

FEBRUARY 1951
PACIFIC ELECTRIC
Magazine



Six Survival Secrets for Atomic Attacks

PUT FIRST THINGS FIRST AND NEVER LOSE YOUR HEAD

1. Try to Get Shielded

If you have time, get down in a basement or subway. Should you unexpectedly be caught out-of-doors, seek shelter alongside a building, or jump in any handy ditch or gutter.

2. Drop Flat On Ground or Floor

To keep from being tossed about and to lessen the chances of being struck by falling and flying objects, flatten out at the base of a wall, or at the bottom of a bank.

3. Bury Your Face In Your Arms

When you drop flat, hide your eyes in the crook of your elbow. That will protect your face from flash burns, prevent temporary blindness and keep flying objects out of your eyes.

4. Don't Rush Outside Right After a Bombing

After an air burst, wait a few minutes; then go help to fight fires. After other kinds of bursts wait at least 1 hour to give lingering radiation some chance to die down.

5. Don't Take Chances with Food or Water in Open Containers

To prevent radioactive poisoning or disease, select your food and water with care. When there is reason to believe they may be contaminated, stick to canned and bottled things if possible.

6. Don't Start Rumors

In the confusion that follows a bombing, a single rumor might touch off a panic that could cost your life.

REMOVE THIS SHEET AND KEEP IT WITH YOU UNTIL YOU'VE MEMORIZED IT.

KILL THE MYTHS

Atomic Weapons Will Not Destroy the Earth

Atomic bombs hold more death and destruction than man ever before has wrapped up in a single package, but their over-all power still has very definite limits. Not even hydrogen bombs will blow the earth apart or kill us all by radioactivity.

Doubling Bomb Power Does Not Double Destruction

Modern A-bombs can cause heavy damage 2 miles away, but doubling their power would extend that range only to 2½ miles. To stretch the damage range from 2 to 4 miles would require a weapon more than 8 times the rated power of present models.

Radioactivity Is Not the Bomb's Greatest Threat

In most atom raids, blast and heat are by far the greatest dangers that people must face. Radioactivity alone would account for only a small percentage of all human deaths and injuries, except in underground or underwater explosions.

Radiation Sickness Is Not Always Fatal

In small amounts, radioactivity seldom is harmful. Even when serious radiation sickness follows a heavy dosage, there is still a good chance for recovery.

FIVE KEYS TO HOME SAFETY

1. Strive for "Fireproof Housekeeping"

Don't let trash pile up, and keep waste paper in covered containers. When an alert sounds, do all you can to eliminate sparks by shutting off the oil burner and covering all open flames.

2. Know Your Own Home

Know which is the safest part of your cellar, learn how to turn off your oil burner and what to do about utilities.

3. Have Emergency Equipment and Supplies Handy

Always have a good flashlight, a radio, first-aid equipment and a supply of canned goods in the house.

4. Close All Windows and Doors and Draw the Blinds

If you have time when an alert sounds, close the house up tight in order to keep out fire sparks and radioactive dusts and to lessen the chances of being cut by flying glass. Keep the house closed until all danger is past.

5. Use the Telephone Only for True Emergencies

Do not use the phone unless absolutely necessary. Leave the lines open for real emergency traffic.

(All material on this page from official U. S. Government booklet, "Survival under Atomic Attack.")

Driving of Golden Spike Starts Construction of Rail Connection

CONSTRUCTION of a \$436,000 rail line between Azusa and Baldwin Park began Tuesday, Jan. 16, as Lex Barker, husky "Tarzan" of the films, drove the first golden spike in a ceremony at Irwindale Ave. and Arrow Highway, northeast of Baldwin Park, at 3 p.m. Officials of the railway and both communities participated. John Blackburn, Chief of the Field Party

that laid out the line, was also present, but in the uniform of the U. S. Army. He happened to be home on leave.

The new connection will provide a freight outlet from Monrovia and Glendora via Azusa to the Los Angeles-San Bernardino Line east of Baldwin Park. Completion is sched-



AMONG THOSE PRESENT at the "golden spike" ceremony were Field Engineer (on military leave) Wm. John Blackburn, left, and President O. A. Smith. Blackburn did the major survey work to establish alignment for present construction of connecting track between present end of former Reliance Rock Spur and Monrovia-Glendora Line at a point west of Azusa. He is now a Sergeant, 1c, in an infantry regiment.

PE's Civilian Defense Policy

A statement approved by President O. A. Smith on Jan. 19 and submitted to the press.

THE PACIFIC ELECTRIC RAILWAY, like all other public transportation agencies because of the very nature of their service, is accustomed to meeting emergencies. Employees are thoroughly instructed and trained what to do in an emergency. For many years there has been in existence a comprehensive plan to meet emergencies, set up under the Los Angeles Major Disaster Council. These plans are still operative and will continue so until establishment of new Civil Defense setup.

In the event of a major disaster, Operators of cars and busses are instructed first to look after the safety of the passengers on their vehicles at the time of the disaster. When this has been done, to communicate with their Supervisors or Dispatchers, who are on duty 24 hours per day, for instructions.

Maintenance of Way forces are distributed over the entire system and are responsible for the safe operating condition of all tracks, bridges, etc., within their district. Electrical maintenance forces are similarly responsible for performance of facilities within their respective districts, and in any major disaster would proceed immediately to look after facilities for which they are responsible.

First efforts of the Company would be to see of what assistance the Company could be to proper agencies in the matter of evacuation of people from certain areas, handling of injured people to hospitals, handling of food supplies, etc. With the completion of this function, or as rapidly as equipment becomes available, service would be restored on regular routes. All officers and supervisory employes are instructed, however, that the first consideration is supplying transportation service to proper agencies for relief work, evacuation, etc.

The Company has its own private telephone system to communicate with central offices, and expects to install in the very near future two-way radio communication. The Company also has widely scattered maintenance facilities for rail and motor coach equipment, with supplies of fuel, etc., so that equipment would not be tied up for lack of fuel, etc., by the complete annihilation of facilities in one or two locations.

All Pacific Electric facilities, including the Pacific Electric Building, the Subway Terminal and Tunnel at the Subway Terminal Building, etc., would be immediately available for public use in the event of any alert or warning of approaching disaster.

uled before September, when rails will be eliminated along Huntington Drive from Monrovia west to Oneonta Park (Fair Oaks Ave.), coincidental with inauguration of motor coach service on the Los Angeles-Monrovia-Glendora Line.

Pacific Electric expects delivery in March of a \$680,000 order for 30 new motor coaches, 15 of which will serve on this line.

A new section of single track will be 2.82 miles long from a point just west of Azusa on the Monrovia-Glendora Line southerly to a connection with the PE-owned Reliance Rock Spur. This spur is a 1.23-mile extension northerly from the Los Angeles-San Bernardino Line just east of Baldwin Park.

An interlocking plant will protect a crossing of the Santa Fe tracks, and an undergrade crossing of Foot-hill Blvd. near the intersection of Azusa Ave. will be built.

Ninety-pound rails and fittings, Oregon pine treated ties, and rock ballast will be used in track construction. Three miles of telephone lines, relocation of utility lines, installation of adequate signals, and pipe culverts are specified in the work order.

H. O. Marler Started as Office Boy at \$10 a Month

(Fourth of a series of interviews with PE executives)

IT WAS DIFFICULT to reconcile the man who was talking with the picture his words presented to the mind. An assured, dignified, distinguished-looking executive, PE's Passenger Traffic Manager, *Harry O. Marler*, was sitting at his desk describing his early railroad career.

"I was born on the west side—that was the railroad man's side—of the tracks at Kankakee, Illinois, junction of the Illinois Central, Big Four, and the 3-I. My father was a bridge carpenter for the Illinois Central for many years.

"When I was a youngster I spent many hours around the station—only a block from our house—and used to get the Chicago papers off the train to sell."

He stopped and gazed retrospectively into space for a moment.

"After spending many years on the Illinois Central, my father wanted to make a change and go either to California or Florida. He wrote letters to chambers of commerce in both states inquiring about conditions and climate, and received such a glowing letter back from *Frank Wiggins*, then Secretary of the Los Angeles Chamber, that the family finally chose California.

"We arrived in Los Angeles on Aug. 1, 1902. After school hours I began selling newspapers at the corner of Fourth and Broadway, and later had a newspaper route that covered the then downtown business district of Los Angeles. Early in 1903 I got a job cleaning type for the Dillingham Printing Co., same outfit that now prints our tickets."

Mr. Marler chuckled at the recollection.

"My first railroad job was with the Santa Fe as Office Boy, at \$10 a month, beginning—let me look up that date."

He went to a private file and drew out a paper. It was a recommendation from the Santa Fe Auditor "To Whom It May Concern," and showed that he began his Santa Fe job on Sept. 1, 1903, and left July 31, 1904. Wrote the Auditor in part: "His advancement was rapid for the reason that he was at all times attentive to his duties and anxious to learn."



H. O. MARLER

Mr. Marler left the Santa Fe to accept a "better" job with the Los Angeles-Pacific as Office Boy for General *M. H. Sherman* and *Eli P. Clark*—at \$15 a month, beginning Aug. 4, 1904. He rose to Clerk in the Auditor's Office, and also used to work nights and Sundays for the men in the Ticket Office, in order to learn ticket-selling. One day President Clark happened to see him, and asked him what he was doing in there.

"Learning the business," was the reply, whereupon Mr. Clark offered him a job in the Ticket Office. The lad promptly accepted. In 1906 he was made Receiving Cashier, and worked in that capacity and as Ticket Clerk until 1907, when he became Assistant Agent at the old Fourth Street Station, where the Broadway Department Store is now.

"In those days," he recalls, "we worked seven days a week, 10 to 12 hours a day, with no vacations and no overtime."

When he became Agent, in 1908, he handled the sale of tickets, the Wells-Fargo Express, and the Western Union Telegraph. One of the principal trips taken at that time was the Balloon Route Excursion,

for which he handled tickets. Feeling that there was more business to be obtained than was actually coming in, he got some business cards printed and solicited innumerable stores in the vicinity. "This method built up a lucrative express business," he recollects.

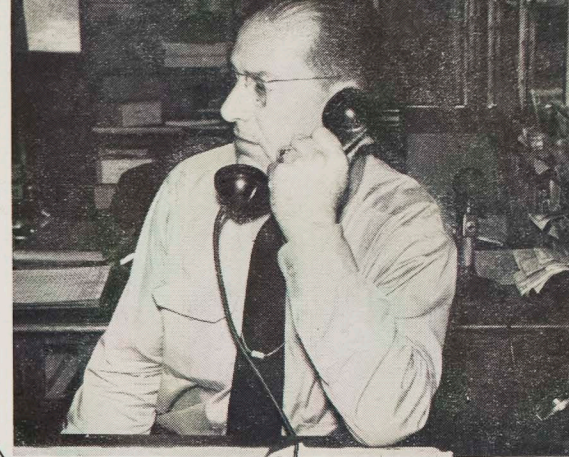
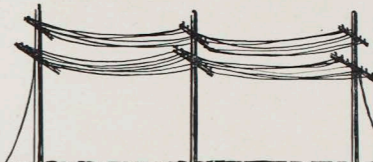
The Fourth Street Station burned down in 1908, and Mr. Marler went to the new Hill Street Station as Assistant Agent. With the consolidation in 1911, he was transferred to PE's Passenger Traffic Department as Ticket Stock Clerk. Since then he has served as Traveling Traffic Inspector, Chief Rate Clerk, Chief Clerk, Traveling Passenger Agent, General Agent, Assistant Passenger Traffic Manager (1922), and Passenger Traffic Manager (1933).

"Yes, I've had some good breaks," he said, "but I was ready for them when they came by trying to learn the job ahead as well as giving full attention to the job in hand."

Next Issue: *W. G. Knoche*, Freight Traffic Manager



"BUSY?"—Operator James Marlo, left, has report from El Monte for Dispatcher Jack Butler, right, of Sixth and Main Bus Deck, but takes time first to see if line is busy.



When Your Voice Is Your Fortune

LET'S PUT the Christmas spirit in every telephone call!—Three hundred sixty-five days a year!

If you were listening to yourself on the other end of a telephone line during an average business call, how would you picture yourself? Pleasant? Courteous? Smiling? Businesslike? Or gruff, discourteous, ill-natured, garrulous, or abrupt? Whatever picture you might form would be entirely based on the tone of your voice, and the length and speed of your answers. In a face to face conversation, an edgy quality in the voice may be nullified at once by a smile or a twinkle of the eye; over the telephone, your voice is all of you that counts. It measures your state of mind to the party on the other end of the line.

It's hardly necessary to state that everyone, or almost everyone, intends to be courteous over the telephone. But even the most courteous and obliging folks sometimes forget certain things that would be of immense help in saving time. Here are a few memory refreshers for users of the PBX system:

MEMORY REFRESHERS

1. Answer with your department

and name. That immediately tells the other party whether the number called is correct, and who is speaking. Nobody likes to be kept in the dark. A mere "hello," or "yes," is as aggravating as an anonymous letter.

