has always worked night runs, has left us to work at Hughes Aircraft Co.

F. F. Winder came back to work but could not drive a bus so he went to Freight.

E. R. Clark just returned from his vacation and informed me that they had a new baby at their house Oct. 21—Gerald Rodney, 7 lbs. 2 oz.

Did you ever try to turn a 2700 around in a dead-end alley? Ask J. N. Bellone. He is now known as the "Dead-End Kid."

Don't forget those hat checks, fellows. Some are learning the hard way.

Have L. D. Erickson show you his new ring. He is all smiles nowadays.

G. R. Andrade is back eating anything he wants to again now that he has his new choppers. But he says when he sneezes they part company. Might try some glue.

Glad to see W. C. Alexander back to work after a long illness.

S. C. Swanson returned recently from a pleasant trip back east. Understand, however, that he wishes he had stayed on the train and not stopped off at Las Vegas.

New Uses Found For Old Shelter Stations

WHAT'S GOING TO HAPPEN to the shelter stations on abandoned rail lines?

Well, the one at Palm Drive between Azusa and Glendora is going to become a chemical laboratory.

The Manresa Jesuit Retreat House at Azusa is going to move it a few hundred yards into their property, place it on a new foundation, and glass it in for lab work.

And, of course, we've all heard of people living in piano boxes; a shelter station would be larger.

Maybe we'll find one in somebody's back yard housing a small boy's club or a little girl's dolls.

LOS ANGELES TERMINAL FREIGHT STATION

By
Suzanne J. Smith



HOWARD RISELING displaced a job at Watson Station and Oswald ("Tommy") Thompson permanently bid in an Assistant Accountant's job at LATFS, vacated by Samuel F. Tellechea, since Sammy decided to make his home in Oregon. . . . Marjorie Freedlander is on a temporary assignment as Abstract and Balance Clerk; she previously worked at Culver City. . . . Frederick Marshall is back at the Mail Room helping out with the Christmas rush. . . . Freddy Leininger vacationed in his hometown of Adrian, Michigan. . . . Glenn Barkhurst (Sr.) is back to work after a rather serious operation. . . . We all miss Jeanne Thompson—she bid in a job at Hawthorne, after working about six years at LATFS. . . . Louis Lipschultz's wife, Frances, was confined at the California Lutheran Hospital, for a month, after suffering a heart attack on Oct. 10. She is reported recovering rapidly, though it will be some time before she can return to the bowling team. . . . Joe Alexander displaced to Monrovia. . . . Reba Mitchell returned from her leave of absence, bubbling over with news of the newly built addition to her home—sounds super. . . . Louis Davila said "Hasta La Vista" to the gang and headed for Mexico City and thereabouts, for a month's vacation. . . . Daniel Sanchez said this was one year when he was staying home and resting—no trips this vacation. . . . David Swyer has been walking with the help of a cane; he got a rather large piece of glass in his leg and surgery was required to remove it—a painful procedure. . . . Margaret Seymour is working again—and we are pleased to have her back with us. Margaret was on sick leave for almost ten months. . . . Johnny Stockberger manages to keep the "swing shift" Rate and Bill job humming. . . .

LONG BEACH FREIGHT STATION



By
Jack DeLaney

Joyce Hansen has forsaken Pasadena for a spanking new apartment in Inglewood. . . . Jake Anderson is shopping like everything—so he can play Santa Claus to his two little grandsons. . . . Bea Leavitt is on leave over the Christmas-New Year holiday season, 'cause she is entertaining relatives from her home town. . . . While Donivan Sullivan was on vacation, Jimmy Haugen worked Don's Claim Clerk job, and liked the outside work. . . . If you want to check on any current plays in town—just ask Bud Shreeve; seems like he's seen 'em all. . . . Did you ever hear of a cat that ate squash? No? Well, then, just ask Arnold Winquist what his cat's favorite supper is. . . . Beatrice Morrell, on GI educational leave, paid a "flying" visit to the Freight House. . . . Hubert Heddens is working at Claremont. . . . Mickey P. Anderson has been filling in on extra work at the Station. . . . Donald Davis says until Uncle Sammy gives him a call, he hopes to retain the Messenger Clerk job here. . . . Merle Donaghu is mighty proud of his four sons—the oldest, Ronald, recently married his high school sweetheart, "Marti" (Martha) Wentz, and we wish the young couple all the luck in the world. . . . Seymour Lipschultz won third place in a waltz contest on Cliffie Stone's TV program, Home Town Jamboree (El Monte). . . . If you want any helpful hints on building your own home, ask Arthur ("Herb") Innes; he surely will have the answers for you.

LEONARD KALLMAN, Warehouse Foreman, returned to work Nov. 1 after an absence since May 29. He and his wife visited relatives and friends in the old countries, principally Sweden. Hamburg, Amsterdam, Brussels, and Gay Paree were among the cities they saw. Ole says Paris is just about tops, especially for night spots. They also visited many of the famous military cemeteries back there. He says the country seems to be progressing very well, but that there are still many ruins left since World War II. Mighty nice, though, to be back in the good old United States, according to Ole.

Vic Watson, Telegraph Operator, and general roustabout on the Car Desk, says he spent a very quiet birthday Nov. 16. Claims nobody sent him a birthday card. Well, we will remember it next time, says the Gang.

We are pleased to announce the recent marriage of Claude L. Smith,



NEWLYWEDS—Engineer Claude L. Smith and his recent bride, Miss Henrietta McGinnis.

Engineer, to Henrietta McGinnis, of Sabinal, Texas. They were married in the First Baptist Church at Van Nuys Nov. 3. Mrs. McGinnis' daughter and son-in-law, Sue and Frank Pluska, were matron of honor and best man. Refreshments were served to more than 20 guests. The newlyweds are now living in their home at 541 West 5th St., Long Beach.

The Long Beach Freight Station was quite well represented at the Pacific Electric Agents meeting in the PE Bldg. Nov. 15. It was a very fine gathering and each one enjoyed the meeting very much. Among those from Long Beach were our Agent, T. L. Sheffer, Chief Clerk A. C. Morrill, Vic Watson, Vern Brechner, Bernice Swinney, Harry Maxwell, Chas. Jolly, Walter Somerby, Laura F. Stirn (Mr. Sheffer's secretary), and H. C. DeLaney.

PE Club to Remember 1100 Retired and Sick Folks This Christmas

CHRISTMAS CHEER, according to annual custom, will be forthcoming from PE Club to over 1100 retired and sick folks of the company.

Some 925 baskets of glazed fruit will come to as many homes. Most of them will be delivered by Club Manager Sam Newcomer, by one of the Station Agents, or by members of the Senior Employees Fellowship Club. A few basket will arrive by mail.

