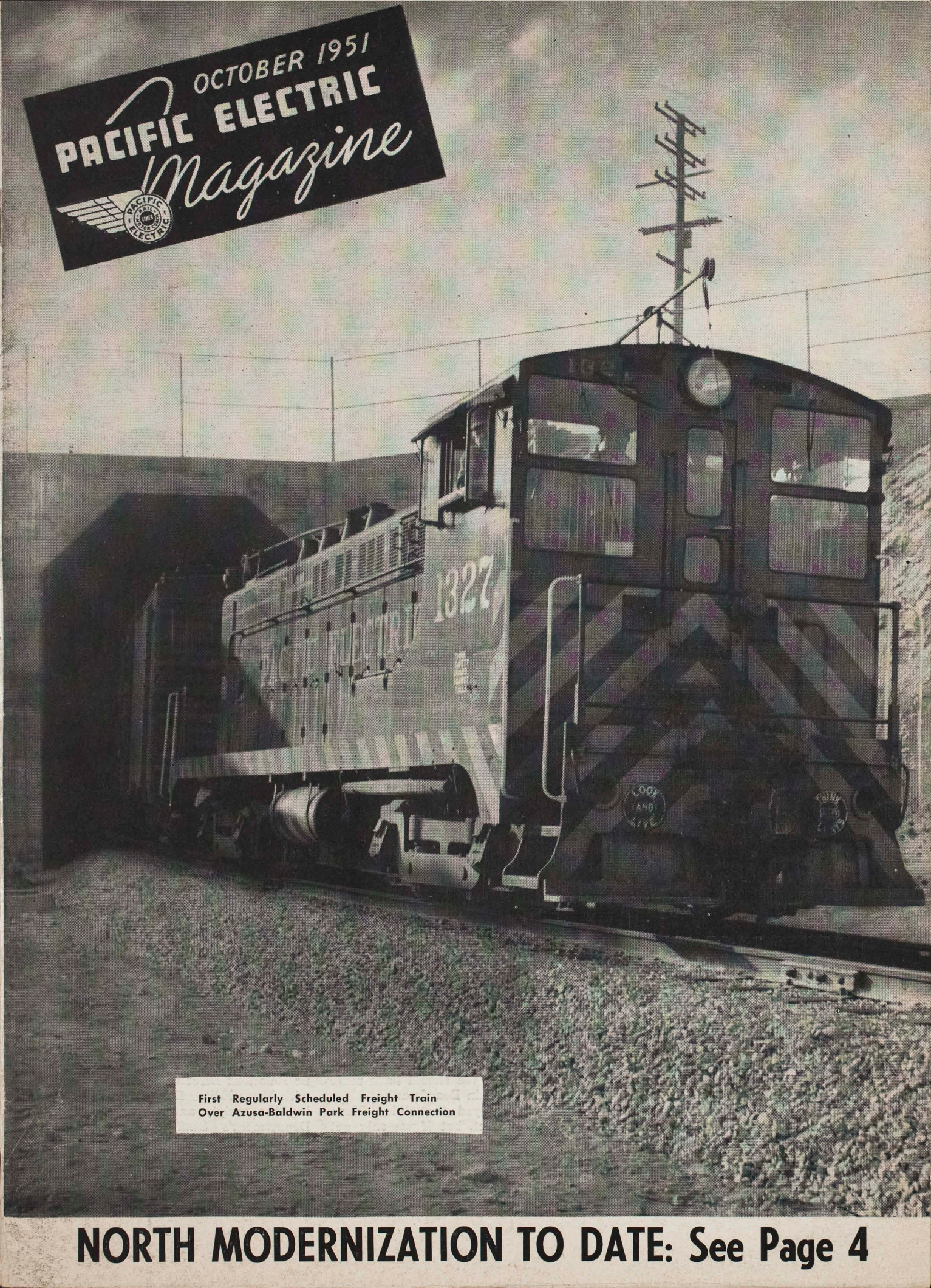
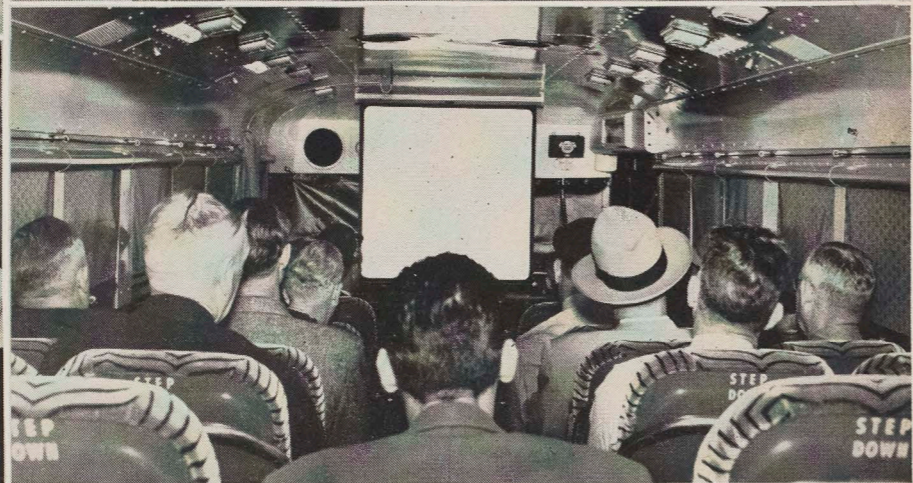


OCTOBER 1951
PACIFIC ELECTRIC
Magazine



First Regularly Scheduled Freight Train
Over Azusa-Baldwin Park Freight Connection

NORTH MODERNIZATION TO DATE: See Page 4



UPPER LEFT — Theater on wheels for use in showing films, illustrated lectures, etc. Generally known as the "Conference Coach," the motor coach was remodeled for the purpose in the Torrance Shops. Seats rise toward the rear as in a regular theater; a projection screen, which may be rolled up when not in use, is near the front; special curtains have been made to shut out all lights during a film; special blowers provide plenty of ventilation when windows and doors are closed; and fluorescent lighting has been installed for use on regular 110-volt current from any handy wall outlet outside the bus. UPPER RIGHT — One of several recording sessions when employe actors read off their scripts of "Mr. Pacific Electric" for tape record-

ing on machine at left, as Brad Atwood (pointing), script author, directed proceedings. Seated, left to right, are Eleanor Lifur, George Perry, Fred M. Willard, and Louise Byrd; standing, left to right, Mr. Atwood, Earl Miller, Margaret Koopman, Mary Jane Johnston, Carolyn Catudal, and Don Bowman. Some "recording artists" aren't shown. LOWER LEFT — Star of the show, Operator Dale D. Gehersky, being photographed in his role of "Mr. Pacific Electric" by Don Bowman, who shot all the colored pix and made all slides for the projector. LOWER RIGHT — Audiences at one of the showings of "Mr. Pacific Electric," looking toward front of Conference Coach. Note loudspeaker at left of screen. Projectionist Brad Atwood in foreground.

Operators Star in "Mr. Pacific Electric"

"WHAT'S T-A-C-T, DAD?"

When 10-year-old Jeff asks his dad, Motor Transit Operator Dale D. Gehersky, this innocent question about tomorrow's English assignment, the action of the 35-minute slide-film in sound and color, "Mr. Pacific Electric," begins, with D.D. in the starring role.

Prepared by the Public Relations Department, the film, whose theme is better public relations through courtesy on the part of Motor Coach Operators, is now being viewed by Operators over the system. First showing was at the Olive St. West Bus Deck at 10 a.m., Wednesday, Sept. 26, with a specially remodeled

bus, the "Conference Coach," as the theater. The coach will move from terminal to terminal.

Typical comments by drivers who saw the film:

"Every driver should see this picture. Maybe he wouldn't be such a sourpuss with his passengers after this." (N. R. Higgins)

"Very good. We should have more of them." (Dakin Boardman)

"Really enjoyed the slides. None of us is perfect, but if we only get a few pointers from these slides it will mean plenty to the company." (M. N. Wood)

The entire cast is composed of Pacific Electric employes, with most

of the action being carried out by the Gehersky family (Dale; his wife, Faye; their children, Jeffrey, 10, and Judy, 11) and West Operator Fred M. Willard. Several company officers, as well as BRT General Chairman Don H. Sheets, make brief talks in the film.

The slide-film was directed by Public Relations Director James G. Shea, with News Editor Brad Atwood writing the script, and the Mechanical Department's Staff Engineer, Don Bowman, shooting the sequences.

"Mr. Pacific Electric" is the first of a series of similar employe films projected by the Public Relations Department.

WHY
a Transit Fare Increase?



NOW UNDER CONSIDERATION by the California Public Utilities Commission is an application from Pacific Electric requesting an increase in certain fares.

Hearings before the Commission were started Oct. 10, and after three days were continued to Nov. 14, 15, and 16.

In the past five years, fare increases have fallen far short of meeting operating expenses because of:

- 1. RISING COSTS**—Basic wage rates of Trainmen and Motor Coach Operators rose 55%. Many materials became 75% to 100% costlier. Average fare per passenger rose only 22%.
- 2. DECLINING PATRONAGE**—Weekday average of over 400,000 passengers dropped 32% to 279,000. More auto use, freeways, scattering of the population, the five-day week reducing Saturday travel, and television cutting night travel are factors in this nation-wide transit trend.
- 3. UNPROFITABLE TRAVEL PEAKS**—In morning and evening rushes, or 10 hours a week, Pacific Electric carries 25% of its total passengers in 756 units. In the off-peak hours, 303 units handle the business, while other vehicles and manpower remain unproductive.

In an effort to effect economies and minimize the need for fare increases, a \$7,000,000 conversion to more efficient motor coaches and one-man cars was recently completed. Continued rises in labor and materials costs and passenger losses in off-peak hours have nullified these economies.

To obtain sufficient revenue to meet operating expenses and maintain adequate service, Pacific Electric has no alternative except to ask for an increase in fares, according to President O. A. Smith.

SUMMARY OF REQUEST

PE is asking authority to increase all one-way fares 5c on local lines serving the general Los Angeles area, west beach area, San Fernando Valley areas, Glendale area, Highland Park area and on local lines to Watts and Sierra Vista areas, which would establish minimum fare of 15c on such lines.

Also in interurban lines on which there are intermediate fares applying within Los Angeles local fare area, such fares to be increased so as to bring interurban fares in line with proposed local fares applicable in the same area.

We are also asking authority to eliminate all round-trip tickets, excursion fares and 30-ride commutation tickets where one-way fare is 40c or more at 95% of 30 times the one-way fare.

Also to establish age limit for 40-ride school commutation tickets at under 18 years of age and for students attending institutions of learning offering general curriculum equivalent to high school or below.

Azusa Freight Line Opens; Busses Take Over on North

(As reported by General Manager T. L. Wagenbach)

THE FINAL MAJOR STEPS toward modernization of the lines east of Los Angeles were completed as of 12:01 a.m., Oct. 1.

On Sept. 30 the remaining rail passenger lines, i.e., Sierra Vista Line, Pasadena Short Line and Glendora-Monrovia Line, were replaced by motor coach lines paralleling the rail lines as closely as possible.

As of midnight, Sept. 15, the Azusa Line between Baldwin Park and Azusa was completed and placed in operation. All freight service via Huntington Drive between Valley Junction and Michillinda Ave., Arcadia, was discontinued.

Trackage between Michillinda Ave. and a point 200 ft. north of Huntington Drive, Arcadia, will be temporarily retained in service for the handling of early movements of horse cars to Santa Anita only, via the San Bernardino Line, the Azusa Line, and the remaining portion of the Monrovia-Glendora Line. This is necessary to permit completion of the new race

horse unloading facilities on the site of the now abandoned PE section camp in Arcadia, just north of the

COVER PICTURE

THE FIRST regularly scheduled freight train over the new Azusa-Baldwin Park line on Monday morning, Sept. 17, marked a basic accomplishment in the Modernization Plan.

Opening the new line made possible the substitution of bus for rail passenger service on the Monrovia-Glendora Line, the Pasadena Short Line, and the Los Angeles-Sierra Vista Line on Sept. 30.

Hauling 15 loaded and two empty cars, the diesel locomotive (portending dieselization of all freight operations) went through the Foothill Blvd. underpass at 8 a.m., headed for Azusa.

intersection of Huntington and Double Drive.

NCRTH FREIGHT DIESELIZED

As of Oct. 1, all freight service on the eastern lines became completely dieselized.

The work of converting all crossing signals from trolley activated DC to low voltage track circuit operation is still in progress. This work is scheduled to be completed by Nov. 15, and in the interim between Oct. 1 and Nov. 15 diesel locomotives operating on these lines will carry a trolley to activate the signals under the old system. Power will be carried through these trolleys in sufficient volume to activate these signals. As of Nov. 16, all substations and electrical energizing facilities on these lines are scheduled to be taken out of service. After Nov. 15 crossing and other signals on these lines will be activated by purchase of power in the area and by storage batteries.

AZUSA AREA GROWING

In connection with these changes, particularly the construction of the Azusa Line, a considerable growth is anticipated in the volume of business in the immediate and adjacent Azusa area. The new freight line has opened up a vast amount of acreage in that area for development, a considerable portion of which is already being developed by new industries. Looking forward to this development, PE has completed enlarging the offices of the Azusa Freight Station and completely renovating the facility.

There is also in progress development in the Monrovia area. As soon as forces in the Bridge and Building Department are available, the Monrovia Station is also to be enlarged and renovated to provide more space for the station force.

On Oct. 1, when all of these lines became exclusively freight, the plan of operation east of Baldwin Park on the San Bernardino Line and those branches radiating out of San Bernardino continued as before, subject only to some very minor changes.

The operation in connection with the Azusa Line, the remaining portion of the Glendora Line, and the Bassett Branch connecting with SP, is handled on what approximates a switching service basis, utilizing Crushton Yard as a hub.

NEW YARD OFFICE AT CRUSHTON

A yard office has been established at the east end of Crushton, and the present outlook is that switch engines



SAN BERNARDINO STATION YARD as it looked before changes were made. At extreme left, with freight car standing beside it, is the PE Freight Station, now razed. In center background are visible the PE Passenger Station arches. At right, long, low building is beer

warehouse, which has been moved to new location, with a section being used as PE Freight Station. Cleared area is being made into 485-car parking lot by syndicate which has leased land from Pacific Electric. Photo by courtesy of Paul A. Dobbel, parking lot firm executive.

will operate out of this point round the clock, the amount of service being contingent upon the amount of business; however, as previously stated, the active industrial growth of the area indicates quite definitely a growing volume of work.

CHANGES AT SAN BERNARDINO

In connection with the complete dieselization of the eastern lines and the over-all program of ultimate dieselization of all freight operations, the Mechanical Department is now developing a light diesel locomotive inspection and repair plant at the San Bernardino Car House.

As part of the modernization program, the freight station, auto dock unloading facilities, and warehouse facilities leased to outsiders at San Bernardino, occupying that property to the rear of the passenger station, were all relocated by Oct. 1 and the land was leased to a syndicate to develop a large parking area with capacity of 485 automobiles to serve the downtown San Bernardino business area immediately adjacent to our station.

Under this plan sufficient property is being retained to the rear of the station so that busses may enter and leave via two 20-foot lanes from "F" Street.

This plan is a major contribution on the part of Pacific Electric to the downtown business interests adjacent to our passenger station in San Bernardino. It will assure the continued development of the better stores in that area.

NO DECLINE IN FORCES

What effect are these changes going to have on employees now engaged on our eastern rail and motor coach lines? The continued growth of this territory, producing a continued increase in the volume of freight business, coupled with the modernization with motor coaches of our passenger operations, gives every indication of definitely stabilizing the employment. Currently no reduction in employment in either Transporta-

tion or Mechanical Department forces is anticipated in this area.

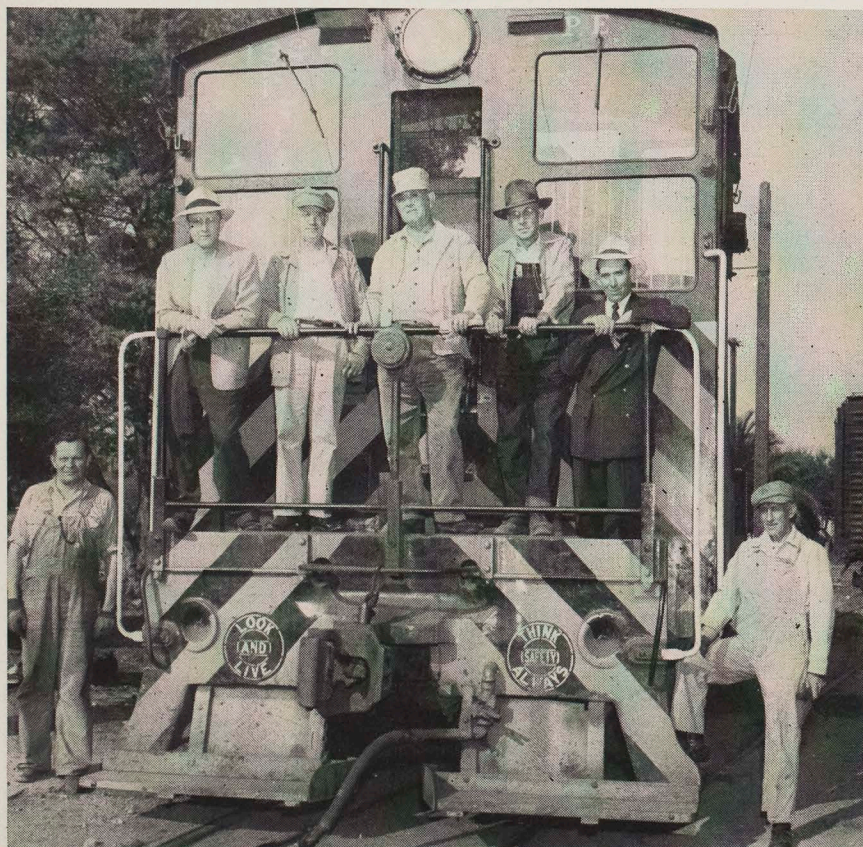
HUNTINGTON DRIVE RIGHT OF WAY

The disposition of right of way on Huntington Drive is now subject of discussion with the Board of Supervisors of the County of Los Angeles and various communities this right

of way traverses. It has been indicated to us that these communities, in coordination with the County, will develop some highway improvement by utilization of the right of way, which will provide needed relief to vehicular traffic congestion in portions of this area.