2. If you can't speak plainly while chewing gum, nails, cigars, and pipes, remove them from the oral cavity before answering.

3. Handle the call if you can. Know how it is when you have to tell your complete story to several people to whom you've been transferred? If you do not have the information, and the person calling says he has been transferred two or three times, sometimes it is best to tell the caller you will have the proper authority call him back. Be sure to get his number and his name, and exactly the question he wants answered.

4. Let the caller finish telling his story, so that you fully understand his angle on the situation. He may not be an accomplished speaker. Give him a chance!

5. If you must be away from your telephone, leave information handy as to where you can be reached or when you'll return.

6. If a caller doesn't freely state his name, maybe he has a reason. If it is absolutely necessary to have his name, give him a chance to refuse by phrasing your question, "May I ask who's calling?" instead of the abrupt and infuriating, "Who's calling?"

7. Answer the telephone bell as promptly as possible.

8. The person who starts the conversation should be the first to finish it. To signify he's through, he should always say, "Good-by."

9. Hang up the receiver gently, to avoid a loud click in the other party's ear.

10. Keep paper and pencil handy for possible notes.

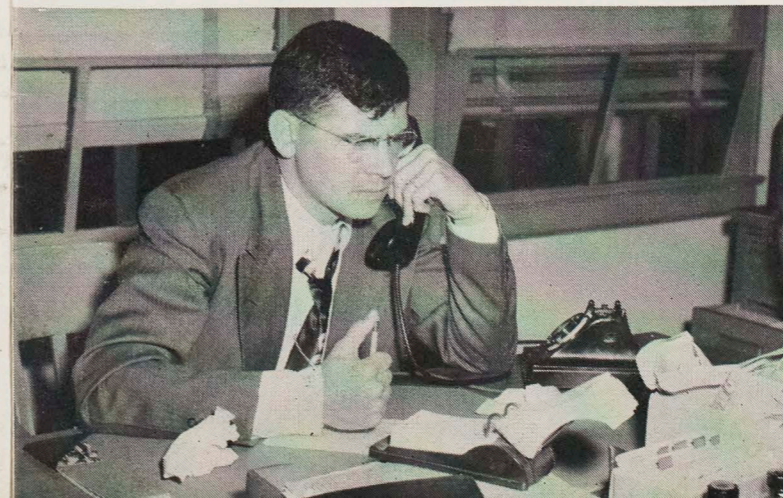
11. Make sure you dial the right number. It's a waste of time to find you've got the wrong person on the line. Look up the number if you're not sure.

DISPATCHER'S TELEPHONES

In addition to the rental telephones, Pacific Electric has 525 dispatcher's instruments in four counties; 177 PBX magneto-type telephones in the stations over the system; and four dispatcher's switchboards. Of the four dispatcher's switchboards, three are

IS THIS HOW your telephone voice pictures you?—As nervous, untidy, irritable, perpetually frowning, and generally hard to get along with? Do you shout into the receiver and blast your caller's ears?

THERE, THAT'S BETTER! Because he speaks quietly and thoughtfully, this young fellow seems to his caller a pretty fine representative of Pacific Electric. (Posed by Cas Breuer, Secretary to President.)





"GUESS WHO I SAW talking to Betty last night! He was tall, dark, and handsome, and . . ." blah, blah, blah. — After all, that's really a business telephone, girls and boys. Let's try to keep it that way.

MORE BUSINESSLIKE is this telephone posture. To all appearances, she's really doing a job of work, in a most attractive manner. (Posed by Patsy Schwerfeger, Steno-Clerk in the Schedule Bureau.)



"BEG PARDON?"—"Shed thastamun zomfah."—"Sorry, I still don't get it." — And how could he! Chewing cigars and nails dams the sweet flow of words. Better take all obstacles out of your mouth to call.

ANGELIC — That's how his caller visualizes him minus the cigar, seen reposing in the ash tray. What he said was: "I said that statement was on file." (Posed by L. A. Campbell, Transportation Office Mgr.)

for use of the Train Dispatchers; one, for the Central Power Station Operator.

According to Telephone Foreman N. D. Gilbert, who is responsible for maintaining all except the rental telephones, each of 8 Train Dispatchers handles about 500 calls on his eight-hour shift, a total of 4,000 calls every 24 hours; and each of three Central Station Operators handles about 300 calls on each eight-hour shift—about 900 calls every 24 hours.

SAVING TIME IS COURTESY

Dispatchers and Motor Coach Service Directors, although one and all praised the great majority of Operators for the intelligence and courtesy of their calls, also had some suggestions to offer, particularly in regard to saving time—an important aspect of courtesy, especially when the time saved is the other fellow's.

On dispatcher's telephones, men should always pick up the receiver and listen to see if the line is busy. Too often, according to one Dispatcher, the user just starts cranking, which causes "a terrific impact in

the ear of anyone on the line."

"Come prepared to give all necessary information," said another Dispatcher. "That will save us and you time. If you forget to bring certain information to the telephone with you, and have to go back and get it, by the time you get back we may have three or four other calls.

REPORTING TRAIN SERVICE ACCIDENTS

"The same is true for accidents," continued this Dispatcher. "Service is sometimes delayed 20 minutes or more because a man forgets to give us proper information regarding accidents. Perhaps he will neglect to state whether an ambulance or an emergency truck is needed."

Suppose an accident involving a train and an automobile has occurred. The first step for the Operator involved is to call the Dispatcher:

"Conductor Joe Doakes, Train No. 803, at Green and Main. We've had a collision with an automobile, and the driver and one other passenger in the auto are injured. We need an ambulance. No passengers on train seem injured."

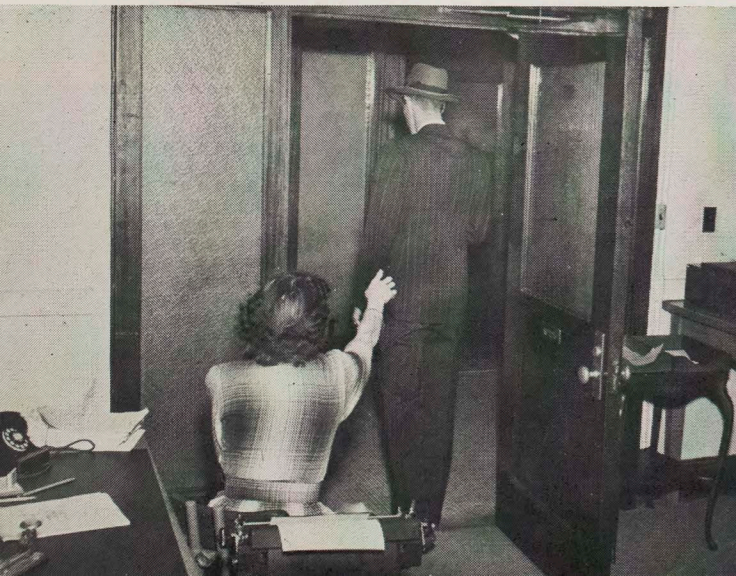
At this point, the Dispatcher, hold-

ing the Conductor on the line, at once calls an ambulance and sends a Supervisor to the scene. This done, the Conductor gives information regarding damage to PE equipment or track. If an emergency truck is needed, the Dispatcher immediately sends it on its way. The Conductor then goes back to his train to give any necessary assistance, promising to call back later with further information. If conditions are cleared up before the Supervisor arrives, the Conductor again calls the Dispatcher, stating the apparent seriousness of any injury and whether the train can continue. The Dispatcher then issues any further needed instructions. If the Supervisor arrives before the train is ready to proceed, he assumes command, and makes the detailed telephone report to the Dispatcher.

It is to be noted that the Conductor's first report to the Dispatcher deals only with injuries to passengers and equipment, since, in injury cases, brevity in reporting and speed in action are of first importance. Passengers want to be on their way as soon as possible.

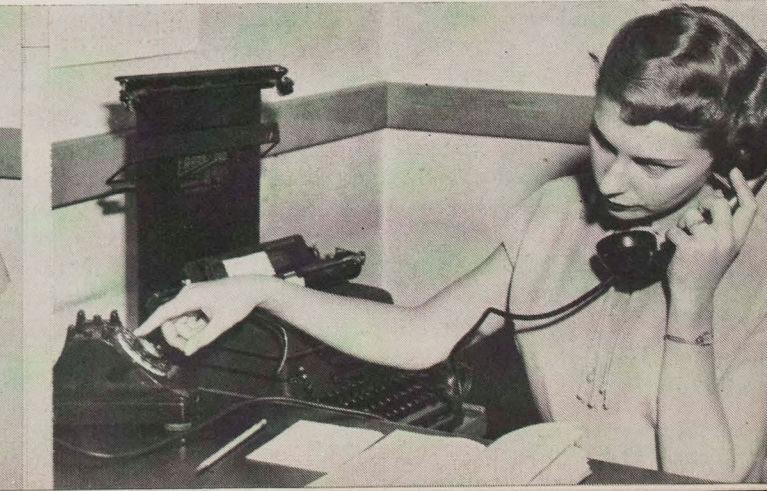
THE ARTFUL DODGER — "Sorry, he went out somewhere, I guess. His hat's gone. — No, I don't know where he went. — No, he didn't leave a telephone number. — No, he didn't say when he'd be back. Sorry."

HE'S LEAVING A NOTE with his secretary for her information in case he's needed, and she returns a look of gratitude. (Posed by R. W. ("Bob") Forcier, Staff Engineer, and his Secretary, Helen Ferguson.)



"I CAN DREAM, CAN'T I?"—Better not when it's a question of doubt as to telephone numbers! You might accidentally get the one person you most wish to avoid, or unnecessarily interrupt a conference.

PLAY SAFE! Look it up if you're in doubt. It doesn't take any longer to look a number up than it does to call a couple of wrong ones. (Posed by Charmaine Gauthier, Clerk, Transportation Department.)



MENTION TRAIN AND CAR NUMBERS

"A Trainman should report his train number and car numbers instead of saying, 'Back with the same car,'" according to advice from another Dispatcher. "We Dispatchers don't always know every number."

Typical correct conversation in this connection: "Train No. 739 in Glendora on time with 53 and 74. Train No. 754 with Car 1142."

Interpreted, this means: "Train No. 739 arrived in Glendora on time with 53 passengers at the regular passenger count point, and a total of 74 passengers for the trip. This train will return to Los Angeles as Train No. 754 with one car, No. 1142." Naming train and car numbers saves the Dispatcher time in looking for it on his large, number-filled train sheet during rush hours.

"Be as brief as possible on dispatchers' telephones," observes another Dispatcher. "Someone might want to report an accident."

Similar suggestions were offered by Motor Coach Service Directors.

"It is very important that Operators give their names, assignments, and car numbers when they start talking," says one Service Director.

"To say, 'Sign off at 5:30,' is wasteful of time," observes another of the way some Operators call in. "The Operator should give his name."

REPORTING MOTOR COACH ACCIDENTS

The method of reporting an accident in motor coach service differs slightly from that used in train service. The Motor Coach Operator, after lending any necessary first aid, calls the ambulance himself, and does not call his Service Director until he has all information about the accident at hand—exact time, location, position of coach at time of collision, speed, all possible witnesses, extent of injury in both vehicles, where injured people were taken, extent of damage to coach, and all other pertinent factors. When he telephones these facts to the Service Director, it is up to the latter to decide about sending an emergency bus to pick up waiting passengers, or an emergency truck to repair or tow in the damaged motor coach.

Again, the essential factors in usage of the telephone are accuracy and brevity.

Terminal Foremen, in addition to advice similar to that given above, added this suggestion:

"Eliminate all unnecessary calls into terminals up to 7:00 p.m. These 'phones are pretty hot, and your needless call might possibly cause someone calling in about work to be delayed in getting necessary information about his assignment."

On the other hand, some Operators would like to have Service Directors and Dispatchers answer always with their names and titles instead of just saying "Dispatcher." "Then, if a man has an accident," said one Operator, "he can put down the name of the person to whom the accident was reported."

ROOM FOR IMPROVEMENT

All in all, it would appear that while nobody expects everyone else always to be perfect, there is some room for improvement in telephone habits. Let's all make a special effort to spread more good will among ourselves and the public by putting ourselves in the other fellow's place when we use our telephones.

(Since these pictures were taken, Cas Breuer, shown on page 5, has left the service of the company to assume a position in the Personnel Department at Hughes Aircraft.)

New MECCA Rule Aids PE Sick; MECCA Declares New Dividends

REVISION OF THE RULES to permit use of MECCA funds to aid members of MECCA affected by cancer or tuberculosis to an extent beyond the scope of the Hospital Association rules was voted by MECCA's Board of Governors at its meeting of Jan. 11.

