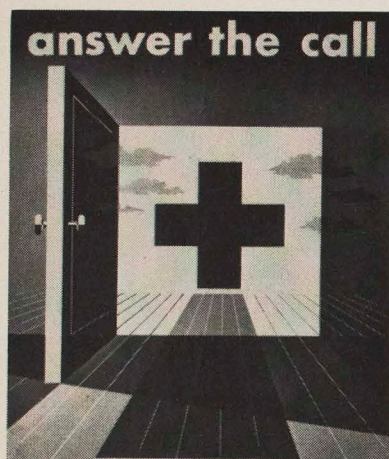


APRIL 1951
PACIFIC ELECTRIC
Magazine



LOADING ORE into ship at Long Beach Port from hopper cars brought to bulk loading conveyors by Pacific Electric freight crew. (See story on page 4)

GIVE YOUR BLOOD— TO SAVE A LIFE!



Bloodmobile Scheduled at PE Bldg. May 6

Organizational Chairman, employe committeemen are now contacting all PE Building offices, in a determined effort to secure donors among employes and members of their families.

URGE FAMILIES TO DONATE

During the past two years over 456 pints of blood have been drawn from the PE Blood Bank, according to George Perry, Business Manager of the Hospital Association. A substantial portion of that amount was used by dependents of employes. For this reason, the Labor-Management Council requests that employes strongly urge members of their families to donate blood in this campaign.

If a member of your family cannot come to the PE Building May 6, but is willing to donate, give his or her blood donation pledge card to your committeeman, and he will see that an appointment is made at a time and place convenient for that relative.

Most dependents who understand that they are eligible for blood bank benefits will, in all fairness, be willing to donate if they are asked. "Take pledge cards home with you and urge them to give," is the mes-

sage from the Labor-Management Council.

(See how one PE family member benefited. Read story on page 24 about Freight Conductor Gillis.)

DONATIONS MUST FAR EXCEED THOSE OF THE PAST

"An uncomfortable fact is," says the Council, "that with a 456-pint usage experience as a scale, employes and their families must donate much more blood this time than they have ever done in the past.

"Fortunately, today most of us are aware that the armed forces are desperately in need of blood. In justice to the men in battle, it is highly important that donations far exceed that 456-pint scale."

Your department committeemen will show you a bulletin from the Red Cross stressing the need for blood. Here are three items from that bulletin:

1. "If any of us were standing alongside a wounded soldier on the field of battle, would we hesitate to give him our blood in order to save his life?"
2. "Don't depend on the other fellow's donations — he's probably thinking the same thing about you."
3. "Good intentions won't help the medic save life on the battlefield — but your blood will."

OUTLYING SHOPMEN SCHEDULED LATER

Employes at outlying shops should sign pledge cards for their committeemen in preparation for donations which will be scheduled at a later date.

MANAGEMENT, LABOR LEADERS, ALL URGE DONATIONS

"Sponsorship of this campaign by the Labor-Management Council means that both the management and the labor leaders are 100% behind it," said Council Co-Chairmen L. R. McIntire, Manager of Personnel, and R. V. Rachford, General Chairman, Brotherhood of Railway Clerks, in a joint statement to the Magazine urging employes and their families to participate personally in this two-fold campaign to benefit you, your dependents, and the boys in Korea.

AS A PATRIOTIC EFFORT to aid the armed forces as well as to replenish the exhausted PE Blood Bank credit, the Labor-Management Council is sponsoring a drive for blood donations from all employes.

Operating personnel are already in the process of giving blood at various times and places.

BLOODMOBILE AT PE BLDG. MAY 6

A bloodmobile will be set up in the PE Building on Tuesday, May 6, primarily for non-operating employes. Your department committeeman will contact you and give information regarding time and room number. Under the direction of Assistant Research Engineer A. E. Fader, Or-



THEY'VE GIVEN—HAVE YOU?—Pictured at the Red Cross Blood Donor Center, 1130 S. Vermont Ave., Tuesday, March 25, are members of the General Grievance Committee, Brotherhood of Railroad Trainmen, headed by General Chairman Don H. Sheets (fourth from left), getting their refreshments from Canteen Worker Jennie Tomkins. Local Chairmen, left to right, include D. F. Fugit, Pasadena City Lines; E. T. Barrett, Southern District; T. E. Boswell, Western District; Mr. Sheets; Sandy Gee, Motor Transit and Los Angeles Motor Coach Districts; W. O. Baker, South and West Freight Service; W. E. Wetmore, Glendale City Lines; and U. W. Troxel, Northern District. They wanted to set the example for operating employes.

Application to PUC Requests Bus for Rail on 2 West Lines

A REDUCTION of 10 to 15 minutes in running time between Hollywood and Van Nuys and of about 20 minutes between Los Angeles and Van Nuys was promised by Pacific Electric March 24 in a request for authority from the Public Utilities Commission to replace passenger rail service with motor coaches on the Los Angeles-Van Nuys and Los Angeles - West Hollywood Lines.

PE TO BUY 40 MORE BUSESSE

The company proposes to remove most of the rails on these lines and acquire 40 new vehicles for additional motor coach service.

The application is the first by a transit company to seek use of the completed portion of the Hollywood Freeway between Santa Monica Blvd. and downtown Los Angeles. There are bus stops on the freeway at Alvarado St. and Vermont Ave.

More frequent schedules, curb loading, an additional traffic lane on Santa Monica Blvd., and less congestion at Hollywood Bowl are cited as motor coach advantages.

The City of Los Angeles, with the support of the Van Nuys Chamber of Commerce, recently proposed lowering the center grade of Van Nuys Blvd. between Vanowen and Oxnard Sts., and the City Council has asked Pacific Electric to arrange for removal of its tracks without delay.