About 200 Christmas cards will also be sent, bearing a greeting from the PE Club.

The list seems to increase each Christmas season. Last year 847 baskets were sent, according to Sam.

Hundreds of letters and cards come in expressing the appreciation of grateful recipients of the annual remembrance from the PE Club.

ONLY MAN CAN SMILE

NOTHING ON EARTH can smile but man. Gems may flash reflected light, but what is a diamond flash compared to an eye-flash and a mirth-flash? Flowers cannot smile; this is a charm that even they cannot claim. It is the color that love wears and cheerfulness and joy—these three. It is the light in the windows of the face, by which the heart signifies that it is at home and waiting. A face that cannot smile is like a bud that cannot blossom and dries up on the stalk. Laughter is day, sobriety is night, and a smile is the twilight that hovers gently between both—more bewitching than either.

— HENRY WARD BEECHER

TO AVOID COLDS... AVOID PEOPLE WHO HAVE THEM... EAT WELL-BALANCED MEALS... GET PLENTY OF EXERCISE AND REST.

KEEP WARM AND DRY... WEAR WARM CLOTHING WHEN IT'S COLD OUTSIDE—RUBBERS OR OVERSHOES WHEN IT'S WET.

THE COMMON COLD STRIKES NEARLY EVERYONE AT LEAST ONCE A YEAR

TO GET OVER A COLD... STAY IN BED... DRINK LOTS OF WATER AND FRUIT JUICES... EAT LIGHT, NOURISHING MEALS.

CALL THE DOCTOR... IF FEVER, PAIN OR RACKING COUGH LASTS MORE THAN 24 HOURS.

SENIOR EMPLOYEES FELLOWSHIP CLUB



By
Francis J. Oriva

THE FELLOWSHIP CLUB wishes to thank the management, especially Messrs. T. L. Wagenbach and Harry Young, for the special train and bus provided to transport employes to the First Annual Picnic at Bixby Park last Oct. 20. The Club also wishes to thank James E. Beardsley, Operator on the Newport Line, for the wonderful talent he brought to entertain our boys. More thanks go to Frank Howe, who not only provided lots of good, hot coffee for everyone and acted as master of ceremonies, but who also accompanied himself on the guitar in several amusing numbers, the most popular being "The Preacher and the Bear." Mr. and Mrs. Harry Young had luncheon with Mr. Howe and were seen enjoying fried chicken and all the trimmings.

George Britt of the Northern District is getting along nicely and plans to attend our meetings as soon as possible. Let's hope Fred Geibel, retired Superintendent of Equipment, who suffered a slight stroke recently, will also be coming along to our meetings soon.

The last meeting was memorable because of the visit paid us by D. W. Pontius, retired President of the PE Ry., who made a short speech in which he commended the Fellowship for the work it is doing to help everyone and make things interesting for the old-timers.

An operation for a cataract is in store for retired Instructor Frank Farnham. We wish him the best of luck and hope he will soon be able to enjoy his retirement as much as Herman Cartwright of the Southern District does. Not finding his work around his home enough, Herman has recently bought a nice new saddle and plans to do a lot of horseback riding. Hopalong Cartwright, eh?

It is good to be able to report that the following retired men are up and getting along very well: Frank McGarvin, Fred Roberts, Howard Carter, Samuel Collins, William Daley, Charles Hallett, Walter Scott, Albert Lusher, Summit Jones, Hiram Ravey, Jack Shea, Thomas Croteau, George

Baur, Frank Steele, and George Nesbit.

"Many thanks for the nice card I received," says Fred Palm of the Northern District. "I am able to get up and around and will be at some of your meetings soon."

SYSTEM GARAGES

Al Bristow & Ralph P. Murphy

SINCE THE DEPARTURE of the Rail Operation from the Northern District, Sept. 29, 1951, many many changes have been made at the Macy Garage.

The Car House, which was an inspection barn for the streetcars, will still be an inspection barn for the busses, with cement floors, cement pits, and plenty of lights. Our office will be right on the outside in view of everything, in the next few weeks.

The old Repair Shop is gradually looking like a motor coach repair shop now, with Harry Zarp and company moving into the old Car House office.

The by-liners named above will combine forces to make you an interesting column, we hope. Since the discontinuance of the rail operation on the northern district, Mechanical Dept. Northern District news is discontinued and is replaced with System Garages news.

We welcome from the rails W. L. Swick, A. S. Harrison, Harry Bath, Arthur Romero, Palmer Butts, Ludwig Otterstedt, W. H. Jones, Willie Jones, Martin McGinnis, Guadalupe Romo, Margaret Torres, Henry Caputo, Eli Feldstein, Birges Patton, A. E. Danek, Clifford Martin, H. J. Eckart, and Prisiliana Lopez.

Charlie Bulla, Auto Repairer at Sixth and Maple, celebrated the tenth anniversary of his employment with PE in a unique manner Oct. 1. His daughter presented him with twin grandsons, and to further celebrate the auspicious day Charlie moved to his new home in Whittier.

Clarence Garrett, Auto Machinist at Main Garage, took a very enjoyable trip to Florida with a stop off at New Orleans.

Charlie Mitchell, Foreman at Long Beach Garage, laid in a year's supply of venison on a hunting trip to the southeastern part of Arizona.

Doc Beckett, Swing Shift Foreman at Macy Garage, spent his vacation on a trip back East to visit his son, Joe, picked up a new Chevrolet on the way back, and got snowed in for three days enroute home, better to appreciate the weather in Southern California.

PACIFIC ELECTRIC MASONIC CLUB

By
M. J. Davidson



OUR ANNUAL DINNER is over for another year. Everyone enjoyed the comradeship engendered by a splendid dinner and was happy to have eight of our pensioned members present as well as several guests.

Our members are going to be quite well represented in several lodges during 1952. Among the many officers to be installed, three of the Worshipful Masters will represent our club; namely: John Marshall Lodge, Beverly Hills, Charles Kidd; Ramona Lodge, Monterey Park, Joseph C. Lortie, and Temple City Lodge, "O" "C" Jordon. We wish them all the success that can be had. Many others are in the line. Best wishes to them, too.