A summary of the revision is contained in a resolution adopted by the Administrative Committee of MECCA on a meeting of the same date. Complete text of the resolution is as follows:

PACIFIC ELECTRIC RAILWAY COMPANY MANAGEMENT-EMPLOYEES CHARITY CHEST ASSOCIATION MECCA

RESOLUTION

WHEREAS, the Board of Governors has authorized revision of MECCA Rules and Regulations so as to permit the Administrative Committee to use such funds, in amounts which they deem necessary, for financial relief of employes who are members of MECCA, afflicted with cancer or TB for care beyond the period of time provided in the Hospital Rules, and has authorized use of MECCA funds for such purpose, and

WHEREAS, the MECCA Administrative Committee at meeting this date, after discussion, concluded with respect to cancer and TB cases before mentioned, that it (1) may authorize such financial assistance for an employe on recommendation of the P.E. Ry. Hospital Board of Managers, which recommendation should give a history of the case; reasons why financial assistance is necessary; purpose for which the funds will be used; estimated monthly financial

requirements and estimated period of time financial assistance will be necessary, (2) may advance the money authorized in each employe case to the Pacific Electric Railway Hospital Association for relief of employe in the manner outlined in the recommendation of the Pacific Electric Railway Hospital Board of Managers subject to such changes as considered advisable by the MECCA Administrative Committee, (3) would require periodical reports showing amounts advanced by MECCA Committee and amounts expended, and certification that amounts were expended by the Association in line with the recommendation of the Pacific Electric Railway Hospital Board of Managers, and

WHEREAS, the MECCA Administrative Committee urges all concerned cooperate in the drive to sign up 100% of employes in MECCA in order that there may be sufficient funds to carry out the functions of MECCA for the benefit of all employes,

NOW THEREFORE BE IT RESOLVED that the MECCA Administrative Committee, by passage of this Resolution as indicated below, does, as of this date, establish the plan for assistance to employes as aforesaid, and be it

FURTHER RESOLVED that copy of this Resolution be forwarded by the Secretary to the Labor-Management Council, the Pacific Electric Hospital Association, and the Pacific Electric Railway Hospital Board of Managers.

Adopted this 11th day of January, 1951.

LAWRENCE McKOANE
Acting Secretary

Aye votes:

G. E. Collins, Lawrence McKoane, H. R. Grenke, F. L. McCulley.

Absent: R. L. Bailey, C. W. Cornell.

This new function of MECCA does not interfere with its historic function of forwarding dividends on behalf of its members to the Community

Chest, the March of Dimes, and various other worthy welfare causes.

At the Jan. 11 meeting, a dividend of \$2,000 was authorized by the MECCA Administrative Committee for the March of Dimes, and \$1,500 additional contributions to the Community Chest of the Los Angeles area.

In view of the many worthy causes for which MECCA funds are used, and particularly in view of the new ruling as regards cancer and tuberculosis patients, the MECCA Board of Governors, with the approval of the Labor-Management Council, is now engaging in an all-out drive for 100 per cent employe participation in your Management-Employe Charity Chest Association. The aid contemplated for cancer and TB patients was predicated on whole-hearted response by all employes.

Non-members are asked to sign cards now in the hands of department heads authorizing the small deduction for MECCA of 30 cents a month.

Vehicle Entering From a Private Road

The vehicle entering any highway from a private road or driveway, or from an alley must yield the right of way to ALL vehicles approaching on the highway. (V.C. 553). In this situation the law places the entire responsibility for yielding the right of way on the vehicle entering the highway. — L. A. P. D.

LET'S BUY BONDS!

LET'S FACE IT! Might as well admit that most of us don't save as we should. Good resolutions made before pay day somehow seem to melt away when we have cash in our hands, bills to pay, and wants to fulfill.

Of course, as railroad people, we're being forced to save for the future—in a way—through our deductions for Railroad Retirement. But most of us feel we want more than that. We want something we can lay our hands on now for emergencies.

Why not try U. S. Savings Bonds? For many years Pacific Electric has maintained the system of pay roll deductions to enable employes to buy bonds regularly—and many employes have taken advantage of it. Others have been on the fence about them. These say they don't pay enough interest; that you never really get back what you put into them because when they mature you get back dollars of lower purchasing value.

We think those objections have an answer. Safest

investments usually bear low interest rates—and few of us can afford to gamble on the stock market. Nobody has yet devised a safer investment than U. S. Savings Bonds. And so far as maturity value is concerned, isn't the same objection valid for any other investment we might make? We can buy a Bond and buy some stock the same day, and ten years later, whether it's the bond or the stock, we'll be paid back in dollars of identical purchasing value. Three dollars invested now in U. S. Savings Bonds returns four dollars in ten years.

Then there's that other hoary objection: Why should I buy bonds to help the government spend money more wastefully? We admit that's a tough one, because we know there's waste in government. About the best answer to that is, it's time we the people, individually, started talking less and doing more to supervise government spending. Let's let our voices—not somebody else's—be heard by our elected representatives.

— And let's buy bonds.

— THE EDITOR

E. C. Johnson Retires; Spencer New Chief Engineer

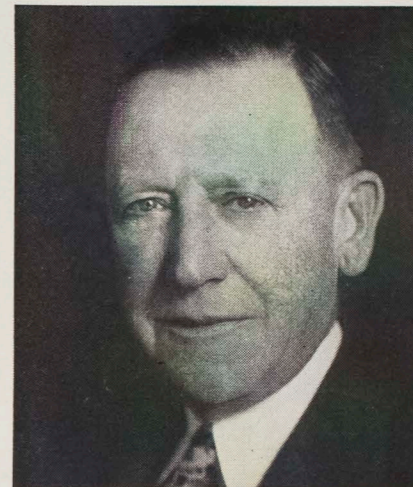
THE MAN WHO BUILT the Hill St. tunnels, the foundations of the Subway Terminal Building, the underground Passenger Terminal, and the mile-long Subway, has retired after 45 years of railroad service.

He had been PE's Chief Engineer since 1919, and started with the Consolidated PE Company in 1911 as Assistant Chief Engineer.

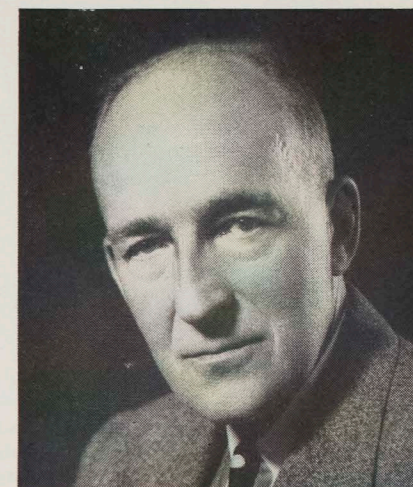
On the day of his retirement, Dec. 31, E. C. Johnson was greeted upon his arrival at work by numerous friends who had gathered to present him with a gift it was rumored he'd wanted—a fine new office filing cabinet. Supervisor of Bridges and Buildings B. F. Manley, who had been Mr. Johnson's timekeeper in 1908, on the Hill St. Tunnel job, made the presentation. At staff meeting the following Wednesday the retiring Chief Engineer's executive colleagues presented him a U. S. Savings Bond.

Born in Des Moines, Iowa, in 1881, Mr. Johnson received his civil engineering degree at Cornell in 1905, and that same year went to work as Assistant Engineer for the Delaware, Lackawanna, and Western. In 1906 he went to the Western Pacific as Terminal Engineer and built the San Francisco Terminal for that company. Two years later he became Construction Engineer for the Los Angeles Pacific and immediately began building the Hill St. tunnels—a long tunnel between Temple St. and Sunset Blvd., and a shorter one between Temple and First Sts. They were opened in 1909.

He was then transferred as Assistant Engineer to the Arizona Eastern in 1909, with headquarters at Tucson, Arizona, reporting to Col. Epes Randolph, then in charge of Southern Pacific properties in Arizona, New Mexico and Mexico. He relocated the



E. C. JOHNSON



F. W. SPENCER

line through the Gila Canyon from the then end of track (from Phoenix east to the Ray Copper Mines) at Winkelman, Arizona, to a connection on the then Gila Valley, Globe, and Northern Railroad at San Carlos, Arizona, headquarters of the Indian Agency for the White Mountain Apache tribe. He then built the line through the Canyon from Winkelman to the Christmas Copper Mines.

In 1910, as Chief Engineer of the Los Angeles Pacific Co., he built the lines from Hollywood to North Hollywood (then Lankershim) Van Nuys and Reseda (then Owensmouth) in the San Fernando Valley.

Upon consolidation of the Southern Pacific Electric lines in Southern California he was made Assistant Chief Engineer in charge of maintenance in 1911, and became PE's Chief Engineer eight years later.

In 1924 he began a second great construction job, the mile-long Subway, the foundations for the Subway

Terminal Building and the underground Subway Passenger Terminal—in all, a \$4 million project completed in 22 months and placed into operation Dec. 1, 1925, amid vast publicity.

Mr. Johnson plans to spend his time between his Hollywood home and the Coachella Valley. He owns considerable land in the latter area.

Employes wish him all happiness in his retirement.

SPENCER NEW CHIEF

SUCCEEDING E. C. Johnson as Chief Engineer is Frederic W. Spencer, who, since Jan. 1, 1945, has acted as Engineer of Planning and Development. The appointment was effective Jan. 1.

Thoroughly grounded in all phases of railroad engineering, Mr. Spencer, as a member of the Metropolitan Traffic and Transit Committee, has also extensively studied the Los An-

(Continued on page 10, col. 1)

SO LONG, CHIEF!—Chief Engineer E. C. Johnson, right center friend, B&B Supervisor B. F. Manley, left center, on the occasion foreground, received scroll and filing cabinet from his long-time of the former's retirement from service. Many friends were present.





MEETS CELEBRITIES—Tax Agent Earl O. Miller, right, talks with Author Rupert Hughes at the Masquer's Club, Hollywood resort of many famous actors. As part of prize in "Day with a Star" contest, Miller and his wife were dinner guests of Guy Gifford, Executive Publisher, Los Angeles Transit Lines, Jan. 16, and saw fine "Sketch Night" acts.



THIRD PRIZE-WINNER in "Day with a Star" contest sponsored by the Community Chest, Graham Yard Clerk Max Mickelson had a large order of groceries delivered to his door by the Certified Grocers of California. He is pictured showing Mrs. Mickelson a letter from donors commending him for his excellent showing in Chest contest.

PE Men Win 2nd, 3rd, in "Day with Star" Contest

OPEN to employes of all industries sponsoring publications within the area served by the Greater Los Angeles Area Community Chest, the "Day with a Star" contest which was held last fall wound up with Tax Agent Earl O. Miller and Yard Clerk Max Mickelson in second and third places, respectively, in the area-wide competition.

Miller won two table lamps, an electric coffee-maker, a dinner for two at the Masquer's Club, a two-weeks guest card at the Masquer's Club, and four tickets to the Pasadena Playhouse for his completion in 25 words of the contest sentence: "I

support the Community Chest because . . ."

He stated: "I support the Community Chest because only by helping to make the world a better place in which to live can I honestly face life and expect a peaceful future."

Mickelson, who works at Graham Yard, had his choice of numerous prizes, and picked a box of groceries. His entry read: "I support the Community Chest because in doing so we create better citizens, thus a stronger and more united America, and a better world."

All prizes were donated to the Community Chest by business firms and

individuals. The table lamps were from the Southern California Edison Co.; the coffee-maker from the Southern California and Southern Counties Gas Co.; the Masquer's Club invitation from Guy Gifford, Executive Publisher, Los Angeles Transit Lines; the Playhouse tickets from the Playhouse; and the groceries from Certified Grocers of California.

Winner of first place was Jack Pauly, Times-Mirror employe, who received a day as Jane Russell's guest at RKO Studios, a de luxe O'Keefe and Merritt gas range, and an evening of dinner and dancing for two at the Cocomanut Grove.

NEW CHIEF ENGINEER

(Continued from page 9)

geles freeways program, on which he speaks with authority. He is thus highly qualified to adapt PE's engineering program to the rapidly changing traffic conditions in Southern California.

A native of Nova Scotia, Mr. Spencer took his degree in civil engineering at Acadia University in that Canadian province, and began his railroad work with the Sydney and Louisburg RR at Cape Breton.

He liked Los Angeles, however, and in 1920, completely unknown, applied for a job with Pacific Electric and was hired as Computer in the Engineering Department. He moved up the ladder as Structural Inspector, Estimator, Chief Estimator, and Assistant Engineer, and was in charge

of the Field Bureau from 1932 until 1945, when he was appointed Engineer of Planning and Development. Though this latter office has been abolished with his promotion, he will continue to carry out its functions.

Currently, Mr. Spencer is a member of the American Society of Civil Engineers, the Los Angeles Athletic Club, the Los Angeles Chamber of Commerce, the Chamber's Metropolitan Traffic and Transit Committee, and PE's Industrial Development Committee.

Mr. and Mrs. Spencer have one son, Richard, who is on the engineering staff of the International Business Machine Co. (IBM). In his spare time the new Chief Engineer is addicted to trout fishing.

Best wishes from all employes to F. W. Spencer in his important new post.