AZUSA STATION as it looked Sept. 17 after complete renovation. Removal of a partition in the interior has greatly enlarged the office, much to Agent Bill Cunningham's joy.



SUPERVISORS AND CREW of train hauled by diesel on our cover this month. Left to right on motor are Asst. Freight Trainmaster W. E. Craig, Diesel Helper W. C. Swartz, Motorman C. B. McClure, Conductor "O" "C" Jordon, and Freight Supt. D. W. Yeager. On ground are Brakeman R. A. Yost, left, and J. K. Kennedy. Crew signed on at Crushton.



CRUSHTON YARD OFFICE FORCE on Sept. 18 included Charles Loveland, left, Demurrage Clerk, and Russell Peterson, Yard and Bill Clerk. Office is a remodeled freight car.



UCLA, PE, LABOR OFFICIALS TALK OVER NEW COURSE

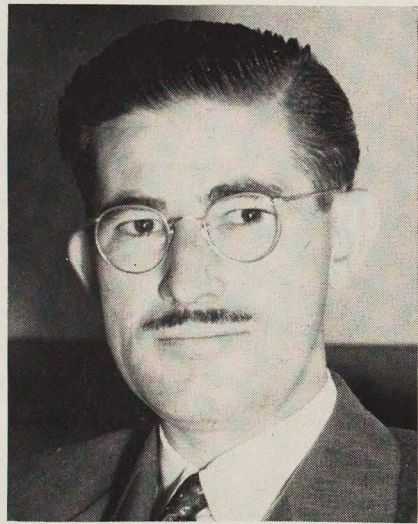
DESCRIBES LABOR RELATIONS COURSE—Dr. Joseph Lazar (standing) of UCLA's Institute of Industrial Relations, describes to representatives of Pacific Electric, labor, and UCLA gathered in the office of President O. A. Smith the content of the new course he is teaching this fall at the University Extension. The course is entitled Transport Management-Labor Relations and is the first of its kind ever

to be given on the West Coast. Seated, left to right, are Neil H. Jacoby, Dean of the School of Business Administration, UCLA; Edgar L. Warren, Director, Institute of Industrial Relations, UCLA; Robert V. Rachford, General Chairman, Brotherhood of Railway and Steamship Clerks; L. R. McIntire, PE's Personnel Mgr.; and President Smith. Dr. Lazar places special emphasis on the Federal Railway Labor Act.

President Appointed By Secretary of Labor To Civil Defense Post

PRESIDENT O. A. SMITH has accepted an appointment by U.S. Secretary of Labor, Hon. Maurice J. Tobin, as the Transportation Representative on the Management-Labor Committee for Defense Manpower, Los Angeles area.

Purpose of the committee, one of a number of similar committees throughout the nation under the Office of Defense Mobilization, is "to obtain the advice, cooperation, and leadership of management and labor in the solution of manpower problems at the regional and area levels . . ." and "to advise and assist in bringing about community action necessary to their solution," according to a statement by Secretary Tobin.



HIS IDEA—Course in labor-management relations originated with Wm. C. Scholl, Asst. to Mgr. of Personnel, in talk with Dr. Lazar.

United Nations Week: Let's Make UN Work

"OUR BEST HOPE FOR PEACE is UN plus you."

Americans will do well to consider this official 1951 slogan of the American Association for the United Nations, as UN Week, Oct. 21-27, draws near.

Is the UN worth while? Here are some of its accomplishments in its six years of existence:

It forced Russia in 1946 to withdraw illegally established garrisons from Northern Iran. Otherwise Iran would now probably be Russian territory.

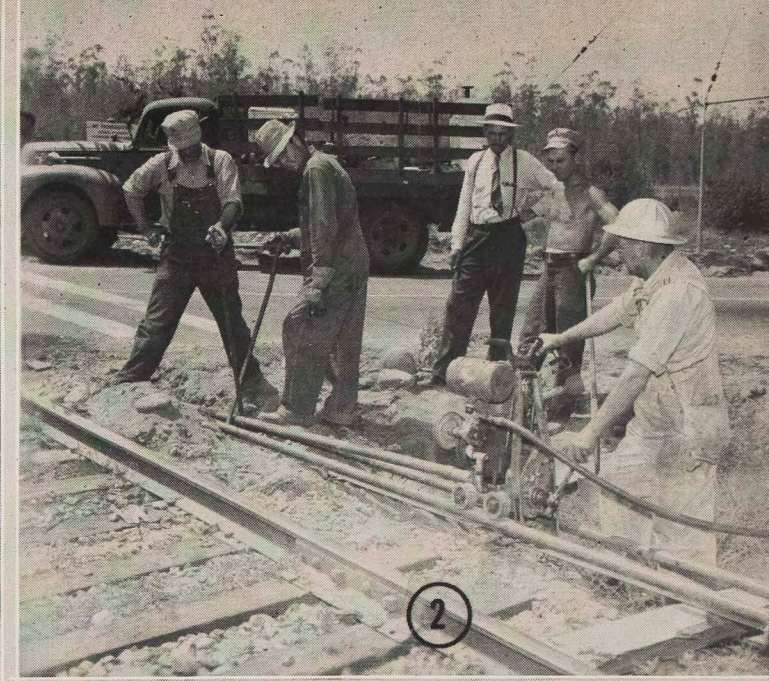
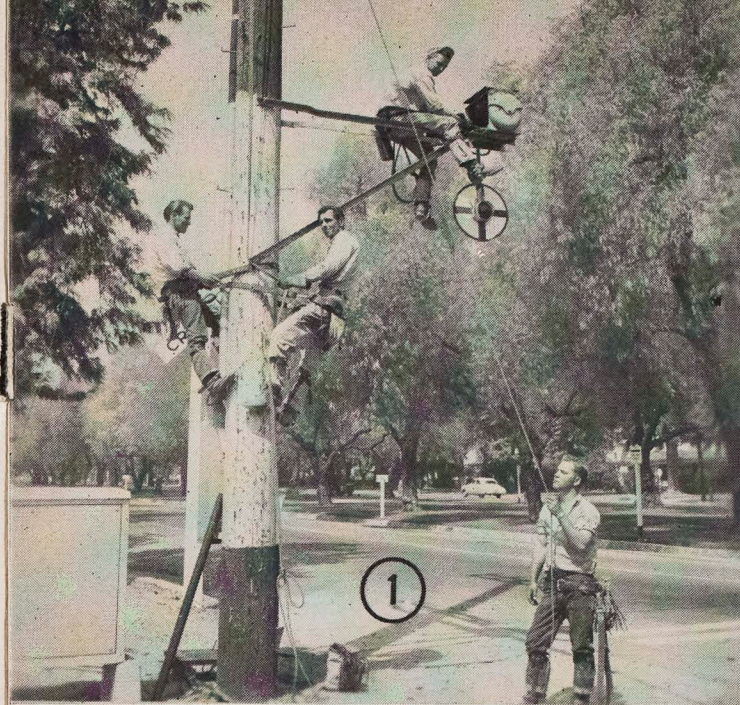
It ended the Arab-Jewish war in Palestine and helped create the new state of Israel. Otherwise the entire Middle East and Near East might have become involved in a holy war.

It paved the way for the establishment of the Indonesian Republic.

It supported U. S. intervention in Korea and prevented Russia from seizing the entire peninsula. Otherwise Russia might now be mistress of Indo-China and all of Southeast Asia.

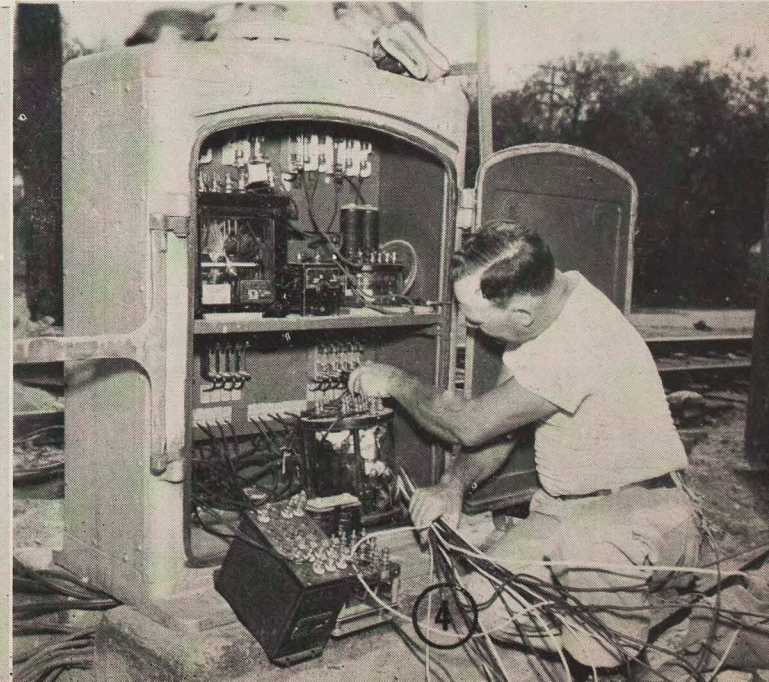
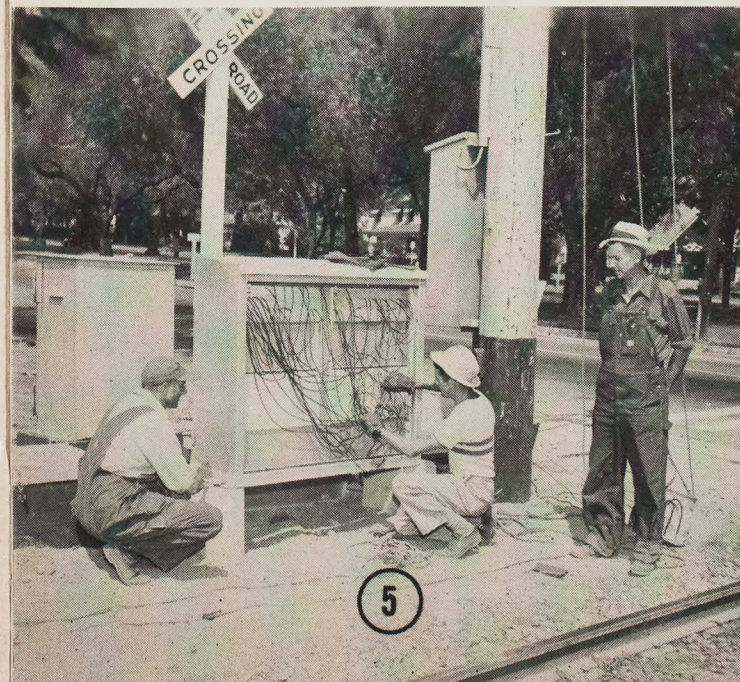
But can the UN prevent a global conflict between the United States and Russia? The answer is clouded in doubt, but we are certainly better off for having UN support than by going it alone.

Every American's part is to help make America stronger. The Soviets respect only strength. Hence, an increasingly strong U. S. with United Nations support may prevent a shooting war. The chances are better with UN backing.



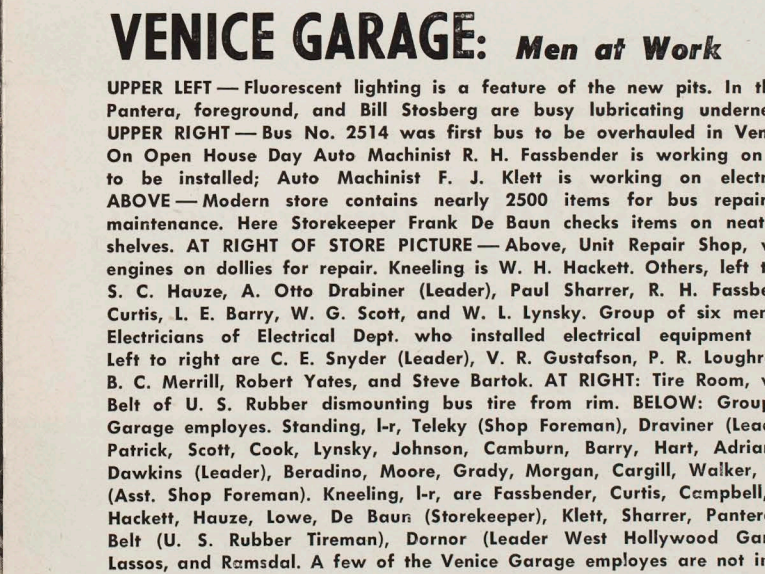
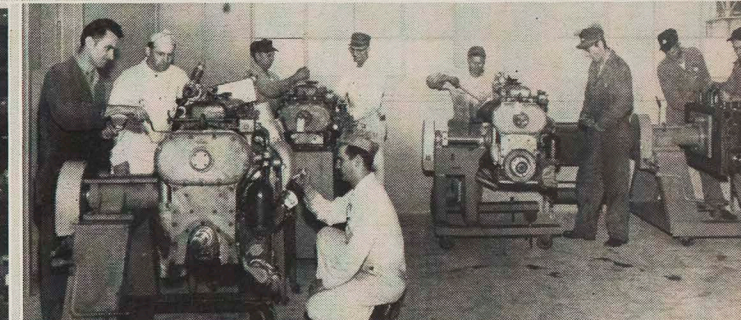
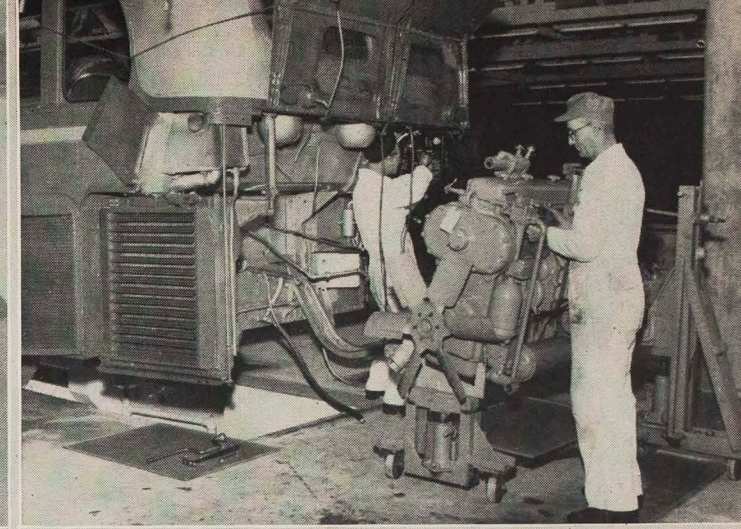
SIGNAL WORK CURRENT ON SAN BERDOO LINE

(1) Changing a wigwag at Euclid Ave. from 1200-volt to low-voltage operation. At bell is Signalman Harry Allston; on pole, Asst. Signalman Gordon Brown, left, and Wayne Agapitos; on ground, Asst. Signalman Billy O'Brien. (2) Forcing conduit under paving at Grove Ave by earthworm boring machine eliminates need for digging trench and laying through conduit, softens ground. Left to right: Signalman A. D. Atwell, Asst. Signalman Bob Minard, Signal Foreman Felix Brac, Leader Signalman Kenneth Bielke, and Assistant Signalman M. F. Baker. (3) Signal wire being installed in redwood trunk for new track circuits at Claremont by Asst. Signalman Kenneth Warehime, left, and Bud Bonner. (4) Signal case being revamped by Leader Signalman Frank Edmonson at Claremont. (5) New signal case being installed at Euclid Ave. because the old one (left background) isn't large enough to hold necessary relays for new track circuits. Left to right: Asst. Signalman John Jonas and James Lee; Leading Signalman Homer Carper. Work shown on this page is typical of work necessary on 100 crossings from Los Angeles to San Bernardino.



A DOUBLE NEED
A DOUBLE GIFT

your
COMMUNITY CHEST



VENICE GARAGE: Open House, Wednesday, Aug. 29

UPPER LEFT—Flowers sent by A. B. Dick of General Motors Coach Division for the gala opening, were enjoyed by Foreman Dan Teley, seated in his new office, and Clerk James Hart. UPPER RIGHT—Fine buffet luncheon, prepared and served under the supervision of C. F. Hill (see page 28), was enjoyed by 400 visitors, mostly employes and their families. LEFT CENTER—Operator John D. Morrison can steer his horse or (inset) his bus with equal aplomb. RIGHT CENTER—It's hard to decide whether Supervisor D. L. Davidson held his umbrella to keep off the light rain or to use (in case the horse

got skittery)) as a parachute. LOWER LEFT—Doesn't she wrench your heart? Elaine, one year old Sept. 10, gets closely acquainted with the engines her daddy works on. Parents are Auto Machinist and Mrs. David R. Johnson. LOWER RIGHT—Typical group of buffet lunchers includes, left to right, Lorrel Adrian, Mrs. Albert Adrian, Gail Meeker (Leader, Venice Garage), Mrs. Meeker, Twins Stephen and Susan Meeker, Albert W. Adrian (Auto Repairer, Venice Garage), John F. Pantera (Auto Repairer, Venice Garage), and Harvey Adrian. Music was played over a public address system for the enjoyment of all.