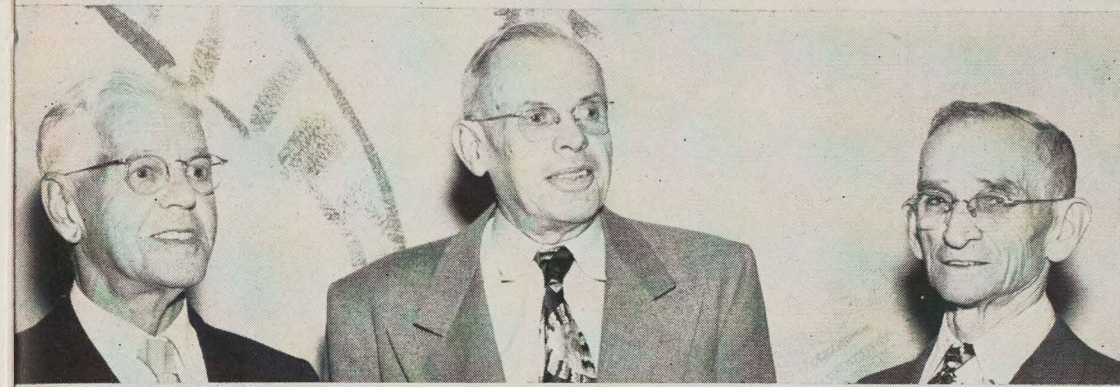
Since last writing, one of our members has answered the call of the Supreme Grand Master, Brother Origene E. Senay, retired Trainman. Our sympathy is extended to his family.

There is a great deal of work coming up. Keep it in mind, and if a friend is to receive his third degree, ask your Master to write the club in time for a notice to be sent out. If any of you would like to assist in the work, notify brother Neal Breese or one of the officers.

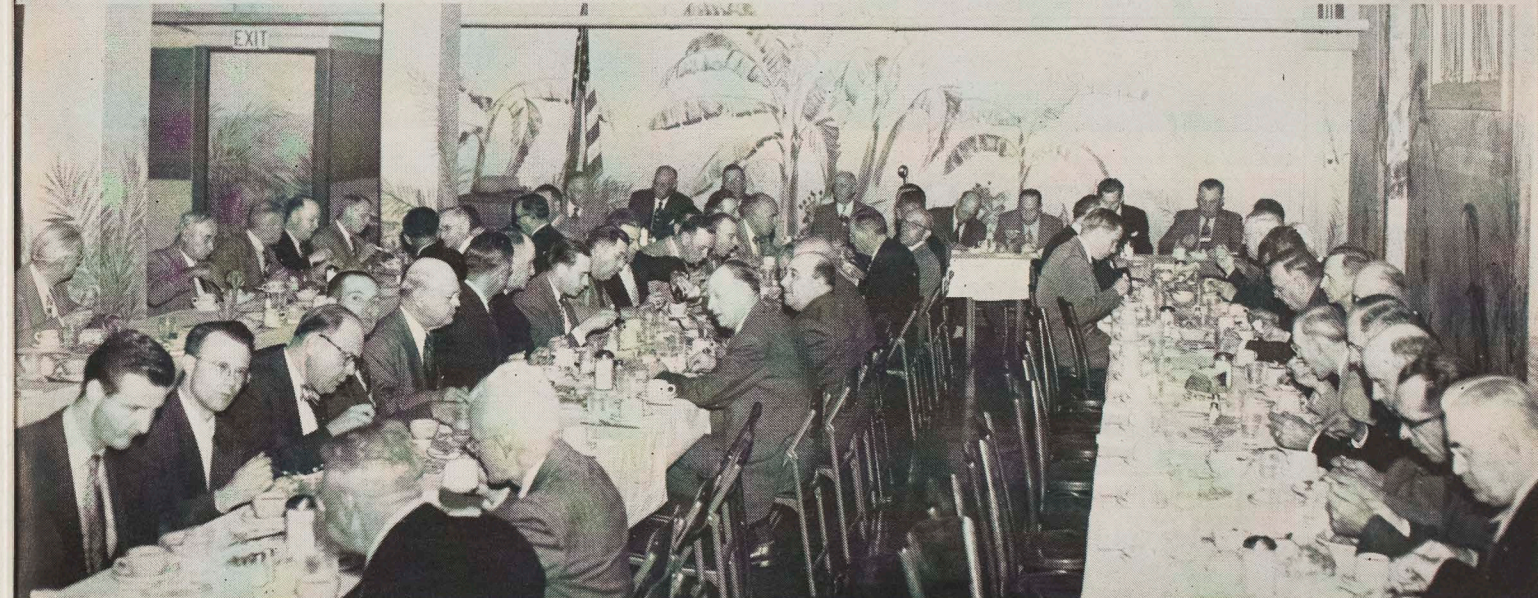
Since last writing, several of our members have visited John Marshall



HUMOR AND MYSTERY were combined in the entertainment offered by the sleight-of-hand artist, Murray Parker, at the Masonic Banquet.



MASONIC CLUB BANQUET



TOP — Past Presidents attending the Masonic Club Banquet held Nov. 7 at Rodger Young Auditorium included, left to right, F. B. Patterson, C. F. Quirnbach, L. H. Appel, R. M. Cobb, W. G. Knoche, T. H. Ewers (emcee), F. F. Willey, F. J. Leary, O. B. Briggs, Harry Pierce.

CENTER—Oldest Masons present were, from left, F. J. Leary, R. M. Cobb, and George E. Sheets. Mr. Sheets, one of the non-PE guests, is the father of Don H. Sheets, General Chairman of the BRT. BELOW—A view of some who attended the Masonic Club Banquet.

and Triangle Lodges. More degrees are coming up in both these lodges.

May I take this opportunity to extend to each of my friends a Merry Christmas and a Happy New Year.

PACIFIC ELECTRIC WOMEN'S CLUB

By **Ruby Gallacher**

HOLIDAY GREETINGS to all! BAZAAR DAY has come and gone. As usual the Luncheon Chairman reports she could have sold twice as much food. Seems there is a very

hungry crowd at Sixth & Main. Mrs. Wheeler, President, reports that our hospital work will profit to the tune of more than \$250.00 clear.

The merchandise order was won by Harry Shea, of Pay Roll Accounts. The door prize went to Madalyn McAnary, of the same bureau. The pillow cases, made and donated by our Card Party Chairman, Mrs. Columbus, went to Sebie D. Landers, Secretary to Chief Special Agent R. J. McCullough; and the box of candy was won by . . . guess who . . . yours truly. DID my sweet tooth enjoy it! Thanks to all who donated time and effort

to make the bazaar a success. Mrs. Harry Thomas wishes to thank the unknown bus driver who so promptly turned in her lost pass. She hopes he reads ALL the columns in the magazine. We are glad to welcome home Mrs. Ashcroft, who had a summer vacation in England. At our October meeting she gave an interesting account of her trip by air from New York to Liverpool; and her return by boat. Her daughter, Evelyn, made the trip back with her and has since rejoined her missionary work in the Philippines, the door to China being closed by the Communists.