Holiday Accidents 18% Under 1949 on Entire PE System

DURING the Christmas and New Year holidays, which were counted as December 23, 24 and 25, and December 30, 31 and January 1, there was a decrease in traffic accidents on the PE system of 18 per cent, 1950 under 1949, according to Supt. of Safety H. L. Young.

Accidents counted as traffic accidents included interference with other vehicles, boarding and alighting, injury on car or bus, struck by doors, and pedestrians.

"This decrease is commendable in view of traffic conditions on streets and highways, especially through the Christmas holidays," comments Mr. Young.

Artesia Future Bright, Porter Tells Chamber

PREDICTING a great expansion in Southern California, Industrial Agent D. E. Porter urged the Artesia Chamber of Commerce Jan. 15 to assist further in this development by advocating the zoning buffer strips for half a mile on each side of the PE right-of-way.

"We are looking forward to an opportunity to confer with Artesia civic leaders regarding industrial development of the properties adjacent to these rights of way," asserted Mr. Porter in his speech.

"There was a time when Pacific Electric's freight traffic consisted principally of citrus and petroleum products, but in recent years we have been serving practically all types of basic industries and their allied manufacturers, and doing such an efficient job that we are the third largest freight carrier in carloadings in California," the Industrial Agent stated.

He pointed out that the decentralization now going on in industry provides "increased opportunities for Artesia to expand."

"The migration of industry as well as population to Southern California is based upon sound economic facts and is ahead of national averages in terms of growth, development, and opportunity," he declared.

All West Rail Except Air Line Now One-Man

ONE-MAN SERVICE on the Subway-Santa Monica Blvd.-West Hollywood-San Fernando Vallel Line was extended from Wilcox Ave. in North Hollywood to the end of the line at Sherman Way in Van Nuys on Tuesday, Dec. 26. All but this section of the line had been under one-man operation since Aug. 13.

Installation of a double light circuit to govern train operations made this change-over possible. To facilitate service, the Switchman at North Hollywood Station serves as Passenger Loader at the center doors of inbound and outbound cars. He uses a portable farebox. Frequency of schedules remains the same.

The last major line on the West to go to one-man operation was the Los Angeles-Hollywood-Beverly Hills line, Operators P. F. Olze and L. H. Reis took the last car outbound from the Subway at 4:15 a.m., Sunday, Jan. 14.

The Santa Monica Air Line, with its one round trip a day, is now the only line operating on the West under the two-man service.

Blood Donations Increase 159%; Operators Yet to Be Heard From

WITH 238 pints of blood given to date over the system during the current blood bank drive — still unfinished — as against a total of 92 in the 1949 drive, Pacific Electric employes have just cause to congratulate themselves over the 159 per cent increase.

Temporary blood donation units were set up by the Red Cross, co-operating with the Labor-Management Conference, at the Sixth and Main Station on Nov. 16, at Macy on Dec. 6, and at Torrance on Dec. 20.

In percentage increase over 1949, Torrance led with 227 per cent, 72 donors having been accepted as against only 22 in 1949. PE Building donors, with 161 per cent increase, contributed 128 pints, as against 49 in the previous drive. Macy employes also responded generously, their 38 pints as against 21 the previous year indicating an 81 per cent increase.

The splendid response is due in a great measure to the efforts of the solicitors at the three points, according to George Perry, Hospital Association Business Manager and Chairman of the Labor-Management Blood Bank Committee.

Solicitors for the PE Building were named in the December issue of the Magazine. Those at Torrance included Ovila Brodeur, Arthur Cole, Earl Duckum, Sol Hager, Curtis McDaniel, Vance Moore, Merced Sepulveda, and Winfred Ward.

Macy St. solicitors included Robert Baxendale, Manice Cain, Virgil Clemens, Jack De Yager, Ludvig Otterstedt, and Clyde Schwarz.

The final step in the campaign is to make it possible for Operators to

donate blood after their tour of duty for the day is completed. Arrangements are now being made to that end, according to Mr. Perry.

Individuals or groups desirous of contributing their blood may do so at any time by arranging to go either by themselves or in groups to the Red Cross Regional Blood Center, 925 S. Western Ave., Los Angeles. Call DUNKirk 4-5261 for an appointment. Request that donated blood be credited to the Pacific Electric account.

Blood secured through the drive is being used to replenish the supply credited to Pacific Electric employes by the Red Cross Blood Bank. Whenever blood is needed, employes and their dependents are eligible to receive it free from this source, whether they themselves were able to donate blood or not. The blood is also being used to aid the wounded in the armed forces, as well as for civilian defense.

Employee's Wife Aided By PE Blood Bank

THOMAS MATTEN of the Macy Repair Shop has cause to appreciate the PE Blood Bank. In Jan. 10 he wrote to George Perry, Business Manager of the Hospital Association:

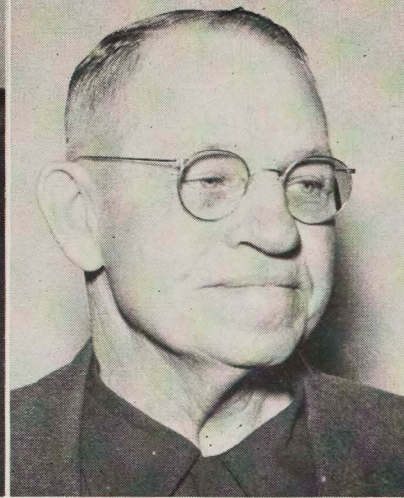
"I want to take this opportunity to thank you for the blood given to my wife during her recent surgery, donated from the PE Blood Bank via the Red Cross. I tried to donate to the blood bank last December, when it came to our shop; but they wouldn't take my blood.

"I certainly do urge that every one who is able to give to this wonderful cause should do so without hesitation, for one never knows when he will need blood."

Yielding to Those Within Intersection

All vehicles starting after signal changes from "Stop" to "Go" must yield the right of way to other vehicles and to pedestrians lawfully within the intersection or adjacent crosswalks at the time of the change of signal. (V.C. 476[a]-1). Often vehicles and pedestrians are delayed when crossing and are trapped. They should be allowed to clear the intersection or reach a point of safety. —L. A. P. D.





JOHN A. MORGAN
Operator, North
Joined PE in 1919
38 Years a Railroader

HENRY F. SAYLES
Signalman
Joined PE in 1922
52 Years a Railroader

FRANKLIN L. FORD
Train Dispatcher
Joined PE in 1910
40 Years a Railroader

WM. C. OSBORNE
Conductor, North
Joined PE in 1920
30 Years a Railroader

EMPLOYEES RETIRING IN RECENT WEEKS BIDDEN FAREWELL

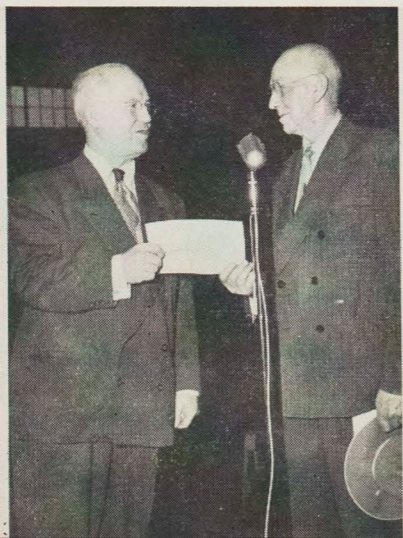
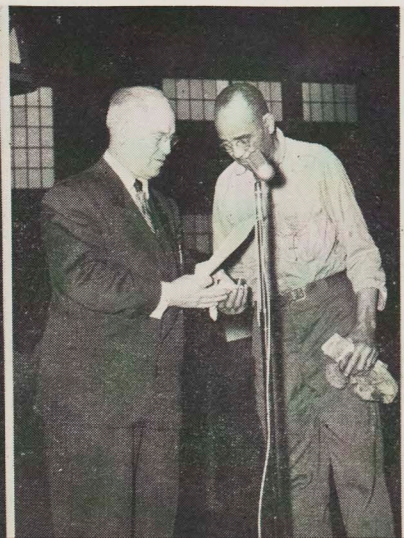


GILL, WAKEFIELD, RETIRE — Holding \$45 merchandise orders are Floyd E. Gill, left center foreground, and Charles A. Wakefield, center, who received them from Purchasing Agent E. L. McCall, right,

on behalf of their friends as they retired from the Purchasing Department last Dec. 19. Co-workers all wished them years of happiness. Gill had 31, Wakefield, 30, years of service, all in Purchasing.

RETIREMENT COMMENDATIONS are presented by Supt. of Equipment E. A. Stevens to (left to right) Shop Supt. George Evans, Hammer Operator George Johnson, and Powerhouse Engineer Leroy Lloyd, as the large gathering looks on. Each of the retiring men also received gifts from his fellow workers, amid speeches. It was under Mr. Evans that the program of remodeling the 4500-, 600-, and 700-class cars was completed.

ACCORDIONIST Patricia Dunmeyer and her father Jonathan, Air Brake Machinist. Pat played at retirements.



SENIOR EMPLOYEES FELLOWSHIP CLUB



By Francis J. Oriva

BEN HAMMACK, Motorman, South, is slowly recovering from a serious illness.

Grover C. Holcomb, South Motorman, returned from an enjoyable visit to his old friends at his home town in Houston, Texas. He is looking healthy.

George B. Moore, Conductor, South, is getting along very well after a slight stroke, and is making out income tax returns for the boys.

Albert V. Knowles, South Conductor, is slowly recovering from an injury in an accident.

Frank Johnson, South Motorman known as "Smokey"; John A. Martin, North Freight Trainmaster; and Louie Larson, West Motorman, all passed away on Jan. 11, 12, and 13.

Thomas Hodges, South Conductor, attends our meetings every month and he is surely glad to visit with the old-timers he used to work with.

South Conductor and Mrs. Francis J. Oriva celebrated their 44th wedding anniversary on Jan. 10.

The election of officers for the year 1951 resulted in the following choices: Chairman and President, Henry M. Mosher; Vice President, Frank B. Howe; Secretary, Francis J. Oriva.

The meeting on Jan. 16 had the largest attendance so far. Eighty-nine members were present. Five door prizes were given away. Supt. of Safety Harry Young gave a nice talk and is making final arrangements for a banquet to be held in February.

Retired Freight Brakeman Jim Luther motored to Chino to visit his old friend, retired Freight Conductor James E. ("Frenchy") Neville, who told him that he would like to have any of the boys drop in whenever they are in the neighborhood. Jim assures us they certainly would be well fed, and says that you can't miss Frenchy's nice home as there are two old SP markers on the front gate.

Roy Herr, retired North Conductor, paid us a visit from Yucaipa and wants all of the boys to visit him sometime. He says about 20 retired PE employes are located in Yucaipa and that if they should move out the place would be dead.

Retired Trainmaster Bill Williams of Long Beach paid us a visit and he was pleased to see so many old faces he had not seen for years. It made him feel very happy.

PE 'One of the Best,' Writes Retired Man

"THANK YOU for the good wishes expressed for yourself and the management, and allow me to assure you they are fully reciprocated. It will always be most enjoyable to recall the many happy years I spent as an employe of the Pacific Electric Railway—one of the best. As the late Al Whitney once remarked: 'It may not be as long as some, but it's just as broad.' He might well have added: 'It's as good as any and better than a heap.'"

These words were written Dec. 6 by retired Operator James S. Newman of the Pasadena Short Line in reply to a letter of good wishes to him by General Manager T. L. Wagenbach. Mr. Newman added his "kind personal regards and sincere good wishes for a great future for a great railroad."

Retired Motorman Lauds Sr. Fellowship

From J. A. ("Jack") Severance, retired Motorman living in San Bernardino, comes a letter in praise of the Senior Employees Fellowship Club news. He thinks it's a "wonderful thing."

"It keeps employes and others informed of each other and things in general about each other," says Mr. Severance.

New Passageway To LA St. Terminal

WORK BEGAN Jan. 19 on a more convenient covered passageway from the Sixth and Main St. Station to the Los Angeles St. Motor Coach Terminal.

A pedestrian bridge over Los Angeles St. will extend from Gate 9 in the main waiting room of the station to an existing stairway at the bus terminal. Direction signs will be posted in conspicuous locations to guide passengers.

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 December and January. May their years of loyal service bring their just rewards and their memories of PE be always pleasant.