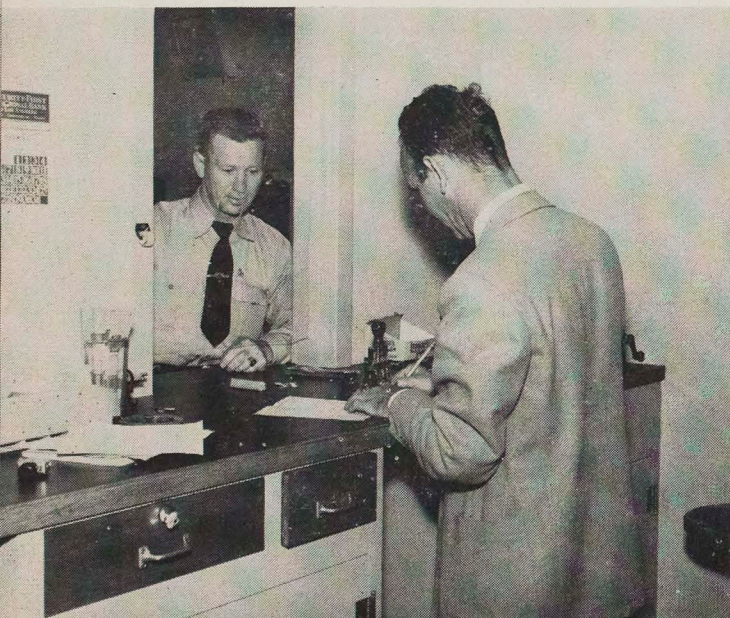
VENICE GARAGE: Men at Work

UPPER LEFT—Fluorescent lighting is a feature of the new pits. In this pit John Pantera, foreground, and Bill Stosberg are busy lubricating underneath a bus. UPPER RIGHT—Bus No. 2514 was first bus to be overhauled in Venice Garage. On Open House Day Auto Machinist R. H. Fassbender is working on new motor to be installed; Auto Machinist F. J. Klett is working on electrical repair. ABOVE—Modern store contains nearly 2500 items for bus repair and shop maintenance. Here Storekeeper Frank De Baun checks items on neatly arranged shelves. AT RIGHT OF STORE PICTURE—Above, Unit Repair Shop, with several engines on dollies for repair. Kneeling is W. H. Hackett. Others, left to right, are S. C. Hauze, A. Otto Drabiner (Leader), Paul Sharrer, R. H. Fassbender, L. R. Curtis, L. E. Barry, W. G. Scott, and W. L. Lynsky. Group of six men below are Electricians of Electrical Dept. who installed electrical equipment in Garage. Left to right are C. E. Snyder (Leader), V. R. Gustafson, P. R. Loughran (Leader), B. C. Merrill, Robert Yates, and Steve Bartok. AT RIGHT: Tire Room, with George Belt of U. S. Rubber dismantling bus tire from rim. BELOW: Group of Venice Garage employes. Standing, l-r, Teleky (Shop Foreman), Draviner (Leader), Moran, Patrick, Scott, Cook, Lynsky, Johnson, Camburn, Barry, Hart, Adrian, Stosberg, Dawkins (Leader), Beradino, Moore, Grady, Morgan, Cargill, Walker, and Jurdan (Asst. Shop Foreman). Kneeling, l-r, are Fassbender, Curtis, Campbell, Freiburger, Hackett, Hauze, Lowe, De Baun (Storekeeper), Klett, Sharrer, Pantera, Rumfield, Belt (U. S. Rubber Tireman), Dornor (Leader West Hollywood Garage), Rose, Lassos, and Ramsdal. A few of the Venice Garage employes are not in this photo.





TRAINMEN'S ROOM on second floor at Venice Garage. Note the new, modern style tables.



TURN-IN is made by Operator Oliver Blanks to Relief Cashier G. E. Ferris. The regular Receiving Cashier is Josephine Kightlinger.



TERMINAL FOREMAN A. B. Marshall surrounded by new furniture in office on second floor. The regular day Foreman is Bill Kennedy.

VENICE GARAGE: Operators' Quarters

← TYPICAL of modern plumbing is this wash basin. Vigorously posing for picture are, left to right, Operators John Nickel, J. R. Morrison, Luke Korich, H. R. Kerley, D. T. Compton, J. N. Bellone, and (standing behind group) N. R. Higgins. Mechanics also have their own fine new quarters.

↓ FRIENDLY GROUP composed of Supervisor D. L. Davidson, Foreman Dan Teleky, and District Supervisor T. L. Halverson, of Western District.



LABOR-MANAGEMENT COMMITTEE — With R. V. Rachford (third from left of four seated at end of table), General Chairman, BRC, as presiding officer, the Committee is shown as it met to discuss the AID plan. Standing, left to right, are Russell Moebius, Supt. Rail Psgr. Service; Lawrence McKoane, Local Chm., Order RR Telegraphers; Wm. C. Scholl, Asst. Mgr. Personnel; F. W. Spencer, Chief Engr.; Wm. Pollack, Asst. to Gen. Claim Agent; D. W. Yeager, Supt. System Frt.; G. E. Collins, Asst. Director, Public Relations; H. C. Kuck, Asst. to Frt. Traffic Mgr.; U. G. Perry, Business Mgr., Hosp. Assn.; and J. W. Casey, Office Mgr., Gen. Mgr.'s office. Seated, left to right,

are C. H. Belt, Gen. Supt. Frt. Service; F. C. Patton, Gen. Supt. Psgr. Service; W. D. Anderson, Gen. Chm., Ry. Patrolmen's Intern. Union; Eldon Rea, Agent, Watts; E. A. Stevens, Gen. Supt. Motive Power; E. J. Pepper, Secy. to PE President; J. G. Shea, Director, Public Relations; D. H. Sheets, Gen. Chm., BRT; T. L. Wagenbach, Gen. Mgr.; Mr. Rachford; F. L. McCulley, Gen. Chm., Amer. Train Disp. Assn.; L. R. McIntire, Mgr. Personnel; H. O. Marler, Psgr. Traffic Mgr.; Joseph Shafer, Asst. to Chf. Special Agt.; J. J. Suman, Auditor; and R. O. Christiansen, Asst. to Psgr. Traffic Mgr. Absent were some dozen members, both management and labor representatives.

Labor-Management Committee Vetoes AID, But Favors Rise in Dues for MECCA

THE LABOR-MANAGEMENT COMMITTEE at a well-attended (see cut) special meeting held Wednesday, Aug. 15, in the Conference Room, 465 PE Building, considered the AID plan (Associated In-Group Donors) under which PE employees would be asked to accept a standard of giving through payroll deduction of 12 minutes' pay per week and appoint AID as their agent for the distribution of funds so collected to Community Chests and other charity and relief causes.

R. V. Rachford, General Chairman of the Brotherhood of Railway Clerks, chaired the meeting. After much discussion the Committee unanimously voted to decline the AID plan at this time. And, at the same time, the Committee memorialized the MECCA Administrative Committee to study the question of asking employees to authorize an increase of 30 cents a month in present MECCA dues. The Labor-Management Committee was to consider this committee's recommendations at the October meeting.

Agents Assn. Picnic Enjoyed by Over 300

HILARITY REIGNED at Swiss Park, Duarte, Sunday, Sept. 23, as over 300 people enjoyed the PE Agents Association picnic.

For the kids, there was plenty of free ice cream and pop, and their elders took full advantage of the free beer and coffee as they ate their picnic lunches.

Races, baseball games, and other contests were kept going all afternoon for young and younger, with President C. Don Hileman of the Association acting as master of ceremonies.

Careful planning by the Picnic Committee was responsible for the fun. With Assistant Station Supervisor A. R. Crowe as Chairman, the Committee consisted of Station Supervisor A. H. Nasher, and Agents R. H. McLaughlin, Floyd Carper, and Hileman.

D. R. Lewis Appointed Asst. to VP Oct. 1

D. R. LEWIS, Engineer Assistant, Executive Department, was promoted to the position of Assistant to Vice President, effective Oct. 1.

He continues to supervise the work of both the Research and the Schedule Bureaus, of which he has had charge since 1948.

Mr. Lewis began his work with PE in 1935 as Chairman in the Engineering Department, and had been Engineer Assistant, Executive Department, since 1942.



"ON TOP OF OLD SMOKY" — Newport Beach Agent Joe Antista furnishes amazingly good accordion accompaniment for song sung at Agents Picnic by Relief Clerk Johnny Zamudio, left, and Azusa Station Clerks Bill Truesdell and Russell Fawley, a volunteer group.

At 14, PE's Treasurer Was Doing a Man's Work

(Eighth of a series of interviews with PE Executives)

AS A 14-YEAR-OLD BOY, *Herman R. Grenke*, now PE's Treasurer, was managing a 40-acre orange grove near Anaheim for a banker in whose firm the lad had been working as janitor before and after school hours. He had to substitute for the regular hired man, who was on vacation during the month of August. Learning the responsibility involved, Herman had been a bit dubious when the banker offered him the job, but since it was summer vacation and he needed the money (a dollar a day), he had accepted. He had to take care of the livestock (including milking the cows), run an electric water-pumping plant, and plow and plant. An unbroken colt that had to be fed inspired his fears, but he stuck to his bargain.

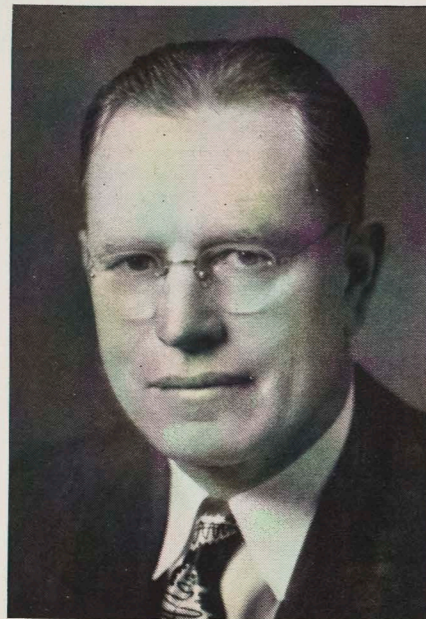
Herman went to school in Anaheim, where he was born in 1892, and from the sixth through the ninth grade spent most of his spare time working to eke out the scanty family funds. All the money he earned he turned over to his mother. One job he started when in the sixth grade and continued until he had finished the ninth was picking walnuts. Up at 4:30 a.m., he walked a mile barefoot to the walnut grove, picked for two hours, walked another mile and a half to school, walked back to the walnut grove in the afternoon, and kept on picking till dark. "Fortunately, we didn't have any school homework in those days," he observed. During vacation season, he picked walnuts full time on contract, working right along with full-grown men, and, being big for his age, was expected to do a man's work.

When walnuts were out of season, he spent his spare time in the beetfields, first thinning the rows and later, when the crop matured, cutting the tops off beets to be sent to the sugar refinery. The pay was 75c a day.

After he was 14 and had finished the ninth grade, he left school and went to work for a living. The family had previously moved to Long Beach, and Herman started another phase of his career by screening and sacking sea-shells, and doing other odd jobs at the beach.

At 15, he did staff work in the construction of the Hotel Virginia in Long Beach. Staff work had nothing in common with an executive position, he remembers. It consisted of casting plaster of Paris in moulds for ornamentation on the hotel exterior—hard work, which he quit after a month to take a job with PE.

"My boss begged me not to quit, and said he'd teach me the trade," remembers Mr. Grenke, "but I told him, 'I'm not coming back; I'm going to be a railroad man so I can always have a job.'"



H. R. GRENKE

Two months earlier Herman had applied for a job with PE, and it was a letter notifying him of his appointment as Office Boy in Conductors' Accounts that impelled him to quit his job on the hotel. At that time, in 1907, *Frank H. Gilbert* was Head Clerk. Mr. Gilbert was succeeded a short time later by Miss *Clara B. Templeton*, famed as a martinet.

"Despite a few small spats, we got along all right," grinned the Treasurer.

Until he became Acting Treasurer in 1947, Mr. Grenke's entire railroad career was in the Accounting Department, in which he has held nearly all the jobs at one time or another. He served under Auditors *G. W. Mulks*, *A. D. McDonald* (later President of the Southern Pacific), *H. A. Culloden*, *L. A. Lovell*, and the present Auditor, *John J. Suman*.

Gradually working his way up through the department, he became Special Accountant in 1922. One of his special jobs was to consolidate the Central Timekeeping Bureau, then a separate organization, into the Accounting Department. Assigned to this task in 1931, he finished it the next year and was made Head Clerk of the Bureau. In 1943 he became Assistant to the Auditor; two

years later, Senior Assistant to the Auditor; Sept 1, 1947, Acting Treasurer; and, on Jan. 1, 1948, Treasurer. Thus he has spent a total of 44 of his 59 years with Pacific Electric.

Looking back over his youthful career, Mr. Grenke feels that while he may have followed the American tradition in pretty much the approved Horatio Alger manner, the necessity to start earning a living early, for him, at least, had its drawbacks.

"Yes, I learned to do a man's work and gained, no doubt, a certain amount of self-reliance by force of necessity; but nevertheless, when I was a boy, I lacked the poise that comes with the social pleasures enjoyed by most young folks during their school days. And I certainly don't recommend that children should leave school early and go to work for a living. They miss too much in life that is difficult to gain—not only poise, but good times, the companionship of those their own age, and education."

That Mr. Grenke *did* acquire somewhere in his career the assured poise he feels he lacked in what would have been his high school days is evident enough now. The ability to put others at their ease is a characteristic, ordinarily, only of those who feel at ease themselves. In his office one is quickly reassured by the quiet, friendly, unpretentious manner of this high-ranking PE official. Perhaps it's because he remembers his barefoot days.

Next Issue: Earl L. McCall, Purchasing Agent



THOMAS Y. ANDREW
New Cashier

HESSEL VANDER ZEE
New Paymaster

PROCTOR G. WELCHER
New Teller

Three Promoted in PE Treasury

CHANGES IN THE Treasury Department made at the time of the retirement of Cashier *J. L. Smale* last Dec. 1 but held in abeyance in order to have employes affected familiarize themselves with their various duties were made effective Aug. 1 by Treasurer *Herman R. Grenke*.

Paymaster *T. Y. Andrew* was appointed Cashier; Paymaster's Clerk *Hessel Vander Zee* was appointed Paymaster; and *Proctor G. Welcher* was appointed Teller.

Speedier service is now accorded employes who wish to cash their checks on pay days by the opening of two windows instead of one. This eliminates waiting time for employes and completes most of the cashing of checks in the morning period so that bank deposits will not be delayed for the day.

ANDREW BORN IN ENGLAND

That English accent you hear from our Cashier was come by naturally. He was born *Thomas Young Andrew* in Manchester, England, in 1890, and was educated at Cheetham High Grade School, which he says is actually equivalent to going through a college course at UCLA.

He helped his father, a clothing manufacturer, for a while, and then, actuated by wanderlust, sailed alone to Canada at the age of 20, with no job in sight. Winding up at Edmonton, he took a job as scaler and invoice clerk in the shipping room at Swift's packing house for a time, and then started his railroad career by working in railroad commissaries of the Great Northern, Northern Pacific, Missouri-Pacific, Rock Island, Frisco, Burlington, and Grand Trunk, feeding railroad employes.

He was on a vacation tour in Mississippi, and had about decided to return to England for good, when World War I broke out. So he stayed

in the U.S., and took a job as riveter, building oil tanks at Cushing, Okla., combining this noisy job with that of second cook. ("Rivet stew today, boys!") Four months of this was enough, so he went to Kansas City as Assistant Manager of the Camp Department, Burlington and Rock Island.

By that time he had worked in 35 different states, and the biggest part of Canada.

In 1920 he wandered to California, and came to work for the SP Commissary at 7th and Alameda. A few months later he was a Clerk in the office of PE's General Superintendent, *F. L. Annable*. PE proved to be a steadying influence, because he's stayed ever since Nov. 2, 1920. From 1921 to 1929 he worked in the Timekeeper's Office, and in February, 1929, went to the Treasury as Paymaster's Clerk. Since then he's been Assistant Cashier (1941), Paymaster (1942), and now he's Cashier.

VANDER ZEE DISTRIBUTES PAY CHECKS

Paymaster *Hessel Vander Zee*, who, up to last Dec. 1, had been Paymas-



POSTING ENTRIES in the PE Railway Company's cash book is *Ruth Patton*, Bookkeeper in the Treasury Department. And that's only one of her daily jobs. She's also mighty handy with an adding machine.

COUPON CLIPPERS—Asst. Cashier *Bessie Jackson*, right, shown checking, sorting, and canceling coupons on PE Refunding Mortgage 5% Bonds before payment to owners. To prevent loss, Secretary *Mary Jacobi*, left, strings 'em like fish, since each is worth \$25. Happens each March and Sept. 1.

ter's Clerk, started his railroad career as Station Helper for the Great Northern at Sioux Center in 1914, learned telegraphy, became a telegrapher, and had his career interrupted by World War I, when he went to France with the Signal Corps of the AEF, from 1917 to 1919.

He then returned to the Great Northern, and later the Chicago and Northwestern and the Rock Island, as Telegrapher in various towns in Iowa and Minnesota. From 1923-25 he worked for the Joint Railway Office at St. Paul, Minn., handling livestock and meat for all the St. Paul railroads.

But the Golden State and its wonders beckoned, so April 1, 1925, found him as a Helper in the Store Department at San Pedro. He proved he wasn't fooling on April Fool's Day by staying with PE from that day to this. In August, 1925, he became Timekeeper at the Torrance Store; 1931, Timekeeper in Central Timekeeping; and 1941, Paymaster's Clerk.

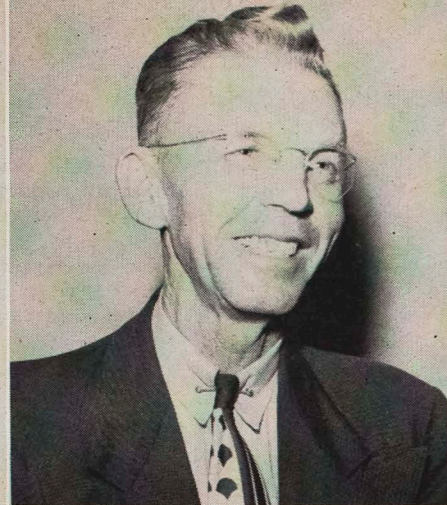
WELCHER FORMER SCHEDULE CLERK

Mr. *Welcher*, the new Teller, began his PE work Feb. 3, 1947, as a Typist-Clerk in the Schedule Bureau. After a few months he transferred to the Treasury Department as Steno-Clerk, only to return to the Schedule Bureau a short time later as General Clerk. He became Schedule Clerk in May, 1948, but dropped to General Clerk again a year later when some lay-offs were made. For some two years he had charge of the preparation and distribution of public display cards and time tables. He came back to the Treasury Department as Teller on Dec. 1, 1950.

