

PACIFIC ELECTRIC
MAGAZINE
JUNE 1951

1 BUS = 40 AUTOS*
PACIFIC ELECTRIC BUS AND RAIL LINES



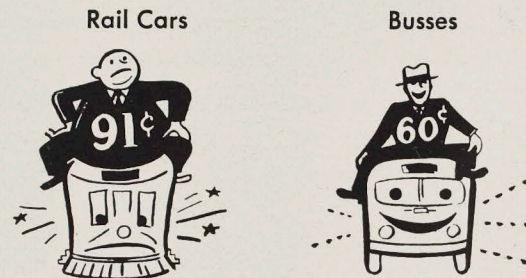
* Based on actual count of 1.1 passengers per automobile during peak traffic hours in downtown Los Angeles.

YES! BUSES ARE CHEAPER TO RUN THAN RAIL CARS!

Study of a typical line, the Pasadena Short Line, shows that it costs 91 cents a mile to operate rail cars, against an estimated 60 cents a mile to operate busses. Other lines on which busses have been substituted show similar trends.

Here's the story of comparative costs, on a cents-per-mile basis:

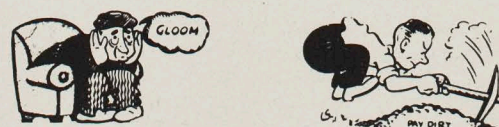
EXPENSES IN CENTS PER MILE



Rail Cars

Busses

Expense Category	Rail Cars (Cents per Mile)	Busses (Cents per Mile)
MAINTENANCE Track, Stations and Equipment	24¢	8 ² / ₁₀ ¢
OPERATORS' WAGES	22 ⁹ / ₁₀ ¢	18 ⁴ / ₁₀ ¢
ELECTRIC POWER	9 ⁴ / ₁₀ ¢	...
FUEL, OIL AND TIRES	5 ¹ / ₁₀ ¢
DEPRECIATION (Rail cars not yet fully depreciated)	5 ⁴ / ₁₀ ¢	11¢
TAXES Federal, State and City	8 ³ / ₁₀ ¢	5 ² / ₁₀ ¢
OTHER EXPENSES Injuries and Damages, Stations, Accounting, Supervision, Injuries and Damages, etc.	20 ⁸ / ₁₀ ¢	10 ⁵ / ₁₀ ¢
TOTAL EXPENSES	90 ⁸ / ₁₀ ¢	59 ⁸ / ₁₀ ¢



GLOOM

MY DIRT

So Now It's Plain to See that Bus Operation Is Cheaper than Rail Car Operation

Once a Delivery Boy, Now PE's Legal Head

(Sixth of a series of interviews with PE Executives)

By Anna Rose Herring

THE GENERAL ATTORNEY of the largest inter-urban freight and passenger system in the great Southwest sat in his office recalling his boyhood days when seeing a train was a great event for it meant a special treat—a trip from the family farm into Fresno.

Clarence William Cornell, born in Providence, R.I., December 4, 1889, was only three months old when his family moved to Fresno County in California.

Early in his life he learned that living on a farm meant work—hard work. At the age of twelve years he began, at 50c a day, working in vineyards and on farms, and continued working summers and in spare time throughout high school.

After high school a variety of jobs followed. He earned \$25 a month in a butcher shop; he was a garage mechanic in Fresno and a delivery boy for a large Fresno department store.

The job that was a thrill was navigating a launch that provided the only means of transporting freight from an island eight miles up a slough from Mare Island and Vallejo, a comparatively short, but not easy, route. Due to a hazardous channel, occasionally low tide found the launch on a mud bank and there the young navigator remained until high tide.

This taste of water travel encouraged Bill Cornell and his brother to save their money for a trip on a freighter to Hawaii. He bought a steamer trunk and a shiny new suitcase and looked forward to a vacation on the Islands.

In the meantime a friend who had been just graduated from the University of Southern California Law School spoke so enthusiastically of law school that young Cornell changed his mind about the ocean trip.

Instead he packed the new trunk and suitcase and came to Los Angeles and USC.

There he worked in the school law library and lived in a boarding house for law students, where he met and became good friends with Lawrence Turrentine, process server for the Pacific Electric Railway Company under Frank Karr, Chief Counsel.

Turrentine, who later became a judge in San Diego, married Mr. Karr's able stenographer, and placated his boss to a degree for his loss by recommending Bill Cornell for the job he was leaving. At that time the

Chief Counsel wasn't so sure this was a good bargain—losing his Girl Friday for an inexperienced law student process server.

When C. W. Cornell was hired for \$40 a month on Jan. 1, 1915, he began a long career with Pacific Electric.

Later that same year he was graduated from USC Law School and admitted to the bar. He was employed as Attorney on Mr. Karr's staff from July, 1915 to November, 1926, with the exception of two years' service in the U. S. Navy in World War I. He entered as seaman 2/c and advanced to ensign after a course at Annapolis.

From 1926 to 1945 Cornell was Counsel for the PE Railway Co. and, upon Mr. Karr's retirement March 1, 1945, was made General Attorney of the PE Railway Co. and Southern Pacific Attorney. The title, General Attorney, Southern Pacific Company, came to him in 1949.

Mr. Cornell's interest outside his profession is, first of all, his family. He speaks with deep affection of his wife and children. These latter include William E., also an attorney; Peggy; and John R.

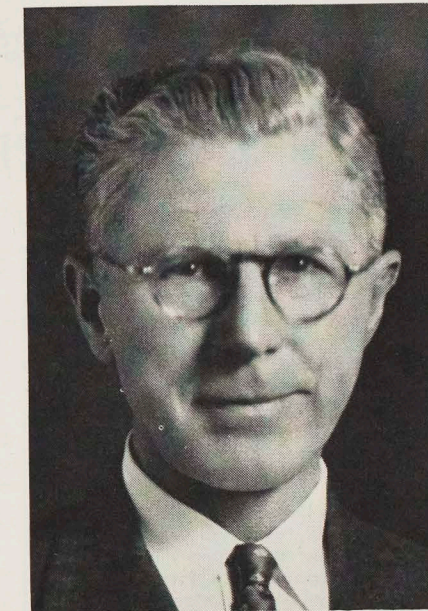
His hobbies include golf and photography, and he particularly enjoys wood work in his well-equipped work shop.

"Who's Who in Railroading" and "Who's Who on the Pacific Coast" list the General Attorney as a Director of the Pacific Electric Railway Company, the Pacific Electric Land Company, the Outer Harbor Dock and Wharf Company, the Los Angeles Union Terminal, Inc., the Los Angeles Public Market, and Motor Transit Lines.

Joining a staff of five attorneys who were assisted by two stenographers in 1915, Mr. Cornell now heads a staff of thirty-two, including twelve attorneys.

During his competent career he has piloted the company legally in two great movements: the Rehabilitation Program of 1940 in which some passenger rail lines were replaced by motor coach service; and the current Modernization Program, which again is inaugurating motor coach lines in place of passenger rail service.

Mr. Cornell takes pride in his association of thirty-six years with PE Railway Co., the Southwest's vast interurban passenger and freight system.



C. W. CORNELL

Next Issue: John J. Suman, Auditor and Secretary



BOTH OFFER NEEDED PUBLIC SERVICES, BUT—

A FIRE ENGINE in operation means loss. It's least costly when it's sitting idle in the fire station, despite maintenance and wages.

A MOTOR COACH in operation means possible gain. It's most costly when it's sitting idle on a lot, with maintenance and wages going on.

Peaks and Valleys—PE's Passenger Problems

DURING THE WAR YEARS the passenger business reached an unprecedented volume on the rail and motor coach lines of Pacific Electric. Since 1947, however, there has been a constant decline in traffic. Each year has brought approximately 10% fewer passengers than the preceding year. As an example, revenue passengers carried in the first four months of 1951 totaled 28,613,849. This is 3,396,776, or 11%, fewer passengers than were carried in the same four-month period in 1950.

The decline is not a problem peculiar to Pacific Electric, but is one which has been experienced in greater or lesser degree by every transit operator in the United States. In view of this nation-wide trend, therefore, it is incorrect to say that this falling off is due to the type of service offered by Pacific Electric, or to its personnel, or to some other clearly defined factor. Pacific Electric officers, as well as all other transit executives, have tried to determine the cause. Definite facts are not ascertainable. There has been, however, a meeting of minds generally that three major factors have contributed to the decrease in passenger traffic—the greater use of the automobile, decentralization of population and industry, and the advent of television.

THE AUTOMOBILE AND THE FREEWAYS

The first item of importance to Pacific Electric is the matter of private automobiles. In the Southern California area served by this company there is the highest concentration of automobiles per capita of any place in the world. In the Los Angeles metropolitan area at the present time

INCREASING USE of the private automobile, decentralization of population and business, and the advent of television are among major factors contributing to decreased volume of passenger traffic over Pacific Electric lines since World War II. A graph showing traffic entering and leaving Los Angeles over PE rail and motor coach lines last April 11 indicates, when compared with other charts made in previous years, that peak loads are increasing, while base loads are steadily declining. To carry these peak loads, the company must invest in and maintain a large fleet of passenger vehicles, many of which, during off-peak hours, necessarily sit idle in storage yards.

there is one automobile for every 2½ persons — men, women, and children included—as against one car for every 4½ persons over the nation. Our climate, with its even temperature, minus snow or harsh weather, encourages the use of the private automobile.

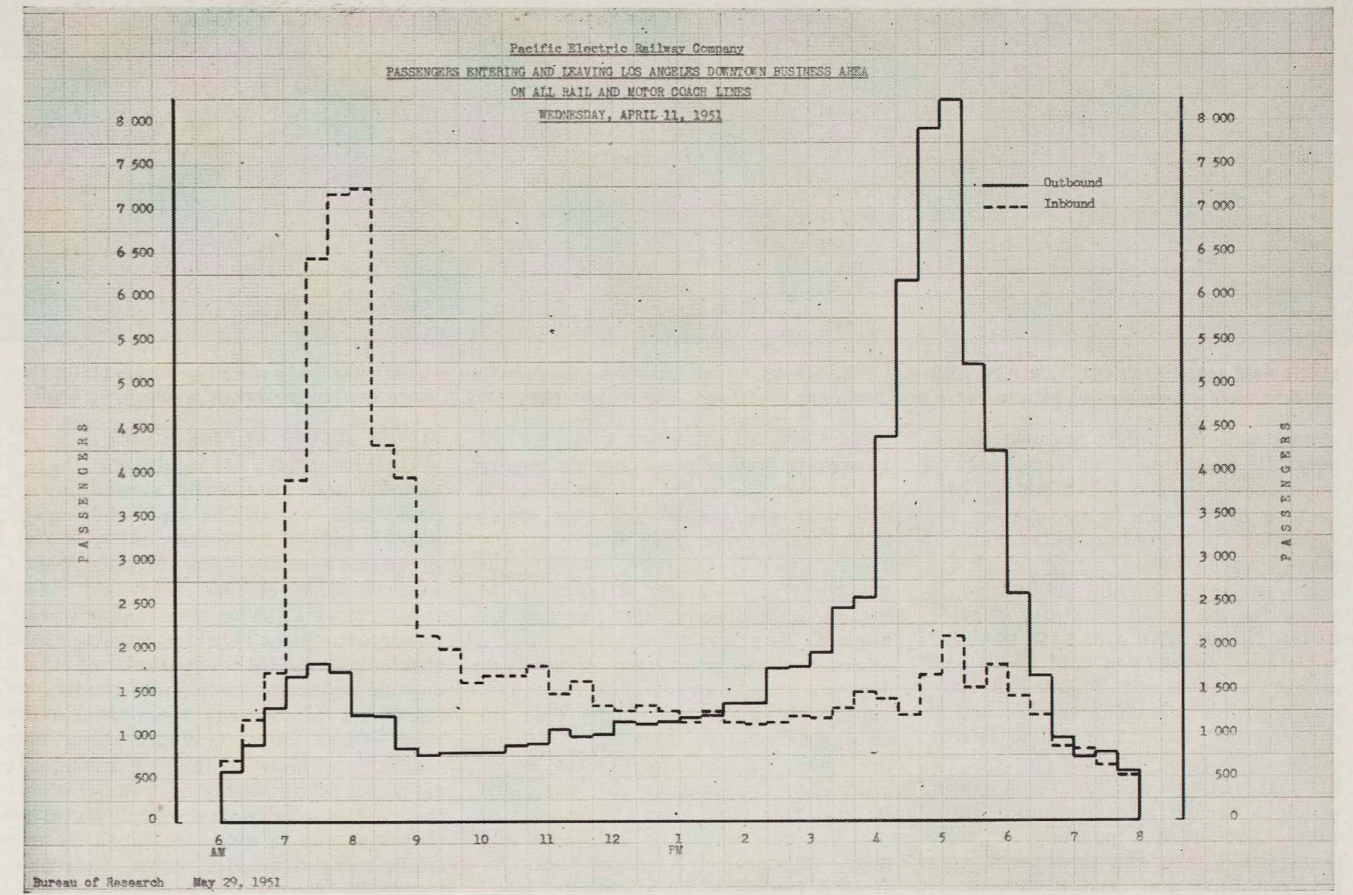
Since the termination of the war there has been practically a complete adoption of the 5-day work week, which has tremendously decreased Pacific Electric's travel on Saturday. Coincidental with this 5-day week has been the growth of the week-end use of the private automobile for recreation purposes. In prior years Pacific Electric's Sunday travel volume was very high as people traveled over company lines to various recreation points such as Venice, Redondo, Long Beach, etc. This travel has now greatly diminished because people now use private automobiles and scatter along the entire coast line from Malibu on

the north to Laguna Beach on the south.

Coincidental with the growth of automobile ownership has been a tremendous improvement in the state, county, and city highway systems, and at the present time the highway program is culminating in the multi-million dollar freeway system now being developed in this area to reduce congestion of the street and highway system. The freeways thus serve to encourage still further the use of the private auto.

DECENTRALIZATION OF POPULATION AND INDUSTRY

Because of the automobile, Southern California has developed along lines entirely different from those of any other portion of the United States. Many residents in this area think nothing of living 20 or 30 miles from their place of employment. Public transportation is seldom given consideration in connection with home purchases; dependence on an automobile is basic in the thinking of prospective buyers. As a result of this situation, during the past few years there has been a tremendous growth in suburban areas. This growth is the second of three major factors adversely affecting Pacific Electric passenger traffic. One needs only to look at the Westchester district as an example. In 1940 this area contained 1,000 persons, whereas the 1950 census estimates its population at 35,000. In Southern California, business, instead of expecting persons to come to Los Angeles to shop, has gone to such outside communities. The growth of the Westchester, Crenshaw, Wilshire Boulevard, Pasadena, Glendale, and



SEE THOSE PEAKS? It is only during the heavy traffic carried during morning and evening rush hours that PE's large fleets of motor coaches and passenger cars are used to approximately 100% of their availability. The rest of the time most of them are expensively idle.

Each year since the war, according to similar graphs made by the Research Bureau, peaks have grown a little taller and valleys a little lower. Causes for the decreasing base loads seem to be increasing use of automobiles, decentralization of population, and television.

other similar business areas all show this suburban business growth.

Figures prepared by reliable sources indicate that in 1930 approximately 75% of the retail trade of Los Angeles County was handled in downtown Los Angeles, whereas at the present time downtown business represents only about 25% of the total County retail trade.

WHY PE TURNED TO BUS OPERATION

One of the major reasons Pacific Electric embarked upon the Modernization Program in 1949 was the fact that the existing rail lines were not adequate to serve the new growth in Southern California. Rail lines all served communities which were more

or less static, whereas new areas were developing in other locations impossible to serve with rail operations. Motor coaches provide a more flexible type of service, and it is comparatively easy to extend or expand bus operation to serve these new areas. An example of this type of service is in the Temple City area. Rail service in the early 1940's terminated approximately in the middle of that community. Since that time there has been a tremendous growth in population easterly and northerly of Temple City. As a result, it was felt advisable to abandon rails and substitute a motor coach service which could easily be and has been extended and ex-

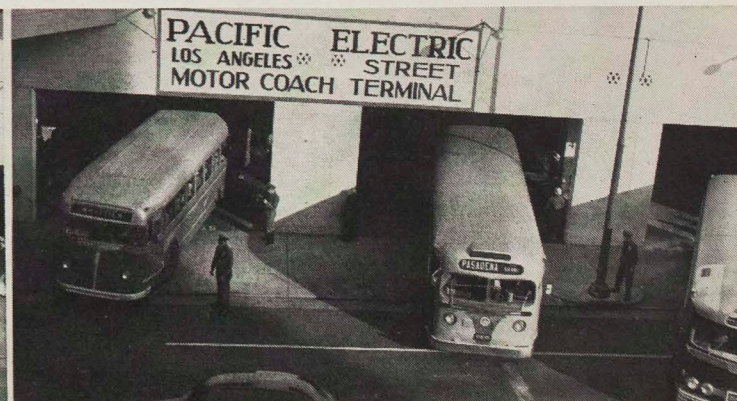
panded so as to serve what is now known as South Arcadia and West Arcadia.