NAME	Occupation	Department	Years Service
Clarence Andrews	Conductor, West	Transportation	28
John T. Batton	Laborer	Mechanical	6
Frank Bickley	Electrician	Mechanical	28
Jeremiah B. Butts	Conductor, West	Transportation	22
Peter V. Campbell	Brakeman, South	Transportation	30
Mauricio D. Estrada	Laborer	Engineering	8
George A. Evans	Superintendent (shops)	Mechanical	31
Don M. Flippin	Conductor, West	Transportation	29
Franklin L. Ford	Dispatcher	Transportation	39
Floyd E. Gill	Buyer	Purchasing	31
Carl J. Gramling	Toolmaker	Mechanical	31
Frederick W. Hilton	Substation Operator	Engineering	6
Patrick Hogan	Conductor, West	Transportation	25
John A. Jewitt	Motorman, West	Transportation	30
George Johns	Hammer Operator	Mechanical	8
Eugene C. Johnson	Chief Engineer	Engineering	43
Fly W. Johnson	Conductor, North	Transportation	8
Loyd S. Knap	Motorman, West	Transportation	21
LeRoy T. Lloyd	Engineer	Mechanical	19
Reuben B. Lock	Machinist	Mechanical	27
Otho R. Lynes	Operator, North	Transportation	28
Martin C. Monson	Foreman	Mechanical	31
John A. Morgan	Motorman, North	Transportation	31
Charles E. Murray	Motorman, West	Transportation	28
Martin J. Nold	Motorman, West	Transportation	22
Gilbert G. Pfeil	General Line Foreman	Engineering	31
Anton P. Strasser	Head Janitor	PE Building	31
Edward W. Whalen	Motorman, South	Transportation	26
George F. Wheeler	Car Repairer	Mechanical	31



TO NEW EMPLOYEES

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

MECHANICAL DEPARTMENT

Electricians: Chester G. Koenig, Robert D. Mumby, Raymond W. Thoreson.

Freight Car Repairers: Francis J. McDonald, Anastacio Puente, Jr., Louis E. Daggett, Patricio R. Palacios, Jesse L. Patton.

Car Repairers: David R. Nichols, Ernie Van Volkenburgh, Raymond J. Van Volkenburgh, Lester V. Deaver, Louis L. Derry, Carl C. Richardson, Alexander B. Megourenko.

Auto Repairers: John B. West, Theo R. Coffey, Luis H. Hernandez, Eugene F. Orloff, Nano D. Lucero, Alcie G. Melvin, Raymond D. Jackson.

Helpers: Tommy L. Reid, Charles W. Sullivan, Cleveland Hill.

Carpenter: Calvin B. Long.

Laborer: Robert C. Raya.

ENGINEERING DEPARTMENT

Watchman: Walter L. Lusk.

Asst. Signalman: Billy C. O'Brien.

Carpenter's Helper: James W. Perkins.

Carpenters: Thomas C. Boone, Walter J. Schoepfner, Harry T. Komrosky, John G. Leckie, Maurice J. Cooke.

Track Laborers: Israel R. Rodriguez, Lorenzo Duran, Miguel B. Andovozo, Stanford G. Howlett.

Painters: Richard J. Folkman, George M. Young.

Linemen: Ralph W. Hunter, Pasquale Conte.

Signalman: Heston G. Walck.

Substation Operator: Marion Gollies.

PE BUILDING

Elevator Operators: Michaela Apodaca, William H. Campbell.

Janitor: Edward Lee.

Stationary Engineer: Fred L. Ruckman.

LAW DEPARTMENT

Stenographers: Emma J. Dunn, Caroline W. Childs.

RESEARCH BUREAU

Asst. Research Engineer: Harold Mendenall.



PAULO VALENZUELA
Extra Gang Laborer



ROBERT PAUL ANDERSON
Cash Receiver

55 NOW CALLED TO COLORS

FIFTY-FIVE EMPLOYEES are in the service of Uncle Sam, according to reports received Feb. 1, from the Personnel Department.

PAULO VALENZUELA, Laborer, Extra Gang 1, left for military service with the Army Jan. 24. He has been with PE's Extra Gangs for the past five years.

CASH RECEIVER Robert Paul Anderson of the City Ticket Office was called to active duty with the

Stenographer: Tanya Smalley.

CLAIM DEPARTMENT

Investigator: Charles J. Schwertfeger.

PASSENGER TRAFFIC DEPARTMENT

Information Clerk: Cora A. Wilson (extra).

FREIGHT TRAFFIC DEPARTMENT

Rate Clerk: Guy A. Wright (extra).

PURCHASING DEPARTMENT

Store Helpers: Cecil E. Satterfield, Jack C. Houts, Henry C. Walther.

TRANSPORTATION DEPARTMENT

Yard Clerk: Joseph R. Wirt.

Extra Clerk: George J. Balka.

Warehouseman: David Randolph.

ACCOUNTING DEPARTMENT

Comptometer Operator: Jean D. Novak.

Typist-Clerk: Mabel B. Wills.

HOSPITAL ASSOCIATION

Switchboard Operator: Theresa M. Bernal.

Nurse: Jacqueline M. Davis.

PERSONNEL DEPARTMENT

Personnel Clerk: Judy Ann Vonder Heide.

U. S. Air Force Dec. 19 as Radio Operator 3c.

Since the last issue of the Magazine, in addition to Anderson and Valenzuela, we add to the Honor Roll:

William M. Clark, Clerk, Transportation; Kenneth J. Bielke, Leading Signalman, and Bob E. Nanglo, Lineman, Engineering; and Henry Sarpy, Janitor, Office of PE Building.

A. W. Rost Transferred

ALFRED W. ROST, West Hollywood Operator who was called to active naval duty as Ship's Cook 1c last September, writes as of Jan. 10 that he has been transferred to a naval air station in the state of Washington.



A. W. ROST

Enclosing the accompanying picture of himself, he also expressed thanks for the Magazine, which he has been receiving, and sends in a change of address. His wife is with him.

Stepson of Operator Wounded in Action

EARL S. CHAFFIN, JR., 21, stepson of Motor Transit Operator W. C. Murphy, was wounded in action Nov. 29 in Korea by a hand grenade. At last reports he was in a hospital in Japan, after having been flown out of a trap in which part of his Marine division was caught.

The Public Appreciates

THE COURTESY, tact, consideration for others, and/or skill of the following Operators have been the subject of commendations in recent weeks:

NORTHERN DISTRICT

Harold Humphreys, Nate Krueger, P. J. Murphy, R. W. Powell, W. H. Windsor, and Hubert C. Woodie.

SOUTHERN DISTRICT

T. A. Dinkins, J. L. Foote, E. C. Giffin, and D. T. Sparr.

MOTOR TRANSIT DISTRICT

El Monte Operators in general.

G. S. Blaine, R. A. Brooks, D. D. Campbell, S. F. Dispennette, H. J. Eddo, Harry F. Fowler, J. L. Gilmore, A. E. Jones, E. W. Karr, O. W. Litty, and J. W. May. Sparr.

WESTERN DISTRICT

F. H. Beattie, L. D. Blevins, A. W. Carlock, C. Deaton, N. J. Dionne, G. W. Foltz, A. C. Givan, L. H. Hinkle, C. P. Hornback, J. L. Jaco, J. E. Kelley, R. J. Ledwidge, C. J. Mathison, H. F. Myers, T. A. Parnell, W. V. Rathbone, R. A. Ritter, W. D. Rupert, Simon Sachs, J. E. Storey, G. F. Usher, J. R. Walker, R. E. Walker, P. A. White, J. N. Williams, R. C. Wilson, W. E. Wittenspoon, and K. L. Wolfe.

OTHER PERSONNEL

Painters who painted offices of Western Freight Association at 7th and Alameda. Foreman was D. G. Foyle; Subforeman, Carl Franzett.

William Cunningham, Azusa Agent, whose work as President of the Azusa Chamber of Commerce enabled the Chamber to enjoy one of its most successful years, according to his fellow-officials.

Bob Baugh, Janitor, Pomona, commended for his fine work by the General Manager.

PE's service to Tournament of Roses: "better than we could ever have hoped."

William C. Scholl, Assistant Manager of Personnel, for his helpful advice to the Los Angeles City Board of Civil Service Commissioners in their preparation of a pamphlet for use by candidates for civil service positions.

They Put Their Heart in Driving

IT WAS 5:40 p.m., Thursday night, Jan. 4, and raining. The streets were thick with cars of people hurrying home.

Standing—without benefit of umbrella or raincoat—at the corner of Macy and Alameda Streets was a fairly well-dressed woman—a hitchhiker, anxiously signaling the passing cars. With her was a boy of seven, and in her arms was a year-old baby.

Two red Pacific Electric busses, one immediately following the other, came along Aliso St., heading east. One stopped at the corner, and an observant passenger in the second bus noted the following story:

The first Operator got out into the rain and went back to talk to the

"Put it in the farebox," he said.

As the coach approached Garvey and Rosemead, the lady went up and told the driver her story.

Her husband had deserted her, and was in the hands of probation officers, who for some reason had held up his paycheck, which she had expected that day. She was entirely without funds.

As she spoke, the Operator had playfully extended his hand, to which baby fingers clung.

With his other hand he reached into his pocket and pulled out two half dollars, which he thrust into the tiny hand.

"Hold on to 'em tight!" he said, as the family got off the bus.

"Thank you—you didn't need to do that," said the mother, between smiles and tears.

The observant passenger noted the numbers on the blue caps of the Operators, and through these it was established that the first Operator was Phil B. Holle, and the second, Nelson C. Fetterleigh.



"NO—LET'S SPLIT IT"—Operators Nelson C. Fetterleigh, on bus step, and Phil B. Holle re-enact scene that occurred at Macy and Alameda when Holle stopped to pick up hitch-hiking woman with two children. Phil handed Nelson three dimes for fares, and Nelson, in gesture of refusal, said, "Let's split."

woman. Then he signaled the Operator of the second bus, which had perforce stopped behind the first. The two Operators talked together a moment, and the first Operator handed the second three dimes.

"This lady wants to go to Garvey and Rosemead and has no money," he said. "You go by Garvey. Will you take her?"

"I'll split with you," replied the second Operator, as he returned 15 cents to the other man. The second Operator beckoned the lady and her children to get on. As she did so, he thrust 30 cents in the hand of the seven-year-old boy.

559 Rail Men Qualify In One-Man and Bus Operation, June-Dec.

IN CONNECTION with the reconversion program, the Instruction and Safety Department between June 20 and Dec. 15 qualified 243 rail operators as Motor Coach Operators and 316 as One-Man Car Operators, in addition to the regular routine of re-examinations and qualifying of Trainmen not effected by the reconversion.

"The program has entailed a great amount of work on the part of Chief Instructor E. H. Clark and all those in the Instruction and Safety Department, and they can feel justly proud of the job they have accomplished, as manifested by the excellent performance of those qualified," says Supt. of Safety Harry L. Young.

Pedestrians' Right of Way At Crosswalks

All vehicles must yield the right of way to those pedestrians who are crossing the road way within any marked OR unmarked crosswalk. (V.C. 560[a]). Note that the crosswalk doesn't have to be marked with lines or paint.—L. A. P. D.



PE MEN HELP KIDS GET YULE FUN AT PASADENA ELKS CLUB

OPERATORS HAD FUN, TOO — Operators W. H. Heflin and L. E. McChesney, who drove special busses to bring children to the Pasadena Elks Club Christmas Party on Dec. 18, pictured with their families, Santa Claus, and L. R. McIntire, PE's Manager of Personnel and Trustee of the Elks' Lodge. As Chairman of the Transportation Committee, Mr. McIntire engineered the party, given for underprivileged children. Left to right are Michael McChesney, 3; Santa; Joyce Heflin, 8; Mrs. Heflin; Mr. Heflin; Mr. McChesney; Dona McChesney, 5; Diana McChesney, 8; and Mr. McIntire. Children got toys, candy, balloons, had a visit with Santa, and enjoyed a generally hilarious time.

Operator Remembered By Riders at Christmas

THE CHRISTMAS SPIRIT shown extra bright in the hearts of bus riders on the Sunland Line.

Illness had kept Bill Merriweather from driving his passengers back and forth to work for several weeks before Christmas, but they hadn't forgotten the safe, courteous ride he'd been providing for eight years.

On Dec. 21 a regular patron handed Head Service Director Henry Stone a gift of money for Bill—paid for by voluntary contributions from those

who appreciated his smile and friendly word of greeting on the big red bus.

While recuperating at his home, 840 N. Maclay, San Fernando, Bill said: "It's the best Christmas present I ever received."

He's now back on the job.

Driving Through Safety Zones

A vehicle must not at any time be driven through or within a safety zone (V.C. 572). Safety zones are areas or spaces set apart within a roadway for the EXCLUSIVE use of pedestrians. (V.C. 88). — L.A.P.D.

Mailed Your Check for Christmas Seals Yet?

ALTHOUGH the Christmas Seal campaign has officially been ended for some weeks, officials of the Los Angeles County Tuberculosis and Health Association have issued a reminder to all of those who received and used Christmas Seals but who did not send in a check.

"We set \$500,000 as our 1950 campaign goal," explained John H. Mathews, President of the Association's Combined Christmas Seal Fund.

Checks or money orders should be mailed to the Combined Christmas Seal Fund, Box 5735, Metropolitan Station, L. A. 55, Mathews said. Those received before March 31 will be credited to the 1950 campaign.

Appreciation

JOAN PERRY, Car Cleaner on sick leave from the Subway, wishes to thank all who, remembering her in her absence from duty, wholeheartedly contributed gifts of money and other presents to cheer her in her illness at Christmas time. She especially mentions the Transportation and Mechanical forces at the Subway and Toluca Yard, and the Information Bureau.