Before the Army required his services (1943-46), he worked for the Association of American Railroads as Records Clerk, expediting freight at Wilmington.



EVERETT WOLFE
Switchman, Hill St.
Retired July 1, 1951
32 Years with PE



WILLIAM CARL MAAS
Operator, Hill St.
Retired July 31, 1951
32 Years with PE



ROBERT B. HOOPER, right, Motorman, is bidden farewell by District Supervisor T. L. Halverson July 31, as Hooper starts his last run after over 30 years of service with PE. Mr. Hooper worked on the Santa Monica Boulevard Line.

'Owe Old Age Security To Company,' Writes Pensioner J. B. Mays

APPRECIATION for the PACIFIC ELECTRIC MAGAZINE and the company is expressed in a letter dated Aug. 28 from J. B. Mays, West Motorman who retired Sept. 1, 1944, and now lives at Quartz Hill, Calif. Addressing the Editor, he states:

"Just a word of thanks to you and to let you know that I appreciate your Magazine, as it keeps me in touch with Pacific Electric and its employes, of which I was a part for 21 years and to which I owe the security of my old age . . .

"There are several retired men here in Quartz Hill, (among them) John Hearn with his large block house and seven acres and housing for 7,000 chickens."

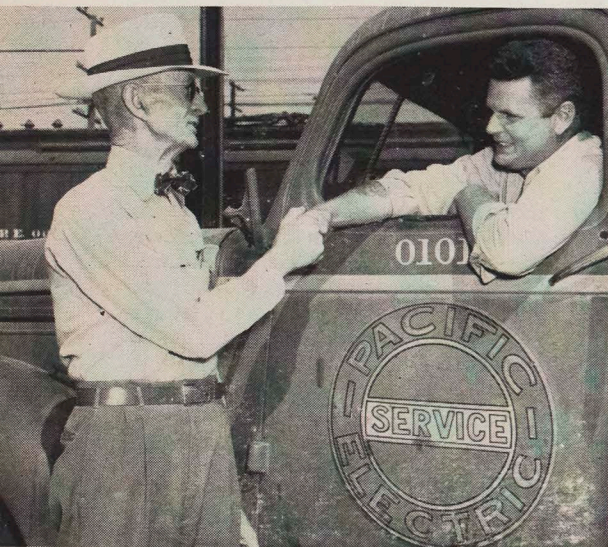
Mr. Mays continues with a glowing description of the rapid growth and beneficent climate of the town—near Lancaster on the Bouquet Canyon Road at the edge of Antelope Valley. "T.B. people come here given six months to live and are still going strong after 20 years." . . .

"Would be glad to see any of the PE boys at any time. The latchstring is on the outside to all of them at any time. My home address is 50th Street West and Ave. M across the street from the Texaco oil station. Mailing address: Route 3, Box 321, Lancaster."



"OUT OF SERVICE," the sign on the bus, goes for Mrs. Mabel Garrett, too, Car Cleaner at Sixth and Los Angeles Sts. who retired Sept. 14 after 30 years of service to PE. Here she is receiving an envelope containing over \$55, gift of fellow workers, from Foreman John Roach, as others look on. Now superintendent of the primary department of the Sunday school in the Brethren Church, South Gate, she is thankful that her health is better than it has been in many years, and plans to become even more active in her church. Left to right in picture are MT Operators E. L. Coombs, H. L. Adair, and E. T. Casey; Auto Repairer Frank Kerr; West Operator C. J. ("8-Ball") Sutter; Car Cleaner Maria Robles; Car Cleaner-Operator Clifford Jones; Mr. Roach; Auto Repairer Raymond Stiltz; Mrs. Garrett; Car Cleaner Gertrude Blakely; Car Cleaner-Operator Fernando Anzueto; Auto Repairer Charlie Bulla; Car Cleaner Beulah Marks; Laborer Clarence Woodbey; Car Cleaner Mary Casey; Auto Repairer Manuel Rankin; and Machinist Joel ("Shorty") Hall.

FAREWELL GLIMPSES OF RETIRING EMPLOYEES



FATHER AND SON—Signalman Ervin D. Ralph, left, who retired July 31 after 33½ years of railroad service, is congratulated by his son, Robert, as the latter arrived at Washington St. Yard from a job at Cactus Junction on the new Azusa cut-off. Robert has been a Signalman since June, 1950. The senior Ralph plans to take things easy.



FLORENCE T. GRETZ, Tax Clerk, Land and Tax, received a cake, a typewriter, and a box of candy as she retired July 31, after 28 years with PE. She is shown directly behind the cake. Left to right: J. C. Rankin, Anna Beseman, T. E. Gentry, Mildred Bates, Belva Dale, Madelyn Mathews, Adeline Smith, Katherine Timmerman, Catherine Winkler, Bert Carrington, Dorothy Kvapil, Mrs. Gretz, C. L. Bordner, F. W. Converse, E. O. Miller, Wm. Clarke, Dorothy Pearson, J. P. Hoaglund, Alice Karayan, and Maye Ritterhoff.

EUGENE PHILLIP CRAMER, left center foreground, Machinist at Macy Garage, received an envelope containing \$55 from his co-workers on Friday noon, Aug. 31, as a farewell gift on the occasion of his retirement Sept. 1. Leader Harry Zarp made the presentation as the men gathered to shake Cramer's hand and express their best wishes for his happiness. Mr. Cramer began PE work June 1924.



NICHOLAS RAYMOND KOCH
Passenger Loader, Hill St.
Retired Aug. 17, 1951
30 Years of Railroad Service



JUST BEFORE HIS LAST RUN July 31, Luther A. Polk, right, Brakeman working out of San Bernardino, received from Trainmaster Fred Sauerwein, on behalf of Polk's co-workers, a package containing two wool blankets and a sport shirt. Gathering for the occasion were Yardmaster R. A. Shaw, Asst. General Agent Gordon Gould, Motorman F. A. Rouchleau, Conductor R. B. Snedaker, Trolleyman Roy Hunsley, Frt. Car Repairer and Inspector Robert King, Foreman Claude Ward, Mechanical Dept., and Art Soderberg, B&B; and Brakeman R. F. Bird, Earl Frazier, I. L. Myers, R. E. Cross, and R. F. Jasper. Mr. Polk's retirement was announced in the August issue, but this photo by Signalman Rene Hunckler, just came in.

Bouquet for Magazine From National Editor

IT'S PLEASANT to read such praise as came to the PACIFIC ELECTRIC MAGAZINE from W. H. Mack, Editorial Director of the national publication, PEOPLE. In a letter dated from Chicago, Aug. 29, he stated:

"Since 423 company publications pass over my desk each month, I am reasonably familiar with the caliber of publication representing American business and industrial concerns. I have just finished reading your August issue, and I would like to tell you how impressed I was with its very readable, attractive and informative

character. Your article on the Schedule Bureau, beginning on page 5, made the subject interesting and intelligible to me, although it is a subject concerning which I knew nothing and expected to find very dull . . .

"Your picture of the repaving of Brand Blvd. on page 18 should greatly increase the popularity of this type of work." . . . (Mr. Mack requested the photo for use in his publication.)

The Magazine is glad to credit Schedule Supervisor **Charlie Hill** and Supt. of Schedules **Laurel S. Jones** for collaborating to produce the Schedule Bureau article. We thought they did a grand job, too.

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 August and September. 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
Albert C. Borden	Operator, North	Transportation	7
Ernest S. Chris	Line Helper	Engineering	26
Eugene Phillip Cramer	Auto Machinist	Mechanical	30
Robert H. Fulks	Auto Repairer	Mechanical	9
Mabel Garrett	Car Cleaner	Mechanical	30
Charles G. Gibson	Clerk	Transportation	11
Cortland D. Hartman	Switchman, South	Transportation	8
Odus Lawrence Herron	Helper, Torrance	Mechanical	8
Robert B. Hooper	Motorman, West	Transportation	30
Nicholas R. Koch	Conductor, West	Transportation	30
William C. Maas	Conductor, West	Transportation	32
Thaddeus A. Marren	Conductor, West	Transportation	32
Luther A. Polk	Conductor, North	Transportation	38
Ervin D. Ralph	Signalman	Engineering	29
Nolan Shields	Conductor, South	Transportation	21
Everett Wolfe	Switchman, West	Transportation	31

The Public Appreciates

FOR THEIR COURTESY, efficiency, skill, and/or allied virtues, the following Operators have received commendations from the public:

MOTOR TRANSIT DISTRICT

L. H. Faulkner, H. W. Fisher, E. W. Karr, C. J. Kimball, W. G. McBain, E. C. Perkins, and K. C. Steinert.

NORTHERN DISTRICT

Joseph H. Bush, J. F. Glines, H. W. Humphreys, Arthur A. Johnston, and Richard N. Penny.

SOUTHERN DISTRICT

S. M. Chubb, R. W. Cooper, W. I. Tarleton, Jr., and H. G. Wedel.

WESTERN DISTRICT

C. B. Ballenger, E. C. Bryne, A. Charleston, C. R. Childs, R. E. Conkling, D. L. Correll, E. H. Dickerson, L. S. Dodge, F. J. Douglas, E. J. Filek, J. F. Goodman, E. E. Green, W. N. Gregory, J. F. Hatton, K. T. Hicks, C. L. Hobby, H. D. Hopper, C. P. Hornbach, G. L. Keeley, Howard Keene, J. Kreitzman, H. H. Levy, A. T. Lipford, John Manfroy, W. L. Maurer, A. J. Miller, E. F. Morgan, F. B. Noel, D. B. Nunis, E. A. O'Connor, William O'Hern, F. G. Poppleton, W. V. Rathbone, W. D. Ruppert, C. Z. Sams, J. H. Schmitt, W. G. Shafer, Earl L. Stover, R. E. Walker, E. J. Warburton, H. S. Watson, and W. L. Wells.



REWARDED—Operator W. I. Tarleton, Jr., received a \$20 reward for turning in to Lost and Found a purse containing \$354.21 he discovered on his Hollywood Blvd. Line car last Sept. 1. He and the owner were delighted.

OTHER COMMENDATIONS

Mrs. Helen Brubaker, El Segundo Ticket Office, for obliging a patron by coming down on Sunday to open the Ticket Office.

Overjoyed Lady Gets Purse and \$30 Back

AS THE LADY, holding a five-year-old boy by the hand, approached Service Director Jack Butler on the Bus Deck at Sixth and Main, she burst into tears. The date was Monday, Aug. 13.

"I lost my purse with \$30 in it this morning on the bus from El Monte. It was all the money I have," she sobbed.

"What bus did you come in on?" queried Butler, in a sympathetic tone. ("She looked as if she couldn't afford to lose it," was his later comment on the incident.)

When the lady gave him the departure time, he pointed out an Operator then crossed the deck. It was Claude Sams. "Was that the Operator?" Butler asked, pointing.

"No, it was another man."

Sams approached and heard the story.

"It was probably J. L. Terry who drove you in," he said.

Thereupon Butler called the El Monte Agent, R. E. Besett, who found upon immediate inquiry among the Operators that Terry had the purse.

"He hadn't reached a point in his run where he could turn it in after he had found it on his bus," the Service Director reports.

Operator Sams then gave the grateful lady transportation back to El Monte, where, overjoyed, she received her purse from Agent Besett.

AAR Lists Causes Of Hand Brake Accidents

THE TRAIN SERVICE Accident Committee of the Safety Section, Association of American Railroads, in a recent report pointed out that on all American railroads during 1950, there were 8 fatalities and 796 reportable injuries in operating hand brakes. As contributing causes to these accidents, the committee listed:

1. Improper position on car.
2. Insecure hand and foot holds.
3. Operating brake at time of impact.
4. Failure to keep clear of spinning wheel.
5. Use of a club on a power brake.

"These statistics indicate the necessity for caution when operating hand brakes, in order to preclude serious injury," observes Supt. of Safety Harry L. Young.

"If more employes were self-starters, the boss wouldn't have to be a crank." (Contributed by Phyllis Henderson, Accounting Dept.)

PCC Students Use PE Theme for Big Dance

TURN ABOUT is fair play.

PE borrowed the Pasadena City College Bulldog Band last October for the ceremony inaugurating busses on the Oak Knoll Line; so, on the College's Pal Day, Sunday, Sept. 10, the Associated Students borrowed a PE bus, and the following evening at their Homecoming Dance borrowed various pieces of PE equipment as decoration to carry out the transportation theme of "Us on a Bus."

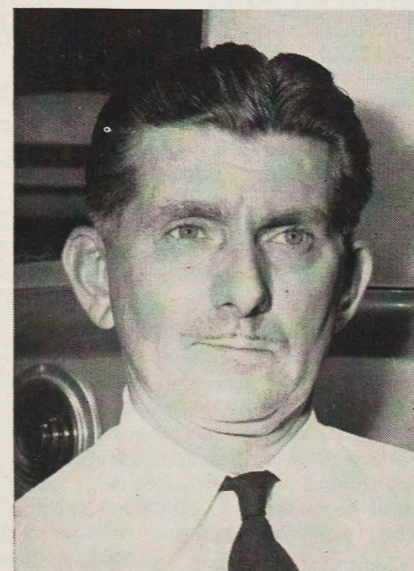
Phyllis Perry, daughter of Hospital Association Business Manager George Perry, was Chairman of the Homecoming Dance.

The orchestra was dressed in Operators' hats, a microphone was mounted on a bus stop sign, refreshment stands were indicated by loading zone signs, and a farebox was used for collecting tickets at the door. Chaperons and the President of the college sat proudly upon two bus seats.

The bus, standing on the campus, was decorated with banners and served during the midday period to attract attention to the dance.

Phyllis says the dance was a huge success, thanks to assistance of PE.

Opr. T. G. Harrison On Defense Bonds:



"I'VE BEEN BUYING DEFENSE BONDS at the rate of a \$75 bond a month since 1945," declares Operator Thomas G. Harrison of the Western District. "It's a good saving—you know it's safe—and I think it helps the war effort." Mr. Harrison plans eventually to use some of his matured bonds to develop a 2½-acre chicken ranch he owns in Van Nuys.



133 OF THESE CERTIFICATES have been issued by the National Safety Council to Pacific Electric Motor Coach Operators who drove an estimated total of 5,320,000 miles in the Council's Seventh Fleet Safety Contest for the period July 1, 1950, to June 30, 1951, without a responsible accident. Each driver averaged 40,000 miles a year. Is your record that good?

133 Motor Coach Operators Get Safe Driving Certificates

FOR THEIR SAFE DRIVING without a responsible accident between July 1, 1950, and June 30, 1951, the following 133 Motor Coach Operators (out of a total of 800) have received Safe Driving Certificates from the National Safety Council, Fleet Safety Division:

W. C. Alexander, P. R. Allison, G. Andrade, T. R. Asel, G. A. Asher, C. B. Ballenger, W. O. Ballenger, P. R. Banks, H. Barrish, G. I. Battelle, S. Benavides, R. J. Bierman, R. A. Biggs, R. L. Birchfiel, O. M. Blanks, F. Blumenthal, D. M. Boardman, R. W. Brann, R. A. Brooks, R. L. Buda, C. H. Bull, F. W. Burk, O. Burns, W. E. Burris, J. S. Burton, R. Butler.

A. A. Carano, C. R. Childs, C. B. Clary, T. H. Coffman, S. M. Collins, R. W. Colton, E. F. Connatser, R. G. Corl, W. H. Daigle, W. T. Daiker, H. A. Davis, M. C. Davis, A. Deabate, E. Delmar, E. N. Denton, S. F. Dispennette, L. L. Dodge, R. B. Dodge, R. J. Donnellan, F. J. Douglas, H. A. Douglas, V. C. Engel, A. C. Equitz.

L. Fanchin, J. M. Farwell, L. H. Faulkner, E. J. Filek, F. A. Fletcher, H. F. Fowler, C. L. Frazier, A. W. Freas, B. R. Fredenburg, G. L. Fry, J. E. Gerst, D. Grant, H. Greenwald, F. M. Harley, T. G. Harrison, C. Hatfield, A. M. Henson, K. T. Hicks, R. M. Hightower, C. L. Hobby, O. B. Hotchkiss, G. D. Jeremiah.

C. H. Killgore, C. J. Kimball, L. C. Kimrey, D. O. King, L. A. Knoffler,

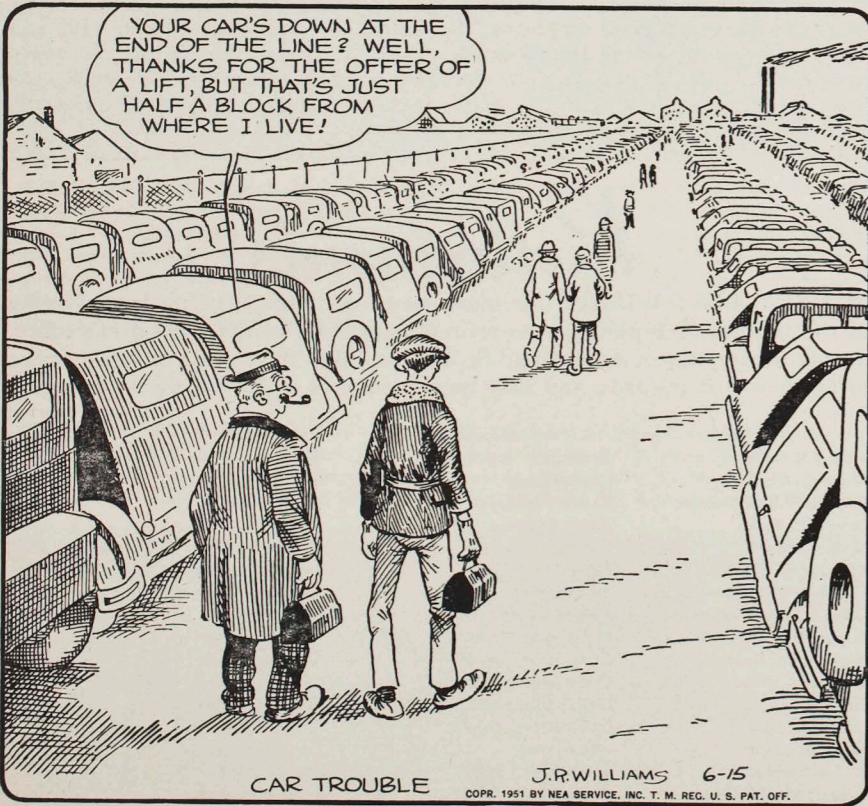
L. G. Korich, G. M. Levitt, J. E. Lewis, E. F. Lodahl, J. O. Lucas, W. G. McBain, P. A. MacDonald, C. A. Mack, J. Manfroy, C. C. Martin, J. Medeiros, R. J. Michon, M. S. Neuss, J. Nickel, W. O'Hern, T. O'Neill, H. J. Owens, T. E. Pendleton, G. T. Pfeifer, G. R. Pitchie, P. R. Prickett, M. J. Pruett.