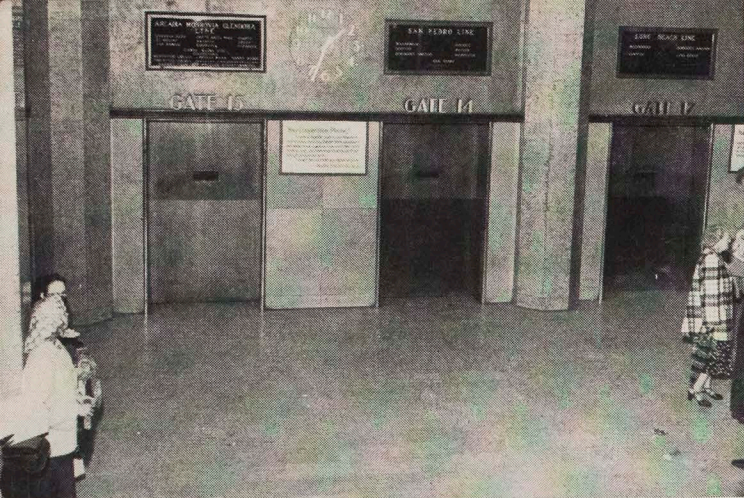
TELEVISION MAKES TRAVEL

Since the war, another new development, which has probably been a third major cause of a decline in Pacific Electric patronage, is the advent of television, with its tremendous impact upon all types of entertainment facilities. Television has brought into the home sporting events, motion pictures, and other types of entertainment, which prior to the advent of television required personal attendance entailing either the use of automobile or public transportation facilities. Most people who attend such

3:35 P.M.—During the base period of the day, 9 a.m. to 4 p.m., an average of about one bus every five minutes leaves this terminal.

4:50 P.M.—During the evening peak period, 4 to 6 p.m., an average of almost a bus a minute leaves the same terminal. Each is heavily loaded.





SIXTH AND MAIN STATION, 1:34 P.M. AND 4:41 P.M.—If the crowd could be more evenly divided between base and peak, our operations could be conducted on a more even keel and thus on a more profitable basis. Less equipment in more constant operation would bring profit.

events will use public transportation, possibly requiring transfers, only if an automobile is not available. These factors have been borne out by the reduction in evening patronage of mass transportation, a fact which has required revision and reduction in schedules to avoid wasteful service.

GRAPH SHOWS PEAK AND BASE LOADS

Detailed checks are kept of all passenger services of Pacific Electric, and a graph accompanies this article showing the amount of travel during different periods of the day on PE lines. It will be noted from this graph, which is broken into 20-minute intervals, that 87,462 passengers were transported into the downtown area between 6:00 a.m. and 8:00 p.m. It will also be noted that 20,848 of these passengers were handled during the peak period, 7:21 a.m. to 8:20 a.m. Thus, approximately 25% of the persons using Pacific Electric service entered the downtown area in a one-hour period. Similarly, the outbound load between the same hours, 6:00 a.m. and 8:00 p.m., totaled 89,604 passengers. During the peak hour, between 4:21 p.m. and 5:20 p.m., approximately 25% of the outbound passengers were also handled.

This peak hour problem is, of course, applicable not only to Pacific Electric, but also to all other types of industry and recreation facilities. Restaurants, theaters, other types of utilities, and even doctors and lawyers have similar peak problems when a great number of people arrive at the

same time, all expecting to be served.

IMMEDIATE SERVICE DEMANDED OF TRANSIT

But over the years one problem has arisen in the transit industry which is different from that found in any other type of endeavor; namely, the prospective passenger expects to be served immediately upon presenting himself for transportation. In a crowded store, restaurant, theater, or doctor's office, however, the individual expects to await his turn. This insistent demand by passengers during peak hour service is one of the major headaches confronting the company. It is at this time that all vehicles of the company must be available and ready for service. A recent check indicated that 55% of all Pacific Electric rail passenger cars and motor coaches are used for only three round trips or less; 42% of the equipment is used for two round trips or less, and 25% of the equipment is used for but one round trip or less. As an illustration, the Redondo Beach Line requires 43 motor coaches during the peak service and only eight to fill the schedules during the off-peak hours. The necessary investment in standby equipment makes an extremely expensive service of peak hour traffic.

The peak hour traffic problem is further complicated by the congestion of the highways with automobiles and trucks. This fact means that during morning and evening peak periods, Pacific Electric must extend the running time to the various points which it serves.

SERVICE JUDGED AT PEAK HOURS

Unfortunately, it is during these difficult and necessarily slowed-down peak hour operations that the company is judged as to the quality of its services, because 25% of the passengers, as heretofore mentioned, ride the services at these times. If it were possible to have this 25% utilize the service during other periods of the day or night, unquestionably passengers would take a much more favorable view of the public transportation.

Charts similar to the one included on page 5 are prepared yearly, and the extremely unfortunate picture they present is that the peak hour traffic has continued to grow, whereas the traffic during the base hours and at night has continued to decline. Causes of the decrease have been mentioned as increased use of the private automobile, decentralization, and television.

WHAT CAN BE DONE?

The question naturally arises as to what can be done by the company and its employees to overcome this falling off of passenger traffic.

During the past year, the company has either acquired or ordered 199 new motor coaches. Very careful thought was given by the officers to the design, ventilation, and comfort of the traveling public when these vehicles were considered, in order to attract riders. Unquestionably this equipment, for the use intended, is the most modern and the most desir-

able motor coach being operated anywhere in the United States.

At the same time, the company realizes that efficient scheduling and maintenance organizations are absolutely essential in order to have the equipment available for the traveling public. A large department is maintained for the purpose of checking passenger traffic and adjusting the service so as to meet public demand. An efficient supervisory force is essential to see that the schedules are operated properly and that adequate supervision is given to the men actually performing the service. Continual effort is made to improve the methods in every department, so that passenger service may be the best possible.

PUBLIC GOOD WILL DEPENDS ON EMPLOYEES

Equally as important as the company's efforts, however—perhaps more important—are the efforts of Trainmen, Motor Coach Operators, Ticket Clerks, Information Clerks, and others actually performing the service. To the traveling public, these employees are the company. It is these men and women, particularly during the peak hours, who, besides carrying the very heavy responsibility for the safety and satisfaction of thousands, are at the same time besieged with questions—some impatient and sharp—on the part of travelers. At this point of contact with the public, the company must depend entirely on its men and women for the skill, diplomacy, self-control, good judgment, and good-natured courtesy that together do so much to create favorable reaction by the public towards service rendered. Yet regardless of the pressure, representatives of the company who manage at all times to keep these qualities to the fore are turning in a job which is a credit to themselves and to Pacific Electric.

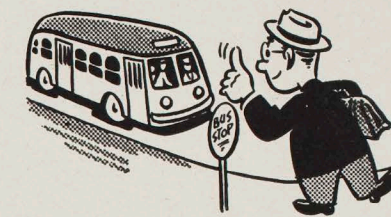
Only by the utmost effort on the part of all to make PE service popular may we hope to offset the inroads of the automobile, decentralization, and television.

USC Prof Commends Karr for Aid to Class

A LETTER OF COMMENDATION for Attorney Randolph Karr was received May 4 by President O. A. Smith from Samuel Rubin, Professor of Transportation, School of Commerce, University of Southern California, for Mr. Karr's assistance in making transportation classes successful.

The PE Attorney this spring helped Professor Rubin arrange some class trips on railroad property. In the spring of 1950 he also gave Mr. Rubin's classes three lectures on railroad law.

"A \$10 Bill Is All I've Got, Operator!"



TWO CONTRASTING LETTERS from users of Pacific Electric service point up Rule 27 in the General Instructions applying to all districts, under Section A, Circular P. D. No. 1980, third revised page A-7. The rule deals with insufficient change.

One passenger sympathized with an Operator to whom she saw other passengers in rapid succession hand bills of large denomination. She deplored their lack of thoughtfulness, in view of the fact that "these people were possibly 25 feet from the bank and could have gotten change."

Another passenger—an elderly woman—wrote complaining that when she tendered a \$10 bill to an Operator he would not allow her on the car, and thereby caused her much inconvenience and embarrassment.

While we sympathize with the writer of the first letter in her sorrow over the thoughtlessness of passengers, we also sympathize with the elderly lady who was illegally put off the car.

The rule plainly states:

"A—When conductors or operators do not have sufficient cash to change a coin or bill every reasonable effort should be made to obtain change, either from other passengers, other employees or at agency or terminal points en route. Money shall not be accepted until an effort has been made to obtain sufficient change. When impossible to obtain change, accept money and issue card receipt Form L-1928 to passengers, showing date, name and initials of passenger, amount of coin or bill tendered, points between which traveled, amount of fare, leaving time, station, reason for issuance and amount of change due passenger. Sign your name and badge number, and show punch mark and request passenger to present card to Passenger Traffic Department, Room 623, P.E. Bldg. or to agency nearest to his destination. Agents must secure authority from Passenger Traffic Department to make refund.

"B—In addition to above, call Dispatcher or Service Director at first available company telephone and give full details; Dispatcher or Service Director to notify Ticket Agent, Passenger Traffic Department immedi-

ately or, as soon as possible, by telephone.

"C—Money collected in this manner should be remitted in the usual manner and notation made on trip report to cover."

R. O. Christiansen Leads Transit Forum

EMPLOYMENT POSSIBILITIES IN the transit industry were discussed by Lynwood High School students under the forum leadership of R. O. Christiansen, Assistant to the Passenger Traffic Manager, on May 22, as part of the first annual Vocational Guidance Day at the school.

Lynwood Chamber of Commerce and business leaders cooperated with Lynwood High School authorities in making Vocational Guidance Day possible.

Of 300 students who attended, some 40 who indicated special interest in transportation met with Mr. Christiansen in the afternoon after a luncheon program. Other groups met with leaders in other fields.

Employment placement and vocational guidance representatives of the colleges and universities of this area discussed employment problems with students and parents in morning sessions.

Acknowledge \$4,000 In Gifts from MECCA

ACKNOWLEDGMENTS OF MECCA gifts totaling over \$4,000 have been received by the Mecca Administrative Committee from both the American Cancer Society and the March of Dimes.

Wrote Chairman Roy E. Naftzger of the Los Angeles County Chapter of the National Foundation for Infantile Paralysis on May 29:

"It is people like you and your employees who have made it possible for your Chapter to care for and rehabilitate our own polio victims."

Mr. Naftzger enclosed a statement showing that the County Chapter had incurred obligations during 1950 of \$1,080,353.16, of which \$274,715 was still outstanding at the end of the year.

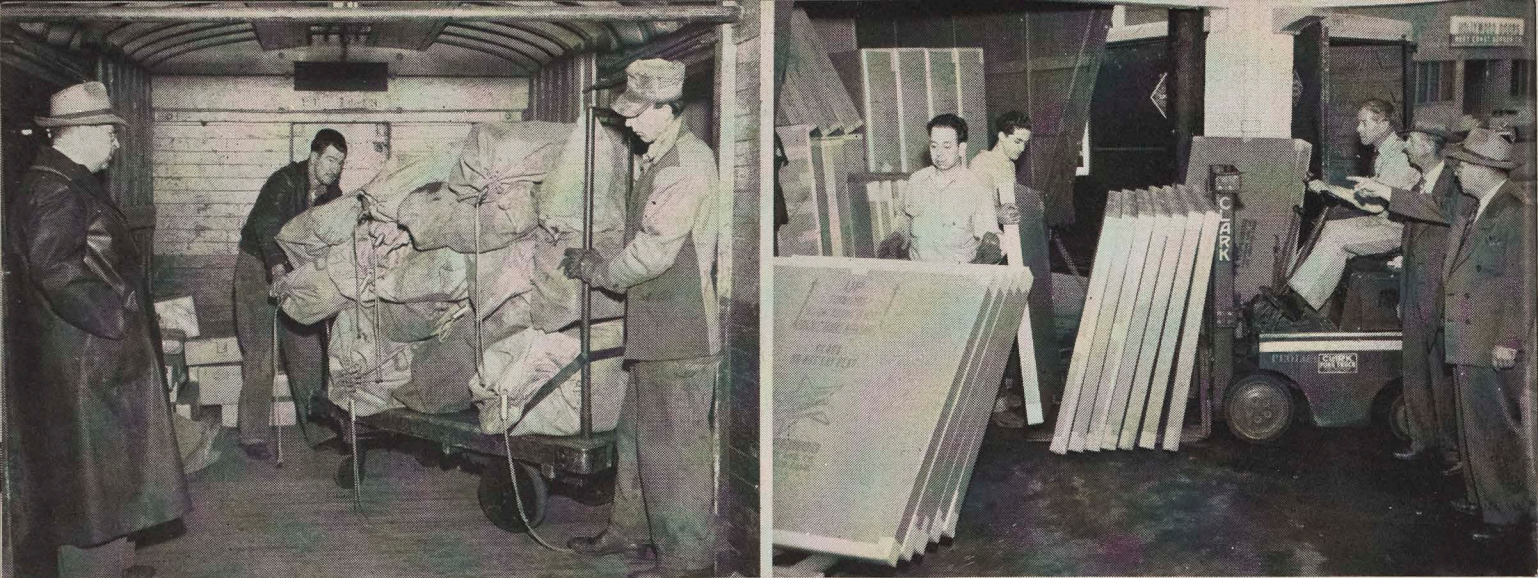
George T. Wofford, Jr., Chairman of the Commerce and Industry Division, Los Angeles County Branch, American Cancer Society, wrote on May 28:

"On behalf of our Board of Directors may I express our deep and sincere appreciation for your very generous contribution to the American Cancer Society in the amount of \$2,000. You may rest assured that we will expend these funds in the very best possible way in an effective program of cancer control."

MACY BUS LOT, 12:35 P.M. — During the base period of the day, this lot, like other bus lots, is full of idle equipment necessarily kept on hand at terrific expense almost solely for the benefit of the vast throngs who have to come to work and leave work everywhere at the same time. Maintenance and wages nevertheless continue.

MACY BUS LOT, 4:50 P.M.—An empty bus storage lot is better news—evidence that busses are carrying a pay load. But peak traffic, though better than no traffic, just isn't profitable. A bus and an Operator used for perhaps only one or two round trips a day during peaks can't bring in the revenue that they would if used all day.





INSPECTION OF MAIL LOADING, as well as unloading, is one of the duties of Station and Merchandise Inspector A. H. Nasher, left, here seen in motor at the loading dock of the Mail Room at Sixth and Los Angeles Sts. Other men are George E. Roberts, Assistant Foreman, center, and James T. Seats, Mail Handler, handling truck.

AT WINGFOOT, Mr. Nasher (pointing) and Agent G. P. Barkhurst inspect unloading of furniture from truck belonging to Los Angeles Period Furniture Mfg. Co. onto station platform. Left to right are John Campos, Trucker; Sam Farrando, driver of the furniture truck; D. V. Vidal, Warehouse Foreman; Mr. Barkhurst; and Mr. Nasher.

Station and Merchandise Inspector's Office Does Its Best to Help Everybody

TO SERVE as a connecting link between the agencies and the management, the agencies and the several branches of the operating department, and the agencies and the other departments of the company is the office of the Station and Merchandise Inspector, located in Room 230 of the Pacific Electric Building.

The Inspector and head of the office is Arden H. Nasher, known far and wide as "Art," and generally referred to as the Station Supervisor. His co-workers are Assistant Supervisor George M. Jehl, Steno-Clerk Irene

Nordquist, and Secretary-Clerk Jeanne Day.

Under the jurisdiction of C. H. Belt, General Supt. of Freight Service, Art's job is to supervise the work of the stations and the general merchandise service, which service includes mail, baggage, express, and less than carload freight, carried in varying proportions by box motor or truck.

Station Supervisor Nasher tries to visit every station on the system at least once a month, and may visit some half a dozen times. He inspects the physical plant of each of the 59

agencies for order and cleanliness; may suggest or authorize changes in the routine work of the station forces, and advises them on various problems, from how to make records to the type of girl they ought to marry. If a station needs a new electric light bulb, the matter is handled over Art's desk. Likewise, it's the Inspector's job to investigate errors in routing or billing, complaints from the public concerning a delayed shipment, or squawks that somebody isn't answering his telephone promptly enough.

Working out satisfactory truck and box motor schedules and supervising the methods of handling cargoes are also among the jobs of this department. There are now 11 regular truck schedules and seven extra ones on week-ends, carrying express and mail, or both; plus truck service for LCL freight between approximately 50 per cent of all PE freight stations. There are 15 regular and seven additional week-end box motor schedules for LCL freight, express, mail, and baggage. All schedules have to be worked out to the satisfaction of shippers, receivers, the Transportation, Freight Traffic, and Passenger Traffic Departments. Any change in established schedules or routes means considerable liaison work for the Station Supervisor.

Art must also check and approve charges made by trucking companies doing work for Pacific Electric (chiefly Pacific Motor Trucking, and various local draymen); must frequently inspect loading at stations to see that cargoes are properly handled, stowed,

and expedited; and must instruct as to the proper handling of unusual shipments. He is also liaison man between the company and Acme Fast Freight, and is a member of the recently created Freight Claim Prevention Committee.