GLEE CLUB CAROLS, TEEVEES, AT BALDWIN PARK

GLEE CLUB HELPS SANTA—When the Baldwin Park Chamber of Commerce invited Santa to visit the town via helicopter, and held a Christmas parade in his honor Friday, Nov. 30, the PE Glee Club and Television Station KITY added their bit to the festivity. Many em-

ployes reported seeing the Glee Club over TV and hearing the program of carols. The group also sang in the Subway Terminal and the Sixth & Main Station during Christmas week during the 5:00-5:30 p.m. rush hour, and caroled at the Biltmore for the RBWA Friday, Dec. 10.

Stamp Collectors— Want a Stamp Club?

"THERE'S MONEY IN STAMPS," says Operator J. E. Rosenberg, Subway Terminal philatelist, in an appeal for all PE stamp collectors to get in touch with him and form a stamp club.

According to Rosenberg, if you had invested \$1 a week in U. S. commemoratives, buying them at face value, from 1901 to 1941, you would have spent \$2,080 and would have had stamps worth \$70,000—quick cash value—in 1949. That's ten times more than a 4% savings account would have brought you, he says.

Write him at the Subway, or call him at SY 6-2176, stating your most convenient meeting day. Or call the PE Club on 2171. Manager Sam Newcomer says he will be glad to provide a regular meeting place at a time convenient for the majority.



THIS STAMPS HIM—Operator J. E. Rosenberg, Subway Terminal, with some of his numerous and valuable stamps. If you like to collect them, contact him about forming a stamp club.

Paging The Girls



PE GALS seen in attendance at the Nov. 15 meeting of the Pacific Electric Agents' Association were Gertrude Cornice, Irene Nordquist and Jeanne Day, Secretary-Clerks from the Transportation Dept.; Ruth Fisher, Cashier at the Hollywood Station; and Laura Stirn, Steno-Clerk who came in from the Long Beach Freight Station. Everyone is glad to see Ruth Wilson back on the job after her long siege in Santa Fe Hospital. Ruth, Cashier at the Wingfoot Station, was in an automobile accident Oct. 11 and suffered cuts on her face as well as internal injuries which kept her hospitalized until Nov. 19. . . . The annual PE Women's Club Bazaar was held on Nov. 8 and from all reports it was a great success. By 12:30 all the delicious home-cooked food in the cafeteria was sold out. . . . While on the subject of clubwomen, we might mention here that the Railway Business Women's Association held a turkey raffle on the night of Nov. 19 with the following lucky winners among the PE personnel: E. H. Uecker, Clara Smith, and Margie Weiss of the Accounting Dept.; and Eleanor Lifur of the Research Bureau. . . . Inga Johnson of Disbursements left Nov. 15 for a motor trip to Minnesota. . . . Helen Daiber, Secretary in the Purchasing Department, returned recently from a trip to Ohio, where she visited her family and friends. . . . Ida Vaughan resigned in October from her position in the Claim Department to move to Seattle. Her husband, Byron, was promoted to General Agent for the Frisco Railroad with headquarters in Seattle. Good luck on your new ventures, Ida. . . . Jean Pratt in the Accounting Dept. tells us that Marilyn Bailey was married Nov. 11 to Glenn Jarvis, son of E. E. Jarvis, Western District Supervisor, who gave the newlyweds a honeymoon in Palm Springs. . . . While on Nov. 17, Nellie Powell, Accounting, was married to Thomas Berry, who is in service and stationed at Fort Benning, Georgia. So it's adios to Nellie for awhile. . . . We were sorry to hear that Nina Pin-

combe's husband, Arthur, was seriously injured in an auto accident and is on the critical list at California Hospital, and also that Faye Phillips' mother passed away. . . . Joyce Wood recently announced her engagement to Richard Roady. . . . Suzanne ("Margot") Smith has the welcome mat out for all her friends who would like to visit her and her hubby, Charles, at their newly-completed home at 528 Avon Avenue, Pasadena 2. . . Kay Fish of the Law Dept. was married Nov. 4 to Russell Colt, PE Operator, at Las Vegas, Nevada. Best wishes.



MENTION cheesecake and all the boys start looking for leg art. Nancy Monkman, Secretary in the Executive Department, however, is sure that cheesecake is something as good to eat as it is to look at.

So here's her recipe for something delightful to satisfy the inner man:

CHEESECAKE

Crust: 16 graham crackers, crushed (use 10 if you like a thinner crust); 3 tbl. oleomargarine; 2 tbl. sugar. Mix thoroughly and press around sides and bottom of 9" cake pan.

Filling: Three 3 oz. packages Philadelphia Cream Cheese; 1 carton sour cream (1 cup); 2 eggs, beaten lightly (if a lighter cheese cake is desired, beat egg yolks and whites separately); ½ cup sugar; ½ tsp. vanilla.

Blend cheese until creamy; add sour cream and blend well. Beat eggs, add sugar and vanilla; add to sour cream mixture. Pour in crust and bake at 375° for 20 minutes. Remove from oven and cool. Place in refrigerator and chill thoroughly.

Topping: 1 carton sour cream (1 cup); 2 tbl. sugar; ¼ tsp. vanilla.

Spread over cheesecake and bake 15 minutes at 475°. Chill before serving.

A request: If you gals in the far-flung out-posts of the PE have any news items, send 'em along, we'd appreciate it. . . . Also your favorite recipes and home-making hints.

Making Ceramics Is Hobby of Jessie Eaton

CERAMIC ART is the interesting, though somewhat expensive hobby of Jessie Eaton, Clerk in the Pass Bureau. And when Christmas time comes, she has presents to give that, because of their beauty and utility, are most welcome to those who love fine things.

Jessie pours "slip" (thin clay mud) into moulds she buys for the purpose, lets the material stay in the mould until the desired thickness is obtained, and then carefully removes the mould.

After cleaning and smoothing the piece with a damp sponge, a knife or other small tools, she "fires" the casting in a kiln, glazes it, and then fires it again. Sounds simple, but it takes a lot of time and running around, since she doesn't own a kiln.

Glazing means painting the color on the piece, using a ceramic glaze which she buys at a ceramic shop. The painting is done with either a spray gun or brush. Just what the final color will be can't be known until the piece has been fired. It's the firing of the glaze that produces the gloss. Sometimes Jessie reglazes several times—with a firing after each glaze—before she gets the tint she wants.



ARTISTIC WORK—Clock, cookie jar (the chick), madonna, vases (hands) and other pieces are some of the ceramics Jessie Eaton has made. The clock took three months to finish. Wish we could show the beauty of the coloring.