H. M. Rice, L. H. Richens, E. R. Richmond, A. M. Roberts, F. W. Runa, R. B. Schaffer, W. V. Schuman, J. Schwartz, R. R. Scott, A. L. Searls, R. G. Seymour, E. M. Sheperd, M. R. Shobe, E. J. Silvey, T. Slack, M. Smith, A. M. Spilsbury, F. H. Thompson, L. F. Thompson.

R. J. Veeh, B. C. Vogel, J. A. Walker, R. E. Walker, E. J. Warburton, H. J. Warnock, G. L. Weaver, F. W. Welker, P. A. White, P. N. Whitted, E. E. Willis, W. E. Witherspoon, H. E. Wolfe, G. P. Wolff, M. N. Wood, E. E. York.

Appear for Ticket Or Lose License

AFTER SEPT. 22, and as soon as its records permit, the Department of Motor Vehicles will be required by law to refuse issuance or renewal of an operator's or chauffeur's license when the court has notified the Department that the applicant has failed to appear on a traffic violation charge. (Vehicle Code Sec. 270-c and 278.)



CAR TROUBLE

J.R. WILLIAMS 6-15

COPIED BY NEA SERVICE, INC. T. M. REG. U. S. PAT. OFF.



TRAVELERS' INN — Lunch in the Special Agents Office is enjoyed by Robbie and Roger Morley as a climax of their venture on a PE train from Lynwood to L. A. on their own. Special Agent W. R. Patton, who escorted them to the office, looks on hungrily as they eat.

Robbie and Roger Take a Trip; Special Agents Provide Lunch

ROBERTA ("ROBBIE") MORLEY, aged 6, woke up one morning in August at her home in Lynwood and decided to take a trip.

She dressed herself and Roger, aged 3, packed her luggage—a brown paper bag containing a brush and comb, a suit of pajamas, and a bottle of cologne—and took 12 pennies and two dimes out of her piggy bank.

Forgetting about breakfast and Mamma, she took Roger by the hand, and brother and sister walked seven blocks to the PE Station in Lynwood. They boarded the next Bellflower car to Los Angeles.

When they had arrived, they followed the other passengers down the ramp leading into the Sixth and Main Station. But somehow the passageway seemed like a good place to stop, so that's where John Glick, PE Building Carpenter, who was working on the Special Agents room there, noticed them.

He thought they were a little young to be traveling alone, so he called the Special Agents Department. Special Agent W. R. Patton brought them up to the Chief's office, and, after getting acquainted with the kindly folks there, Robbie and Roger began

to enjoy themselves—although Robbie wished they wouldn't ask her so many hard questions.

Robbie readily gave her name and Roger's to Chief R. J. McCullough and his Assistant, Joe Shafer, and she knew her street address, too—but not the town, except that it was somewhere near Century Blvd. With the help of telephone information, Mr. Shafer was able to locate the town and call Mrs. Morley.

Meanwhile it was getting towards noon, and Mr. McCullough figured the two little folks, who hadn't had breakfast, must be hungry.

"What would you like to eat, Robbie?" he inquired.

"Toasted cheese sandwich," was the prompt reply, "and Roger would like one, too."

The children had just about finished the sandwiches and milk Secretary Meta Hoogendyk ordered when Mrs. Morley, torn between joy and exasperation, entered the office.

Robbie, who'd been quite grown-up and self-assured, looked a bit sheepish.

Roger took it all in stride. Mommy took them home.

Freight Increases Since 1939 Less Than Cost Increases

NATION-WIDE FREIGHT RATES haven't increased in proportion to offset increases in wages and other costs, according to figures released Aug. 10 by the Association of American Railroads.

"Calculations of the effects of the interim increases in Ex Parte 175, made effective in April, and the final increases effective in September, show the average revenue per ton-mile increase will be only 47.8% since 1939 and that all rate increases authorized by the ICC since 1939 amount to only 67.7%," says the AAR.

"During this same period, the average straight time rate of pay for all railroad employes went up 140% and the index of average unit prices of railroad materials and supplies increased by 131%."

PE FIGURES SIMILAR

Parallel figures secured early in September from the Accounting and Purchasing Departments for Pacific Electric show that, since 1939, average revenue per ton-mile increase will be 47.3%; all authorized freight rate increases amount to 64.85%; straight time rate of pay for all employes has increased 138%; and the index of average unit prices of railroad materials and supplies has increased by 101%.

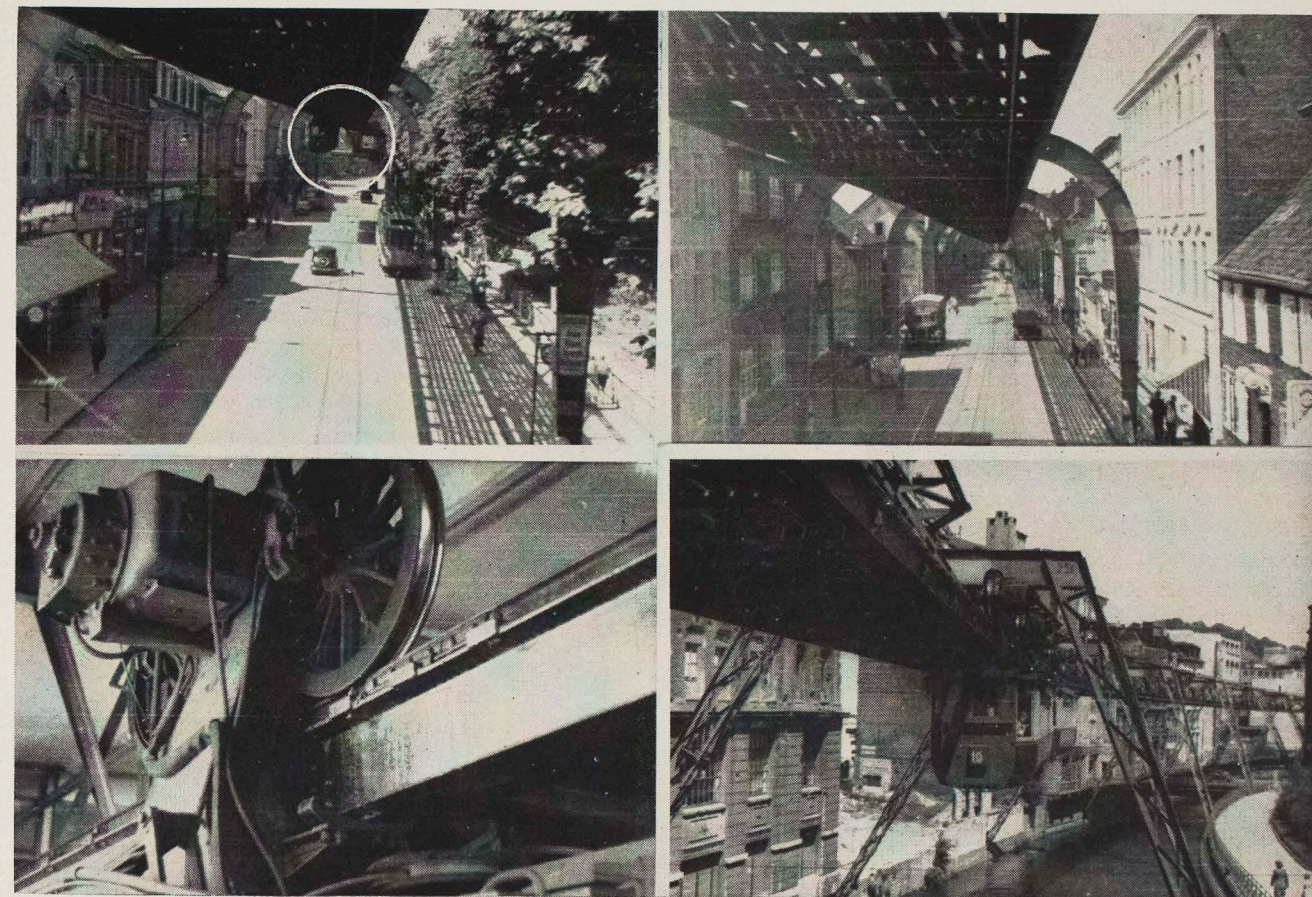
HOW FREIGHT RATES AFFECT PRICES

Many of us are likely to have an exaggerated idea of the effect of freight rates upon wholesale and retail prices. Take the recent rate increase granted the railroads by the Interstate Commerce Commission, for instance. Some persons have expressed the view that this will result in a general increase in prices of 6 to 9 per cent, or even more.

There is no basis for such an assumption. The fact is that freight rates constitute a very small percentage of the prices of most of the things we buy. Therefore, any ordinary increase in freight rates, when translated into increased prices, represents but a small percentage of a small percentage of the wholesale or retail price of goods.

Computations made by the Interstate Commerce Commission show that freight charges in 1946 generally were less than 6 per cent of the wholesale value at destination of all commodities moved. On retail prices freight charges would represent a substantially smaller percentage.

Because freight rates cannot be



GERMANY'S UPSIDE DOWN RAILROAD

SGT. CHARLES BUSS, South Motorman on leave with the occupation forces in Germany, took these pictures of the eight-mile elevated German monorail system operating between Vohwinkel, Elberfeld, and Barmen over and along the Wupper River. UPPER LEFT—Street scene showing (circled) outbound and inbound monorail cars meeting and passing above street traffic. Note the surface streetcar. "The bottom of the car barely clears high truck tops," says Buss. UPPER RIGHT—Another street scene showing numerous supporting structures. LOWER LEFT—Truck at one end of monorail car, showing two flanges on wheel. Each truck has two wheels. LOWER RIGHT—View of mono-

rail structure over river, over which the line operates for "about 2/3 of the distance," says Buss, who also states that the system operates with two-car trains as in picture. Buss questions the speed of 100 mph claimed, but says they cruise along pretty fast. He also says the main problem for the Motorman is the side-to-side sway, which necessitates slowing down almost to a dead stop before entering or leaving a station to avoid striking waiting passengers. "The switch tracks and sidings are something to see," remarks Sgt. Buss, "as all trains are always suspended—about six inches above shop floors." The monorail—only one existing—was completed in 1901.

changed—currently to meet rising wages and material costs, and can only be changed after prolonged public hearings and discussion, there is always a tendency to exaggerate their influence upon prices. In the present inflationary period which started in 1939, freight rates continued without any increase (except for a temporary one in effect only from March 1942 to May 1943) until about a year after the end of World War II, although prices had advanced sharply in the meantime.

The fact is that freight rates have nowhere near kept pace with rising prices in recent years. From 1939 to the middle of 1951, the index to wholesale prices went up 135 per cent. Authorized increases in the general line of freight rates in the same period, including the recent 6.6 per cent decision, have totaled only 67.6 per cent, while the average ton-mile revenue received by the railroads—what the railroads actually get for hauling a ton of freight one mile—have gone up less than 46 per cent.

HOW INCREASES IN FREIGHT REVENUE COMPARE WITH INCREASES IN COSTS SINCE 1939

	Freight Rates	Revenue Per Ton-Mile	Straight Time Pay (All Employes)	Materials & Supplies
% Increase Nationally (AAR figures).....	67.7	47.8	140	131
% Increase for PE.....	64.85	47.3	138	101

Watch Flashing Signal On School Busses

SCHOOL BUSES are to be equipped with a flashing red light signal system, front and rear, to be operated by the driver when children who must use a highway, street, or roadway are loading or unloading.

When the red light is flashing, all approaching vehicles must stop and remain standing until the flashing signal ceases.

The new requirement, passed by the 1951 legislature, does not apply at an intersection controlled by signals or by an officer.

RAILROAD fatalities according to National Safety Council have declined steadily since 1900 with the largest reduction in employe and trespasser deaths.



TO NEW EMPLOYEES

WELCOME to the following new employes, listed by the Personnel Department as additions made in July, August and September:

ACCOUNTING DEPARTMENT

Comptometer Operators: Jean C. Anderson, Mrs. Petra Baca, Alan Lee Campbell, Marion C. Jarvis, Violet A. Pantlik, Alice Sahlin (re-employed).

Office Boy: Lloyd F. Thomas.
Sorter Clerks: Marilyn F. Nelson, Fern P. Randack.

ENGINEERING DEPARTMENT

Assistant Signalmen: Gerald P. Aiken, Harold S. Baznette, Orville R. Bonner, Tom G. Harrison, Edwin W. Hottinger, James H. Lee, Donald J. Leytham, James W. Remington, Kenneth R. Salyers, Virgil R. Warehime.

B & B Carpenter: Lora D. White.
Bonder & Welder: Milton C. Kimball.

Carpenters: Augustus R. Bulgin, Samuel G. Crockett.

Chainman: Ferdinand P. Earle.
Electricians: Arnold E. DeCarteret, Robert F. Dillon.

Electrical Maintenance: Randolph L. Wagenlehner.

Helper: Chester S. Burgess.
Junior Engineer: Edgar A. Hollman.

Linemen: Fay O. Bartlett, Egon Bittner, Frank J. Dorsey, Andrew C. Lyle, Leroy J. Woods, Stanley D. Young.

Lineman's Helper: Patrick J. McVeigh.

Signalman: Henry L. Goldsworthy.
Signalman's Helper: Harry F. Lamkin.

Stenographers: Florence J. Partout, Gertrude I. Stieger.

FREIGHT TRAFFIC

Calculator Operator: Annamay O. Reed.

Freight Claim Clerk: Paul A. Babcock.

GENERAL CLAIM DEPARTMENT

File Clerk: Elsie G. Dupai.

LAND AND TAX DEPARTMENT

Stenographer: Margaret M. Knighton.

LAW DEPARTMENT

Clerk: Genevieve S. Kelly.
Stenographer: Patricia K. Hoelzel.

MECHANICAL DEPARTMENT

Auto Electrician: Edward L. Lancaster.

Auto Machinists: Robert L. Gish, Fred E. Hill, John G. Huntress.

Auto Mechanic: Vernon G. Bliss.
Auto Repairers: Dallas L. Allen, Wilfred P. Bethancourt, Emil Castellano, George E. Hershberger, Frank A. Kerr, John W. Martin, Arthur E. Perham.

Car Electrician: "L C" Stricklen.
Clerk: James H. Hart, Jr.
Electricians: Norman W. Carlson, John F. Daley.

Sheet Metal Workers: Pierre J. Bourque, "J C" Brammer, Gene F. Moreno, Leon J. Varner.

Medical Department
Asst. Dark Room Tech.: Ned H. Yarter.

Nurse: Rita A. Tefft.

Office of the P. E. Building
Extra Janitress: Opal Proby.

Janitors: Abbo P. Adelmund, Maurice L. Claunch, "L V" Sanders, Charlie L. Stott.

Janitress: Beatrice L. Stevenson.
Station Engineer: William P. Lucey.

Passenger Traffic Department
Ticket Clerk: Robert W. Holme.

Public Relations Department
Stenographer: Frances L. Hudock.

Purchasing Department
Stenographer: Lorraine M. Rudolph.

Special Agents Department
Guards: Elmer H. Knighton, Lloyd H. Morrison.

TRANSPORTATION DEPARTMENT

Brakeman: Charles W. Swartz.
Brakeman—Harbor Belt: Donald E. St. Martin.

Brakemen—North: Sidney R. Millard, Lloyd C. Morphew, Garland M. Simpson.

Brakeman — South: Ralph C. Trembly.

Clerks: Donald W. Blanchard, Herbert S. Harrison, Fred W. Hurley, Mary J. Zimmerman (re-employed).

Extra Clerks: Thomas E. Bragg, Marylois Lassiter (re-employed).

Extra Yard Clerk: Stanley A. Rea.
Mail & Baggage Clerk: John W. Pierpoint.

Mail Handlers: Harold A. Smith, Thomas Tschudin.

Motor Coach, One-Man Operators, West: George C. Bushcamp, Arthur F. Port, James J. Waseloff, Jr. (re-employed), Ira L. Wood.

Motor Coach Operators — North: Charles Christopher, Mitchell J. Colores, Forest D. Everett, David H. Fricker, Dale F. Hamilton, Paul D. Jenkins, William A. Knoppel, George W. Lautenschlager, Henry L. Lockshaw, Rene L. Madson, Jess M. Olsen (re-employed), Herman B. Sandgren, Leslie P. Shores, Richard P. Smith, Frank W. Sprowls, George R. Walker, Loyd N. Williams, Howard O. Wimer.

Motor Coach Operator — West: Johnny Barnett.

Rate & Bill Clerks: Mickey P. Anderson, William A. Lempia.

Station Clerk: Thomas B. Womack.

Stenographer: Hazel J. Welshans.

Yard Clerks: Harry L. Aman, Donald L. Davis, Robert K. Fitzjohn, Ray F. Greer, Billy M. Harris, Harry J. Kincade, Frank V. Markonis, Alfred C. Meakins, John J. Stellrecht.