The Station Supervisor is in frequent contact with all departments on various matters: with Traveling Auditors concerning station accounts and adherence by Agents to Accounting Department rules; with the Freight and Passenger Traffic Departments concerning customer contact work done by Agents; with the Engineering Department on station repairs or improvements; with the Mechanical Department concerning maintenance of station rolling equipment, such as fork lift trucks; with the Personnel Department concerning the hiring of employes and the interpretation of union agreements; with the Hospital Association concerning the status of employes from the health standpoint; with the Freight Operating Department in supervising the work of the Yard Clerks, etc.

Administering the Extra Board is another of the principal duties of the Station and Merchandise Inspector's Office, and all of the 350 members of the Agency forces are well acquainted with genial George Jehl, whose special mission in life is to see that all agency jobs, including those of Agents, Assistant Agents, and 55 other classifications are properly filled, and that everyone is happy, including the management. In collaboration with the Freight Operating Department, he also administers the Yard Roster. George is a mighty busy fellow, what with telephones, letters, bumps, bids, leaves of absence, sick leaves, vacations, and other contingencies that pop up all day long. But he manages to keep his cheerful disposition, and always has a pleasant



CONTRACT between PE and Greyhound Lines for sale of bus tickets at PE Stations is discussed by J. L. Pujol, Head Clerk, Miscellaneous Accounts, left, and Mr. Nasher.

word for everyone. His jokes have become a tradition.

Acting as Secretary to the Station Supervisor is Jeanne Day, a recent acquisition on the job owned by Gert-rude Cornice, who has been on sick leave for about a year and is not expected back for some months. Jeanne takes the multitudinous dictation, does a lot of typing and filing, handles many telephone calls, and makes and reminds her boss of various appointments.

Assisting George Jehl on the clerical end of his work is Irene Nordquist, who handles telephone calls, bid notices, assignment notices, and other matters concerning the Extra Board.

"Altogether we have a compact little organization," says Art, "which tries to act as friend, confidant, and sometimes adviser for the people at the stations around the system."



JEANNE DAY, Secretary in the Station Supervisor's Office, answers the telephone, makes appointments, takes dictation, etc.



IRENE NORDQUIST helps George Jehl by typing many stencils concerning bid notices, assisting in handling Extra Board assignments, etc.

Indiana Sees the Light; Why Not California?

FEDERAL AID to states of the Union is a question which should be given serious consideration by every thinking citizen.

President George S. Benson of Harding College, Ark., in his weekly syndicated column, "Looking Ahead," under April 25 date, reports that Indiana has discovered this interesting situation:

"Federal grants-in-aid to the state government and the people of Indiana during 1950 totaled \$40,969,791. During the 12 months this Federal 'benefit' was flowing in Indiana, the people of Indiana were paying out \$973,000,000 in Federal taxes. They contend that with only half of this, or \$486,500,000, they could give adequate aid to the Indiana people who need aid, and have money left over to improve Indiana's public education, highway system, etc."

Indiana isn't being fooled. Its people, as represented by its 85th General Assembly, realize that Federal aid merely means more demands by the U.S. Government on the states for more taxes. They've decided to stop asking for Federal aid, and have asked all other states to follow their example.

"We have decided," says the Indiana General Assembly, "that there is no such thing as 'federal' aid. We know there is no wealth to tax that is not already within the boundaries of the 48 states. So we propose henceforward to tax ourselves and take care of ourselves."



INSTRUCTING new Towerman, James C. Torpey, left, on rules and regulations pertaining to tower operation illustrates one of the duties of George Jehl, Asst. Station Supervisor.



ROBERT N. TRUAX
Operator
Ocean Park

MARCEL TORRES
Paving Laborer
San Bernardino

ROBERT H. ERBE
Sortergraf Operator
Payroll Accounts

HAROLD A. WILKS
Operator
Ocean Park

Uncle Sam Calls 10 More Employes

UNCLE SAM continues to call Pacific Electric employes into the armed services at the rate of about five a month. Since the last issue of the Magazine, ten men have been called, making a total of 70 employes who are either in active service or who have received orders.

In addition to those from whom the Magazine was able to glean a few biographical facts as stated below, *Ruben A. Molina*, Stores Laborer, and *Emile E. Trahan*, Operator, Ocean Park, have also entered the service of their country.

The picture of *Robert H. Erbe* appearing above was unavailable for publication in the April issue, although his story appeared.

DON R. BELL, Butte St. Yard Office Clerk, reported for duty the last of May with the Marine Corps, after having enlisted for four years. He had had three years with the Marines in active service between 1947 and 1950.

On Aug. 7, 1950, he began his PE service as Mail Messenger in the PE Building, and transferred to Butte St. last November.

Don's wife, *Alice*, lives at 1611½ Sunset Blvd., Los Angeles. The couple have no children.

MARCELO TORRES, member of the Paving Gang at San Bernardino, reported for military duty at Fort Ord March 30 following notice of induction. He hoped to enter the Navy, but wasn't sure at the time of interview where he'd wind up.

Marcelo has been working for PE's Roadway Department off and on since 1945. This is his first military service.

His mother and stepfather are **Mr. and Mrs. Adolfo Araiza** of 1827 E. 87th St., Los Angeles.

The stepfather, now on sick leave, has been a PE Track Laborer for 16 years.

HAROLD A. WILKS, Operator, OP, reported for military duty Monday, April 23, at Norton Air Force Base, San Bernardino, for service with the U.S. Air Force. He had been a supply sergeant in the Air Force Reserves.

In World War II, he served in naval amphibious forces as yeoman 2c for three years, stationed at Great Lakes Naval Training Station, Little Creek, Va., and Fort Pierce, Fla. Honorably discharged in December, 1945, he then transferred into the Naval Reserve for three years, and thence to the Air Force Reserve for two.

Leaving his home state of Ohio, where he had worked as a driver for Greyhound and as Motorman for the Cleveland Railway, he came to California, and began work for PE Feb. 12, 1946, as Motorman on the West.

His wife, *Helen*, of 4460 Overland Ave., Culver City, will keep the home fires burning.

WILLIAM T. CONNORS, Demurrage Clerk at El Monte Station, left May 7 for service with the U. S. Army. His PE service began July 8, 1950. Mr. Connors has been living with his mother at 4029 Guardia Ave., Los Angeles.

THOMAS B. HAYS, Motor Transit Operator working out of San Bernardino, reported for duty with the 149th Aircraft Control and Warning Squadron of the Air National Guard at Ontario on May 1, as warrant officer, j.g. His duties will be in the field of electronics.

During World War II he took military leave from PE in 1943 to serve with the 3rd Infantry Division in Northern France and Southern Germany, and had a total of 38 months in the Army. Returning to PE on May 1, 1946, he was called again for duty exactly five years later. He won the Infantry Combat Badge, the Bronze Star, and two battle stars during the last war.

Mr. Hays started his PE career as Motor Transit Operator in 1942, and soon began working out of Montrose. He began working out of the San Bernardino terminal in 1947.

His wife, *Eleanor*, lives at 339 N. Cactus St., Rialto. The couple have no children.

JAMES C. VANCE, Ticket Clerk working at the Subway turnstiles, reported for military duty with the U.S. Air Force as a bombardier on June 14. He holds the rank of second lieutenant.

He spent 4½ years with the Air Force during World War II in both the Pacific and the European theaters, serving as an enlisted man in the Pacific and as bombardier in Europe, flying a total of 35 missions, winning the Distinguished Flying Cross and the Air Medal.

Separated from the service in September, 1945, he farmed in Arkansas; worked for Western Dry Kiln Equip-



JAMES C. VANCE
Ticket Clerk
Subway Terminal

WILLIAM T. CONNORS
Demurrage Clerk
El Monte

CHARLES H. DAVIDSON
Operator
Ocean Park

THOMAS B. HAYS
Operator
San Bernardino

ment Co., Wilmington; and then came to PE in February, 1950, as Helper in the Torrance Store. Thence he transferred to the City Ticket Office the following month.

His family consists of his wife, *Sarah Louise*, and two children, *Carolyn Gail*, 5, and *Lana Rae*, 1. They will leave the Wilmington home and live at Stuttgart, Ark., until Jim returns.

CHARLES H. DAVIDSON, Operator, Ocean Park, reported for duty with the U. S. Air Force April 30 in a capacity undetermined before he left. He was in the Air Force Reserve as technical sergeant, and served in World War II as technical sergeant keeping machine guns of various types in order in the Marine Air Wing for over 3½ years in the South Pacific.

His World War II service won him four battle citations and a Purple Heart.

Charles came to PE in August, 1941, as a Conductor at Ocean Park, and served until he was called to military duty in March 1942. Unmarried, he had been living alone at 3133 Hutchison Ave., Los Angeles.

ROBERT N. TRUAX, Ocean Park Operator, was called to service with the U. S. Air Force April 23 at Norton Air Base, San Bernardino. He had been a technical sergeant in the Air Force Reserve, having seen duty in World War II for three years with the Eighth Air Force as radio operator, and also as gunner on B-17 bombers with 33 missions to his credit.

A former Los Angeles Motor Coach Lines Operator, he transferred to PE in 1947.

His wife, *Jane*, lives at 2810 Forrester Drive, Los Angeles.

Big PE Checks for Rail Removal Given Los Angeles and Pasadena

TO COVER COST of removing rail in Los Angeles and Pasadena, General Manager **T. L. Wagenbach** on Monday, April 23, presented the City of Pasadena checks totaling \$102,938, and next day presented the City of Los Angeles with checks totaling \$175,000.

The Pasadena checks covered costs of removing rail within the city limits on the Oak Knoll and Sierra Madre Lines.

The Los Angeles checks covered costs of removal of rail on: (1) the Echo Park Line from Sunset Blvd. and Echo Park Ave. to end of line at Cerro Gordo St.; (2) Hollywood Line from Fourth and Hill through tunnels to Sunset Blvd. and west to Park Ave.; (3) Venice Blvd. Line from Fourth and Hill to Arlington Ave.; (4) Former Watts-Sierra Vista Line from Ninth and San Pedro Sts. over Ninth to Main St., First St., Los Angeles St., Aliso St., and east on Aliso to San Pedro St.

geles St., Aliso St., and east on Aliso to San Pedro St.

AGREEMENT WITH LATL PENDING

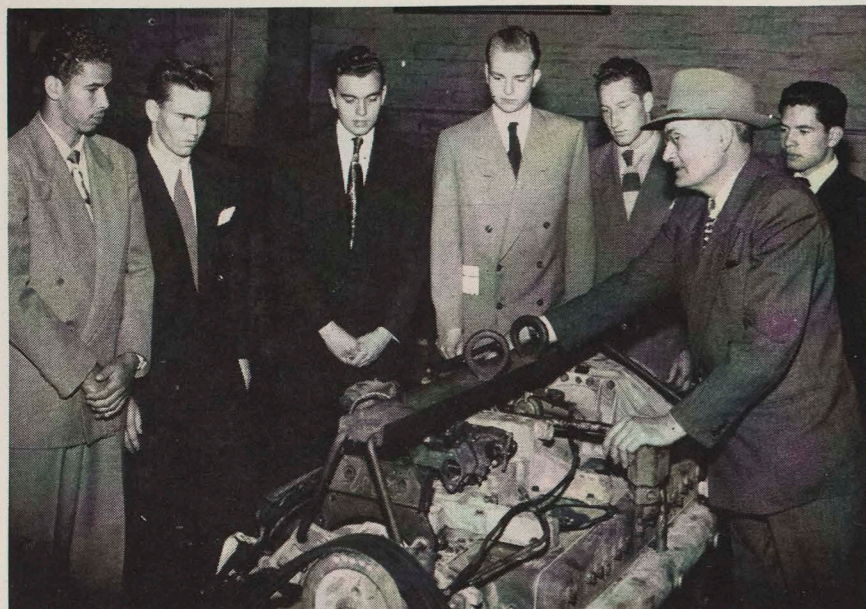
An agreement is pending between Pacific Electric, Los Angeles Transit Lines and the City of Los Angeles concerning trackage on First St. between Los Angeles and Main Sts., and on Main St. between First and Ninth Sts. which was used jointly by the two companies.

TERMS WITH PASADENA

In addition to the payment to Pasadena, Pacific Electric agreed to remove rails and fittings on the Oak Knoll Line on Colorado St. between Fair Oaks Ave. and Lake Ave., and on Lake Ave. between Colorado St. and California St., upon 30 days notice from the city. The company will quitclaim to the city all rights and ties, ballast, and paving along the above portions of line. The city will use the payment by Pacific Electric to remove ties and ballast, and repave the streets as soon as rails are out, and will acquire title from the company to private right-of-way on the Sierra Madre Line between Sierra Madre Villa and the northerly city limits of San Marino for \$25,810.

Within the boundaries of Pasadena, Pacific Electric will remove all its wires, poles and appurtenances in city streets and on private rights-of-way on the Oak Knoll and Sierra Madre Lines, except poles jointly used by other parties and overhead connections to buildings along Colorado St. which will be left for hanging of decorations during special events.





BOYS LOVE ENGINES—A principal topic of conversation among the high school students who recently toured the property during Boys' Week was the relative merits of various automotive engines. Automotive Equipment Inspector A. L. Bristow (wearing hat) delighted them with his knowledge when they went to Macy Garage. Left to right are Gilbert Johnson, Jefferson High; Harold Bowers, Dorsey; Ronald Porter, Washington; Fred Hoepfner, Los Angeles; Jack McDonald, Franklin; and Prospero Soto, Garfield. Scope of PE's operations amazed them.

PE Honors Boys' Week As Boys Tour Property

THEY DIDN'T REALIZE how big PE actually is until they toured the property.

That was the consensus of six high school boys to whom the company acted as host during Boys' Week. Harold Bowers, Dorsey; Fred Hoepfner, Los Angeles; Gilbert Johnson,

Jefferson; Jack McDonald, Franklin; Ronald Porter, Washington; and Prospero Soto, Garfield—all boys outstanding in appearance and deportment—visited various departments on Wednesday, May 2, and were treated to lunch after a morning tour of interesting points on the system.

The first stop was the Public Relations Department, where Public Relations Director Jim Shea greeted them and gave them a brief over-all

picture of the company's operations.

He then introduced them to President O. A. Smith in the latter's office. After a word of welcome from the chief they continued their tour.

L. S. Jones, Fred D'Arcy, and Howard Beardsley explained some of the operations of the Schedule Bureau; L. J. McGrath, the Train Dispatcher's Office. After a few quick glimpses of some of the Accounting offices, the boys then boarded a bus bound for Macy Garage, where Inspector A. L. Bristow pointed out bus maintenance procedures.

The boys also boarded both diesel and electric locomotives, where General Foreman R. L. Mankins and Assistant General Foreman W. R. Tingler pointed out the general principles of these types of motive power.

Retired Motorman Now Glendale Policeman

"YOUR LETTER of April 5, 1951, has been received and I wish to assure you that I greatly appreciate it, as in the years of my service with Pacific Electric I always tried to do my best and at all times to be a reliable employe as well as a friend to everyone—employes and the public alike."

These were among the thoughts expressed in a letter to General Manager T. L. Wagenbach by Charles E. Murray, Motorman who retired Dec. 15. Mr. Murray is now working for the Glendale Police Department as a Traffic Officer at Glenoaks and Central, and says he has the pleasure of seeing many of his old friends among employes and the public. His letter was dated April 8.

Commendations Sent 6 Retired Employes of Mechanical Department

RETIREMENT COMMENDATIONS have been sent by Supt. of Equipment E. A. Stevens to six employes of the Mechanical Department who have recently retired from service.

Included are Ellsworth E. Barkdull, Air Brake Machinist, Torrance, with 30 years of railroad service (not all with PE); John T. Batton, Laborer, Macy Car House, 5 years; Jennie F. Forsythe, Car Cleaner, Watts, 30 years; Carl J. Gramling, Leader, Machine Shop, Torrance, 31 years; Thomas H. Moore, General Foreman, Torrance, 31 years; and Frank Thompson, Leader, Miscellaneous Dept., Machine Shop, Torrance, 30 years.



HARRY E. HENDERSON
Operator, South
Retired April 2, 1951
50 Years a Railroader

GEORGE W. HUNTSMAN
Painter, West Hollywood
Retired Dec. 5, 1950
31 Years a Railroader

CHARLES E. BROWN
Mill Helper, Torrance
Retired March 27, 1951
34 Years a Railroader

CLAYTON RAMSEY
Cabinet Maker, Torrance
Retired March 30, 1951
24 Years a Railroader

LEE O. GOODWIN
Operator, North
Retired Feb. 1, 1951
35 Years a Railroader



LESLIE L. McDONALD
Operator, North
Retired June 1, 1951
28 Years a Railroader

CHARLES E. WAIT
Car Repairer, Macy Repair Shop
Retired March 30, 1951
28 Years a Railroader



SO LONG!—District Supervisor H. F. Tiemann, left, presented Operator Herman S. Cartwright with a Retirement Commendation as the latter worked his last day on the Los Angeles-Bellflower Rail Line April 30. Several gifts were also handed to the surprised veteran of nearly 31 years of PE service by Bellflower Agent C. Don Hileman, who arranged a farewell gathering. Cartwright operated one-man cars between Orange and Santa Ana from 1923 to 1930. He plans to spend a lot of time from now on riding horses on his daughter's ranch 18 miles from his home in Santa Ana.