Ill since June, 1950, she has had several operations and transfusions, and at the time of going to press was expecting another visit to the hospital.



CHRISTMAS PRESENT TO SCOUTS — General Manager T. L. Wagenbach, right, and Frank Meunier, Advertising Director for General Petroleum, clean windows of former tripper bus of the 2100 class given Dec. 18 to the Huntington Park Boy Scout Troop 416 and Cub Pack 416-C. Holding pail of water is Damon Nichols, Cubmaster of the Pack; next man is Dr. Irving Thorne, Scoutmaster of the Troop.

SOUTHERN DISTRICT NEWS



By
Louis N. Velzy

WE ARE HAPPY to welcome several Western District Motormen into the ranks of the 'Southerners,' and we hope that they will enjoy our Southern hospitality.

Joe Giulletti, F. P. Behnke, D. J. Weems, W. M. Chenoweth, and W. W. Osepzcuk are all on the L. A. Street extra board, learning about single track, box motors, and motor coach jobs working from here, and at the same time getting acquainted with the Long Beach, San Pedro and Watts lines.

We also welcome two Western District Conductors, Bill Newman, who bumped on the San Pedro Extra Board; and C. G. Aichele, who bumped on Run 0601, the job that starts the new day off each morning at 12:15 a.m.

This being the first edition of Southern District News, let's say hello also to the Northern District men who came South when the Watts-Sierra Vista line was cut into two separate lines: Conductors E. S. Lewis, H. M. Pancoast, B. F. Way, L. A. Waters, C. C. Maddy, and J. S. August (who came home at that time from his sojourn on the Northern District).

The Motormen who came South then were D. E. Gillespie and D. Atkins.

Sorry to lose H. T. Seeley and E. J. Lewis to the Motor Transit District. Hope they enjoy their new runs there, but not enough to stay any length of time before returning home to the South.

Motorman P. S. Beaver and Conductor J. A. Koches have decided that they ought to work with box cars instead of passengers so have bid in jobs at Butte Street and Harbor Belt respectively. Conductor W. R. Grommes has bid into Long Beach Terminal on Run 0630, and we are happy to welcome him back home.

We are happy to report that Conductor C. H. Kazee is very much improved, and although still confined at

home, will be able to be up and around soon.

LOUIS N. VELZY, who contributes his first column for the Southern District Operators this time, has lots of energy and a variety of interests. Now working as Stationmaster and Assistant Terminal Foreman, he's also just been elected President of the Glee Club, and was recently Vice President of the Speakers Forum. He's likewise active in the Association of Christian Trainmen. He came to PE in 1926 as North Conductor, qualified as a System Conductor, and then went to Los Angeles Motor Coach Lines as Operator, whence he left public utilities a few years to try his hand at several other jobs involving driving. He returned in 1943 to PE as Collector to help the war effort, stayed on as regular Conductor in 1945. Since then he has qualified as a system man in train and bus operation, as Terminal Foreman, Stationmaster, and Dispatcher. Mr. and Mrs. Velzy celebrate their 25th wedding anniversary Feb. 19.

South Man Wins Prize For Christmas Display

FOR HIS CHRISTMAS DISPLAY at his home, 2236 Golden Ave., Long Beach, South Conductor Ambrose Fortna received the Long Beach Chamber of Commerce's 1950 special awards sweepstakes prize. It was the seventh time in 11 years he has won a prize for his display.



AMBROSE FORTNA

Twelve years ago on Christmas Day, Fortna planted a Christmas tree in his front yard. This Christmastide it was 40 feet high, decorated

with ornaments of his own making, and equipped with 300 lights. From an amplifier hidden in the tree passersby heard Christmas carols from 5:00 p.m. to midnight. Under the big tree he had a small-scale village-in-the-snow. Next year he plans to enlarge the little village church so that the amplifier may be placed inside it.

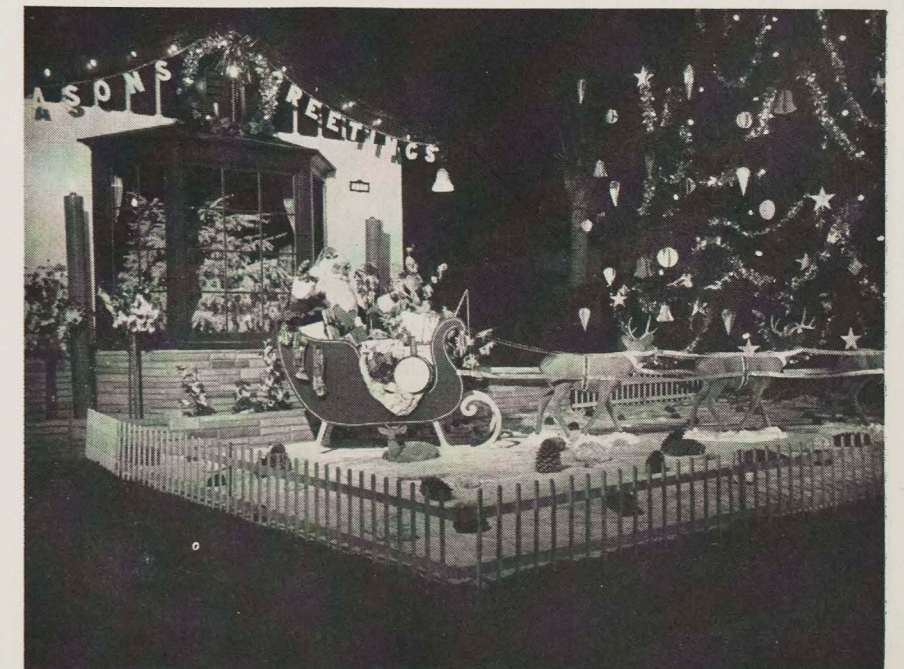
In the front yard was a life-size model of Santa, with his sleigh, also manufactured by Mr. Fortna; the concrete deer he purchased. Of course, Rudolph, the Red-Nosed Reindeer, is part of the team.

Innumerable people, says the creator, come by each year to take pictures and absorb the spirit of Christmas.

No Accidents, Record Of New Year's Service

NEW YEAR'S DAY SERVICE to the Pasadena Tournament of Roses, Santa Anita Race Track, and Rose Bowl was operated without an accident or equipment failure, according to the Instruction and Safety Department.

"This record is a commendable one, and all those responsible for the working up of the service program and its supervision, as well as the Trainmen and Motor Coach Operators who did a splendid job of operating, may feel justly proud of the splendid service rendered our patrons," says Chief Instructor E. H. Clark.



WINS SWEEPSTAKES PRIZE—Christmas display in yard of South Conductor Ambrose Fortna of Long Beach won L.B. Chamber of Commerce award for 1950—his seventh award in 11 years.

YOU BE EARNEST AND I'LL BE FRANK



By
J. S.
Burton

FIRST OF ALL, let me take this opportunity to thank the many friends who spoke so complementarily and those who took time to write the letters regarding my article in the last issue. It is gratifying to know that so many fellows share the same opinions on such an important matter as the conduct of life. A pastor of one of the downtown churches used excerpts of the article in his sermon on Sunday, Jan. 7, 1951. It is heart-warming to know that so many people read my column, and I am indeed flattered.

In this issue, I want to tell you something of one of our employes whose services go unnoticed oftentimes, but who is a vital cog in the machine that makes Pacific Electric click. Too many times the person actually doing the work on a specific job fails to get the praise which is justly due that individual. It is told about Abraham Lincoln that as dignitaries and celebrities were taking part in the dedication of a large library, he spoke up with just a few words which carried a tremendous thought: "Ah, the hands that built it!"

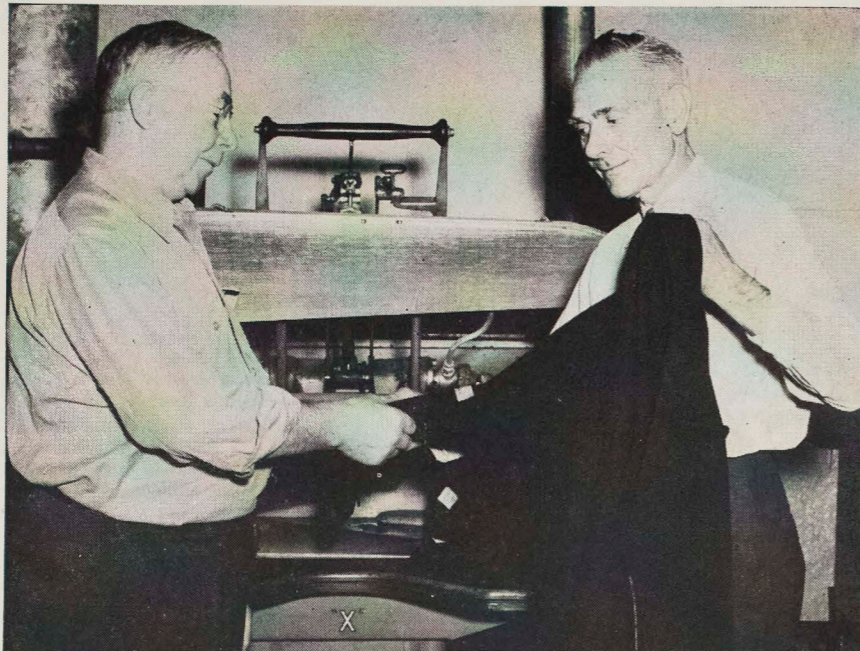
Mrs. Jessie Gardner started to work for the Pacific Electric on Oct. 6, 1942. "Jessie,"



JESSIE GARDNER

as she is affectionately known, was born in Shreveport, Louisiana, on a large plantation - style farm, and has spent the major part of her life in Louisiana. Although she was employed in Shreveport as a janitress in one of the city buildings, Jessie is proud of the fact that she knows how to hoe and pick cotton. It is very interesting to listen to her tell of her early childhood life and the experiences which were hers.

Shortly after coming to California, she was employed by a prominent doctor and his family as a cook, and if you want some good recipes for mouth-watering delicacies, she can



32ND ANNIVERSARY FOR HART—Lloyd C. Hart, right, Manager of PE's Uniform Department since its opening, Jan. 27, 1919, observed his 32nd anniversary as Manager Jan. 27. Here he is passing a uniform jacket to be pressed to his assistant, Pat Hannan. Pat's been there 6½ years. Mr. Hart has sold over 70,000 uniforms and altered many more since he came. Although the Uniform Department operates on a non-profit basis, Mr. Hart has never finished up any year in the red. He plans to retire next year, when he will become 65.

furnish all the information as to ingredients. About six months after she started this job as a cook, she seized the opportunity of becoming a Pacific Electric employe, and has been happy with her role as Janitress at West Hollywood Terminal ever since.

Jessie has a married daughter in New York, and a son living in California. Her son is a veteran of World War II, and saw service in the South Pacific campaigns. Like most colored people, she is very religious and attends the Methodist Church almost as often as they open the doors. It is really a treat to hear her "give out" with her home-spun philosophy of life and only then can you truly appreciate the sincerity of this loyal employe. During her leisure moments, Jessie keeps up on local, State, national, and international affairs by reading the newspapers and can put you to shame with her knowledge on such subjects.

It seems superfluous even to mention Jessie's efficiency on her job, but you can better appreciate her efforts by casting a critical eye at the manner in which the West Hollywood Terminal is kept clean. As surely as seven o'clock rolls around every morning, just as surely you will find Jessie at her job. Such sincerity and conscientiousness are responsible for the nice letters which are a part of her personal record, including a letter from Mr. T. L. Wagenbach. I have often said that just as surely as a

man is judged by the company he keeps, so is the company judged by the men it keeps, and "Miss Jessie" can measure up to the best of them.

DID YOU EVER STOP TO THINK THAT THE MAN WHO JUST DRINKS NOW AND THEN, USUALLY DRINKS MORE NOW THAN HE DID THEN?

THE WORLD GETS OUT OF THE WAY OF THE MAN WHO IS GOING SOMEWHERE.

Appreciation

I WISH to take this means of expressing my appreciation to the many loyal friends and fellow workers of West Hollywood Terminal for the very generous helping hand extended to me in a time of need, prior to my going overseas.

The remembrance of your loyalty will remain with me always.

My sincere thanks to you all.

JOHN P. CRANFORD
Brakeman, Western District

(Mr. Cranford is now on military leave with the U. S. Army, as reported in the December issue.—EDITOR.)