BAY AREA RAILFANS TAKE TRIP ON THE 1299

RAILFANS ON THE 1299—Some 40 members of the Bay Area Electric Railroad Association, Inc., aided by Passenger Agent Ralph Dimon (arrow 1), took a trip on the business car, No. 1299, over Northern District rail lines on Saturday, Aug. 25. Piloted by Motorman A. A. Johnston (arrow 2) and Conductor J. E. Bush (arrow 3), they left Los Angeles at 9:10 a.m. for Glendora; returned by way of Oneonta Park to Pasadena Car House, where picture was taken; and after lunch traveled to Colton, San Bernardino, and back to Los Angeles. Arrow 4 points to Association President Eldon W. Lucy; and arrow 5 to Trip

Director James C. Strong. Railfans among PE employes who were present included Schedule Supervisor Mark C. Swerdfeger, arrow 6; Ruth White, Oneonta Towerman, arrow 7; Jack Ferrier, Macy Teller, arrow 8; Richard A. Penny, North Operator, arrow 9; Theodore V. Swanson, Clerk, Culver City Station, arrow 10; and Walter Abbenseth, Car Clerk, Butte St., arrow 11. The Pasadena Star-News for Sunday, Sept. 2, published a story of nearly two-thirds of a page, by C. F. Shoop, on the trip. Mr. Shoop also gave considerable history of the rail lines in and around Pasadena, and told the history of No. 1299.

MACY STREET TERMINAL

By Ted Harrison

HELP! HELP! We are surrounded!!! We are outnumbered!!!

No, these are not war headlines; they are just the cries of the railmen at Macy St. surrounded by busses and outnumbered by bus drivers. We just haven't got any railroad any more. Why, you should see our timetable! It's got so thin you have to keep the South in the same cover to keep it from blowing away. Seems as if busses are surely the coming means of transportation, but I'll bet some of the officials hate to see the rails go. Who ever heard of throwing a switch for a bus or giving a bus a highball? (All right, you bus drivers, don't laugh! Highball isn't something to drink!)

Talking about bus drivers, here's saying hello to the 15 or more new men at Macy St. Hope you like your

job, and don't forget: The Macy boys have always been ready to help a new man with little problems that are likely to come up.

If all the vacation news of the year were to be written up, the Magazine would have to be double the size. One or two items stand out and might be mentioned.

Jack Laing of the "Greaser" took a trip to the eastern part of Canada, then flew south to Florida, taking a month for the trip.

Jack Ferrier, our Cashier, along with Dave Gillispie of the Watts Line (and formerly a Macy Conductor), took a trip that covered about 11,000 miles, enjoying rides on rail lines as far east as Newfoundland and also up into Canada. Interested? Ask them about their trip and see the pictures they took.

Relief Terminal Foreman Bob Curnutt took a trip recently to Kansas City. He did not take advantage of the rails, however, as he was in a

hurry. He drove his Studebaker, and what a trip! He didn't have a bit of trouble and made good time. In fact, there's a rumor he lost a hub cap on the way back, stopped for lunch, and the hub cap beat him to L.A. Says he got in a little fishing and caught a big catfish, but not having scales handy could not weigh it. So he did the next best thing: He took a picture of it. And what do you think! The pictures weighed 15 pounds! Some fish! Don't believe it? Ask Mrs. Curnutt; she was along.

Old-timers for the San Bernardino line of years ago had a picnic at Pomona Aug. 26 with about 75 attending. This is to be an annual affair the last Sunday of August.

DROWNING fatalities, says the National Safety Council, are largely a problem of active ages and have decreased steadily since 1903 due in great measure to supervision and 'Learn to swim early' programs.

July Accidents Reduced 13%

THREE DISTRICTS made a reduction in accidents for the month of July, 1951, as compared with the same period, 1950. With their help a 13 per cent reduction in accidents for the entire system has been attained.

The West Passenger District is commended for a 25 per cent reduction in accidents for the month of July and "first place" standing in the Safety Plaque Contest for July, 1951.

Standings of all districts for the month of July are as follows:

PLACE	DISTRICT	NO. OF ACCIDENTS		INC. OR DEC. OF ACCIDENTS	
		JULY 1951	JULY 1950	NUMBER	PERCENT
1st	West Passenger	154	206	Dec. 52	Dec. 25%
2nd	Freight-Box Motor-Work	35	42	Dec. 7	Dec. 17%
3rd	Motor Transit	44	47	Dec. 3	Dec. 6%
4th	North Passenger	37	34	Inc. 3	Inc. 9%
5th	South Passenger	50	38	Inc. 12	Inc. 32%
	SYSTEM	320	367	Dec. 47	Dec. 13%

YOU BE EARNEST AND I'LL BE FRANK

B. J. S. Burton

IF YOU ARE on speaking terms with your ancient history, you remember that the king in ancient days provided a "whipping boy" for his son, the prince. No matter what the prince did that necessitated a good sound thrashing, he always had his whipping boy to take the punishment for him.

Right away we unanimously agree that this was a pretty good arrangement—providing of course that we were not chosen for the position of whipping boy. My memory recalls many instances when I would have gladly let someone step in and take my dose of razor strap. Are we not inclined today oftentimes to let someone be our whipping boy in our daily routine of life? When, through selfish and cowardly conniving, we are successful in letting someone else take the blame for something we know we are guilty of, is not that person our whipping boy? It takes a real man or a real woman to step up and say, "You are accusing the wrong person; this is my fault."

How many times have you used your wife or your husband as your whipping boy? Down deep within you know you did wrong, but isn't it a sort of relief to point your finger at someone else to lay the blame on?

But remember that when you point your finger at someone else, you are pointing three fingers at yourself.

We have some new faces at West Hollywood and we are glad to welcome them to our big family. However, someone should explain the timetable to A. Venlet and point out that times shown at various points are leaving times. It is not proper just to start out and run until you get there. Someone else may be carrying most of your passengers.

There is one piece of news that I failed to report, and I had better tell you before the girl is old enough to get married. A baby daughter was born to Mr. and Mrs. David Grant on June 1. She weighed in at 6 lbs. 13 oz., black hair and brown eyes included. She was introduced to Mama and Papa at the Magnolia Hospital in Burbank. Sorry to be so late with this, but thought I'd wait until she could read it for herself.

One of our veteran Conductors-Motormen, and a friend of everyone who knows him—Bruce R. Goodwin—informs me that his new home at 5528 Buffalo Avenue, Van Nuys, is completed. By the time you read this, he'll probably have moved in. He'll need some pointers on how to plant a lawn, how to level the yard, how to push a wheelbarrow, how to handle a shovel and rake properly, and many more items of helpfulness. How about holding open house, Bruce, and letting each person bring his own tool to work with?

For some time now, I have neglected to say much about the one-man Courtesy and Neatness campaign I was trying to wage. Starting with the next issue of the Magazine, I will approach this phase from a little different angle. Hope you will be looking for it, because it may concern you.

OCEAN PARK TERMINAL

By C. L. Robbins

EVERYONE at OP is happy now that we are in our new terminal—moved in Aug. 25. Any of you fellows that have not been out to see it are welcome at any time. We think it is the best there is. Everything is close at hand. No more walking two blocks to get your bus. Parking is much easier.

At least we have a pool table—which is more or less constantly in use by novices as well as pool sharks.

The Mechanics have a nice layout, too, and won't have to work in the rain this winter.

We had open house Aug. 29 with many visitors. Everyone seemed to enjoy the eats—at least, nearly all went back for more.

Quite a few pictures were taken. J. R. Morrison was in two with his horse. Morrison is the one with the hat.

Everyone is glad the Bay Cities bus strike is over. Now we may hope to get a day off.

I have been informed that H. M. Geno was the first to make a turn in at the new terminal.

Terminal Foreman Bill Kennedy is back from his vacation, and what fish stories he tells! The fish know Bill, and he is the only one who can catch them.

R. B. Kelly has left us for St. Louis, Mo.

We regret to announce the passing on Sept. 25 of Operator L. A. Kennedy.

E. E. Cooney is back after a sick leave.

Truaxes Expecting

ROBERT N. TRUAX, Ocean Park Operator on military leave, wrote early in September that he had just been transferred to Lowry Air Force Base, Denver, Col., to complete a 13-week course in photography. Following completion, he will return to Horton Air Force Base in San Bernardino for assignment to the base photo lab as a senior photographer and laboratory technician. He is now a technical sergeant. His wife, Jane, is with him, and he says an addition to the family is expected about Nov. 25.

SENIOR EMPLOYEES FELLOWSHIP

By F. J. Oriva

SAVE THE DATE—October 20, for the Senior Employees Fellowship picnic at Bixby Park, Long Beach, and meet there many old friends you haven't seen for a long time. All PE employes are welcome to come for a good time.

A train will leave the PE Station at 11 a.m. for Morgan Ave. Yard. At that point a shuttle bus will take you to Bixby Park for the picnic. The return trip will leave Long Beach at 4 p.m.

We have reservations for 300, plus stage, public address system, and entertainment.

The gold buttons for retired employes will be ready soon. Keep in touch with the Fellowship Club to get yours.

Attendance at the August meeting reached its highest peak—100—in the history of our Club. Keep up the good work. We give many presents at every meeting, and one may be yours if you're there.

George ("Cap") Miller, our old Mechanical Foreman for so many years in Pomona, although fine as ever, stays close to home these days. He sends his best wishes to all employes.

Killing a 400-pound bear with a .22 rifle at 80 yards was the feat performed recently by retired North Operator Gordon ("Casey") Jones from his front porch at Williams, Ore. Struck in the mouth, the bear dropped, but Casey was afraid to go near until he had shot a second time. (See cut.)

Jack ("Pop") Henry, South Conductor, is off on 30-day leave to take his wife to her old home in Hot Springs, Ark.

Everett Wolfe, Motorman, Motor



TALK OF OLDEN DAYS—Old-Timer Claude Laytham, right, one of the oldest transportation employes in the city, talks of old times with President H. M. Mosher of the Senior Fellowship.

Coach Operator, and Switchman for PE for the past 32 years, has retired and plans to travel and go fishing with Mrs. Wolfe with their Glendale home as a base. The Wolfes have four married daughters and 11 grandchildren.

After three major operations, retired South Motorman Ben F. Hammack is getting along nicely.

Recovered from his stroke, retired Motorman George Bauer is planning a long auto trip with his wife to Sonoma City, Calif.

Owen W. Hale, retired North Operator, is having a wonderful time on his place in Murphy, Ore. (Route 1, Box 34). Says he will be glad to show anyone who stops off a good time.

Jim Douglas, retired West Trainmaster now living at Morro Bay, invites his friends to look him up.

Walter King, retired South Brake-man, invites any of his friends who come up his way to stop at his ranch at Rogue River (Route 1, Box 41).

El Monte Softballers Take 4th in League

FOURTH PLACE in the El Monte Softball League was the record made by the PE team for the 1951 season, reports Team Manager Sheldon V. Hall, Relief Agent.

Out of 15 games played, PE won six and might have won more, declares Hall, if it hadn't been necessary to forfeit five games because of the inability of some players to appear by game time.

Laytham Worked L.A.-Pasadena Line in 1897

CLAUDE LAYTHAM, the man in the picture shown talking to the Club President, H. M. Mosher, is one of the oldest transportation employes in the city. Born Sept. 18, 1871, he started to work as Motorman for the Los Angeles-Pasadena Railroad on March 6, 1897. At that time C. W. Smith was President, and W. D. Larrabee became the Superintendent late in 1897. W. A. Clark bought the line in 1895. It then included about 20 horse cars, with car barns on North Fair Oaks, South Fair Oaks, Colorado and Hudson, and at North Lake and Orange Grove. The horse cars were abolished when Clark took over the line. In 1902 the Huntington interests bought the line, broad-gauged it, and made it one of the first lines of the Pacific Electric Railway. Mr. Laytham came along with it. He also survived the 1911 merger and retired on May 1, 1930, on account of eye failure. For the past 22 years he has lived alone doing his own cooking.

"I am very fond of the PE and appreciate the many courtesies they have given me," says Mr. Laytham; and he adds, "The Senior Employees Fellowship is doing a lot of good."

Next season Hall says he will try to get the team together a little earlier.

He thanks Sam Newcomer, PE Club Manager, for making it possible for El Monte to have a PE softball team this year.



GETS 400-LB. BEAR WITH .22—Gordon ("Casey") Jones sends this picture as proof. See story in Senior Employees Fellowship news. The pretty lady is, unluckily, not identified.

Vital Statistics

July 21, 1951 to September 20, 1951

DEATHS

NAME	OCCUPATION	NAME	Died	Insurance	Mortuary
Strasser, Anton	Retired Janitor Foreman	7-21-51	Yes	No	
Loffin, Olus L.	Substation Operator	7-22-51	Yes	Yes	
Settle, Clarence L.	Operator	7-24-51	Yes	Yes	
Willis, Frank O.	Operator	7-26-51	No**	Yes	
Hogan, Patrick J.	Retired Operator	7-27-51	Yes	Yes	
Alvarez, Luis	Laborer	7-27-51	Yes	No	
Brooks, Benson A.	Retired Switchtender	7-28-51	Yes	No	
Danielson, Axel R.	Carpenter	8- 4-51	Yes	No	
Bartlett, Alfred H.	Operator	8- 7-51	Yes	Yes	
Klope, Allen R.	Retired Conductor	8- 9-51	No**	Yes	
Walden, Joe	Retired Motorman	8-13-51	Yes	Yes	
Clemson, John L.	Carpenter	8-13-51	Yes	Yes	
Brown, Henry C.	Retired Car Repairman	8-14-51	Yes	No	
Wise, William H.	Operator	8-15-51	Yes	Yes	
Benson, William B.	Retired Paymaster & Collector	8-19-51	Yes	Yes	
*Jackson, Frances	Janitress	8-13-51	No**	No	
Grenage, Jesse M.	Retired Machinist	8-24-51	Yes	No	
Brown, George H.	Retired Asst. Engineer	9- 8-51	No	Yes	

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	Died	Wife of	Department
McArtor, Mary Pearl	7-21-51	Francis H. McArtor	Engineering

**Employee declined to accept Group Insurance.

LONG BEACH FREIGHT HOUSE

By Jack DeLaney

ON AUG. 2 all of us came to work with a very heavy heart on learning that our good friend and co-worker, Jimmy Graham, had passed away during the night. He had been with us since 1945 serving as Demurrage Clerk, handling the monthly statistical report, taking care of the unemployment and many other jobs as assigned to him. A good worker and a personal friend of this writer as well as the most likeable person ever employed at the station here.

Jimmy was in the theatrical business here before coming to the Freight Station, having been local manager of the State and Cabaret Theatres during 1934 to 1937. Surviving are his widow, Helen; son, James D.; and daughter, Mrs. J. A. Rondalone of Van Nuys.

Claud Lamar Smith, Locomotive Engineer, surely is putting on the dog around these parts, having recently taken possession of a brand new Nash. Lots of fancy gadgets and operates a lot easier than the old diesel, says he.

Elmer Hall, after working several months on the night Yard Clerk job, bid back on his day-time job as Warehouseman. Elmer says he doesn't like night work, and especially doesn't like to get out there in the yards in all that black—afraid there might be some ghosts.

Clois L. Fisher, recently from Palm Springs, has been assigned as Demurrage Clerk here, and says "we sure do handle a lot more cars than at Palm Springs."

Bernice C. Swinney, who takes care of the Demurrage Desk, went on his two-weeks vacation to parts unknown. His job was being taken care of by "Sheik" Lawrence during Swinney's absence.

Maxine Gates, night Freight Clerk, says every night when she comes to work, her desk is changed around, and that she will need a compass pretty soon to keep track. Says she has had about ten different desks within the past three weeks.

Our Agent, T. L. Sheffer, was enjoying himself during his two weeks vacation effective Sept. 15. Understand he and his wife took a short trip to Oxnard in their new automobile to visit their friends. Mr. Sheffer came to the local station from Oxnard, where he had been Agent for many years.

Beatrice Ortiz is holding down the Freight Clerk job, relieving Lona Deckart, who is taking a three-

months leave to tour Canada. She will finally wind up at Honolulu to visit her daughter, who is there attending school.

A. C. Morrill, Chief Clerk, says he expects to be busier than a cranberry merchant for the next few weeks, taking care of his Chief Clerk job and battling along for Mr. Sheffer. We have no doubt that Mr. Morrill will keep things rolling right along during the Agent's absence.

LOS ANGELES TERMINAL FREIGHT STATION

Suzanne Jacquemin Smith

WALLY AND ETHEL PEHRSON took their annual jaunt to Ferndale, Wash., traveling by Southern Pacific "Flyer" . . . L. M. Duke and family camped at Mammoth Lakes in the High Sierras . . . Al Horspool, retired from the Pacific Electric, is busy working in a radiator shop, so doesn't find time heavy on his hands . . . Have you played charades yet? If not, you're in for a riot of fun . . . Cy Albright is telling us of the quantity of fish he caught at Rock Creek . . . Stanley A. Rea, son of Agent Eldon Rea, is working on the Extra Board . . . Art Tellechea with his wife, Edith, and son, Jeffery, vacationed at Yosemite . . . Joe and Idella Peeler enjoyed the beautiful scenery of the Redwood Highway . . . Dorothy Collins, who has experienced so many



PROMOTED—Homer G. Douglass was promoted from Instructor to Road Foreman of Engines on Aug. 28. He instructs all Locomotive Engineers and Motormen in their duties, and works with the Mechanical Dept. on maintenance problems. With PE since 1920, he was a Motorman in passenger and freight service until 1948, when he became an Instructor in Instruction and Safety Dept.

nice trips since her retirement, lately has been quite ill. She suffered a stroke, was in Queen of Angels Hospital for about a month, and is recuperating slowly at the Hotel Clark, where she resides. Won't you old-timers stop in and see her?