EDWARD VACHER
Freight Conductor, South
Retired May 9, 1951
47 Years a Railroader

P. J. ROBILLARD
Welder, Torrance
Retired April 2, 1951
38 Years a Railroader

RECENT RETIREMENTS

HEAD JANITOR RETIRES—Seated is Anton ("Tony") Strasser, Head Janitor of the PE Building, and honored guest at a farewell party given May 17. Tony, who has been on sick leave for many months, was given a considerable sum of money on behalf of his associates by Land and Tax Manager Earl Van Dusen, standing at rear, fourth from right). With seniority since Oct. 1, 1918, Tony had been Head Janitor for many years. His official retirement date was Nov. 22, 1950. Lionel Averitt (at right of Mr. Van Dusen) was appointed to succeed Strasser.

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

NAME	Occupation	Department	Years of Service
Herman S. Cartwright	Motorman, South	Transportation	31
George Harold Clink	Mechanic	Mechanical	25
Jesse Horace Erwin	Conductor, South	Transportation	6
Fletcher P. Fitzpatrick	Trolleyman, South	Transportation	4
James R. Harkreader	Trolleyman, South	Transportation	8
John C. Hearn	Motorman, West	Transportation	13
Harry E. Henderson	Conductor, South	Transportation	26
Charles N. Lundgren	Car Repairer	Mechanical	25
Harry A. Martin	Trolleyman, South	Transportation	7
Russell U. Mudgett	Car Repairer	Mechanical	7
Aram Oganessoff	Car Cleaner	Mechanical	24
Clayton Ramsey	Cabinet Maker	Mechanical	24
Gregory Salas	Laborer	Engineering	6
William E. Turner	Conductor, South	Transportation	5
Edward Vacher	Conductor, South	Transportation	31
Charles E. Wait	Car Repairer	Mechanical	28
Charles A. Wakefield	Clerk	Purchasing	30



WHAT IS JOB SECURITY?

By Fred G. Clark and Richard Stanton Rimanoczy

I
Let's put job security under the microscope of full circle thinking and see what it is and how to get it.

First, we have to know what a job is.

A job consists of being busy making something that somebody else (called a customer) is willing and able to buy.

Without customers there can be no jobs.

Job security, therefore, requires customers.

II

Now, let's prove this by finding out the source of factory payroll. The manufacturer usually gets his income from the wholesalers who buy his goods.

But the wholesaler gets his money from the retail stores to whom he sells the goods.

The retailers, in turn, depend on customers: the people who walk into the store to spend their money.

III

As soon as the customer stops going into the store, jobs all along the line begin to dry up

because the money paid to all the workers in the store, the jobbing house and the factory comes from him.

So the customer is the real employer.

The "bosses" do decide who shall have jobs, but not how many or what their payroll shall be.

IV

Now let's find out how the employes can get job security.

They can't get it from management unless money is coming in from customers.

They can get job security only by helping management get customer security.

Customer security comes only when the goods are of the right quality, design and price to make the customer willing and able to buy them.

In a free country no management can force customers to buy.

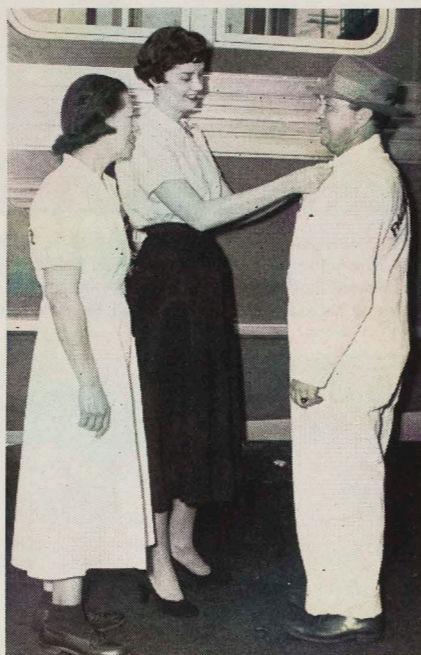
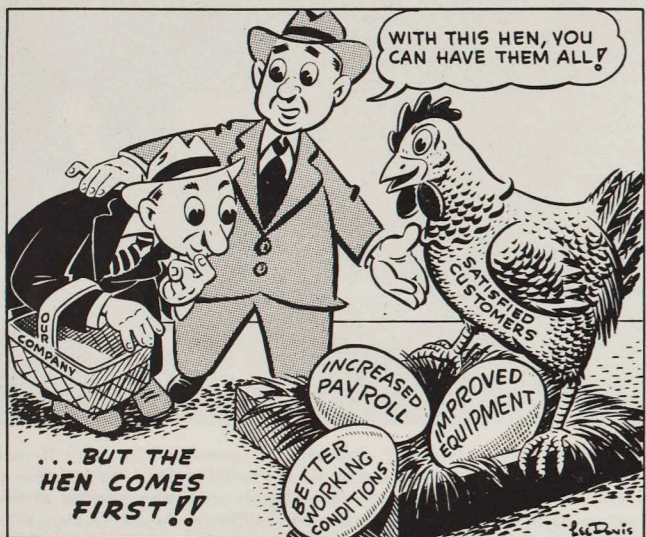
Management must persuade the customer, and the employes' best protection is to help management do the persuading.

V

Even if management were completely selfish and looking only for dividend security, teamwork would still be absolutely necessary because dividend security comes from the same place as job security: namely, from customer security.

This means that employes and managers are on the same team and win and lose together.

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MEN — AND GIRLS — IN WHITE — Maria C. Robles, Car Cleaner, and Johnny Hubener, Leader, Sixth and Maple, model new coveralls now issued to all Mechanical Dept. employes "in the public eye" (which means Sixth and Maple and the Subway Terminal), as Pat Goggins, Steno-Clerk at Macy Garage, gives Johnny's collar a style-setting tug.

Mechanical Employes In Eye Of Public Get White Coveralls

WHITE COVERALLS for 59 Mechanical Department employes in the eye of the public were issued at Sixth and Maple and at the Subway in mid-April. Four Foremen now wear shop coats; 23 women, coverall dresses; and 32 men, the trouser version.

The coveralls are not bought outright, but are rented from National Linen Supply Co. at a cost of 60c a change for the men and 40c for the girls. They are exchanged twice a week.

Entire cost of the service is borne by the company.

DON'T

Ride On Footboards!

"TRAINMEN shall not ride on footboards of box motors, line cars, and electric or steam locomotives, or on the corners of box motors on city streets or across highways."

Failure to observe this rule might easily be the difference between a long life and a short one — or worse still, one of disfigurement and years of suffering.

5 M. C. Lines Operate Without Accident For Month of April

THE FOLLOWING motor coach lines operated during the entire month of April without an accident:

No. 50 — Pasadena — Alhambra-Southern Pacific Station.

No. 64 — Pasadena — Pomona — Claremont.

No. 65—San Marino—Sierra Madre.

No. 66—Long Beach—San Pedro.

No. 84—Van Nuys—Birmingham Hospital.

"This is a commendable record," says Supt. of Safety H. L. Young, "and credit goes to every operator working these lines.

"Keep up the good work!"

Here's a Considerate PE MAGAZINE Reader!

FOUND — an extra considerate reader!

He wrote especially to ask us to remove his name from the PE MAGAZINE mailing list!

Peter Phillips, student journalist to whom we had sent the Magazine for some time, in response to his November, 1950, request, stated:

"Thank you for sending me copies of the PACIFIC ELECTRIC MAGAZINE. Back issues proved both interesting and profitable, especially from the point of view of a student writing. My particular assignment has now been completed, however, and I shall appreciate the deletion of my name from your mailing list.

"Thanks again for your helpfulness; it was a privilege to learn from your experience."

Legal File Clerk Official Biographer



ANNA ROSE HERRING, File Clerk, Law Department, and author of the sketch of General Attorney C. W. CORNELL appearing on page 3, came to PE in her present job on May 1, 1947, from Murphysboro, Ill., where she had been society editor and general reporter for the DAILY INDEPENDENT. That was her first job

of any importance, and she held it several years. She had a daily column and a weekly biographical sketch of important people in Jackson County. Earlier she majored in English at Southern Illinois University. She came to California with her mother for a rest early in 1947, liked Cal., stayed and bought a home in Alhambra. Anna Rose is a voracious reader, and loves to write.

Chief Parker Gets Big Ovation For Talk at Agents Banquet

(Pictures on pages 16 and 17)

A STANDING OVATION was accorded Los Angeles Chief of Police William H. Parker for his talk before 291 Agents and their guests at the Annual PE Agents Association Banquet held Thursday evening, April 19, at the Alexandria Hotel.

His speech on the growing weakness of America's moral fiber and its reflection in our internal and foreign policies indicated the Chief's great concern over the problem of corruption in high places.

Why should Russia become an aggressor nation, he asked, when she can see the United States gradually destroying herself through greed?

Though the Los Angeles Police Department, he said, is now guided on the principle that men can be happy though honest, the Chief bespoke his concern over keeping it so when those in high places in government are more ready to talk about the pleasures of sin than the problem it presents.

President C. D. ("Don") Hileman of the Agents Association introduced General Manager T. L. Wagenbach, who acted as master of ceremonies. A short speech of welcome was made by President O. A. Smith.

Supervisor of Schedules Charles P. Hill was Chairman of the Banquet Committee, which consisted of K. L. Anderson, E. R. Burke, A. R. Crow, C. D. Hileman, E. A. Riley, and M. A. Soper.

For perfect attendance at monthly Association over the past year, the names of 14 members were listed on the program card: Agents: K. L. Anderson, Gardena; Joe Antista, Newport Beach; T. R. Bartlett, Wilmington; F. W. Bednar, Yorba Linda; A. R. Crow, Compton; W. A. Cunningham, Azusa; Harold C. Hall, Glendale; C. D. Hileman, Bellflower; and H. K. Moss, Whittier. Relief Agents: S. V. Hall and W. H. Hambley. Assistant Agent J. P. Meyer, El Segundo; General Clerk R. H. Harrison, Torrance; Station Clerk R. S. Hileman, Compton.

One can board a train and, without changing cars, travel from Purdue to Cornell, Vassar, Stanford, Yale, Harvard, Princeton and Wellesley on the 50-mile Washington, Idaho and Montana Railway, located in Washington and Idaho.

Vital Statistics

March 21, 1951 to May 20, 1951.

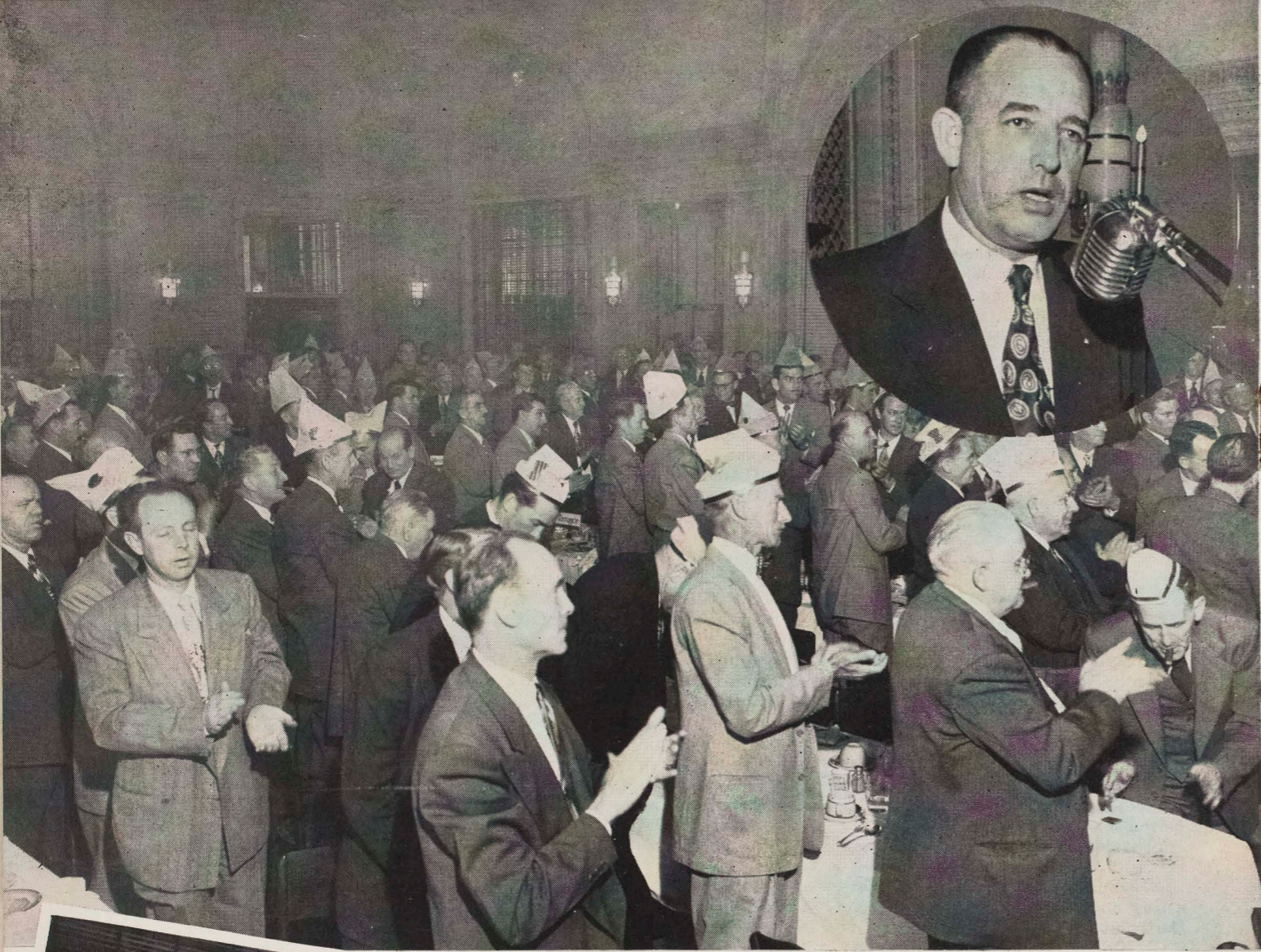
DEATHS					
NAME	OCCUPATION	Died	Insurance	Mortuary	
Winstead, William L.	Retired Helper	3-24-51	No**	No	
Woodburn, Mac	Retired Motorman	3-30-51	Yes	Yes	
Araiza, Adolfo	Laborer	4-13-51	Yes	No	
Kreider, Linford J.	Retired Yardmaster	4-16-51	No**	Yes	
Schmitt, George A.	Retired Ticket Agent	4-18-51	Yes	Yes	
Gonzalez, Gumecindo	Laborer	4-18-51	Yes	No	
*Davis, Darrell E.	Retired Motorman	3-10-51	No**	No	
Moore, George R.	Retired Ticket Clerk	4-21-51	Yes	No	
McCloskey, John C.	Operator	4-21-51	No**	No	
Torres, Jose	Laborer	3-23-51	Yes	Yes	
Stanley, Charles	Yardmaster	5-10-51	No**	No	
Mainio, John H.	Retired Janitor	5-11-51	Yes	No	
Matlock, Edward W.	Lineman	5-17-51	Yes	No	

EMPLOYES' WIVES' DEATH BENEFIT FUND

Name	Died	Wife of	Department
Prediger, Martha Harriet	3-27-51	William M. V. Prediger	Mechanical
*Knoche, Mina A.	1.10-51	William G. Knoche	General Officers

*Reported subsequent to last publication.

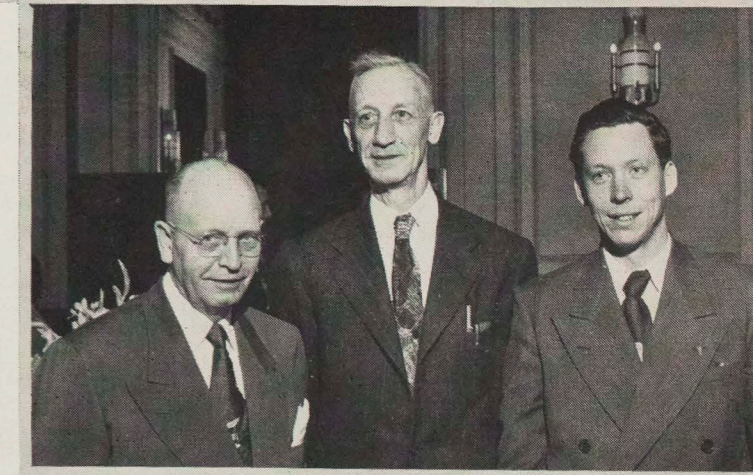
**Employee declined to accept Group Insurance.



AGENTS ASSOCIATION BANQUET BEST EVER, GUESTS MAINTAIN

ABOVE—Agents and their guests give Chief William H. Parker (circle) a standing ovation after his fiery speech on U.S. moral weakness. AT LEFT—table of retired Agents. Clockwise, beginning at left with standees: Andrew J. Young, 81, formerly of La Habra, PE 27 years, total railroad service, 62 years; Ralph E. Kidd, 68, Beverly Hills, 37 and 42 years; Fred J. Leary, 72, L.A. Freight (Chief Claim Clerk), 30 and 30 years; David W. Holtby, 61, Newport Beach, 13 and 41 years; Hiram E. Foskett, 69, Station Supervisor, 28 and 49 years; N. Frank Graham, 63, Sierra Madre, 30 and 33 years; Albert G. Owen, 73, Covina, 38 and 38 years; Henry L. LeGrand, 74, Pasadena, 42 and 55 years; Dillard W. ('Slim') Layne, 59, Industrial Agent, 30 and 30 years; J. Frank Jenkins, 68, Glendora, 32 and 45 years. A fine bunch of fellows.