PACIFIC ELECTRIC BOWLING NEWS

By **Charlie Hill**



get under way and prove a mean adversary to any other team.

The first lady bowler to hit the 200 mark is **Grace Wolfe**, who has made quite a comeback after her absence from the bowling ranks. **Jean Reed** still holds high series of 516 among the ladies.

Beach Rogers' high 595 was almost topped by **Bob Hubbell**, who rolled a 593 on Nov. 7, featured by his 253 game for the season's high. (Incidentally, this was the night of the famous Turkey Shoot, and Bob could have had the largest turkey on the market if only . . . but why rub it in?)

The Atomics fired a 2776 on Nov. 2, and the BRC Streamliners rolled on for 1008 in a single game on Nov. 9, both standing as the season high at this time. **Marc Heinbaugh** came through with a 591 on Nov. 2, and the same night "Rusty" Fligge shot a single 230 to appear on the Honor Roll.

Now, what has been going on in the Eight O'clock Branch? The Woodpeckers are on the top roost, with 24 wins, followed by the Glendale team (21 wins). BRC Aces hold third place (20 wins), and the Van Nuys and Motor Transit are tied for the next two positions with 19 wins each. Subway Terminal, PE Agents, and Dark Horses are next in line, with 17, 13, and 11 wins, respectively.

The Woodpeckers have been goaded by the sharpshooting of **Eddie Finch**,

THE OFFICERS of the Pacific Electric Bowling League extend their best wishes to the bowlers and employees of our company for a Christmas Season of merriment, with the further hope that the New Year may be brimful of happiness for them.

who has the Branch's high season game of 255, and also to his credit has a nice 612 series, only three pins under the season's high league series of 615 rolled by your scribe on Nov. 2, which series included a 253 game. This was a big night for the leaders as they pitched a 1003 game and 2729, both season high in the branch.

The Glendale team, under the captaincy of **Bill Osepczuk**, has been gradually coming towards the front, having won the weekly high series during the last three matches. **Bill Cowell** has the highest average (187) in the entire league, and has garnered two weekly high series places on the Honor Roll.

Leroy Swanson looked like the Roy of old when he got that 211 on Nov. 23. He says that it was the result of a big turkey dinner the night before, or perhaps what went with it on the side. **Don Rey** of the Glendale squad looked good with his 236 on Nov. 30, which aided materially in winning that particular game from **Art Olson's** Dark Horses.

The big Turkey Shoot on Nov. 9 proved a thriller, particularly for the girls, three of whom participated in all of the cash prizes totaling \$107.00. The winners were as follows:

Singles: First prize, **Lucy Comstock**; second, **Eileen Dillon**; and third, **Marge Zimmer**.

Doubles: First prize, **Charlie Hill-Lucy Comstock**; second, **Jimmie Lafranchi-Marge Zimmer**; and third, **Bill Osepczuk-Eileen Dillon**.

The preacher was gratified at the conclusion of the meeting to see a man waiting to talk with him. The preacher asked if he could be of help.

"Yes," said the man. "You see, I'm a bus driver and I wish you would tell me how you get the people to move to the rear."—Contributed by **C. P. Hill** from "Tower Tidings," First Methodist Church of Hollywood.

PACIFIC ELECTRIC ROD AND GUN CLUB

By **Arlie Skelton**

GREETINGS, Rod and Gun Clubbers!

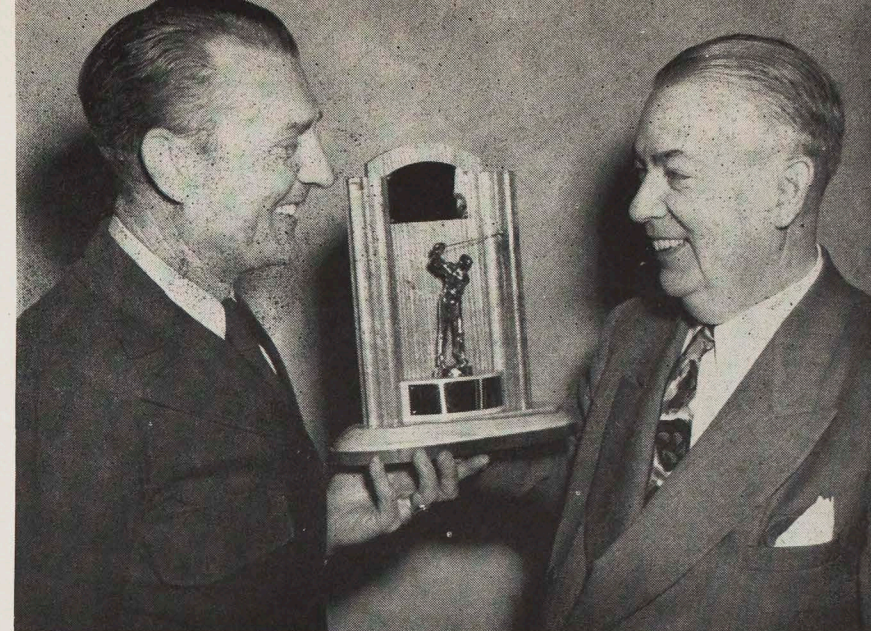
This brings us to the end of another tournament season and I believe all our members were able to return from all their fishing and hunting trips safely under their own power.

Our annual banquet in honor of our retiring President, **Carl Hill**, and the awarding of prizes for the 1951 tournament season, will be held this winter on Saturday, January 12, 1952. Place and entertainment are now in the hands of the committee, but you may be sure of good eats and a good show. So be sure to hold that date open for our annual banquet. And of course that will give you a good opportunity to meet your brand new set of officers which will be elected at the December meeting for the 1952 tournament season.

Prolonged droughts have made our fresh water fishing in Southern California almost a thing of the past, or, we hope, a thing of the future. The most essential thing now is water.

Our good friend and Past President, **Charles F. Estes**, has been doing all right on the deep sea boats out of Ocean Park. So has **Roger LeMelle** from Huntington Beach boats. **William Stosberg** got his limit of ducks from Salton Sea in one and one-half hours of shooting, and took motion pictures of the outing, which will be shown at our meeting in the near future. Don't miss it.

May we be among the first to wish you all a Merry Christmas and a Happy New Year with lots of trips afield for your favorite sports.



FOR CHAMPIONSHIP GOLF in winning the Employees' Golf Tournament, Motor Transit Operator **Ralph Sweatt**, left, receives "for keeps" a trophy from its donor, Vice President **George F. Squires**. Sweatt will also have his name inscribed on the Pacific Electric Club trophy.