. . . Ruth Fuerstenau Finley is in Los Angeles with hubby Earl and baby son Wayne. She's visiting her mother, who is in poor health, and plans to stay in California for some time, though she likes Washington State best . . . Jeanne A. Day worked a temporary Bill Clerk job at the Station . . . Gertrude Cornice returned from an extended sick leave and is feeling "great" again . . . John W. Meredith bid in temporary vacation Industry Clerks' jobs, but expects to return to Wingfoot Station at the completion of this assignment . . . Marylois (Eggeman) Lassiter has also been on our Extra Board . . . Seymour and Virginia Lipschultz and Betty Jean and Reece Virgin hit the high spots of Frisco, Salt Lake, and Nevada on their vacation . . . Many friends of former station employe George T. Winslow were saddened to learn of his death on Aug. 9 . . . The Butte Street Messenger, John B. ("Jack") Stone, has been confined at the Santa Fe Coast Lines Hospital with a very painful and serious injury he sustained in an automobile accident. His wife is also in poor health and unable to visit him. Their home address is 1878 East Orange Grove Avenue in Pasadena. Isn't there something you could do to cheer 'em up? . . . R. W. Jackson's son Phil expects to be discharged from the service soon. He's stationed at Camp Stone-man . . . Ray Grafius and his wife and three sons had the time of their lives "roughing it" on a camping trip.

PE Bldg. Restrooms To Be Renovated

PLUMBING AND FIXTURES in both men's and women's restrooms on all floors, from the second to the seventh, of the PE Building are to be repaired and renewed at an estimated cost of \$12,700.

All old-fashioned equipment is being replaced by modern type facilities, and tile wainscots are being replaced with new tile. The ladies will be happy to learn that new mirrors will also be installed and guaranteed to flatter.

Decision to recondition the restrooms, equipment in some of which was nearly half a century old, was made Aug. 15. Date of actually beginning the work had not been fixed as we went to press.

SYSTEM GARAGES

By A. L. Bristow

GEORGE WELLS, swing shift Leader at Macy Garage, proudly announced the arrival of a son, William Charles, born Aug. 30. This makes it two boys and two girls for the George Wellses.

Vacations are still the biggest item of news.

Dick Bruekey, Auto Machinist, Macy Garage, took a trip to visit relatives in Missouri and barely got out before all railroads were washed out by the flood.

Otis Balthorpe, Auto Machinist, Macy Garage, was not as fortunate as Dick. Otis got caught in the flood at Kansas City and barely escaped having to be rescued. He reports that one cannot imagine the devastation caused by the flood.

Dan Teleky, Foreman, Venice Garage, spent his vacation ocean fishing and loafing, both with a measure of success.

Elmer Harper, Foreman at West Hollywood Garage, took a fishing trip in his new Study Eight, first for salmon in Oregon without success, then to the High Sierras with better luck.

H. K. Bradbury, Auto Machinist at West Hollywood, also took a trip to Missouri, but arrived just after the flood had subsided. Got a lot of interesting pictures of the damage.

John Haberberger took a very enjoyable trip to Pennsylvania and missed the flood.

Many others had vacations and spent their time just relaxing around home.

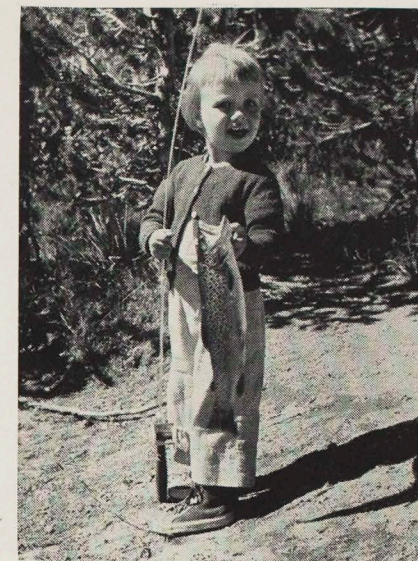
It is reported that Alphonse Albacore was telling Davy Jones a story of "the big one that got away." Although a fine specimen, it wasn't the biggest one on the boat. It was Joel D. ("Shorty") Hall. Alphonse nearly caught him, but after a furious struggle, Shorty's friends got him back on the boat before the Albacore brought him to gaff.

It will be some time before we, at Macy Garage, get used to the absence of Gene Cramer from the

(See cut on page 14)

brake-drum grinder by the center door of the garage. Gene retired last month and although we missed him, everyone joins in wishing Gene many happy years and in hoping he comes back sometime to say "howdy!"

Bob Dornor, Leader at West Hollywood Garage, had a trip by air to Mexico City during his vacation. While there he saw many of the interesting places in Old Mexico.



AGAPE in surprise is this big trout to think that two-year-old Sara Markley, daughter of Supt. of Rail Maintenance Frank H. Markley, was big enough to snag such a big fish. Daddy admits to some small amount of help, however. He was at Lake Mamie early in August.

MECHANICAL DEPARTMENT Northern District

By Ralph P. Murphy

WE ALL READ, hear and see changes, but they don't seem to mean much until one is affected personally. We at Macy, who have come up with the activities here, find the changes being made very noticeable and personal.

For the information of you old-timers who have not been around to see the changes in effect, Saturday, Sept. 29, midnight, closed our last day as far as rail passenger transportation maintenance on the Northern District is concerned. The General Foreman's office was moved from its present site at Macy Repair Shop to Watts and rail passenger maintenance are now handled there and at other locations.

Macy will be known in the future as a Garage, and the transformation going on eliminates all signs of rail service. One wouldn't imagine, when looking at the Macy Car House now, that a street car had ever entered the place. We all have a sentimental feeling about leaving here.

R. L. Mankins just came back from an enjoyable vacation in Northern California, Trinidad, Klamath, Eureka.

Cy Madill went by train to Montana, Western Canada, and down the West Coast home—plenty of scenery—swell trip for a vacation, so he says.

Joe Stiltz traveled up the coast

to Monterey, San Francisco, Donner Pass, Reno and Yosemite on his vacation.

Ted Huemerich took his Kaiser on a leisurely trip up Highway No. 1 to San Francisco. Of course he admits he stepped along at times—"Who wouldn't," he says, "in a Kaiser?"

J. R. Williams had a fast long trip to New York and vicinity and on his way back very nearly got his feet wet in Kansas.

H. K. Cole said he would stay home on his vacation.

Dick Groot went on his vacation before he had to change his job location.

Nick Kinzinger journeyed all through the East—New Orleans, New York and points west to home. His trip consisted of visiting relatives and seeing the country.

Firsts and Lasts On Northern District, Sunday, Sept. 30

GLENDORA LINE—Last train was special for the Electric Railroaders Association, leaving Los Angeles at 12:40 a.m. with Conductor L. M. Straley and Motorman R. W. Riley operating. The special returned to Los Angeles after a trip to the Pasadena Car House via Oneonta Park. First inbound motor coach left Glendora at 5:22 a.m. with B. G. Vogel operating.

ONEONTA TOWER—Bill Moesby, Assistant Signal Supervisor, took the interlocking plant out of service after the passage of the last train (Electric Railroaders special). He pulled the lever to let the first train through in 1916.

PASADENA SHORT LINE—Last train left Los Angeles at 12:45 a.m. with H. F. Stewart operating. First motor coach left Pasadena at 5:36 a.m., with J. J. Lockshaw in charge. He also operated the first bus leaving Los Angeles at 6:19 a.m.

MONROVIA LINE—Last train left Los Angeles at 12:35 a.m. with Conductor P. D. Henderson and Motorman J. C. Weirich as crew. First motor coach left Monrovia at 4:48 a.m., with T. C. Wiley making the round trip (to Sierra Vista).

SIERRA VISTA LINE—Last train left Los Angeles at 1:35 a.m. with J. G. Sprowl in charge. First motor coach left Sierra Vista at 4:26 a.m. with M. D. Dambrun at the wheel.



FIRST MEETING of the fall season for the Women's Club was highlighted by the appearance of Business Manager George Perry (at left) of the Hospital Association. Mr. Perry described the Hospital Association services, with particular emphasis on the Pharmacy.

PACIFIC ELECTRIC WOMEN'S CLUB

By Ruby Gallacher

THE FALL MEETING on Sept. 13 was attended by 30 ladies, ten of whom were new members, or so-called "old-timers." They were given a cordial welcome with the hope that they will find our friendship pleasant.

Mrs. Palmer, Program Chairman, introduced not one but TWO speakers. Mr. George Perry of the Hospital Association gave an interesting talk, pointing out the benefits for both PE employes and their families. PE families should take advantage of the low rates at the PE Pharmacy.

Mr. Warren Silliman, Editor of PE Magazine, gave us a fine "pep" talk. He made us feel that our efforts had NOT been in vain; we are proud to be members of such a club, when we hear the tribute paid to our dear Hospital Chairman, Mrs. Brearley, and know how well loved she is among the sick. Her report shows that she visited the hospital faithfully all through the hot summer.

Our Club activities since the last business meeting in May have consisted of a June picnic at Echo Park; an all-day trip to Lake Arrowhead and Blue-Jay in July, lunching with the Smarts; and a picnic at Torrance in August. The card parties on the first and third Thursdays were well attended throughout the summer.

Plans are being made to hold our annual bazaar and luncheon on Thursday, Nov. 8. Hold this date open and come for an all-day session (from 10:30 a.m. till 3:30 p.m.)

There will be fancy work and apron booths, white elephant sale, etc. plus home-cooked foods for lunch. Door



OFFICERS — Women's Club officers for the 1951-52 season include, left to right, Mrs. Susannah Brearley, Hospital Chairman and Corresponding Secretary; Mrs. Frank Palmer, Vice President; Mrs. C. A. Wheeler, President; and Mrs. W. A. Hasty, Recording Secretary.

prize and merchandise order tickets, as usual.

Thanks to the Flower Committee for the lovely decorations, and to the tea hostesses who served ice cream, cake and tea at the end of the meeting. The club wishes to send greetings to Mrs. Emma Green, just home from the hospital; also to Mr. Fred Geibel, ill at home. We send our love and wishes for their speedy recovery.

PACIFIC ELECTRIC MASONIC CLUB

By M. J. Davidson

VACATION IS OVER for most of us; The 102nd communication of the Grand Lodge of Masons in California will be history when you read this; election and installation of officers in our lodges will soon be in full swing; and then we will be off on another year of activity.

About this time of the year our annual dinner is the big event. This year is to be no exception. It is to be held on Oct. 24 at the Rodger

Young Auditorium. They always serve us a good dinner; a fine program is being arranged; and if you do not have your ticket, better get busy.

Since last writing, visits have been to Sea Faring Lodge at Costa Mesa and Van Nuys Lodge, Van Nuys, Calif. Our brother Emmett T. ("Ted") Ophus is Master of Van Nuys Lodge and brother Lester E. Cooper is High Priest of Van Nuys Chapter No. 135, Royal Arch Masons.

A considerable amount of work is in the offing and if you are in a position and are qualified to assist in the work, please contact one of the officers or Brother Neal Breese. At the time of writing, I know of degrees to be conferred soon in Lamanda Park, John Marshall and Triangle Lodges.

Understand our Past President and former Treasurer, J. L. Smale, is enjoying a trip through the mid-west.

I am sorry to report that brother Fred Geibel is not well. Otherwise, believe we are a fairly healthy group.

Will be looking for you at the banquet.

PE Pharmacy Clerk Talented Musician

By Louise Byrd

A PETITE, dynamic young woman of versatile talents greets the customers of the PE Pharmacy each day. Her name is Mary Michelson Arroyo, she speaks six languages fluently—Spanish, Polish, German, Russian, Hebrew, and English—and she plays the piano like nobody's business.

Born in Warsaw, Poland, Mary and her parents wanted to come to the United States to live but couldn't get a visa because thousands of other Europeans had the same desire and the quota was filled. They did what many other Europeans were doing at that time as a step towards entering the United States—they and their daughter Mary (then 14) traveled to Cuba, as it is easier to enter the United States from that point. The parents had to wait in Cuba for ten years before they could enter on the quota. Mary was much luckier in that respect.

SHOWED MUSICAL TALENT EARLY

She exhibited musical talent early in life and in Havana organized a band of eleven girls who called themselves the "Mary's Rhythmettes." They played on the "Malecon" (cafe which is out in the open). At the same time Mary was studying music at the Conservatory of Havana.

While still in Cuba, Mary won a music scholarship to the University of Missouri in Columbia, and her uncle, who lived in Kansas City, brought her to the United States just three years after she arrived at Cuba. She graduated from the University with a master's degree in music.

Upon her graduation Mary obtained work as an accompanist to singers on radio stations WDAF and KMPC in Kansas City. She had many irons in the fire, one being a quartet composed of herself and three men who played semi-classical music at teas, dinners, and banquets.

PIANIST FOR INA RAY HUTTON

Mary was offered a contract to play with Spitalny's orchestra, and while she was considering it, answered an ad in the newspaper for a pianist. The ad was placed by an agency looking for a pianist for Ina Ray Hutton's band. Mary decided in favor of Ina Ray Hutton, joined the Hutton group, and stayed with the band for five years on the RKO Circuit in Kansas City. Jack Carson was master of ceremonies when they played at the Tower for six weeks. They also played in Chicago and New York. A good acquaintance of hers



CUBAN RHYTHMS being played on the PE Club piano by Mary Michelson Arroyo, Sales Clerk in the PE Pharmacy, as her listeners get in the mood. Left to right are R. P. Towers and W. E. Putnam, Motor Transit Operators; George Perry, Business Manager, Hospital Association; and Maxine Eaton, B&B Secretary who doubles as accompanist for the PE Glee Club.

is Donna Drake, the movie actress, who at that time called herself Rita Rio and had a band of her own.

Playing in a popular band is hard work and the hours are long and irregular. It became too much for Mary, and her doctor advised her to give up her work. She married and lived for several years in Acapulco and Mexico City. Subsequently she returned to the United States, settled in Los Angeles, and obtained work clerking and managing a sales department in Thrifty Drug Stores.

USES ART IN SELLING

A Sales Clerk in the PE Pharmacy since last April 4, Mary waits on scores—perhaps hundreds—of employes and their families daily, using the same artistic finesse she has developed at the keyboard.

"Whether you're entertaining at the piano or selling over the counter, you have to satisfy your customers with all the art at your command," observed flaming-tressed Mary, sandwiching the remark in between requests for Stuart's formula, toothpaste, razor blades, vitamins, and doctors' prescriptions.

OTHER HOSPITAL ASSN. NEWS

IF YOU HAVE NOTICED that Pharmacist Josephine Mar appears radiant these days it's because she is now Mrs. Edward Sam. The nuptials took place on August 12 at the First Baptist Church, Los Angeles. They honeymooned at the St. Francis Hotel at Catalina. The bridegroom is also a Pharmacist.

To his children, Archie Lineer, X-

ray Technician, is a swell guy. He spent his vacation building a big swimming pool for them.

Lucy Blee, Secretary, had a wonderful vacation camping with friends at Devil's Post Pile in the Mammoth Lakes section. Rainbow trout were so plentiful that Lucy and her friends were supplied with all they could eat by fellow campers. After looking through Dr. Scholz's copy of "Arizona Highways," Lucy decided to finish her vacation by touring Grand Canyon in style with Cadillac-owning friends. After hanging on the side of Jerome Mountain and seeing Oak Creek Canyon, she realized that "Arizona Highways" doesn't exaggerate.

After putting in a quart of oil in his car with each tank of gas, George Perry, who with his family toured the Northwest on their vacation, now has this to say: "Next time take the train."

Knowing Dr. Arthur Kobal's wit, we would have liked to have reported his comments on his three-week vacation in Oregon and Alaska, but at time of going to press he had not returned.

Physiotherapist Thelma Hancock set out with her family for a vacation trip to Oregon.

They call Dr. Craig Heringman "Tex" down on the dude ranch where he and his family vacationed, and where his little daughters learned to square dance and ride.

Perhaps Receptionist Elsie Rash is wondering if she is a "fence" widow lately, since her husband is devoting so much of his time installing a fence around their lovely home.

AMERICAN LEGION PE POST No. 321

By Byron P. Heath

JOHN W. FOORE, Adjutant and Finance Officer, has been appointed Adjutant of the 23rd District for the year 1951-52. He is one of our hardest working Legionnaires, having been PE Post Adjutant for the past five years, with the exception of 1949-50, when he was Commander. The past year he was Chairman of the Resolutions Committee of the 23rd District and District Representative on the L.A. County Service Department. Foore served in several outfits in WW II and is Freight Cashier at Inglewood.

Lee Marshall, retired Operator, 1st Vice Commander and Membership Chairman, announces the membership at the end of the Legion year as 102 members. The two newest ones are William Levak (of Arcadia), who is a Clerk in the Monrovia Station. He has been with PE about nine years and was in the 30th Division from 1943 to 1945. Charles G. Amde, Interchange Clerk at Buttle St., has been in the Legion for 30 years, having transferred from Quentin Roosevelt Post No. 1 of St. Louis, Mo. He was in the Engineers in WW I and in the 143 Armored Signal Co., 3rd Armored Division in World War II.

F. W. Nichols, Chaplain and Hospital Chairman, reports that Virgil Clemmons, Car Repairer at Macy St. and Past Commander (1942), suffered a broken hip in an accident. He is confined at the Santa Fe Hospital. Norman A. Tyler is now at home recuperating from his operation at Wadsworth Hospital, Sawtelle. Mr. and Mrs. John Shelton of Long Beach are both improving.

The Post extends deepest sympathy to the family of Frank O. Willis, Operator of Compton who passed away recently.

South Psgr. District Wins Safety Plaque

SOUTH PASSENGER DISTRICT has won first place in the District Safety Contest for the six-months period ending June 30, 1951, thereby winning the coveted Safety Plaque for the second consecutive time.

The Safety Plaque will be on display in the Trainmen's room at the Sixth and Main Street Terminal.

A new contest began July 1, 1951, and will end Dec. 31, 1951 with the West Passenger District out in first place for July and fully determined to remain there for the entire period of the contest.

C. F. Hill Elected International Head Of Stewards Assn.

FOR THE FIRST TIME in 50 years, the International Stewards' and Caterers' Association has a Western President.

This honor goes to Carl F. Hill, currently President of the PE Rod and Gun Club and 1st Vice President in 1948-49 of the PE Bowling League. He was elected in Cleveland, Ohio, Aug. 15, at the Association's annual international convention.

Carl has served as Director of the Association for three years, was President in 1945 of the Los Angeles Branch (No. 45) of the Association, and has been a member of the Board of Directors of the local branch for the past seven years. He has been Chairman of the local Educational and Membership Committees, and was in charge of the committee which last Feb. 2 put on the President's Annual Ball and Banquet in the Biltmore Bowl.