SPECIAL SUPERVISORY TRAINING CLASS—One of two sessions held Dec. 8 under the tutelage of Manager of Personnel L. R. McIntire (standing) to inform Terminal Foremen and Service Directors about certain new rules covering passenger service extra boards for Operators. The blackboard was to illustrate application of rules as they are usually applied to standard printed forms used by Terminal Foremen and Service Directors in assigning extra Operators. Left to right are Glenn V. Banta, Asst. Terminal Foreman, West Hollywood; R. N. Krafft, Terminal Foreman, Sixth and Main; M. O. Aubolee, BRT Chairman, South Passenger; William Kennedy and A. H. Better-

worth, Terminal Foreman, Ocean Park; U. W. Troxel and Sandy E. Gee, BRT Local Chairmen, North and Motor Transit Districts, respectively; D. B. Van Fleet, Terminal Foreman, Macy St.; H. W. Wilkins, General Chairman, BRT; W. C. Scholl, Asst. Personal Manager; L. A. Noble, Jr., Examiner, Personnel Department; Charles Sein, Time Supervisor; H. W. Bradbury, Terminal Foreman, and C. B. Mullins, Asst. Terminal Foreman, Subway; A. B. Marshall, Terminal Foreman, West Hollywood; Earl Jardell, Terminal Foreman, and L. N. Velzy, Asst. Terminal Foreman, Sixth and Main; Ove Jensen and R. G. Curnutt, Relief Terminal Foremen, Sixth and Main and Macy St., respectively.

SAN FERNANDO VALLEY TERMINALS

By
Arley E.
Kohlhoff



APPARENTLY everybody had a good holiday season around here. There are complaints about running short of money. Yet, to see recipients of our gifts beam with appreciation and joyousness made us happy.

By the way, folks, might I ask: How are the New Year's resolutions holding out?

At this point let me mention in congratulation, the nice new power-glide Chevrolet Operator "Dake" Boardman and wife are the proud possessors of.

Operator J. R. Walker had the misfortune of forgetting his changer on the bus the other morning for just a short time. It disappeared, along with its contents of about \$15.00. In his case, the "good will toward men" law had already worn off in the heart of whoever took the changer. This is just one instance practiced of the greed manifest in the world today. United in honest good will, we'll stand; possessed by selfish greed, we'll all fall.

MOTOR TRANSIT HIGHWAYS OF HAPPINESS

By
Nelson C.
Fetterleigh



Did you see the fine article about Operator Dewey Tucker, of the Canoga Park Line, in the Valley Times for Dec. 29? "Following an eight-year custom," says caption to picture, "popular Van Nuys bus driver, Dewey Tucker, distributes holiday suckers to children." In the accompanying story we read with appreciation and pride: "Valley mothers have come to regard Tucker as more than a bus driver. They have been increasingly grateful to him for his patient understanding with children on his run. Children recognize him as a friend who is willing to help them reach their destination properly; even assisting in such a dilemma as losing the bus fare."

Duty to Yield To Emergency Vehicles

Upon the approach of an emergency vehicle (regardless of direction traveled by such vehicle) all vehicles must yield the right of way and,

1. Drive as close as practicable to the righthand side of the highway, clear of any intersection.

2. Stop and remain standing until the emergency vehicle has passed (unless otherwise directed by police officers). (V.C. 554).

An emergency vehicle is any vehicle displaying a red light and sounding a siren.

All pedestrians must yield the right of way to emergency vehicles, by remaining in a place of safety or proceeding to the nearest curb or place of safety until such emergency vehicle has passed. (V.C. 554[3]).—L. A. P. D.

BROOKS HUNTER, El Monte Operator, was presented by his wife, Wilma, a son, Donald Calvin, born Nov. 27 at the Covina Hospital. The couple have one other child, Mary Joe, 2½.

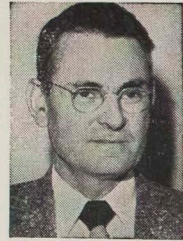
John Haheesy, South Alhambra Operator, returned to work the middle of January after an illness of months. Here's a hearty welcome back.

We'll pick "Slick" Towers, of the Los Angeles-San Bernardino express run, and Herb McCullum, of the Santa Ana Line, as two of the smoothest drivers we know. Bet a glass of water on the flood of the bus wouldn't spill as either of them starts and stops.

And **E. L. Combs**, of the Valley Blvd. Line, keeps his passengers in a good humor by his appropriate commentaries as he calls his streets and passes by certain points of interest.

Operator **C. N. Brown** of El Monte found an umbrella on his bus, turned it in to Lost and Found, and, discovering the owner, later brought it back to her.

SYSTEM GARAGES



By
**A. L.
Bristow**

APOLOGIES for missing the deadline of the last issue of the Magazine.

Several of the people in the garages took late vacations this year.

Charlie Bulla, Auto Repairer at 6th and Maple, and Mrs. Bulla spent their vacation in Minneapolis visiting their daughter. Although they had a swell time, Charlie said it was cold back there.

Charlie Mitchell, Foreman of Long Beach Garage, went to Wyoming hunting elk.—Successful, too; got a fine elk and saw some beautiful country.

Bill Shortt, Leader at Washington St. Garage, says he should have another exemption on his income tax, having acquired a Shetland pony colt for his young daughter.

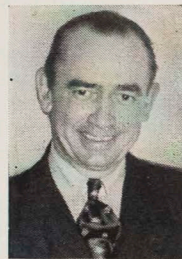
Harley Culp, Auto Machinist at Macy St., Don Bowman, Staff Engineer, and yours truly spent our vacations at home. Harley and Don worked in the yard, etc. I sat and thought how nice it would be to have a patio, rock garden, etc., etc.

Among those who took advantage of the recent long week-ends was Orson Wells, Auto Machinist at West Hollywood Garage. He and the missus

visited Carlsbad Caverns, N. M. W. E. Williams, Assistant Superintendent of Automotive Equipment, chose the Christmas holidays to take his vacation, at which time he went to Mexico and got married—Congratulations, Bill! Many years of happiness to you and your wife.

Christmas was not so merry to all of us. Harry Zarp, Leader at Macy St. Garage, had to go to the hospital for an emergency operation, but he's back on the job now with his smile and good humor. It takes a lot to get Harry down. Macy Garage's carburetor expert, Ray ("Little Beaver") Chandler, recently in the Santa Fe Hospital, has been moved to the Highland Park Rest Home, 469 Ave. 52. We're all pulling for his speedy recovery.

**PACIFIC ELECTRIC
ROD AND GUN CLUB**



By
**Arlie
Skelton**

GREETINGS, Rod and Gun Clubbers.

Been a lot of changes made around here since we went to press last month.

There was the annual election of officers, which puts Carl F. Hill of PE Restaurant and news service fame in the driver's seat as our 1951 model President. Carl declares one of his ob-

jectives will be to increase membership to 1000 this year.

Lee Wedl of the Roadmaster's office is First Vice President. This, mind you, despite the fact that as official weigher and measurer last year, he shorted us all one inch on our trout because he couldn't read a ruler! We all got the same treatment so it made no difference on the final count.

Frank Coy was elected as Second Vice President. Balance of the officers remain about the same as last year. However, several changes were made on Committee appointments but we are sorry we do not have that list at hand at this time.

Our annual Banquet at Scully's in honor of the retiring President, Bill Stosberg, and his 1950 Staff of Officers and Committeemen, was a big success and a near sell-out. The food and entertainment were excellent and all seemed to enjoy the evening very much. Photographs of winners announced and prizes given at the banquet appear in this issue of our Magazine. The broad grins on their faces are silent testimony of their appreciation of the value of the prizes offered.

Don't forget our regular monthly meetings held the second Wednesday of each month at 7:30 p.m. There is going to be plenty of action this year. Come on out and get in on the fun!

Trout season opens this year April 28. We have 25 boats reserved at Arrowhead for our annual outing on that date.

**PACIFIC ELECTRIC
BOWLING NEWS**



By
**Charlie
Hill**

REPORTING for the first 17 weeks ending Jan. 26, with ten more weeks left in the present session, we find one of the tightest races in the history of our PE Bowling League.

In the Six O'clock Branch the BRC Railers hold a two-point lead over the News Service, the latter having dropped into a second place tie with the PE Club after having enjoyed sitting on top of the ladder during the past six weeks. However, the 17th week proved disastrous for the newsmen, when the PE Club team drubbed them for a 4-0 count, while the Rail-

ROD AND GUN CLUB HOLDS ANNUAL BANQUET



OFFICERS PRESENT—Left to right: William Stosberg, retiring President; R. M. Lawrence, Executive Committeeman; C. F. Hill, new President; B. F. Manley, Executive Committeeman; Lee Wedl, First Vice President; Francis Coy, Second Vice President; Roger LeMelle and Arlie Skelton, Executive Committeemen; Robert Dornor, Financial Secretary. Unable to be present at the banquet were Rollin Podlech, Recording Secretary; and Charles G. ("Gon") Gonzalez, Treasurer.



EMCEE was James G. Shea, Director of Public Relations. →



PRIZE WINNERS—Left to right: Dennis Fisher, 1st, corbina; R. M. Lawrence, 1st, largest fish, 9-thread line; Elmer Malmberg, 1st, barracuda; Walter Hume, 2nd, stream trout; Lee Wedl, 6th, lake trout; William Stosberg, 1st, perch; Ken Pomeroy, 7th, lake trout; B. F. Manley, 3rd, salmon; Arlie Skelton, 1st, yellowfin; E. L. H. Bissinger, 1st, steelhead trout; Charles Estes, 2nd, halibut; George Anderson, 3rd, stream trout; L. L. Loyd, 1st, lake trout; Paul Turri, 1st, deerhead; C. R. Brown, 1st, halibut; K. L. Oefinger, 2nd, corbina; Francis Coy, 3rd, largest fish on 9-thread line; Roger LeMelle, 1st, saltwater bass. Several prize winners were not there for picture.

ers were giving their sister team, the BRC Rallettes, a similar treatment, with Captain Bob Rachford doing considerable damage with a 204, his all-time high record, I believe. "Jug" Yeager's 556 and Harold Smith's 541 aided the PE Clubmen in humbling the News Service members, only one

of whom, Captain Beach Rogers, 523, was able to solve the alleys. The Larks have regained fourth position but are only one point ahead of the Lane Dames, who at this time have 36 wins, and are only six points out of first place. The Keglerettes, BRC Rallettes, Wolverines, Wingfeets, and

Who Cares follow in order. Strengthened by El Wheeler and Freddy Knerr, the Who Cares took three from the Keglerettes on Jan. 26; however, Jim Baldwin with his 567 was the real spark plug in this encounter.

In the Eight O'clock Branch there has developed, temporarily at least, a

Vital Statistics

November 21, 1950 to January 20, 1951

DEATHS

NAME	Occupation	Died	Insurance	Mortuary
*Hassan, Rosetta	Retired Car Cleaner	10-27-50	No**	No
Stephenson, William R.	Operator	11-21-50	Yes	No
Chaplin, Charles E.	Car Repairer	12- 1-50	Yes	No
Martinez, Esequio	Retired Laborer	12-15-50	Yes	No
Anders Frank W.	Retired Gen'l Yard Master	12-24-50	Yes	Yes
Webb, Albert H.	Retired F.C. Inspector	12-24-50	No**	No
Johnson, Frank W.	Brakeman	1-10-51	Yes	Yes
Martin, John A.	Brakeman	1-21-51	Yes	Yes
Larsen, Louis C.	Operator	1-13-51	Yes	Yes
Adams, Albert	Assistant Agent	1-20-51	No**	Yes
Borger, John	Operator	1-20-51	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NONE

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



VFW BANQUET—Head table at rear, right to left: Past Commander and Trustee E. C. Moyer and Mrs. Moyer; Public Relations Director and Mrs. James G. Shea; and Commander and Mrs. T. E. Dickey. On right-hand side of table, foreground to rear: Vice Commander and Mrs. Lester Clark; Post Service Officer and Mrs. Chas. A. Wakefield; Mr. and Mrs. LaVerne C. Vogt; Past Commander and Chaplain Jim

Boswell and his mother, Mrs. Aileen Boswell; 5th District Service Officer and Mrs. Glen Hendrickson; PE Magazine Editor and Mrs. Warren Silliman. Other side, front to rear: Arthur J. Roy and his friend, Violet Fritz; Maxine Ekret, guest of Quartermaster Noble Cates (at her left); Trustee and Mrs. Herman Grenke; Dr. and Mrs. Albert G. Westcott; Mr. and Mrs. Charles Dickey; and Sam W. Newcomer.

race between the Woodpeckers and Apple Polishers. The birds have held the lead since the second week, and at the close of the 16th chapter were four points ahead of the fruit shiners, and these two aggregations mixed the next week. As a result of this the birds were polished off by a 3 to 1 count, and the Woodpeckers now hang onto a scant two-point lead, with 45 wins. By taking the Newsettes 3 to 1 on Jan. 26, the BRC Aces worked their way up to the third spot (35 wins), and the Newsettes are one point behind in fourth place, the Subway trailing by a similar count. The Wranglers, Motor Transit, PMTruckers, Atomics, and Ramblers follow in order. On Jan. 26 the last place Ramblers pulled the Subway out of third place. Ovila Brodeur's 214 in the first game, Emil Dietz's 226 in the second,

and Emil's 550 series helped considerably in the shut-out win over the Sumway.