MT OPERATOR Ralph Sweatt Wins PE Semiannual Golf Tournament

A BIRDIE PUTT on the fifteenth and again on the seventeenth hole gave **Ralph Sweatt**, Motor Transit Operator, the championship trophy in the recent PE Employees' Golf Tournament, finals of which were played at Santa Anita Golf Course Nov. 24.

Sweatt's putt on the seventeenth hole was a 35-footer.

He nosed out **Ralph Porter**, Valuation Estimator, by three strokes. **Ray Albrecht**, Special Accountant, Pay Roll Accounts, came in one stroke behind Porter.

Courageously entering her name

among a list of names otherwise all of the masculine gender was **Jeanette Cooney**, Clerk at Butte St. One and all of the 15 men declared they thoroughly enjoyed her company.

"The success of this tournament assures another in the spring," says **Ray Albrecht**, who managed the affair with the help of **Joe Shafer**, Assistant to Chief Special Agent.

Tom Roscoe, **Ed Hodges**, and **Ralph Porter** deserve thanks for getting up at 4 a.m. on three Saturdays to arrange starting times, according to **Albrecht**.

GOLFERS—Pictured at Santa Anita Golf Course on the cold morning of Saturday, Nov. 24, before the finals of the Employees' Fall Golf Tournament were, left to right: **Joe Shafer**, Asst. to Chief Special Agent; **Jno. J. Suman**, Auditor; **Jack Gerhardt**, Operator, West; **W. G. ("Whitey") McBain** and **Ralph Sweatt**, MT Operators; **Ed Hasenyager**, retired Electrical Clerk; **Ralph Porter**, Valuation Estimator; **Noble**

Cates, Asst. Head Clerk, Miscellaneous Accounts; **Bill Scholl**, Asst. Manager of Personnel; **Jeannette Cooney**, Clerk, Butte St., and sole feminine entry; **Ed Hodges**, Claim Agent; **R. J. McCullough**, Chief Special Agent; **Ray Albrecht**, Special Accountant, Pay Roll Accounts; and **Frank Converse**, Asst. to Manager, Land and Tax. Unable to play were Station Supervisor **Art Nasher** and Signal Designer **Tom Roscoe**.



PACIFIC ELECTRIC BOWLERS' WEEKLY HONOR ROLL

SIX O'CLOCK BRANCH

| Date | Team High Game | Team High Series | *Individual High Game | *Individual High Series |
|---------|------------------------|------------------------|-----------------------|-------------------------|
| Oct. 5 | Rod and Gun Club 920 | Rod and Gun Club 2557 | J. B. Rogers 210 | xJ. B. Rogers 595 |
| Oct. 12 | Law-ettes 946 | Law-ettes 2659 | †W. G. Lutes 202 | W. G. Lutes 535 |
| | | | †J. B. Rogers 202 | |
| Oct. 19 | BRC Streamliners 942 | BRC Streamliners 2702 | T. H. Wolfe 204 | S. Fligge 557 |
| Oct. 26 | BRC Streamliners 960 | BRC Streamliners 2703 | T. H. Wolfe 224 | C. F. Hill 557 |
| Nov. 2 | BRC Streamliners 953 | xAtomics 2776 | S. Fligge 230 | M. Heinbaugh 591 |
| Nov. 9 | xBRC Streamliners 1008 | †BRC Railettes 2655 | xR. V. Hubbell 253 | R. V. Hubbell 593 |
| | | †BRC Streamliners 2655 | | |
| Nov. 16 | BRC Railettes 904 | BRC Streamliners 2581 | H. Rozzen 229 | J. J. Shafer 563 |
| Nov. 23 | BRC Railers 906 | BRC Streamliners 2603 | R. V. Hubbell 224 | C. Oliver 564 |
| Nov. 30 | Atomics 931 | Atomics 2658 | H. Rozzen 212 | J. B. Rogers 554 |

EIGHT O'CLOCK BRANCH

| | | | | |
|---------|---------------------|--------------------|--------------------|--------------------|
| Oct. 5 | Subway Terminal 914 | Woodpeckers 2590 | P. Silver 211 | P. Silver 567 |
| Oct. 12 | Van Nuys 944 | Van Nuys 2672 | K. Wyatt 211 | R. L. Cockrell 563 |
| Oct. 19 | Woodpeckers 960 | Woodpeckers 2659 | xE. Fitch 255 | E. Fitch 612 |
| Oct. 26 | Motor Transit 928 | Motor Transit 2641 | J. Roubison 213 | W. F. Cowell 559 |
| Nov. 2 | xWoodpeckers 1003 | xWoodpeckers 2729 | C. P. Hill 253 | xC. P. Hill 615 |
| Nov. 9 | BRC Aces 974 | BRC Aces 2638 | †E. W. Swanson 203 | W. F. Cowell 566 |
| | | | †W. Osepczuk 203 | |
| Nov. 16 | Glendale 913 | Glendale 2626 | J. Rowe 200 | †E. Fitch 519 |
| | | | | †I. Sutton 519 |
| Nov. 23 | Glendale 904 | Glendale 2597 | L. E. Swanson 211 | C. P. Hill 554 |
| Nov. 30 | Glendale 969 | BRC Aces 2620 | D. Rey 236 | E. Fitch 574 |

* — Does not include individual handicap.

† — Tied.

x — Season's high score to date.



MANY PE MEN TAKE UCLA LABOR-MANAGEMENT COURSE

INFORMAL POSE with pipe is taken by Dr. Joseph Lazar, Instructor of UCLA Extension course in Transport Labor-Management Relations, as he lectures to his class, idea for which was proposed by PE's Assistant Manager of Personnel, Wm. C. Scholl. Present were the following, left to right: Front row: L. R. McIntire, Manager of Personnel, PE; C. C. Tange, Local Chm., BRC, Harbor Belt; Ray Morse, Asst. Research Engineer, PE. Second row: E. W. Hanlon, Sec'y-Treas. Local 1315, BRC, PE; R. V. Rachford, Gen. Chm., BRC, PE; R. C. Nichols, PFE. Third row: C. W. Zies, SP; C. A. Murphy, Santa Fe; H. G. Dargahi, UCLA student; D. H. Sheets, Gen. Chm., BRT, PE. Fourth row: S. E. Gee, Local Chm., MT Dist., BRT, PE; Wm. C. Scholl; A. L.