ABOVE—Head table guests. Left to right: (1) R. J. McCullough, Chief Special Agent, R. R. Ripley, Supt., Railway Express Agency, Los Angeles; Fred C. Patton, General Supt., Passenger Service. (2) A. F. Ager, Sr. Engineer, California Public Utilities Commission; J. G. Shea, Director, Public Relations; T. M. Chubb, Asst. General Manager, L. A. City Board of Public Utilities and Transportation; C. H. Belt, General Supt., Freight Service; Col. C. K. Bean, General Manager, L. A. City Board of Public Utilities and Transportation; G. B. Hanson, Passenger Traffic Manager, SP; Clyde Hogsett, Service Agent in charge, ICC, Los Angeles. (3) H. O. Marler, Passenger Traffic Manager; W. H. Gorman, Director, So. Calif. Dist., CPUC; O. A. Smith, President; W. H. Parker, L. A. City Chief of Police; C. D. Hileman, President, Agents Association; T. L. Wagenbach, General Manager, master of ceremonies. (4) G. F. Squires, Vice-President; L. L. Laughlin, General Manager, Harbor Belt; W. G. Knoche, Freight Traffic Manager; C. F. Peters, VP and General Manager, Union Terminal Warehouse; V. F. Frizzell, Freight Traffic Manager, SP. (5) J. J. Suman, Auditor and Secretary; D. D. O'Connor, Asst. Dist. Manager, PMT; F. W. Spencer, Chief Engineer. (6) E. A. Stevens, Supt. of Equipment; F. S. Palmer, General Claim Agent; Earl Van Dusen, Manager, Land and Tax; A. R. Crow, Vice-President, Agents Association. AT RIGHT—Three members of the Banquet Committee: C. D. Hileman, Charles P. Hill (Chairman), and A. R. Crow. Others not in picture included K. L. Anderson, E. R. Burke, E. A. Riley, and M. A. Soper. LOWER RIGHT—Entertainment before and during dinner was provided by Ralph Miele and his string band, with Nancy Edmunds as featured vocalist.





TO NEW EMPLOYEES

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

ACCOUNTING DEPARTMENT

Clerk: Rudy E. Cole.
Comptometer Operator: Marian E. Mulvill.
General Clerk: Orville E. Bartlett.
Office Boy: James R. Hasselman.
Sorter Clerk: Pauline R. Peterson.
Typist: Mabel R. Wells.
Typist-Clerk: William G. Ewing.

ENGINEERING DEPARTMENT

Apprentice Lineman: Calvin L. Stoult.
Assistant Signalmen: William E. Burnett, Harold L. Chenoweth, Robert L. Minard.

B & B Carpenters: James W. Brooks, Jesus F. Romo, Leslie E. Sowers, Joe L. Wood.

B & B Helper: George E. Allen.

Carpenters: Sidney Terris Brownstein, George B. Ingulsrud, John Junyk, L. C. Kennedy, Clarence W. McQuiston, Clyde C. Minton, Derhal O. Titterington.

Carpenter's Helper: Lupe Avalos.

Chainmen: John J. Fleming, Carlos Edgar Moon, Jr.

Electrician: Paul C. Green.

Engineers: James H. Eberle, Kenneth B. McIntire.

Groundman's Helper: James M. Costuer.

Helper: Charles P. Fellmann, Danny V. Schmidt.

Linemen: Billie L. Chambers, Raymond K. Madron.

Lineman's Helpers: Charles Henry Edmonds, Jr., Bruce G. Ruddell.

Plumber: Charles Paulson.

Signalman: Wayne E. Agapitos.

Signalman's Helper: Joseph M. Lopez.

Track Laborers: Joe Maria Alonzo, Jose Anselmo Ortega.

Valuation Estimator (recalled temporarily): Will H. Fulton.

Welder: Irvin L. Cassio.

FREIGHT TRAFFIC DEPARTMENT

Steno-Clerk: Helene Caputo.

HARBOR BELT RAILROAD

Brakeman: Charles Bockman, Albert C. Flesjer, Clyde B. Weaver, Albert R. Whipple.

HOSPITAL ASSOCIATION

Drug Clerk: Mary Michelson.
Physician: Robert B. Dalby.

LAW DEPARTMENT

Attorney: Robert P. Reddingius.
Law Clerk: Cecilia A. Hallisey.
Stenographers: Mary L. O'Connell, Dolores A. Waters.
Steno-Clerk: Marjorie Olive Helwig.

MECHANICAL DEPARTMENT

Clerks: Irving Ernest, Jeanette Hanson.
Helper: Daniel A. Moulton.
Sheet Metal Workers: Ivan R. Hagne, George T. Martin.
Steno-Clerk: Yetta Wright.

OFFICE OF THE BUILDING

Elevator Operator: Arvid L. Hartman.
Extra Janitors: Walter W. Douglas, Curtis Knighten, J. B. Smith.
Extra Janitress: Uela G. Smith.

PASSENGER TRAFFIC

Relief Ticket Clerks: William E. Swain, Jr., Harold E. Thompson.

PURCHASING DEPARTMENT

Steno-Clerk: Elizabeth M. Shoemaker.

STORES DEPARTMENT

Helpers: Richard T. Beggs, Robert Sands, Thomas Amic.
Laborers: Alfonso Gomez, Joe Hernandez, Tony C. Ursulo.

TRANSPORTATION DEPARTMENT

Brakemen: Roy A. Caron, Beldon H. Chisholm, Morrison J. Hannum, Waldo B. Hutchinson, Robert E. Lupo, Joseph L. McDermott, Timothy J. Moriarty, George E. Newkirk, William H. Sims.

Clerk: Charles H. Thorpe.

Mail Handlers: Robert L. Allen, Robert E. Baznette, James R. Benson, Eugene W. Knutson, Angelo A. Lombardo, Richard E. Olsen, Raymond H. Wendt.

Operators: Vincent R. Akalski, William S. Chester, Woodrow H. Cogle, Jack W. Cowsert, James H. Edwards, Edward L. Gibson, Eugene C. Grigory, Thomas N. Guinan, Chester E. Hendricks, James E. Hurst, George L. Keely, George G. Mills, Anthony C. Panzariello, Myron E. Passon, Billie J. Phelps, Thomas Arthur Russell, David R. Schutz, David Paul Slotkin, Benjamin D. Spell, Ernest E. Todd, Arthur Venlet, Eleas C. Vlisides, Robert P. Wade, Richard B. Wilson.

Station Clerk: Marjorie A. Freedlander.

Towerman: James C. Torpey.

Yard Clerks: Clayton D. Ginther, Jayne W. Larkin, Nels H. Olsen, Andrew J. Powell, Elmer E. Stewart, James Trainoff.

The Public Appreciates

NORTHERN DISTRICT OPERATORS

L. I. Dennison, D. R. Edmunds, E. S. Lewis, C. H. Yaple (two letters).

MOTOR TRANSIT DISTRICT OPERATORS

E. W. Karr, C. E. Mack.

SOUTHERN DISTRICT OPERATORS

V. M. Bagby, T. A. Dinkins, J. R. Johnson, H. F. Jones, O. D. Reedy, H. G. Wedel, J. M. Whiting.

WESTERN DISTRICT OPERATORS

A. J. Bahr, R. J. Bierman, O. M. Blanks, H. C. Bowen, V. E. Delmar, E. H. Dickerson, O. J. Donnelly, V. C. Engel, R. G. Farr, H. B. Finglet, W. J. Gerhardt, C. N. Greet, C. L. Hobby, J. W. Howard, E. B. Hughes, B. C. Idleman, R. J. Jenkins (two letters), R. A. Krueger, Albert Lipford, R. Loewing, C. L. Molholm, Valentine Murray, R. A. Osborn, R. L. Reis, R. A. Ritter, E. E. Rodgers, W. D. Rupert, R. E. Sanson, R. B. Schaffer, J. H. Schmitt, B. B. Zimmerman.

OTHER PERSONNEL

Special Agents at Sixth St. Terminals, especially Russell V. Mott.

The Information Bureau in general.

Assistant Trainmaster C. J. Thomas, Paul H. Smith, Division and Service Clerk, Freight Traffic, and others who made it possible on two recent occasions for the Long Beach Oil Development Co. to have cars handled with unusual speed.

Personnel of the Culver City Ticket Office, including Everett Cook, Agent; Edward R. Wheeler, Cashier; F. W. Collier, Station Clerk; Elmo Hall, Demurrage Clerk; Ysidro Tel-lechea, Clerk-Warehouseman; and J. T. Markham, Rate and Bill Clerk.



"Now, where is that token?"

OCEAN PARK TERMINAL



By
C. L.
Robbins

THIS IS C. L. ROBBINS taking over where D. L. G. van Roggen left off. I don't expect to do as good a job as Van did but I'll do my best.

This place has had a lot of changes since last September and has a lot yet to come. We are looking forward to moving into our new terminal.

Some men that could not drive busses had to leave this terminal, but I for one like to drive a bus better than be on the front end of one of those 900's.

Men on military leave from Ocean Park are E. E. Trahan, R. W. Truax, H. A. Wilks, and C. H. Davidson. We wish them good luck and a speedy return.

C. L. Weaver has informed me that Mr. and Mrs. F. F. Winder are the proud parents of a baby boy. Mr. Winder worked out of Ocean Park as Motorman until cars were taken off, and is now on sick leave on his farm in Arkansas. Also, born to Mr. and Mrs. H. H. Hinkel, April 10, was a baby boy named Jerome Holler.

A bunch of fellows around Ocean Park these days have sore backs and legs due to a new Ball Club that has been started. Not too much dope yet, but they played their first practice game Tuesday, May 15. Manager G. R. Andrade says that he will have them in shape by the time the season starts. In next issue I hope to have pictures and full line up.

Welcome to CHARLES LESTER ROBBINS, new correspondent for the men at Ocean Park. An Extra Board Operator, Charles drives busses on Santa Monica, Venice, and occasionally Sunset Blvds. Born in Illinois, raised in Missouri, he was a member of a high school basketball team that was champion of Southeast Missouri. In 1927 he took a better than four-year tour with the Navy, traveled with the U. S. Army Engineers for several years in the L.A. area, worked for Douglas Aircraft, and came to PE in 1943 at Ocean Park. He and his wife, Dorothy, have a 21-year-old son, Charles Edward, now an MP in Korea; a daughter, Betty Lou, 9; and a small son, Gary Lyn, 4.

Small Son Leads West Operator Into Cub and Scout Activities

THE BIBLICAL OBSERVATION that "a little child shall lead them" is well illustrated in the case of Operator George I. Battelle, Operator at Ocean Park, and a PE man for 10 years.

When his son, George, now 12, joined the Cub Scouts in Pack 161-c, Los Angeles, in 1948, Father George thought it was his duty to take an interest in his boy's activities. Hence, the senior Battelle became a Committeeman, and shortly afterward neighborhood Commissioner for the district around Adams and La Brea. The next year he was elected Cubmaster of the troop, and served until Junior graduated into the Boy Scouts.

Soon after he became actively interested in the Cubs, however, George, Sr., was asked by the Los Angeles Council of the Boy Scouts to take full charge of a Boy Scout exhibit that was to be part of a children's show to be held in the Shrine Auditorium.

ORGANIZES SEVERAL CUB PACKS

In 1949, George also helped organize several other Cub Packs. Thinking that by this time he had done his quota for the boys, he thought he would drop out for a rest. But there were many boys in the neighborhood

of Adams and La Brea who couldn't enter Cub Packs because the packs were full. So George organized Cub Scout Unit No. 2, and became Cubmaster. Den meetings every week, he says, help keep boys off the street and a full program of activities enables them to learn to do numerous worthwhile things and become better citizens. At Christmas time they had a dinner and a program so largely attended that they had to turn 400 people away.

Recently, Operator Battelle has been organizing Boy Scout Troop No. 2, and is also helping with a troop of Brownies (girls), of which his daughter, Georgia Yvonne, 8, is a member, and his wife, Louise, one of the Den Mothers.

PARENTS SHOULD PARTICIPATE

"More parents need to participate in the Scouting program," says Battelle. "The activities are so arranged as to require parental help at home, especially in the case of the younger children. At least one parent should register with every boy or girl who enters a troop or pack. Parents can come much closer to their children by taking an active interest in what the children are doing and learning."



OPERATOR LEADS CUB SCOUTS—Ocean Park Operator George I. Battelle, extreme right, rear row, is Cubmaster for Pack No. 2 in the Adams-La Brea district, shown here during festivities at the Christmas season. His son, George M., standing just in front and to right of his dad, is Den Chief. Mrs. Battelle, Den Mother, is third lady from left in rear row. Mr. Battelle believes a great many more parents should take an active interest in Scouting.

MACY STREET TERMINAL

By Ted Harrison

BELIEVE IT OR NOT, Macy is still on the map, though if some of you folks saw what they are doing to our old car barn you might think Macy was all washed up.

About March 1 Conductor Harry Hampton fell at the Azusa Station and broke his arm. He is coming along all right, though rather slowly. Hurry and get well, Harry, and let's see you back on the job. By the way, Harry, did you know one of your friends bumped you while you were off? Well, no hard feelings. You just didn't leave the farm quite soon enough.

Two of our men, Jack Ferrier, our smiling Cashier, and Operator Dave Gillispie (who is now working as Motorman on the Watts Line), leave early in June on a trip that really is a trip clear across the U.S. to the East Coast, then to Newfoundland and back through part of Canada — 11,000 miles. Hope you don't get your tickets mixed. You can depend on one thing, and that is that there will not be any narrow gauge lines or electric lines they will not cover on their trip.

Operator H. B. Smith has just returned from a trip to New York and way points. After arriving back in California, he took a couple of days down to the desert south of Indio.

Guess you've heard of the regular meetings the Old-Timers are having each month. Your scribe recently met one of these fellows who asked me to mention the fact that while this organization is for pensioned men, any interested Trainman is welcome to drop in and visit with these men. Meetings are held at the PE Club on the third Tuesday of each month, and the first hour, 1 p.m. to 2 p.m., is for visiting. The regular business meeting starts at 2 p.m.

Sierra Vista Line Operator and Mrs. W. T. (Bill) Gryder left recently for the East, winding up in Maryland to visit relatives, including their son, John, who was to receive the degree of Doctor of Nuclear Chemistry from Johns-Hopkins University. John started his education in El Sereno, graduated from Wilson High School



STARTS YOUNG—Therese Hoban, 2, dressed in approved fashion with lantern, cap, and overalls, is all ready to swing aboard a freight car with her dad, Brakeman F. E. Hoban. Cute!

and then went to Caltech. Thence he proceeded to go on a fellowship to Johns-Hopkins. We all join in congratulations to the Gryders on their son's academic attainment.

SOUTHERN DISTRICT NEWS

By Louis N. Velzy

ALL THE TERMINAL FOREMEN, Supervisors and Service Directors recently completed, between April 23 and May 1, six days of schooling on the new contract under the tutorship of Personnel Manager L. R. McIntire, so that all Terminal Foremen would have a good working knowledge of the new set of rules which went into effect May 1, 1951. If there is anything you men do not understand at present, just bring your problem to us and we will endeavor to explain it to you. Just remember that we also are trying to administer the new contract to the best of our knowledge and to the satisfaction of all.

Since last issue of the Magazine, several names have been among the missing. Harry Henderson, Valantine Wahl, Horace Erwin, Herman Cartwright, and Albert Knowles are all on the retired list as of May 1. Good luck to all of you fellows. Drop around and see us from time to time.

Butte Street has taken the interest of several Southern District men lately, Leonard Robinson, William Newman, Jack Setty, DeWitt Sparr, Willard Child, Rodney Price and Fred Pieper all having transferred to freight service there. Harold Riseling decided that Harbor Belt needed his services as a Fireman.

L. A. Street Extra Board had the pleasure of Newport Run 5510 for several weeks, since its owner, Thomas Dinkins, had taken a week off, then went on vacation to the hospital for a short time and returned May 14 to his run. — Sorry to hear of your misfortune, TD, but glad you are back in the saddle on the old "gas buggy."

Here are the answers to last issue nick names: "Poochie," Russell Slayman; "Uncle Frank," Frank Willis; "June Bug," Charlie Underwood; "Barrelly," Eugene Willis; "Round Head," Clyde Cason; and "Bubbles," Warren Tuttle. How many did you have right last month when the list was published? Following is the list for this issue — "Lover Boy" (Watts brand), "Esquire," "Mad Russian," "Buzz Bomb," "Jug," "Big Feet," and "Geraldine Josephine."

Bellflower Terminal is surely in the news this month as it has been a current rumor that Earl Lamm has a

new cleaning job to take care of at that terminal.

Also Russell Slayman has a new cleaning job assigned to him at home in the role of laundry man. Judith Celeste, first child of Russell and his wife, Irene, was born April 22, and weighed 6 lbs., 9 oz. Congratulations on the new baby girl, Russ. Bring her around soon and show her off.