For ten years Mr. Hill was Superintendent of the PE Restaurant and News Service, until restaurants on the property were leased to independent operators. Mr. Hill now acts in a supervisory capacity for PE concessions.

For the past four seasons he has been Captain of the Restaurant and News Service Bowling Team in the PE League.



WINS HONOR—Carl F. Hill, President of Rod and Gun Club, active in PE Bowling League, and otherwise closely connected with PE for many years, is now International President of the Stewards' and Caterers' Association. It's a big job to take in addition to his regular duties, which include, in part, supervising the restaurant and news service concessions around PE, but Carl's a glutton for hard work.



PACIFIC ELECTRIC BOWLING NEWS

By Charlie Hill

THE CURTAIN WAS RAISED on the 1951-52 season of the Pacific Electric Bowling League on Friday, Oct. 5. After a few remarks of welcome from Ona Gregg and greetings from the new President, the pins began to fall and the show was on.

On the roster are 18 teams: In the Six O'clock Branch are BRC Railers, Rod and Gun Club, PE Club, BRC Railettes, Wolverines, Keglerettes, Atomics, Law-ettes, BRC Streamliners, and Dee Tee Bees. In the Eight O'clock Branch are Woodpeckers, BRC Aces, Subway Terminal, Motor Transit, Van Nuys, Glendale, PE Agents, and Dark Horses.

A 27-week schedule will be rolled, followed by sweepstakes and playoffs the 28th and 29th weeks.

Many of the old reliables and a number of new faces were in evidence on the opening night. Three new teams are registered in the Six O'clock Branch; i.e., Law-ettes, ladies from our Legal Department, captained by Loretto O'Connell (and, incidentally, Jean Reed of this team is no slouch as a bowler); BRC Streamliners, with Jimmie La-Franchi as Captain (members, however, are all old faces, appearing heretofore on other teams); and the Dee Tee Bees, another sweet bunch of fair sex captained by Dorothy Westlake. In the Eight O'clock Branch, there are also three new teams; i.e., PE Agents, with John Olson as Captain (Slugger Ernie Donaldson will aid much in this line-up); Dark Horses, captained by Arthur M. Olson of the Law Department (Veteran Leroy Swanson is also on this team); and the Glendale team, with Bill Osepzcuk at the helm.

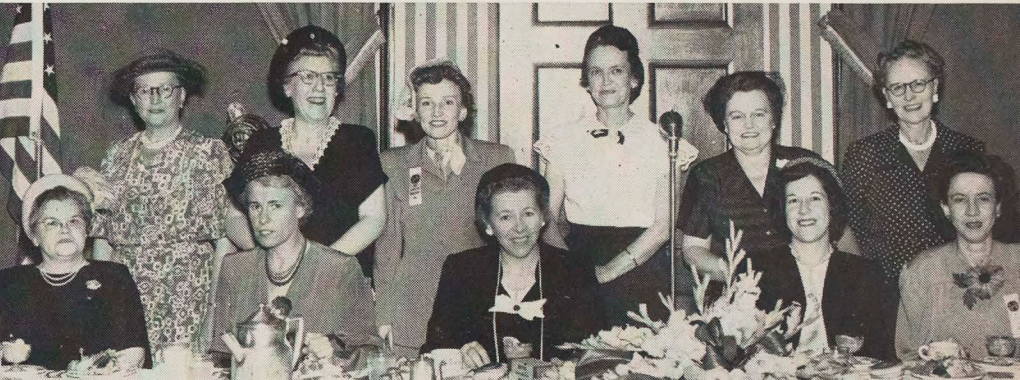
The Rod and Gun Club (consisting of last year's News Service personnel), the BRC Railers, and the Woodpeckers got off to a good start by taking all four points. Beach Rogers, of the Rod and Gunners, was as hot as a firecracker, rolling a 595 series. Phil Silver, a Woodpecker,



RAILWAY BUSINESS WOMEN'S ASSOCIATION, Los Angeles Chapter, of nearly 200 members as it met at the Rosslyn for dinner Sept. 10.



SYMBOL OF OFFICE—President Mary Fields, left, receives gavel from Vesta Jolley, Past President of the Travelon Toastmistress Club, as an expression of good will from that group. Gift was a complete surprise to Mrs. Fields.



RBWA OFFICERS—Seated, l-r: Treas. Mildred Bates (PE), Record. Sec. Mildred Marshall (UP), Pres. Mary Fields (PE), 1st VP Lois Leonard (SP), and Corr. Sec. Marilee Benedict (SFe). Standing, l-r: Sunshine Chm. Belva Dale (PE), Membership Chm. Helen McDougall (PE), RBWA News Editor Vesta Jolley (SFe), Music Chm. Velma Douce (PE), 2nd VP Rosalie Whyatt (PFE), and Pins and Jewelry Chm. Louise Briggs. Program Chm. Marion McIntire (UP) was absent.

was not so cool himself, with a 567. Bill Cowell, Motor Transit, 542, and Jug Yeager, PE Club, 539, were next in line for high honors. The Wolverines, with Ginny Kuhlmann sparking, carried the high team series for the ladies, and the Woodpeckers garnered a 2590 as high for the men.

After the few first-night wrinkles are ironed out, the League promises to have one of its best seasons, with lots of fun for all.

The following officers were elected for the current season: Eugene F. Harrison, President; J. Beach Rogers, 1st Vice President; Marion Lutes, 2nd Vice President; Robert V. Rachford, Treasurer; and Charles P. Hill, Secretary.

Ole Swanson and Burleigh Manley were appointed League Umpires for the Eight and Six O'clock Branches, respectively.

Why Claim Agents Don't Sleep Nights

TEARING HIS HAIR a few days ago was Claim Agent Bill Lockhart.

Out of eight witnesses he had to subpoena, he found two. As for the others, two were in Korea, one had died, one was in a mental hospital, one was about to have a baby, and the eighth he was trying to find.

RBWA Grows by Leaps and Bounds; Christmas Festivities Planned

CHRISTMAS FESTIVITIES are planned for the RBWA on Dec. 10. A dinner at the Biltmore Hotel on that date will be followed by a party with music by the PE Glee Club and other entertainment.

The Pacific Railway Club hosted the RBWA at a joint dinner meeting Oct. 4 at the Elks Temple. Principal speaker was Claude Minard, Director of the California Railroad Association. His topic was "The Railways and the Highways."

Attorney Randolph Karr of the PE Law Department was among those at the head table.

At this meeting President Mary Fields gave a brief synopsis of the history of the RBWA.

Membership in the Los Angeles chapter is growing by leaps and bounds, and by the time you read this may have passed the 200 mark. Largest single group at this writing was from Pacific Electric, which is represented by over 80 members.

"And they wonder why Claim Agents don't sleep nights," sighed Bill.

First issue of a new publication devoted to the interests of the Los Angeles chapter was issued in October as Editor. Name of the new sheet hasn't as yet been decided upon, but Vesta says the November issue will be complete with name and appropriate cover.

President Mary Fields wishes to thank all the men who "so graciously helped us in our efforts to get organized. We feel that they are indeed gallant."

GIRLS!

WANT A PAGE of your own in the PE MAGAZINE? If you do, write the Editor, and explain the sort of things you'd like to see on it.

There'll be such a page if enough of you show enough interest to write the Editor about it.

Fashions? Food? Economy in home-making? How to be a successful secretary? Be specific.

Golf Tourney Now in Progress; Employees Can Still Enter

A GOLF TOURNAMENT under the auspices of the PE Club got under way Oct. 13 at the Alondra Country Club, Lawndale, and is to extend over six Saturdays—Oct. 13, 20, and Nov. 17 at Alondra, and Oct. 27, Nov. 3, and Nov. 10 at the Meadowlark course in Long Beach.

Chairman of Arrangements Ray Albrecht, of Pay Roll Accounts, says that late entries may still be accepted. Entry fee is \$5, to be paid the first Saturday of play, and \$2.50 for each of the remaining Saturdays of play. These moneys take care of green fees, prizes, and a possible dinner at the end of the tourney.

Handicaps will be worked out by a Handicap Committee for each player. Participants play 18 holes each Saturday, starting between 8 and 9 a.m.

A perpetual golf trophy, donated by President O. A. Smith, and now on display in the PE Club, will be inscribed with the name of the winner. Vice President George F. Squires has also donated a trophy to be kept by the winner. Other trophies and prizes were under consideration as we went to press.

Call Manager Sam Newcomer of the PE Club (2171) concerning your entry.

PACIFIC ELECTRIC ROD AND GUN CLUB

By Arlie Skelton

GREETINGS, Rod and Gun Clubbers!

Autumn breezes are on the pines again and fishing rods are going into discard in favor of the old blunderbuss. Your reporter hopes to be at the scent of action to give you a first-hand report on what goes on.

Fishing has been alternately good and bad this summer. That is, on my several trips to the deep I found it had been excellent the day before, and fair the day after, but bad the day I was there. Maybe it was just me, as we usually make our own luck, good or bad.

Our picture this month features charter member Daniel ("Boone") A. Terry and his Chesapeake Bay retriever at practice. It was my pleasure to visit Dan on my way north this summer, and to meet his dog, which I believe to be the best-trained dog I've ever seen out of show business. She can and will do everything but talk, and her actions make talking unimportant. Dan is a retired Freight Engineer and resides at Biggs, Calif., midway between the Sacramento and Feather Rivers, in the midst of California's best hunting and fishing, and he is a very happy man these days of retirement.

Another very happily retired old-timer, V. A. Radcliff, former South Roadmaster, resides just eight miles north of Sacramento on his ranch. We are sorry to hear "Rad" recently fell and suffered leg injuries, and wish him a speedy recovery. Wm. R. Stosberg reports excellent rabbit and dove

shooting in Piru Creek and Fillmore area.

The B. F. Manley and Harold Smith party are about ready to take off for their annual hunting and fishing tour, which include salmon and steelhead fishing in the Klamath River, deer hunting in the High Sierras, and migratory water fowl along the rivers and lakes they pass on their way back home.

Finally, I wish to express my many thanks to a large committee for their splendid co-operative job done in making our annual outing to Los Patos on July 28 a huge success. As some of you know, this responsibility was



SMART RETRIEVER and his master, Dan Terry. See Skelton column for details.

handed me on the eve of my vacation. So I broke it down and passed it along to willing hands to do the work. To mention a few: W. G. Knoche and B. F. Manley to furnish the fish for the chowder; Francis Coy and K. L. Oefinger to handle tournament prizes; and so on down the line. Everyone did his job excellently and a big hand of appreciation goes to Mrs. Edith Smith for opening her home to the committee and taking a big hand in preparing all that food. With a committee like that to do your work for you, you just can't lose.

We are still holding regular monthly meetings, the second Wednesday of each month at 7:30 p.m., in the PE Club rooms. Election of officers is in the offing. Better come on in and get your feet wet.

Pacific Electric Club Bulletin

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

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

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

GLEE CLUB:
Rehearsals held from 4:30 to 6:30 p.m. in the Club Theater each Tuesday of month. Open to any employe or member of his family. Call 2934 for information.

PE GOLF TOURNAMENT
Alondra Park Country Club, 16400 Prairie Ave., Lawndale. Oct. 13, 20 & Nov. 17 8:40 to 9:10 a.m.
Meadowlark Country Club, Winterberg Rd. & Graham Sts., Sunset Beach, Oct. 27 & Nov. 3 & 10; 7:50 to 8:20 a.m.

MASONIC CLUB:
Monthly meeting held at 7:30 p.m. the third Wednesday of the month in Assembly Room of the PE Club. Refreshments after meeting.
Annual Banquet—Wednesday, October 24—7:30 p.m. Rodger Young Auditorium, 936 West Washington Blvd.

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

SENIOR EMPLOYEES FELLOWSHIP MEETING:
Keep in touch with your former fellow employes by attending these meetings held at the Club on third Tuesday of each month at 1:00 p.m.

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

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

WOMEN'S CLUB:
Afternoon Card Party held at 1:00 p.m. the first and third Thursdays of the month in Ladies' Lounge—Bridge and 500—Prizes to winners.
Afternoon Business Meeting & Program—1:00 p.m. on Second Thursday of Month.
Annual Bazaar—Room 806 PE Bldg., Thursday, Nov. 8.

Chief Trial Attorney Once a Cowpuncher

By Anna Rose Herring

OSCAR ORTH COLLINS, born Sept. 17, 1889, on the Kansas Strip, a desolate plain famous for its lack of law and order, was one day to attain distinction as one of California's leading trial attorneys dedicated to defend and interpret law and order.

Just before the turn of the century the Collins family moved to Pueblo, Colo., where young Oscar attended elementary school. Denied the opportunity of a higher education, he began his own pursuit of a career and studied law in his spare time under his father, an attorney.

EARLY JOBS VARIED

Meanwhile his days were taken up with varied jobs. From time to time he was ranch hand, grocery clerk, nail maker, cow puncher, apple peddler and steel mill worker. He even taught dancing, capitalizing on his love for music inherited from his mother, a former concert pianist, and his agility on the dance floor.

Later, when the family moved to Fresno in 1915, Collins continued his study of law, and on Oct. 21 of that year passed the bar.

CHASED PANCHO VILLA

He had hardly begun his practice when he joined the California State Troops in the pursuit of Pancho Villa to the Mexican border. When he returned to Fresno in 1916, he married Clara M. Knotts, and, borrowing his first month's rent for an office furnished on credit by a friend, he settled down to a career of law.

In 1922, Attorney Collins had his first contact with the Southern Pacific Company when he was one of several attorneys hired to debate with representatives of the Union Pacific Railroad on the merits of a petition before the Interstate Commerce Commission by the UP to take over the old Central Pacific Lines from SP. After a heavy schedule of debates, Southern Pacific won the fight and retained Central Pacific Lines as an integral part of its system.

CAME TO PE IN 1925

On March 1, 1925, Mr. Collins accepted a position with the Law Department of the Pacific Electric Railway Company, Los Angeles, and literally began at the bottom of the railroad business to learn facts to substantiate his claims and arguments in Court.

LEARNED TO RUN PE CARS

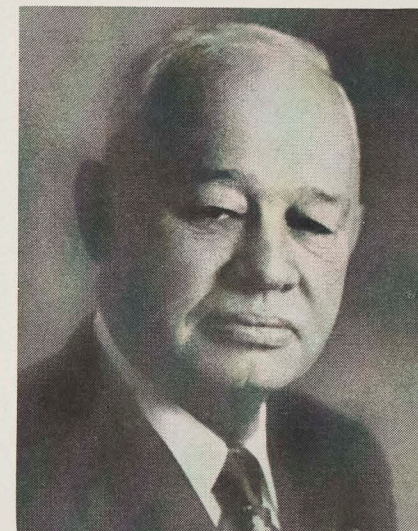
At Torrance Shops he studied passenger and freight equipment maintenance and operation. He learned to take apart and assemble air brakes;

he rode out front on day and night trips with Motormen to learn to operate the red cars; and all this time he endeared himself to shop workers and trainmen.

These railroad men consider Oscar Collins one of their great brotherhood and they are proud of the man who put on overalls and learned what made the red cars go.

HARD TEACHER

He has trained many young attorneys at Pacific Electric, and this



OSCAR O. COLLINS

training by a hard teacher is exacting, thorough, unrelenting. The younger men are grateful for the experience, and marvel at the way their Chief Negligence Attorney senses the mood of a jury and wins it with the right bit of logic, pathos, or wit. His reputation is widely known for citing from memory rapidly and accurately numerous and apt authorities in support of his position.

WINS MANY HONORS

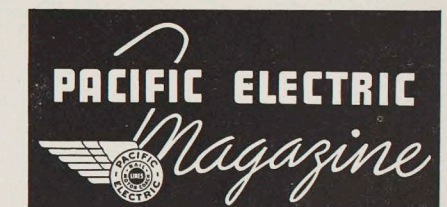
Many well-earned honors have come to Oscar Collins: the Blackstonians voted him an honorary degree; the legal fraternity, Gamma Eta Gamma, gave him an honorary membership; and in 1943 he was chosen one of the several members of the Los Angeles Bar Association to assist in compiling, and later in revising, California Jury Instructions, Civil, more familiarly known to lawyers as BAJI. In 1950 he wrote, by request, the preview of BAJI's supplement. All royalties from the book go to the Los Angeles

County Law Library. To date they are valued at more than \$13,000.

Statistics available to the writer show that in his 26 years with Pacific Electric he has tried between 1,200 and 1,500 cases for the company, winning approximately 85% to 90%. He has supervised the handling of 8,000 to 10,000 law suits and innumerable claims.

NEVER TOO BUSY TO HELP OTHERS

All this is in addition to personal counsel given to anyone who sought it, for Oscar Collins is never too busy to help—never reluctant to fight for a friend—and his friends are many.



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FREE UNIFORM—Operator Raymond J. Donnellan receives new uniform from General Manager T. L. Wagenbach for alertness in preventing accidents. He also received the congratulations of officials in

background; they are, left to right, Supt. Motor Coach Service J. D. Puffer, Supt. Passenger Rail Service Russell Moebius, Gen. Supt. Passenger Service F. C. Patton, and Supt. of Safety H. L. Young.

Accident Prevention Brings Operator Reward

SLICK RAILS from a misting rain, combined with alert action, brought Operator **Raymond J. Donnellan** of the Sunset Line a new uniform Sept. 21.

While deadheading on an inbound San Fernando Valley train being cautiously operated by **Frank Northcutt**, Donnellan felt the wheels lock

as Northcutt, rolling at only five miles an hour, gingerly applied brakes to slow down for intersections—once at Franklin Ave. and once at Hollywood Blvd.

Each time Donnellan quickly left the car and ran ahead of it to stop traffic, as Operator Northcutt vainly attempted to unlock the wheels to

prevent a slide; and each time the train slid uncontrollably into the intersection. Donnellan prevented almost certain collisions with at least two automobiles.

In appreciation, General Manager **T. L. Wagenbach** presented Operator Donnellan with a complete new uniform.