Bristow, Automotive Instructor, PE; E. H. St. John and G. F. Murray, Western Air Lines. Fifth row: J. D. Puffer, Supt. Motor Coach Service, PE; T. V. Hoyle, Asst. Chief Supv., Psgr. Service, PE; M. D. Swerdfeger (guest) and Howard Beardsley, Schedule Supervisors, PE; W. J. Honold, Asst. Research Engineer, PE. Sixth row: L. A. Noble, Jr., Examiner, Personnel Dept., PE; W. O. Baker, Local Chm., So. & West Frt., BRT, PE; and Jim Lewis, Asst. to Gen. Chm., BRC. First semester concludes Jan. 28, 1952, and will be followed by course in collective bargaining. Upon successfully completing first semester, these men will be given credit to apply to certificate in industrial relations and/or university credits toward A.B. or B.S. degree.

WITHHOLDING TAX TABLE

EFFECTIVE NOV. 1, 1951 — SEMIMONTHLY PAY ROLL

Table with columns for 'If wages are' (From, To), 'Withholding exemptions claimed' (0-10 or more), and 'Amount to be withheld'. It includes a 20% of wages section and a 20% per cent of the excess over \$500 plus section.

Motorman Fred H. Belk, Gem Cutter

By Sam M. Akers

MOTORMAN FRED H. BELK'S curiosity and interest were aroused one Sunday afternoon back in 1948 when he saw quite a number of people searching for moonstones out at Redondo Beach. Now, he's a dyed-in-the-wool lapidary hobbyist with his own work shop.

And that's not all; he's become a rather expert silversmith along with his knowledge of gemmology. With this combination of skills, he makes rings, lockets, brooches and earrings, performing every operation in the making of this professional-looking, attractive custom jewelry by hand.

But getting back to his original interest in the pretty gem stones, he first decided that he must get a lapidary grinding wheel. Since such contrivances are costly, he decided to rely on his mechanical bent and build his own. This project turned out very well.

By studying the journals published for the lapidary hobbyist, The Desert Magazine and The Lapidary Journal, and constantly referring to the library books on the subject, he has gained considerable know-how as to the grinding of both gem and cutting stones. Of his early self-education in his shop, though, he recalls, "It was merely a matter of trial and error." Nevertheless, judging by the results achieved, it seems that he has set about quite scientifically to train himself.

Fred early decided to concentrate on cabachon stone cutting, which is the turning out of convex or rounded gems. The other type of gem cutting is the faceted variety, such as is employed in the processing of the multi-plane surfaced diamonds.

The Western stones which he processes are mainly agates, moonstones, carnelians, turquoises, tourmalines and chrysocholas. Occasionally, he turns out a beautiful setting from petrified wood of different varieties, including palm root.

An inveterate gem stone hunter, he's out in the surrounding rocky areas as much of the time as possible. For instance, he spent his last vacation in the sandy regions along the Mexican border and up in the Wiley Well area near Blythe. Near the latter place, his car broke down in a desolate, lonely spot some 14 miles from the highway. A long trek by foot seemed inevitable until two other "rock hounds," one of whom hap-



GEM-CUTTING—Fred Belk, West Operator, in his home workshop inspects gemstone he intends to polish and mount as a piece of jewelry. His right hand rests on a rack in which he keeps stones he is working on. In background is gem-cutting power saw.

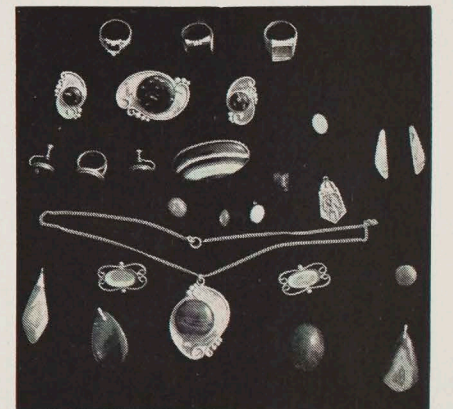
pened to be a mechanic, drove up. Every month, he tries to get out in the Mojave Desert for a day's rock-hunting session. The outings, he claims, not only further the pursuit of his hobby, but give him a refreshing reprieve from the hustle and bustle of city life.

The hobby has also enabled him to learn a lot of global geography, finding out where the best geological specimens come from. He has learned that the best malachite and tiger's eye comes from Africa; the most beautiful red garnets from India; and the finest agate and quartz from Brazil.

Incidentally, when speaking of geography, Fred was schooled in it during his hitch in the Navy. He saw a lot of foreign country and ocean while serving aboard a minesweeper which helped to prepare the way for the allied seaborne invasions of North Africa, Sicily, Italy, Anzio, and Southern France.

Asked about what types of stones he likes to work, he said, "My favorite cutting stone is Montana agate because of its hardness and beauty; it also has moss and takes a nice polish. My favorite gem stone is the Australian opal, which is a stone of mystery; it has changing colors which have never been explained."

He now wears one of his favorite creations, a ring with a tiger's eye which appears to open and close if the angle of view is changed slightly.



FINISHED GEMS Belk has polished and mounted. Picture is one-fourth actual size.

He almost lost it, however, when he jokingly told a woman, who was examining it, that it was a petrified eyeball. Shrieking, she gave it a toss.

Also, he has a very unusual ring made of Brazilian quartz. The semi-precious gem is colored to a translucent gray, the coloring being done by secret process in Great Britain. If polished to a certain degree, it will reflect a four-pointed star when shown in a single light. Skillfully, Belk achieved this perfection in his ring setting.

His very interesting hobby—a gem of an undertaking—has added a lot of sparkle to his living. And he continues to polish up on his spare time undertaking.

**AMERICAN LEGION
PE POST 321**



By
**Byron P.
Heath**

DUES NOW PAYABLE for 1952 have been received from 55 members, according to Membership Chairman Lee Marshall. He urges others to send theirs in as soon as convenient, or still better, come out to the next meeting. A cordial invitation is extended to all veterans to join PE Post and help carry on the work the Legion is doing for the veteran's welfare.

Our newest member is Benjamin F. Hammack, retired Southern District Motorman who served in the Navy in 1917 and 1918.

Fred W. Nichols, Hospital Chairman, reports that Commander William D. Parker was confined to the Santa Fe Hospital for a few days but is back at work again. Norman A. Tyler is at home after a long stay at Wadsworth Hospital, Sawtelle. C. F. Malley, Special Officer, is recuperating after an accident. Virgil Clemons has been released from the hospital and is home. We are glad to hear that everyone is getting along well and hope to see them all out soon.

COVER PICTURE

CAN THIS BE . . . why, yes, it is! San Marino Station! All decked out for Christmas! . . . And there's Red Dowding, who's been a Sierra Madre Operator since Socrates was a pup, standing there looking at one of the beautiful trees. With him are Peter (left) and John Mellon. You can see Red's bus, waiting for passengers, at left rear.