We were all glad to see Captain Frank Northcutt of the Subway team return from sick leave. All are distressed to learn of Claude Kazee's illness, which will probably keep him off the lanes during the balance of this season. Claude is now confined to his home. We will miss the presence of Lois Jarabin, a member of the Lame Dames team, who, with her husband, was injured in a traffic accident when she was recently driving her husband back to Camp Cooke, where he is stationed in the service of Uncle Sam. They are both confined to General Hospital at Camp Cooke. Our best wishes are extended to Kazee and the Jarabin's for speedy recoveries.

Shea Urges Positive Attitude Toward PE's Transportation Service

"IT'S TIME for all Pacific Electric employes to take a positive rather than a negative attitude toward Pacific Electric's transportation service," said Public Relations Director James G. Shea at a banquet on Dec. 6 honoring the sixth anniversary of PE Post 3956 of the Veterans of Foreign Wars.

Admitting that it is difficult for many employes to transfer their allegiance from trains to busses, Mr. Shea pointed out that the Modernization Plan is an accomplished fact and is the only satisfactory solution for an area population density of some 4400 people per square mile as

against a density in cities like Boston of some 25,000 people per square mile. Rapid rail transit cannot be profitable in a decentralized area like Los Angeles, he declared.

"Don't fall for socialistic schemes like public ownership of railroads and transit companies as a true solution to transportation problems," he warned his audience. "Such schemes are part of the communist world conspiracy to confuse, deceive, and break down our democracy. Public ownership of utilities has always led to inefficient operation, and in the end the taxpayer pays the bill."

Mr. Shea was introduced by Past Commander Earle C. Moyer, who acted as master of ceremonies. The after-dinner program was begun with a welcoming of guests by Commander T. E. Dickey.

Jim Boswell, Past Commander, was Chairman of dinner arrangements, and saw to it that the members and guests enjoyed an excellent prime ribs dinner at Jean's French Restaurant, 3070 W. 7th St.

AMERICAN LEGION PE POST 321



By
Byron P.
Heath

HOSPITAL CHAIRMAN Fred W. Nichols visited Ward 15 at Wadsworth General Hospital, Sawtelle, on Christmas Eve with a large bag of gifts that were distributed with the assistance of John W. Foore and Al Poddi. Gifts included writing portfolios with stamps, plastic desk calendars, ash trays, cigarettes, and candy. This was Fred's umpteenth Christmas visit besides his regular Sunday visits, and the men in the ward, which the Post has adopted, as well as everyone in the Post, appreciate the fine work he is doing.

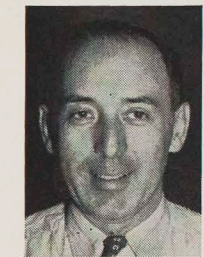
Rehabilitation of the disabled veteran is one of the main aims and purposes of the American Legion. He also manages to get in a visit to all PERY employes in the Santa Fe Hospital.

We are sorry to report that Retired Conductor Harvey D. ("Curly") Bra-men is a patient at Wadsworth Hos-

pital and hope that he is able to be out and around again in the near future.

For the benefit of WW2 student veterans who have exhausted their Federal assistance under the GI Bill, there is a State program to complete their studies. Native California veterans or those residents of the State at the time of entering service may be eligible to receive payment for tuition, books and supplies, plus an allowance of \$40 per month up to a maximum expenditure of \$1,000 for any one person.

PACIFIC ELECTRIC MASONIC CLUB



By
M. J.
Davidson

ONCE AGAIN our club has two Worshipful Masters who will guide the activities of their lodges, including Worshipful Brothers Ted Ophus and Noble Cates, of Van Nuys and Melrose Lodges, respectively. Several of our members are in line for the top spot and it looks as if our club (Continued on page 26)

WEEKLY HIGHLIGHTS OF PACIFIC ELECTRIC BOWLERS

SIX O'CLOCK BRANCH

Date	High Team Game	High Team Series	*Individual High Game	Individual High Series
Dec. 1	Lame Dames 963	BRC Railers 2637	C. Oliver 224	C. Oliver 551
Dec. 8	News Service 959	News Service 2685	E. Harrison 236	J. B. Rogers 570
Dec. 15	BRC Railers 917	BRC Railers 2628	R. Hubbell 224	R. Hubbell 560
Jan. 5	Keglerettes 902	News Service 2564	J. B. Rogers 199	J. B. Rogers 520
Jan. 12	Keglerettes 986	Keglerettes \$2966	J. LaFranchi 242	J. Meredith 546
Jan. 19	Keglerettes 926	Keglerettes 2633	H. Smith 201	E. A. Fitch 568
Jan. 26	Wolverines 926	Who Cares 2664	E. A. Fitch 221	J. Baldwin 567

EIGHT O'CLOCK BRANCH

Dec. 1	Wranglers 968	Wranglers 2704	C. Henry 226	L. B. Thomas 568
Dec. 8	Woodpeckers 963	Newsettes 2692	xL. L. Mantus 222	O. Steuernagel 594
			xE. Poznan 222	
Dec. 15	Subway 916	Woodpeckers 2642	E. F. Dietz 222	P. M. Jones 586
Jan. 5	Motor Transit 995	Wranglers 2651	W. Schneider 253	P. M. Jones 572
Jan. 12	Apple Polishers 970	Apple Polishers 2688	J. Kinney 241	W. F. Cowell 611
Jan. 19	Atomics \$1004	Atomics 2744	H. Heurkins \$277	P. M. Jones 601
Jan. 26	Apple Polishers 969	Apple Polishers 2750	C. P. Hill 233	C. P. Hill 591

* — Does not include individual handicap.
§ — Season's high score.
x — Tied.



WOMEN'S CLUB HELD CHRISTMAS PARTY IN PE CLUB ROOMS DEC. 14.

MASONIC CLUB

(Continued from page 25)

will be well represented for the next few years.

West Hollywood district was to have been the feature this issue, but it seems nothing of importance has happened there. Let us see what the Northern Division members can do for the next issue. If any of you members from Macy St. to San Bernardino know of any items of interest, please send them in.

Among the retired members: I was glad to see Worshipful Brother Origene E. Senay, a Past Master of John Marshall Lodge. He is now living on Vancouver Island, B. C., and looks fine. Says he likes his home up there. Brother Ray M. Herr dropped in the office a few days ago. He is living at Yucaipa and looks as if it agrees with him. It was nice seeing both of them and I hope they have many years of happy living ahead. Worshipful Brother Hugh Moore tells me he was in Encinitas a short time ago and visited with Worshipful Brother Jake Gifford. Hugh reports Jake is feeling fine and is active in lodge and civic affairs. Hope he stays at it for a long time, too.

We are sorry that our First Vice President, Brother George Watson, is in the Santa Fe Hospital at the time of writing. We are all praying for his speedy recovery.

Since last writing, another of our members was summoned by the Supreme Grand Master. Brother Frank Anders was called to that place from whose bourne no traveler returns. Our sincere sympathy goes to Mrs. Anders.

The 1951 dues cards are going out. Many have them now and more are going out each week. If you don't receive yours in the next few weeks, drop me a line in care of the PE Club. It may be, for some reason or other, I do not have your correct address.

COVER PICTURE

FILM TARZAN Lex Barker, with the help of Track Laborer Nick Martinez of Extra Gang 6, drives the "golden spike" inaugurating the construction of the PE rail connection between Azusa and Baldwin Park.

Among those attending the dedication ceremony, held Jan. 16, were General Manager T. L. Wagenbach, F. W. Spencer, new Chief Engineer, Azusa Agent Bill Cunningham, Mayor Karl Jones of Azusa, and President Al Wise of the Azusa Chamber of Commerce.

"May the steel of these mighty rails serve to bind the traditional friendship of the Pacific Electric and the City of Azusa," exclaimed Mayor Jones.

Financial Report 1950

COMPANY FINANCIAL REPORT for the year 1950 shows net income to be a loss of \$279,680 compared with a loss of \$894,092 in the year 1949. This improvement (reduction in net loss) over 1949 is due to economies made effective during the year, including the change from rail passenger to motor coach service and change to one-man operation on certain lines.

REVENUES	Year 1950
From freight, passenger, mail express and other operations.....	\$29,629,648
From sources other than operations	442,882

Total Revenue \$30,072,530
This is \$1,369,445 less than total revenue for 1949. Revenue from passenger fares was 12 per cent, or \$2,197,799, less than in 1949, and was partially offset by an increase in revenue from freight business. Rail and motor coach lines, travelling 29,969,888 miles in 1950, carried 93,177,193 revenue passengers, which was 13 per cent, or 14,084,831, passengers under 1949.

One additional passenger for every two miles operated will increase business to the 1949 level. This is a challenge! Good Service—Good Humor—Good Manners—add up to Good Business.

EXPENSES	Year 1950
Maintaining right of way and equipment; purchase of power; wages; and general expenses of operation, amounted to:	
Wages	\$18,176,639
Other than Wages	8,708,829

Total \$26,885,468
Taxes on property; Company share of RR Retirement and Unemployment totaled: 2,187,278
Interest on outstanding bonds..... 1,279,464

TOTAL EXPENSES \$30,352,210
Expenses exceeded revenue by \$ 279,680

Pacific Electric Club Bulletin

AGENTS ASSOCIATION:

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

AMERICAN LEGION POST:

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

BOWLING LEAGUE:

Matches held each Friday evening at the Arcade Recreation Center, 542 South Broadway. First Branch bowls at 6:00 p.m. Second Branch bowls at 8:15 p.m. 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.

MASONIC CLUB:

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

ROD & GUN CLUB:

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

SENIOR EMPLOYES FELLOWSHIP MEETING:

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

SPEAKERS FORUM:

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

VETERANS OF FOREIGN WARS POST:

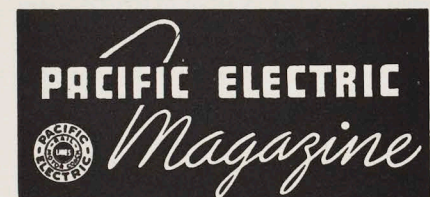
Semi-monthly meeting held at 8:00 p.m. in the Assembly Room of the PE Club the first and third Tuesdays of the month.

WOMEN'S CLUB:

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

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

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



Vol. 31, No. 3 February, 1951

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

EDITORIAL SUPERVISION

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

EDITOR

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

ASSISTANTS

Charles P. Hill, Arlie Skelton, Suzanne M. J. Smith, Ted Harrison, Jack DeLaney, Milton R. Clark, A. L. Bristow, Marge Zimmer, Ralph P. Murphy, Ruth L. Leatherman, Nelson Fetterleigh, John S. Burton, Jr., A. R. Crow, Byron P. Heath, Mervin J. Davidson, Maye Reeves, Arley E. Kohlhoff, Vernon B. Williams.

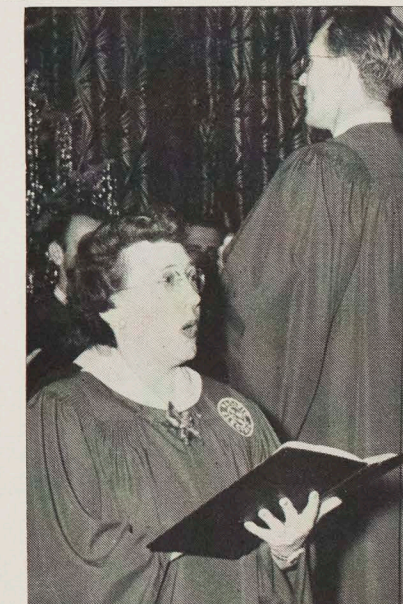
PHOTOGRAPHY

Harley B. Talbott
Al Rommel

Copy deadline for the April issue will be March 19.



MUCH FAVORABLE COMMENT from users of PE service was heard after the Glee Club had sung in the main waiting rooms of the Subway Terminal (above), and the Sixth and Main Station in afternoon rush hours during the week before Christmas. Half-hour programs were presented on four different days at these points. The Glee Club also presented programs of Christmas music for the PE Agents Association, the Santa Fe Hospital, the employes in the PE Building, and the Hollywood Dinner Club. At the PE Building Concert, Marie Chisholm (lower left) and Evelyn Jones (lower right), were the soloists. A girls' sextet and the men's chorus performed, too.



MANY CONCERTS BY GLEE CLUB AT CHRISTMAS TIME

ALTHOUGH PLEASED with the fine reception given at all of its nine Christmas programs, the Glee Club is not resting on its laurels, according to Louis N. Velzy, newly-elected President.

"The Club is seeking new oppor-

tunities to display its musical skill, and hopes to sing this year before many groups, both in Los Angeles and in towns served by Pacific Electric," said Velzy.

"Simply let us know you want us, and give us plenty of advance notice,"

was his advice to program chairmen. "Of course, our performances must be held outside working hours."

Several new employes have joined the Club since Christmas, but there's room for all who can carry a tune and love to sing.

Safety shoes

**PREVENT
ACCIDENTS**



ARE *You*
WEARING YOURS.?



(See Editorial, page 20, col. 3)