If any of you men have any item of interest, please give it to me so I can pass it on to our fellow workers. Thanks.

YOU BE EARNEST AND I'LL BE FRANK

By J. S. Burton

OUT WEST HOLLYWOOD WAY, we are becoming more courtesy and neatness minded. On several occasions I have called attention to the courteous attitude towards our passengers on the part of the Operators and it seems that it has become contagious. By the time the next issue is printed, we hope to have more interest shown in this undertaking and something concrete to offer them for their extra efforts.

After all, if you growl and bark all day, it is only natural for you to be "dog" tired at night. There is a big field to work when we think of different ways we can improve our attitude towards Mr. and Mrs. John Q. Public. There should be an added effort on the part of all terminals to improve this phase of operations. All of us know the definition of neatness. We need to take more notice of the way we will appear to others.

Dan Cupid has been busy in these parts lately in the announcement by Mr. and Mrs. A. B. Bogartz of the engagement of their daughter Gloria to Pvt. Richard Alan Brown.



GLORIA BOGARTZ

The bride-elect is a graduate of Mark Keppel High School in Alhambra and is now majoring in journalism at Los Angeles City College. She is currently Associate Editor of the "Los Angeles City College Collegian," school newspaper, and a member of the Freshman Council.

Miss Bogartz has musical inclinations also, having sung with the Pacific Electric Glee Club.

Pvt. Brown is the son of Mr. and Mrs. George Brown and a graduate of El Monte High School. He also attended the California Academy of Music and the Los Angeles City College. Before joining the armed services, Mr. Brown was engaged in theatrical work.

The couple met at a dance class last summer, and although many plans are being made, they have not set a definite date for the wedding. All we can say is that Gloria's mother must be very attractive—we know her father!

One machine can do the work of 50 ordinary men, but no machine can do the work of one extra-ordinary man.

You've reached middle age when your wife tells you to pull in your stomach—and you already have.

A friend in need is the one you're most likely to hear from.

MOTOR TRANSIT HIGHWAYS OF HAPPINESS

By Nelson C. Fetterleigh

ALL PE OPERATORS offer their sympathy to the wife and family of Operator John McCloskey, who died April 21. Your correspondent was greatly impressed at the very fine attendance of friends and the many flowers that were sent from Motor Transit Operators. Pallbearers were from the Eagle's Lodge. The Red Cross in Korea was very considerate to send young Pvt. Charles McCloskey to his father's funeral.

Sometimes an old story is still a good one. "Swede" Petersen, of Pomona, a very happy father of six lovely children, had a new washing



PASSES ON—John Charles McCloskey, 41, Motor Transit Operator who had been with PE since 1943, died April 21, after 20 years of transportation service. He had previously worked for the Detroit Street Railway, Greyhound Lines out of Detroit, and Asbury; and had likewise worked ten years at the Chrysler plant in Detroit.

machine delivered home to his dear little wife. One day after the family's wash was complete, two of his little dears were watching the construction of a new sidewalk across the street. Seeing how the laborers were mixing cement in a mixer, the two children loaded their wagons with sand, cement, and stone, mixed thier own batch of concrete in the new washer, cut a hole in the lawn, and laid a new "sidewalk." Result: another new washing machine and two spanked children.

When PE has finished reconstructing Macy Garage, I hope it will furnish its employes with road maps.



BROOKS HUNTER, El Monte Operator, courteous and efficient. See story below.

As the bus bounced and rocked along the rough routes, passengers leaving the bus complained continuously of the rough ride. "The gophers are real bad this year," smiled the Operator.

Over a period of about a year, Operator James Marlo of El Monte reportedly has found (1) a draftsman's instrument arm, (2) a 10-foot log chain, and (3) two house jacks. Found 'em in front of his bus on the road.

Warrant Officer John W. Kipp, Operator on military leave, is now housed in a five-room barracks apartment in Japan, with three other warrant officers as roommates. They have a Japanese boy to do the housework. These facts were among items in a recent letter from John to his parents, Mr. and Mrs. H. J. Kipp, of Alhambra.

A Healthy Suggestion for your Job Security: Don't wait for ill health to take you by surprise. Go, yes, go to your doctor and get an annual check-up. An ounce of prevention is worth more than a pound of cure. Exercise, such as roller skating, can give your muscles proper tone. Roller skating places no limit on ages. Take your family and go roller skating!

Operator Brooks Hunter, of Covina, gets the spotlight this time for his courtesy and dependability. When one of his regular passengers recently forgot his wallet, Hunter paid for the forgetful one's round-trip ticket and lent him lunch money. Next day the grateful passenger returned the money. At another time, when a lady and her daughter had missed the last bus to Covina and would have had to pay \$5 in taxi fare, Hunter, who was all through work, drove them in his automobile to their destination.

Motor Transit Ahead for March In District Safety Contest

MOVING from fourth to first place, the Motor Transit District went into the lead for March in the District Safety Contest for accident reduction. Records showed that Motor Transit District Operators decreased accidents in March by 27% over the same month a year ago.

The Safety Plaque is now in the hands of the South Passenger District for the best record in accident reduction for the six-months period ending Dec. 31, 1950. The present contest ends June 30.

Standings of all contestants for March are as follows:

PLACE	DISTRICT	NO. OF ACCIDENTS		INC. OR DEC. OF ACCIDENTS	
		MAR. 1951	MAR. 1950	NUMBER	PER CENT
1st	Motor Transit	35	48	Dec. 13	Dec. 27%
2nd	South Passenger	44	55	Dec. 11	Dec. 20%
3rd	West Passenger	208	209	Dec. 1	Dec. —%
4th	Freight — Box Motor — Work	44	28	Inc. 16	Inc. 57%
5th	North Passenger	55	34	Inc. 21	Inc. 62%
	SYSTEM	386	374	Inc. 12	Inc. 3%

LONG BEACH FREIGHT HOUSE

By Jack DeLaney

SINCE Helen Caputo has taken over the Secretary's position in General Agent Joe Blackburn's office, Joe says business has picked up wonderfully. Joe's associate, A. M. MacDonald, Traveling Freight Agent, agrees.

R. W. McDougall, Ticket Agent, is back from his prolonged vacation and is ready for all the work they can throw at him.

R. H. McLaughlin acted as Relief Agent during Mac's absence. Mac says the boys have been pretty rough with him, making him do all the work.

Fred Boren, the sheik of the Ticket Office, says he is still single, and waiting for the right girl to come along. Mighty good catch there, folks!

Norval Knox is now back from his two-weeks' vacation, feeling fine as a fiddle.

James Tucker, formerly Agent of the Pacific Motor Transit here about 25 years back, bumped Jack Harris, who now is at Bellflower. Jack is being missed and is hoped that he will be back again soon.

Madeline Somerby, now Mrs. Bill Ruge, and formerly Demurrage Clerk here, paid us a visit a few days back. She is here with her little son, Bruce, visiting with her parents. Bill was formerly Secretary to Joe Blackburn. They left Anchorage, Alaska, March 31 via auto. Bill was called back by the Alaska RR, for which he has been employed quite some time.

Edna Taylor, our petite Interchange Clerk, left via auto with three girl friends May 11 for her two-weeks' vacation to Denver, via Las Vegas. She says if not too much time is spent at Las Vegas, they hope to reach Denver O.K.

Lona Deckard is relieving on the Interchange Desk, and R. Rockwell, a newcomer to the station putting in his apprenticeship, is on the Freight Clerk job.

Mary Stowell, formerly employed here as Freight Clerk, brought along her little boy, Steve, during a recent visit. He wants to be a railroad man when he grows up.

By the time this goes to the press, L. C. Kallman, our Warehouse Foreman, will be on his way to Denmark and other points across the ocean. He and his wife have all arrangements made, and expect to be gone for several months. Good luck, Ole. Hope you have a good time!

Walter Somerby, now on a night Car Clerk job, will handle the warehouse job during Ole's absence.

Luxury Yacht Delivered Safely Over PE Rails at Newport Beach

(Pictures on opposite page)

LARGEST SEA-GOING CRAFT ever received over PE rails at Newport Beach, a \$40,000 piece of luxury in the form of a 50-ft. Chris-Craft yacht, was safely delivered by the Pacific Electric Railway on April 19 to the Kenneth E. Wilson Co., dealers in Chris-Craft products.

Meticulous handling of this yacht was necessary because of its excess height and width. After the windshield had been removed for rail handling it stood 15' 10" high and was 12' 8" wide.

After a thorough inspection by the consignee, ultimate consignee, and Station Agent Joe V. Antista, the yacht was found to have arrived in excellent condition, having shifted on

its cradle only about one-half inch. It was shipped from Port Huron, Mich.

This yacht, the "White Cloud II," was purchased by C. W. Coulter, Cadillac dealer, Phoenix, Arizona, and will be skippered by Lennox Hubbard (school-days pal of Agent Antista) who skippered Mr. Coulter's former yacht, the "White Cloud," a 46-ft. Chris-Craft.

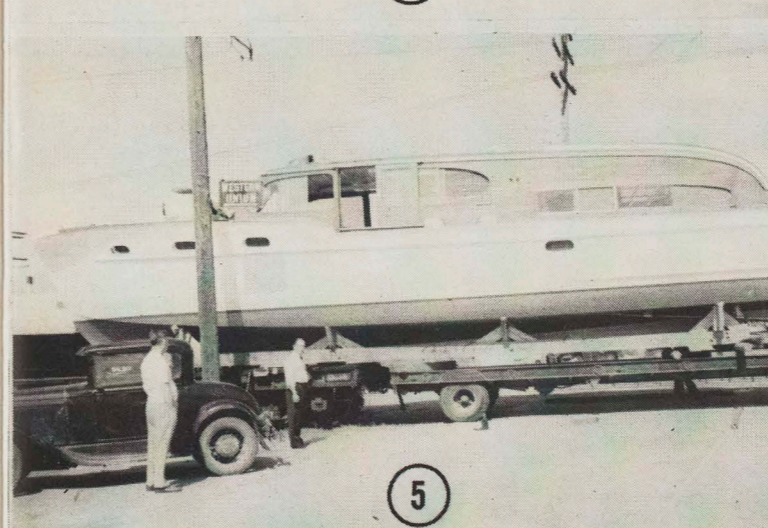
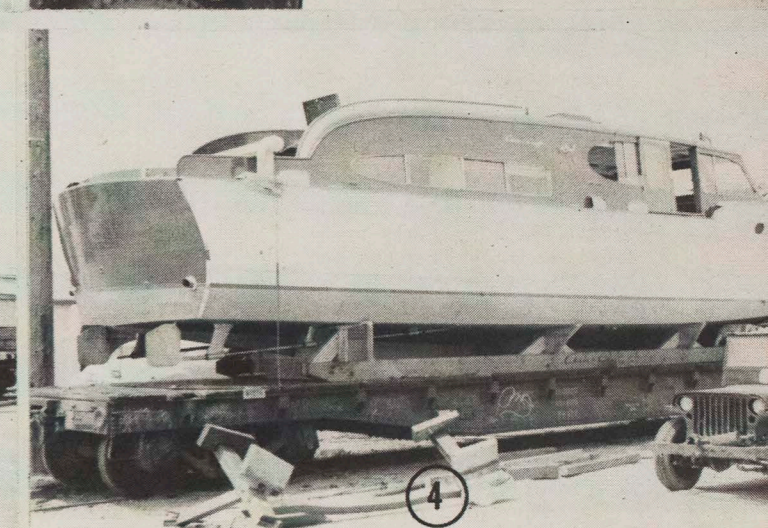
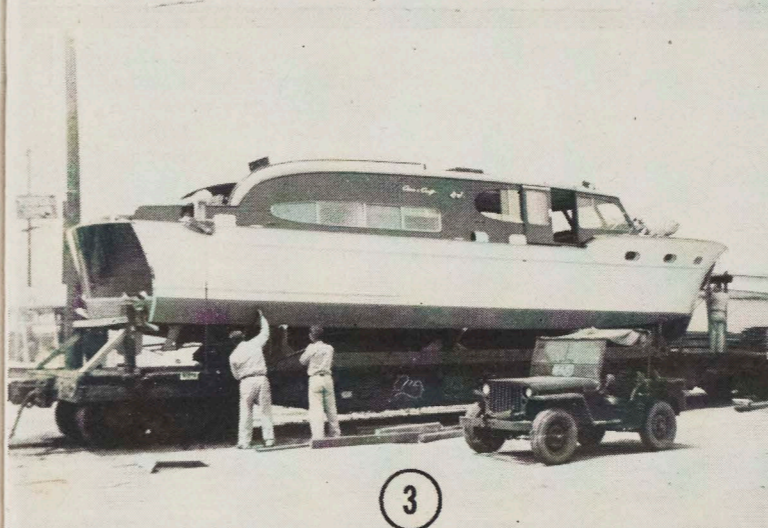
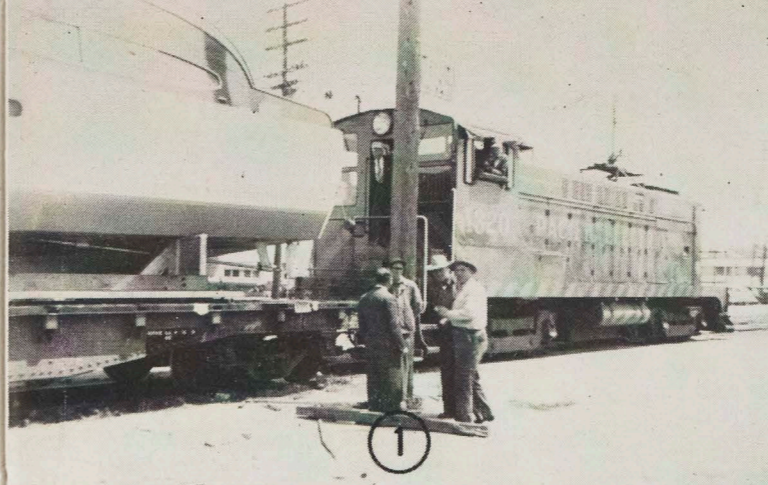
In the series of photos on the opposite page we can follow step-by-step the progress of "White Cloud II" as it was delivered to Pacific Electric's team track, drayed by the Balboa Transfer Co., and re-cradled for initial launching for the purpose of soaking and inspection for leaks.

LOS ANGELES TERMINAL FREIGHT STATION

By Suzanne J. Smith

WITH THE WARM BREEZES of summer just around the corner, and daylight saving in full swing, doesn't the word "vacation" sound enticing? . . . Hubert Heddens has a hobby which makes other people happy—he raises flowers and has some very choice and rare specimens to display, which he most graciously shares with his friends. . . . T/Sgt. Edward Mason, of Freight Traffic Department Roster, would like to be remembered to all his acquaintances. Edward is working for "Uncle Sam" in Meho, Japan. . . . Fortunately, John Stone's wife has recovered from a serious illness, and we are glad for her speedy recovery. . . . Harry Falk was the successful bidder on the Messenger Clerk's job that works out of this office. . . . Norman Vance bid in an Industry Clerk's job. . . . Bonnie Thompson returned from her leave of absence and worked a few weeks on Reba Weathers' job while Reba and Hubby Ed vacationed at Las Vegas. . . . Frederick Marshall and Donivan Sullivan are working temporary jobs during the current "celery" season. . . . Seen a few days at a time on relief jobs during the past month were: Robert Stiltz, Fred Collier, Robert Hulin, Robert McLaughlin and Arthur Innes. . . . 1st/Sgt. Phillip R. Jackson, son of R. W. Jackson, Chief Yard Clerk at Butte Street, is overseas in Japan and writes interesting letters home to his Dad.

Before he joined the Service, he worked as an Interchange Clerk at Butte Street, and in the various Yard Offices. . . . Major Joe S. Beckett paid a visit to his former working place, LATFS, while he was on leave from the Air Force. Joe is associated with the Directorate of Public Relations, Pentagon Building, Washington, D.C., and deals in public relations with Air Force Bands and Music, his main concern. He recently completed a tour of the European Countries. Joe and his wife have two children—a daughter, Elsie Ann, 4½, and a son, Stewart Thomas, 2½. It was nice seeing Joe and we are all proud of his accomplishments. . . . Jean Hart was thrilled to see one of the famous actresses, Helen Hayes, in the audience when she attended a TV show of Groucho Marx. . . . Eleanor Fawley brought little Linda in to see the gang and Linda seemed fascinated by the typewriters in the office. Following in your Mama's footsteps so early, Linda? . . . Milo Seiglar has been confined at the Santa Fe Coast Lines Hospital since April 29. Get well soon, Milo! . . . Arthur Bailey, retired, visited the fellows at the Freight Station and says he thoroughly enjoys working around his home and sleeping late in the mornings. . . . Elmo Hall resigned, and moved to Oregon for his wife's health. Elmo plans to work for the Southern Pacific Company in Oregon. . . . Baby-Land has a lot of announcements to make this issue: April 5 was the day Paul Gregory Jacobsmeyer arrived at the St. Francis Hospital in Lynwood, and Paul and Bertha welcomed their first-born with open arms.