This beautiful job of decoration is sponsored by the San Marino Businessmen's Association.

Give all credit for the fine night photo to Harley B. Talbott, to whose splendid cooperation for a number of years the Magazine owes 95 per cent or more of its pictorial content in every issue. Mr. Talbott has been in the service of the Duplicating Bureau for the past 15 years.

The Post extends deepest sympathy to the family of Louis W. Methe, Motor Coach Operator and army veteran of World War I, who passed away at Sawtelle on Oct. 23 after a long illness.

Three members of PE Post are back in the service again: Joseph D. Slick, with the 40th Division in Japan, Art Chafin, with the army somewhere in Korea, and Harold A. Wilkes, in

the Air Corps somewhere in Southern California.

Don't forget to send the County Council your contribution for the 9th Annual Rehabilitation Seal Drive.

**Cecelia Hallisey,
Law Clerk, Marries**

THE WEDDING of Cecelia Hallisey, Law Clerk, and Leo Patrick Scallon took place at the Glendale Holy Family Church on Saturday, Nov. 10, and was followed by a reception at the Glendale YWCA.

The bride is the daughter of the late Jeremiah Hallisey, retired Switchman at the Subway Terminal. Cecelia came back to work temporarily, but was scheduled to leave Dec. 15 for Marshalltown, Iowa, where her husband is to undergo specialized training with the Fischer-Governor Automatic Valve Co. She began her PE work last April.

*Pacific Electric Club
Bulletin*

AGENTS ASSOCIATION:

Monthly Meeting, third Thursday of month—7:30 p.m.

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:

Weekly Matches 6:00 p.m. & 8:00 p.m. Arcade Recreation Center—542 So. Broadway. Spectators invited.

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.

Christmas Concerts Scheduled:

Mon., Dec. 17, 5:00-5:30 p.m., Subway Terminal Waitingroom.

Tue., Dec. 18, 5:00-5:30 p.m., Sixth & Main Station Waitingroom.

Wed., Dec. 19, 5:00-5:30 p.m., Subway Terminal Waitingroom.

Fri., Dec. 21, 5:00-5:30 p.m., Sixth & Main Station Waitingroom.

7:30-8:30 p.m., Santa Fe Hospital.

Choral Competition:

Sun., Feb. 10, statewide contest sponsored by Venice Community Sing at Venice High School.

PE GOLF TOURNAMENT

Those interested in entering forthcoming spring tournament are urged to submit score cards on private courses to the PE Club for the purpose of establishing handicaps.

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.

Annual Banquet—Wednesday, October 24—7:30 p.m. Rodger Young Auditorium, 936 West Washington Blvd.

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 1:00 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:

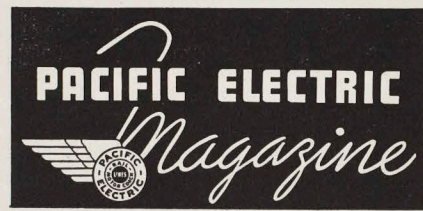
Semi-monthly meeting held at 8:00 p.m. in the Assembly Room of the PE Club the first and third Tuesdays of the month.

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.

Afternoon Business Meeting & Program—1:00 p.m. on Second Thursday of Month.

Fourth Thursday open for social gatherings; place to be announced at second Thursday meeting.



Vol. 32, No. 3 December, 1951

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

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- Sam M. Akers.....Special Assignments
- A. L. Bristow and Ralph P. Murphy....System Garages
- John S. Burton....You Be Earnest and I'll Be Frank (West Hollywood Terminal)
- Louise Byrd.....Hospital Association
- 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
- Ruby Gallacher.....Women's Club
- 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
- Marge Zimmer.....Accounting Department

PHOTOGRAPHY

Harley B. Talbott
Al Rommel

Copy deadline for the February issue will be January 21.

VITAL STATISTICS ABOUT YOUR COMPANY



REVENUE

| | | |
|---|--|--|
| PASSENGER OPERATIONS | | |
| FREIGHT OPERATIONS | | |
| OTHER OPERATING INCOME (Mail, express, P.E. Bldg., car-card advertising, etc.) | | |
| NON-OPERATING (Rentals, royalties, etc.) | | |
| TOTAL INCOME | | |



| Ten Months Ended October 31, 1950 | Ten Months Ended October 31, 1951 |
|--------------------------------------|--------------------------------------|
| \$13,484,858 | \$13,050,914 |
| 9,320,567 | 10,875,288 |
| 1,952,684 | 1,860,268 |
| 417,940 | 503,554 |
| \$25,176,049 | \$26,290,024 |



EXPENSES

| | | |
|--|--|--|
| PAYROLL | | |
| EMPLOYE BENEFITS (Pensions, retirement tax, employment insurance, etc.) | | |
| MATERIALS (Rails, ties, fastenings, bus parts, fuel, office supplies, etc.) | | |
| TAXES (Federal, State, Municipal) | | |
| ACCIDENT CLAIMS | | |
| OTHER COSTS (Interest on bonded debt, rentals, electric power, depreciation, public relations, advertising, etc.) | | |
| TOTAL OUTLAY | | |



| Ten Months Ended October 31, 1950 | Ten Months Ended October 31, 1951 |
|--------------------------------------|--------------------------------------|
| \$15,044,793 | \$15,733,749 |
| 919,794 | 894,451 |
| 2,295,582 | 2,492,627 |
| 975,763 | 1,006,729 |
| 801,943 | 1,328,186 |
| 5,071,919 | 4,715,955 |
| \$25,109,794 | \$26,171,697 |



NET INCOME

| Ten Months Ended October 31, 1950 | Ten Months Ended October 31, 1951 |
|--------------------------------------|--------------------------------------|
| \$ 66,255 | \$ 118,327 |

GENERAL INFORMATION

| | | |
|---|--|--|
| NEW AND IMPROVED FACILITIES, EQUIPMENT | | |
| TOTAL NUMBER OF EMPLOYEES | | |
| REVENUE PASSENGERS CARRIED | | |

| Ten Months Ended October 31, 1950 | Ten Months Ended October 31, 1951 |
|--------------------------------------|--------------------------------------|
| \$ 3,391,896 | \$ 2,334,841 |
| 4,855 | 4,562 |
| 78,435,540 | 71,581,318 |

Return address:
P.E. Railway Co., 817 P.E. Bldg.
208 E. 6th St., Los Angeles, Calif.
RETURN POSTAGE GUARANTEED



" . . . an' please let Daddy come home safe every night so Mommy won't cry, an' Happy New Year. Amen."