LARGEST SEA-GOING CRAFT EVER HANDLED OVER PE RAILS AT NEWPORT BEACH DELIVERED SAFELY

(1) Safe arrival is the theme as yacht is spotted on Newport Beach team track. Facing camera are Conductor D. H. Brook (signing relief), and crew members Bill Spann and L. H. Reding. In doorway of diesel is "Dutch" Kirchefer; in window is K. J. Bordelon. Agent Joe Antista (back to camera) talks to crew excitedly about big shipment. (2) Remarkable handling is noted by Agent Antista. Yacht shifted only one-half inch on its cradle on its strenuous 2,000-mile journey. (3) The \$40,000 piece of luxury, weighing 25,400 lbs., is shown being carefully prepared for unloading by the Balboa Transfer Company. (4) Load shown with all-important bracing removed from the cradle. (5) Cradle is raised by hydraulic jacks and rollers and placed underneath. Pulled by winch on truck, cradle holding yacht is moved with extreme caution from flatcar to long bed of truck trailer. Thence yacht is carried to ways point in Newport, where it was transferred from its cradle to a ways cradle. This operation is extremely delicate. (6) Two happy people, Skipper Lennox Hubbard, left, school-days pal of Agent Antista, and Dealer Kenneth Hubbard face camera after yacht is safely on ways cradle, ready for launching into Balboa Bay.

BUTTE STREET FREIGHT

By Bill Newman

AFTER a six-weeks' vacation, the boys welcomed back Motorman Ray Thomas, who had been visiting his birthplace, Brunswick, Mo., with Mrs. Thomas. They left there 42 years ago, and this was the first time he had been back. He said he didn't recognize the town. The couple also visited friends in El Paso, Memphis, Kansas City, and Denver.

Congratulations are in order for three fellows who have been promoted to Yardmaster: L. C. ("Tex") Bankston, D. O. Kennedy, and R. S. Nichols.

About 50 friends and relatives enjoyed a birthday party arranged by Mary Breese for her husband, Chief Crew Dispatcher Neal, at their new home in Wyvernwood, Sunday, May 13. It was Breese's 50th birthday, "and he surely was surprised," says Mary.

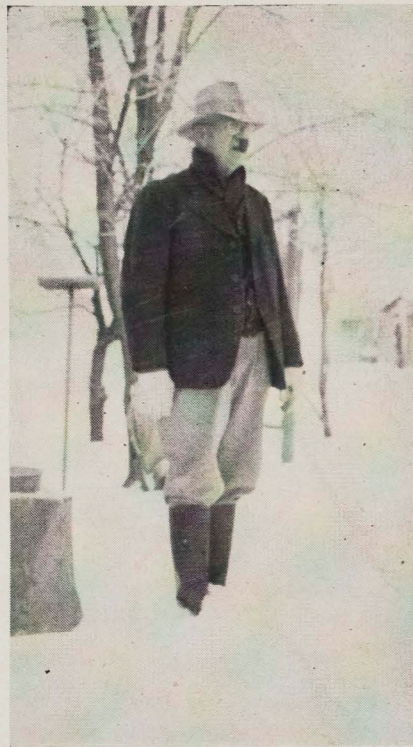
A few weeks ago I had the pleasure of working with the oldest crew in PE service—the La Habra freight crew, with a total of 130 years of service. The No. 1 man in service is Tom Holyoke, who came to PE Jan. 11, 1909. The others are Brakeman C. F. Hooper and L. A. Christy, with 1917 seniority dates; Trolleyman N. H. Edmondson, 1923; and Conductor Dave A. Martin, 1923. Martin is the Agent on this run. He does the business with the fruit-growers, and keeps everybody happy.

Old, experienced men, members of this crew know every move. They add fun to their day by jokes, pleasantries, and general good humor. When their train goes through to Fullerton, people along the way come out to wave and exchange greetings.

The consolation prize in a national volleyball tournament was won by the South Gate Nomads at Springfield, Mass., in mid-May. This women's team includes Izzetta van Roggen, wife of D. L. Graadt van Roggen, former Ocean Park Operator, now working as Trolleyman in South Freight.

Any news for this column will be appreciated. Please leave it in my box at Butte St.

BILL NEWMAN, who has generously volunteered to act as correspondent for the new working out of Butte Street Yard, is a former passenger Operator at the Subway Terminal, and for a number of issues represented the Subway as well as West Hollywood Terminal for the Magazine. This column is the first for Freight Trainmen since J. E. Neville, now retired, wrote for them back around 1944.



32—BELOW—Warming himself with his pipe is retired Motorman Walter Carpenter of the Sierra Vista Line, who sent this picture of himself at Princeton, Ky., to "Pop" Morgan, retired North Motorman. Walt maintains that the temperature was 32 degrees below zero when the picture was taken. Note the snow.

SENIOR EMPLOYEES FELLOWSHIP CLUB

By F. J. Oriva

JACK SEVERANCE, retired North Motorman, is in good health and is now living in San Bernardino.

The following men have retired lately: Richard Scaggs, Motorman North; Albert Knowles, Conductor South; Harry Henderson, Conductor South; Herman Cartwright, Motorman South; and George Bessett, Conductor South.

Retired Motorman Charles Butterworth is slowly recovering from a serious sickness and will pay the club a visit when he is able to get around.

Retired Superintendent of Equipment Fred E. Geibel is recuperating from an operation and will attend club meetings as soon as possible.

Frank McDonald, former South Conductor, has transferred to the Bridge & Building Gang and is now working on the new bus station in Venice.

John Middleton, retired North Conductor, is now living at San Luis Obispo.

Eli Stearns, formerly a South Motorman, is working as Stationmaster in the Ferry Building, San Francisco.

He would like the boys to pay him a visit when they come up North.

Roy Mead, retired Towerman, has married and bought a new home at La Crescenta. He is looking fine.

Falling off a ladder, retired Trainmaster Art Smith injured his spine and will be in a cast about 3 months.

Retired Trolleyman Fred Groth bought a home in Yucaipa to be near his old buddies.

Retired South Conductor Valentine Wahl took his family to Imperial Valley to work on his brother's ranch.

Retired South Conductor Howard Bennett paid the club a visit from Wasco, California, where he is working on his brother-in-law's place.

Retired Motorman and Mrs. William Colley are planning a trip to Sweden to visit Mrs. Colley's home. She has not seen it for years.

Retired Brakeman Tom McDonald is living in Arcadia, doing a nice little business raising chickens and rabbits. He would like to see some of his old buddies.

Retired Conductor Harry Henderson is now working in a dentist's office.

FAIRBANKS CAR HOUSE

By Vernon B. Williams

FAIRBANKS does not always mean that town in Alaska; for we have a Fairbanks Car House in the City of Long Beach under the supervision of Louis Saal, who, as Day Foreman, is responsible for Morgan Street Car House and San Pedro Car House.

This place is an ancient landmark on the PE property, and I was rather surprised to find so many fellow employees who did not know where it was.

Since Mr. Saal was promoted to Day Foreman in charge on February 1 of this year, the work has been so intensified and the facilities have been so expanded that it was necessary to open up another track to accommodate the flow of cars through here.

More and more machinery has been added until now we are well equipped to do anything from changing a light globe to changing wheels and trucks. He has a well trained and seasoned crew. As we further expand I will keep you informed.

We are happy to hear that the wife of Eugene Carroll is out of the hospital following an operation and is feeling so well.

The hobby of Jesse A. Crump is photography, and I will submit at a later date one of his pictures for our magazine.



SENIOR EMPLOYEES FELLOWSHIP BANQUET

THIS HAPPY OCCASION took place March 27 at the Rosslyn Hotel, just as the April Magazine was going to press. But a picture of a group of 106 PE Old-Timers is news any day, and we're mighty glad to print it.

TOP PICTURE—Officers and head table guests. Left to right, front row: L. H. Covell, Past Vice President and member of the Reception Committee; F. J. Oriva, Secretary; H. M. Mosher, President; C. O.

Snodgrass, Sick Committeeman and member of Reception Committee. Back row: L. A. Toothaker, 2nd Vice President; J. G. Shea, PE Public Relations Director and guest speaker; H. L. Young, Supt. of Safety and guest speaker; T. L. Wagenbach, General Manager and guest speaker; F. B. Howe, 1st Vice President and Chairman of the Day.

TWO LOWER PICTURES—Grand old-timers who attended the banquet.

**MECHANICAL DEPARTMENT
Western District**

By Milton R. Clark

TOM GREEN reports a very extensive clean-up program has been in progress on the Western District for the past month. Aside from cleaning up there has also been some dressing up. The Subway gang looks "right smart" in their new white uniforms with "PACIFIC ELECTRIC" on their backs in big red letters.

West Hollywood has the appearance of Macy St., with all the 1100-Class cars stored in the yard.

Arvin Cash is pinch-hitting for Bob Byrd, Night Foreman at West Hollywood, who is off on the sick list.

Our best wishes for a long and happy retirement go to Claude Blair and George Huntsman, who recently retired.

Horace Averill is back at West Hollywood and says it's great to breathe fresh air again.

Charles Hewitt's wife is still confined to the hospital. Our best wishes to her for a speedy return to good health.

Earl Brucker, Master Painter, has given the 5000 a new paint job. Looks great.

Bill Field is still collecting old coins. Now has quite a collection.

Cliff Curle recently bought a new Dodge.

Arthur Ryan has bought a home in Maywood for himself and his mother. Says he is tired of paying rent.

Earl Gilbert is back at work after a long siege of illness. Says he won't try to knock a PE car off the track any more.

Joe Brando and wife are taking a trip to the East to settle up an estate.

M. F. Brady says he is going to quit worrying. Has turned that dept. over to Cliff Curle.

Vacation reports:

Carrie Robinson visited her mother in Kansas City. There was a big family reunion while she was there.

Anastasio Orozco visited friends and relatives in Mexico.

Natalie Clayton stayed home. Says she was too broke to go anywhere.

Erich Esterly plans a trip to the Grand Canyon.

Ben Brown spent his time taking care of his goats and chickens.

Bob Byrd went to Phoenix, Arizona; Lillian Reir, to San Francisco; H. McLaughlin, to Arizona; J. Connelly, to Indio.

Our sympathies go out to the family of Joan Perry, Car Cleaner in the Subway Terminal, who died June 2. She had been ill for more than a year.

Snookie, the mascot of Toluca Yard,

**PE MAGAZINE 4th
In National Contest**

FOURTH PLACE in a national contest among transit publications was awarded in April to the PACIFIC ELECTRIC MAGAZINE. The contest was the first to be held by the well-known transit trade journal, Mass Transportation.

The contest was on the basis of format, typography, use of illustrations, quality of printing, writing, editorial balance, and accomplishment of objectives.

Your PACIFIC ELECTRIC MAGAZINE vied with 11 magazines published by transit companies with over 1,000 employees, and was the only West Coast publication which placed.

SYSTEM GARAGES

By A. L. Bristow

THE LATEST REPORT from Ocean Park Garage is that due to the price of haircuts many alternatives have been tried—hair ribbons, black neckties and fiddles, etc. It was also reported that the gentleman with the badge reading "Dog Catcher" has been frequenting the vicinity of the garage. Because of this a collection was taken up in order that haircuts may be obtained.

Vacations are just beginning. Howard Landon, Mechanic at Macy Garage, spent his vacation working around the yard. Columbus Hayes, Macy Street Swing Shift Mechanic, took a vacation trip to Phoenix, Arizona, to store up a little breathing air. Bill Lukenbill, Macy Garage Mechanic, went fishing in the Colorado River. He reports that all that is necessary to catch fish in the spot he picked is to throw the line in. He said he didn't have time to bait his hook. No doubt Bill will be besieged with requests as to the location of this spot.

The attendance at the automotive classes currently being conducted each Monday evening at 1111 Macy Street is very gratifying. Long Beach Garage has an almost 100 per cent attendance record. These classes will continue until Monday, June 11. All are welcome.

We are pleased to see "Little Beaver"—Ray Chandler, Auto Mechanic at Macy Garage—back on the job again after his long illness.

Our deepest sympathy to Robert Chase and Ruben Nyquist in their recent bereavement.

has 51 kittens to her credit and is still going strong. Indications are that she will break that record.

**PACIFIC ELECTRIC
ROD AND GUN CLUB**

By Arlie Skelton

GREETINGS, Rod and Gun Clubbers!

1951 Tournament Season opened with a bang. Trout season opened April 28 at 4:08 a.m., followed by a severe general storm over the Southland mountains a few hours later, leaving a toll of seven dead and much suffering due to exposure and immersions. Our gang all survived so far as is known, but most of them were wet and cold. Looks like trout fishing is becoming more hazardous than deer shooting among the trigger happy nimrods.

Some of the Arrowhead results among those able to get out of the storm in time to register their fish before deadline time were as follows:

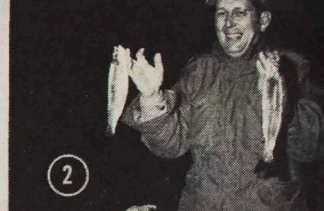
1st Prize, H. W. Polzien, 14 11/16"; 2nd Prize, H. F. Kane, 14 5/8"; 3rd Prize, R. M. Lawrence, 14 3/16"; 4th and 5th Prizes were a tie between Kenny Pomeroy and H. Rogers, 14"; 6th and 7th Prizes were a tie between Roy McClelland and Roger LeMelle, 13 7/8". Consolation prizes went to Les Lutes, "Jug Head" Yeager, and Paul Turri.

A good time was had by all and we can say it was different this year from past experiences, but space must be devoted to publishing our 1951 prize list. Cut it out and save it as no year book will be published this year, for economical reasons. Wishing you all a successful year with Rod & Reel.

**1951 PRIZE LIST
PE Rod and Gun Club**

SALT WATER DIVISION

- Corbina**
 1. Glass surf rod—8' tip.
 2. Penn No. 160 surf reel—150 Yd.
 3. 200 Yds. Ashaway line—25 lb. test.
 4. Rod holder.
- Croaker**
 1. Glass surf rod—8' tip.
 2. Penn No. 165 reel—150 Yd.
 3. 200 Yds. Ashaway line—25 lb. test.
 4. Sand spike.
- Yellow Fin**
 1. Penn No. 160 surf reel—150 Yd.
 2. 200 Yds. red thread
 3. 2-cell flashlight.
 4. Chamois reel case.
- Yellow Tail**
 1. Deep sea glass rod—6 to 6 1/2' tip.
 2. No. 625—J. A. Cox reel—250 Yd.
 3. 150 Yds. Ashaway line—36 lb. test.
- Barracuda**
 1. Thermo kit.
 2. Penn No. 60 reel—250 Yd.
 3. 150 Yd. Ashaway line—36 lb. test.
- Salt Water Bass**
 1. Aluminum tackle box.
 2. Penn reel No. 160—150 Yd.
 3. 150 Yds. Ashaway line—36 lb. test.
- Halibut**
 1. 150 Yd. J. A. Cox No. 315 reel.
 2. Aluminum tackle box.
 3. 150 Yds. Catalina red thread—9-thread.
- Largest Fish on 9-Thread Line**
 1. Glass rod 6 1/2' tip—Deep Sea.
 2. Penn Senator reel.
 3. 150 Yds. Ashaway Line—36 lb. test.



ROD & GUN CLUB AT ARROWHEAD OUTING APRIL 28

(1) Frank Converse, left center, presents saucer—no, he says it's a big medal—to A. M. Cross in token of the latter's allegedly recognized ability to tell the biggest fish story, as others look on in disappointed fashion. Left to right are George Anderson, Roy Brucker, Al Bono, Earl Brucker, Bob Boyd, Converse, W. R. Stosberg, Cross, Leon Buffington, unidentifiable fisherman with suffering head in hand, Bill Turpen, and Francis Coy.—Another medal—a flying saucer—to Mr. Cross for taking all the pictures in this fishing layout. (2) Rod and Gun Club President Carl Hill proudly shows his "limit." (3) Measuring fish is K. L. Oefinger, head of the Committee to Measure

Fish Honestly, while closely watching to his left is Roger LeMelle. R. M. Lawrence, third prize-winner, studies Oefinger's back. (4) Prize-winning fish caught by H. W. Polzien, center, is being measured by Jim Rankin, left, and Prexy Hill. (What was the matter with Oefinger?) (5) Displaying their catches, left to right, are Francis Coy, Fishing Captain; W. R. Stosberg, Immediate Past President; and Carl Weatherly. (6) Ditto for Bob Boyd, Lee Goodwin, and Roger LeMelle. (7) Cleaning their catches are, left to right, E. L. H. Bissinger, Hal Smith (Chairman of Prize Committee), Carl Weatherly, Bill Lutes, another unidentifiable fisherman, and Les Lutes.

1951 PRIZE LIST (Cont'd)

Largest Fish on 24-Thread Line

- 1. 300 Yd. Ashaway Zane Grey—24-thread.

FRESH WATER DIVISION

- Stream Trout—Fly Only**
 1. South Bend fly rod—No. 359.
 2. 25 Yd. fly line.
 4. 2-cell flashlight.
- Stream Trout—Bait or Lure**
 1. Fly rod.
 2. 25 Yd. level fly line.
 3. 2-cell flashlight.
- Lake Trout**
 1. Montague Red Wing casting rod.
 2. Ocean City No. 1850 Fresh Water casting reel.
 3. Coleman C.I. stove.
 4. Tackle box.
 5. 5 - F-4 flat fish.
 6. Fish net.
 7. Comb fish knife.
- Steel Head**
 1. Glass rod.
 2. 150 Yd. J. A. Cox No. 315 reel.
 3. 200 Yd. Ashaway line.
- Salmon**
 1. Glass rod.
 2. 150 Yd. J. A. Cox No. 315 reel.
 3. 200 Yd. Ashaway line.
- Fresh Water Bass**
 1. Ocean City No. 1970 casting reel.
 2. Heddon River Runts (2).

BOYS' PRIZES

- Stream Trout**
 1. Fly rod.
- Lake Trout**
 1. Casting rod.
- Fresh Water Bass**
 1. Casting rod.
- Corbina**
 1. No. 165 Coxe reel 315L.
- Croaker**
 1. No. 165 Coxe reel 315L.
- Yellow Fin**
 1. No. 165 Penn reel.
- Halibut**
 1. 150 Yd. line. 36 lb. test.

WOMEN'S PRIZES

- Corbina**
 1. 150 Yd. J. A. Cox reel.
- Croaker**
 1. 150 Yd. J. A. Cox reel.
- Yellow Fin**
 1. No. 160 Penn reel.
- Lake Trout**
 1. Wright & McGill casting rod.
 2. Ocean City No. 1970 casting reel.
- Stream Trout**
 1. Fly rod.

DEER HEAD

- 1. 100% wool blanket.
- 2. 3-burner Coleman stove.
- 3. G.I. stove.
- 4. Hunting knife.

**PACIFIC ELECTRIC
BOWLING NEWS**

By Charlie Hill

THE 1950-51 SEASON of the Pacific Electric Bowling League came to a close with the sweepstakes on April 13 and 21, followed by the annual banquet on Saturday evening, the 21st; and now it is all over except the shouting from the BRC Railers, the new League champs.

This aggregation really deserves the title it won after a thrilling rally in the third game of the play-off with the Apple Polishers, which placed the opponents under too great a pressure to cope with. All five members of the Railers, with that never-die spirit, bowled well in the final game to overcome what appeared

(Continued on page 29)



Bowling Banquet Honors Brc Rainers, League Champs

(1) Ona Gregg, left, Manager, Arcade Recreation Center, presents President Bob Rachford a special trophy for the latter's excellent leadership. (2) Champion team, the BRC Rainers. Left to right are R. V. Hubbell, Gene Harrison, Bob Rachford, (Captain), Lyle McKinney, and Jimmy LaFranchi. (3) Gregg presents Woodpecker Captain Charlie Hill a special trophy of esteem for Hill's team. (4) Entertainment was provided by the PE Glee Club, whose Sextette here occupies the foreground. (5) Head table. Left to right are C. H. Belt, General Supt. of Freight Service; Mrs. Belt; Mrs. T. L. Wagenbach; T. L. Wagenbach, General Manager and emcee; R.V. ("Bob") Rachford, General Chairman, BRC and League President; Mrs. Rachford; Ona Gregg; Mrs. Gregg; Jux Schnatmeier; Vice President, L. A. Bowling Association; and Charlie Hill, Secretary, PE Bowling League.

BOWLING NEWS

(Continued from page 27)

to have been a commanding lead that had been scored against them.

The winning team was at the top of the Six O'clock Branch at the close of the season; in fact was in one-two-three position since Oct. 27. Congratulations are extended to El Capitan, Bob Rachford, and his teammates; namely, Gene Harrison, R. Hubbell, Lyle McKinney, and Jimmie La Franchi. The champions were awarded President O. A. Smith's perpetual trophy, as well as individual trophies, at the banquet.

The Eight O'clock Branch ended in a tie between the Apple Polishers and the Woodpeckers, the former winning the tie play-off. At the start of the final match of the regular schedule the Woodpeckers were in a one-point lead and it was obviously necessary to win all four points to cinch it, as the Apple Polishers had no difficulty in blanking their opponents. The birdmen won the first and third games, with sufficient pins to carry the total, but their adversary got hot in the second game and won it by four pins.

It was a very successful season and the race in each of the respective branches was close. The News Service team won second place in the Six O'clock Branch, four points out of first; PE Club came in third, five points out; Larks were third, seven points out; while the Lame Dames (they are far from being lame) finished in fifth position, only nine points from the top. In the Eight O'clock Branch the Woodpeckers were second, BRC Aces third, Subway fourth, and the Newsettes fifth; the last-named team having hurdled into the first division on the last night of play.

The season was climaxed as usual by the annual banquet, which was held this year at the Old Dixie Barbecue. This affair is the bowlers' real social function of the year, and with each one present bedecked in a carnival hat, donated for the occasion, a colorful spirit of revelry prevailed throughout the evening and (so I am told) way into the wee hours of the morning. Tom Wagenbach, our genial General Manager, was again very much at home in his role as Master of Ceremonies, and kept things really humming all the way with his humor and wit. When Tom is slated for an M.C. job, all are assured of an evening of fun, and he is really attuned to handing out money and trophies.

The cuisine was excellent, and as a part of the entertainment, two reels of interesting bowling pictures were shown, featuring Ned Day and other renowned keglers, which gave

many of those present the desire to master the difficult and trick shots perfected on the screen by those clever artists. The entertainment feature was furnished by the Pacific Electric Glee Club under the direction of Warren Silliman. A far too short thirty-minute concert was given; a stirring performance of brilliant music. While all of the numbers were beautifully rendered, "Cool Water," sung by the male members of the club, was my favorite. All felt especially moved by the unusual talent of the singers, all employees of our own company. After the close of the programmed music, at the request of the M.C. two popular numbers were sung, in which the entire assembly joined in.

Special guests at the head table were Mrs. Wagenbach, Colonel and Mrs. Carle Belt, Mrs. Bob Rachford, Ona Gregg, Manager of the Arcade Recreation, and Mrs. Gregg; and also Jux Schnatmeier, Vice President of the Los Angeles Bowling Association.

In addition to the awarding of championship trophies by Mr. Wagenbach, Mr. Gregg of the Arcade Recreation presented a trophy to Rae Errett for having attained the highest average among the fair sex; also one to Bob Rachford, on account of his fine work as prexy of the league. On behalf of the members of the Woodpeckers team, Mr. Gregg presented a nice trophy to Charlie Hill, as a token of esteem, which is very much appreciated by your scribe.

M. C. Wagenbach proceeded to award the much-coveted bowling ball prizes to Bob Burns and Jack Rowe for high individual series in the respective Six and Eight O'clock Branches. Bob's prize series was 689 and Jack's was 712, and, incidentally, this was Bob Burns' first season in league bowling.

Many cash prizes, team and individual, were awarded. Space here will not permit naming these.

Get on the Bond Wagon!

1250 SMART PE EMPLOYEES are buying U. S. Defense Bonds every month through the Pay Roll Deduction Plan. During 1950 PE employees invested \$301,631 in Bonds through this plan and by purchases for cash at the Treasurer's office, Room 270, Pacific Electric Building.

Be thrifty — be smart — invest all you can in Defense Bonds. Ask your Supervisor to get you an application to buy Bonds through the Pay Roll Deduction Plan, or apply for the form at the Pay Roll Accounts Bureau, 299 PE Building, or the Treasurer's office.

PACIFIC ELECTRIC WOMEN'S CLUB

By Ruby Gallacher

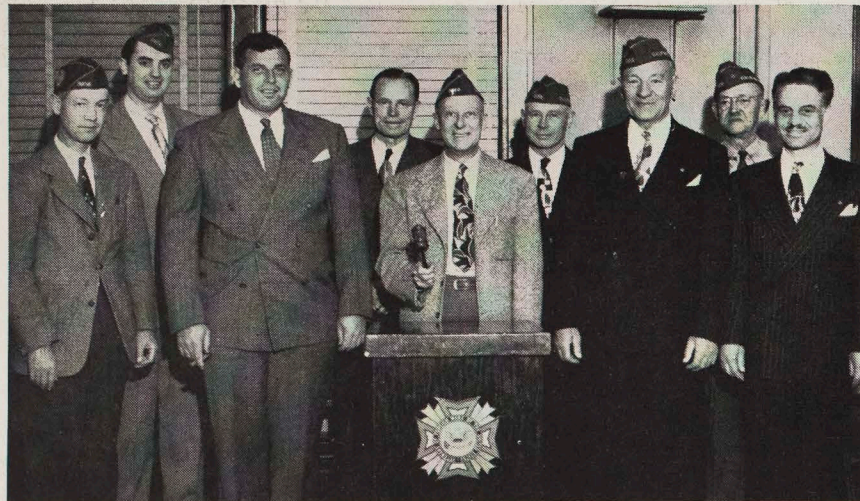
INSTALLATION OF OFFICERS on May 10 was a gay and colorful ceremony at the Club rooms. Forty-five members and friends were present, including 14 L.A. Transit ladies. Mrs. A. J. Andrews, Installing Chairman, presented each new officer a pastel fan with gardenia nose-gay attached. The ceremony was solemn, sweet, brief, and from the heart. The May-pole centerpiece decoration with hand-made dancing dolls was a real work of art, also credited to Mrs. Andrews' talents.

A large sandwich or cake tray was presented to Mrs. C. A. Wheeler from the Club. She was re-elected President for another year. Mrs. Frank Palmer was installed as Vice President; Mrs. W. A. Hasty, Secretary; Mrs. E. J. Hasenyager, Treasurer (re-elected); Mrs. I. Brearley, Corresponding Secretary and Hospital Chairman (naturally, no one else could do the job!).

Mrs. F. M. Hart was appointed Membership Chairman; other appointments will be made next meeting, Sept. 13.

Refreshments were served in the form of an English tea, to compliment Mrs. J. T. Ashcroft, who is leaving June 17 to join her daughter, Evelyn, in London. As some of us know, Evelyn has been in China as a missionary for a number of years; was interned in the Philippines during the war, and went back to her work in China after a short furlough. Now she intends to study further at Oxford University, and has asked her mother to come for a holiday and reunion with relatives. Mrs. Ashcroft will go by train to New York, then fly to England, returning home by boat. She expects to be back in California by Christmas.

Three dates to remember: Friday, June 8, the annual picnic at Echo Park—over on the island! Bring your own lunch; coffee will be furnished. Thursday, July 12, an all day trip to Arrowhead (Blue-Jay) and lunch with the Smarts. Those who went last year had a wonderful time, so don't miss it this year! Cards will be mailed stating time and meeting-place. (Where else?—6th and Main.) Thursday, Aug. 9, the annual Torrance Park picnic. We always have a good day there. Lastly, remember that card parties continue through the summer at the Club rooms—1st and 3rd Thursdays. Mrs. Gertrude Columbus is a splendid hostess, and hopes for good attendance all summer. Come and have fun!



VETERANS OF FOREIGN WARS ELECT—New officers for the PE Post, VFW, were installed May 1, with Thomas E. Dickey, holding gavel, as new Commander. Left to right are Noble E. Cates, Quartermaster-Adjutant; James W. Boswell, Chaplain; Lester A. Clark, Senior Vice Commander; Herman R. Grenke, Trustee; Mr. Dickey; George Weatherby, Service Officer; Ludvig Otterstedt, Junior Vice Commander; Earle C. Moyer, Trustee; and Dr. Albert G. Westcott, Post Surgeon. Commander Dickey is Chief Clerk, PE Hospital Association.

Pacific Electric Club Bulletin

AGENTS ASSOCIATION:

No meeting during June, July, and August.

AMERICAN LEGION POST:

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

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 EMPLOYEES FELLOWSHIP MEETING:

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

SPEAKERS FORUM:

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

VETERANS OF FOREIGN WARS POST:

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

WOMEN'S CLUB:

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

Friday, June 8:

Pot Luck Picnic on Island in Echo Park, across from Angelus Temple. Free coffee.

Thursday, July 12:

All day outing at Blue Jay. Luncheon at Mrs. Smart's cafe.

Thursday, August 9:

Annual Picnic at Torrance Park. Pot Luck Dinner — Free Coffee.

AMERICAN LEGION PE POST 321

By Byron P. Heath

THE MEMBERS of PE Post are proud to welcome into its membership their first veteran of the Korean conflict, Art Chaffin, who was in the 40th Division from 1949 until his honorable discharge at Camp Cooke in 1951 just before their departure for Japan. He was just a little bit too young for foreign duty. Art was the Post's representative at Boys' State last year in Sacramento, and at present is employed as Assistant Signalman for PE Ry. He is the son of retired Motorman and Mrs. Roy N. Chaffin.

Another one of our new members is retired Conductor Elijah G. Findlay, who was in the 143rd F.A. in 1918. We are always looking for more members.

Deepest sympathy is extended to the family of James Johnston, retired Motorman on the West, who died of a heart attack in Sawtelle on April 30. Burial was in Galena, Mo.

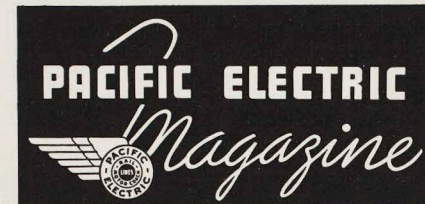
Sgt. 1/c Joseph D. Slick, Operator, Northern District, on military leave, has sailed with the 40th Division for his third call to service. He was an officer in the Army Medical Corps in both World Wars.

A. M. Cross, Boys' State Chairman, has selected Raymond D. Siesmore, 17-year-old son of Lineman and Mrs. Ray Siesmore, and a junior at Lynwood High School, as our candidate

for the Legion's 1951 Boys' State at Sacramento starting June 22.

On our sick list are Norman A. Tyler and Louis W. Methe, at Sawtelle; and J. H. Wipfli at home. We understand that they are improving, which is good news.

World War II veterans who are looking for their insurance policy dividends will have to wait a while longer as the Veterans Administration announces that the checks for policies having a January date are just being mailed and those of the other months will follow in order.



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

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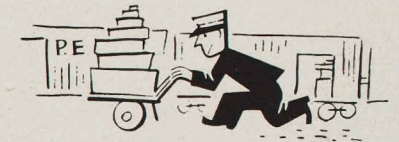
Copy deadline for the August issue will be July 16.

VITAL STATISTICS ABOUT YOUR COMPANY



REVENUE

	Four Months Ended April 30, 1950	Four Months Ended April 30, 1951
PASSENGER OPERATIONS	\$ 5,425,268	\$ 5,175,728
FREIGHT OPERATIONS	3,270,748	4,382,040
OTHER OPERATING INCOME (Mail, express, P.E. Bldg., car-card advertising, etc.)	764,305	816,486
NON-OPERATING (Rentals, royalties, etc.)	155,433	197,909
TOTAL INCOME	\$ 9,615,754	\$10,572,163



EXPENSES

	Four Months Ended April 30, 1950	Four Months Ended April 30, 1951
PAYROLL	\$ 5,902,073	\$ 6,220,401
EMPLOYE BENEFITS (Pensions, retirement tax, employment insurance, etc.)	370,924	363,304
MATERIALS (Rails, ties, fastenings, bus parts, fuel, office supplies, etc.)	962,860	1,010,758
TAXES (Federal, State, Municipal)	362,397	388,921
ACCIDENT CLAIMS	287,750	593,993
OTHER COSTS (Interest on bonded debt, rentals, electric power, depreciation, public relations, advertising, etc.)	2,006,495	2,080,307
TOTAL OUTLAY	\$ 9,892,499	\$10,657,684



NET LOSS



	Four Months Ended April 30, 1950	Four Months Ended April 30, 1951
NET LOSS	\$ 276,745	\$ 85,521

GENERAL INFORMATION

	Four Months Ended April 30, 1950	Four Months Ended April 30, 1951
NEW AND IMPROVED FACILITIES, EQUIPMENT	\$ 121,950	\$ 955,838
TOTAL NUMBER OF EMPLOYEES	4,792	4,754
REVENUE PASSENGERS CARRIED	32,010,625	28,613,849



(Posed by Bob Towers, 13, student at Robert Louis Stevenson Junior High School.)

SCHOOL'S OUT!

Let's Make Summer a Vacation from Accidents!

By Harry L. Young, Superintendent of Safety

SCHOOL VACATION TIME is here again, releasing many thousands of school children from their long months of study and confinement.

It is only natural that they will find their greatest pleasure in out-of-doors recreation and their personal safety will often be completely forgotten.

Trainmen and Operators should be ever alert to the children's exuberant activities on the streets, for they will be riding bicycles, chasing balls which have rolled into the street, etc.

Railroad tracks and freight cars are magnets to boys the world over, and particular attention should be given by freight men, before they couple or move cars on sidings, to be certain youngsters are not on or between the cars. Every effort should also be made

to prohibit children from boarding any moving train in the vicinity of playgrounds.

Particular attention should be given to setting hand brakes tightly on freight cars set out on sidings to prevent their being easily released, and in no instance should a car or cars be "chocked."

Fuseses and torpedoes should not be left exposed in passenger cars or cabooses, but should be locked up at all times.

Parents who read this should impress upon the minds of their children the hazards of playing on or near railroad tracks and busy thoroughfares.

Let all of us help protect the youngsters from injury so that their vacation days will be happy and long remembered.