MUST REMOVE OR REBUILD RAILS

The construction of the Hollywood Freeway connection at Highland Ave. and the improvement of Santa Monica Blvd. between Seward and Gower Sts. by the State Division of Highways requires immediate removal of rails or an expenditure by Pacific Electric of \$153,000 for reconstruction.

It is expected that Santa Monica Blvd. between Gower St. and Sunset Blvd. will be reconstructed soon, at which time the cost to Pacific Electric, if rails remain, is estimated at \$250,000. Total expenditure by the company was placed at over \$600,000 to maintain the slower rail service.

HEAVY RAIL LOSSES

Losses on the Van Nuys and West Hollywood rail lines were \$255,269 in 1950 and \$389,894 last year. These red figures would be substantially reduced by operating the more economical motor coaches.



"KEEP YOUR DATE AT THE BLOOD BANK!"—When A. E. Fader, Assistant Research Engineer and Organizational Chairman of the Labor-Management Council's current PE Blood Bank drive, showed Miss Belle Williams a partial list of PE donors, she asked him to give this advice to all who sign for donations. Miss Williams is Director, Red Cross Blood Donor Recruitment. "Unkept pledges help neither the boys in Korea nor PE," says she.

PE Patrolman First Volunteer in L. A. For Blood Bank Drive

GEORGE HADE, PE Patrolman for the Special Agents Department at Main St. entrance, was the first volunteer in the L. A. area for the 40th Division Blood Bank Drive April 10.

Known as 40th Division Day, the occasion was marked by much publicity on TV, radio and in newspapers. George's picture appeared in the Mirror for April 1.

Mr. Hade volunteered to donate his blood as a result of the current drive among PE employes. He is an ex-Marine of World War I.

Hade's son, James J., 19, is a corporal in the 40th Division Infantry now on duty in Korea.

"I'd like to be able to tell my son that PE employes have donated hundreds of pints of blood in this 40th Division campaign," says George.

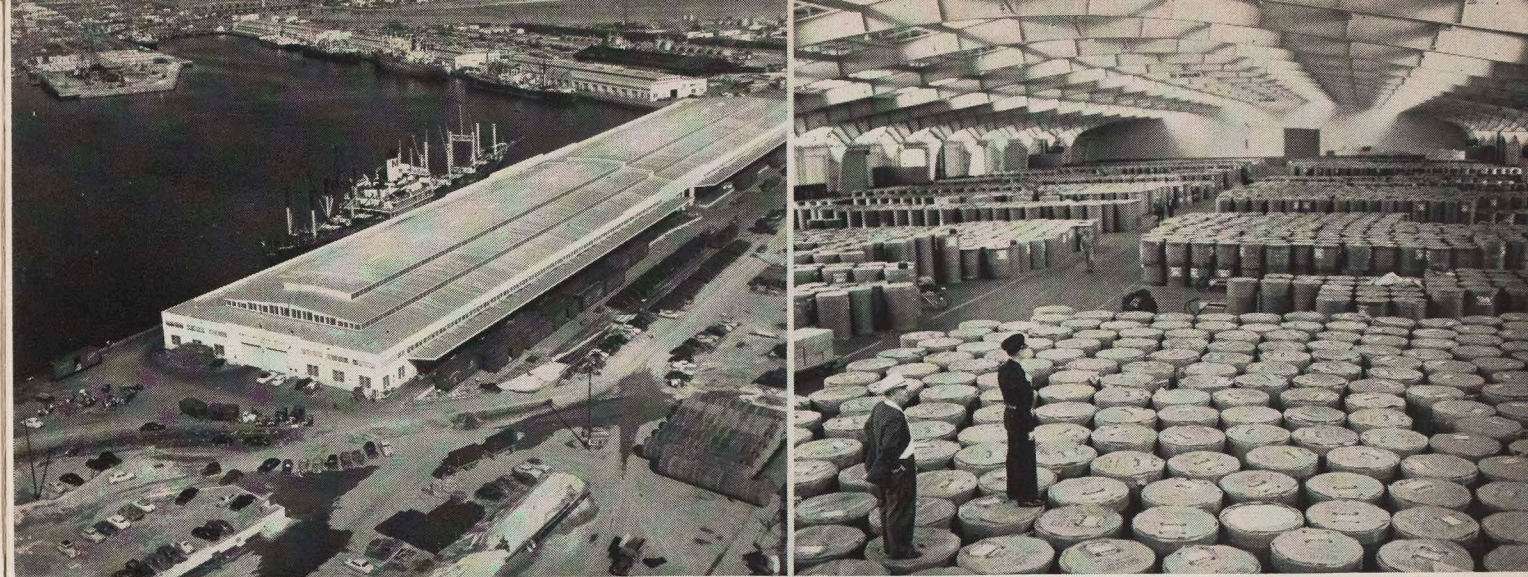
Red Cross Gets \$2500 MECCA Contribution

A CONTRIBUTION of \$2500 to the Red Cross, on behalf of employes who are members of MECCA, was approved by the MECCA Administrative Committee on Feb. 21, and check was mailed on Feb. 28 to the Los Angeles Chapter for distribution.

Distribution of this, the 43rd dividend declared by MECCA, was based upon the proportion of employes residing in the cities of Los Angeles, Riverside, San Bernardino, and Orange counties.

SIGN UP with one of these solicitors for your donation at the Blood Bank.





EXTERIOR of big transit shed at the Port of Long Beach. This shed, one of the largest, is 1152 feet long and 200 feet wide. Some idea of its size is gained from comparison with steamer and freight cars.

INTERIOR of same transit shed, showing approximately 18,000 tons of newsprint—one of the largest such shipments ever to be assembled under one roof, say Port authorities. No columns support roof.

LONG BEACH HARBOR

Monument to Man's Ingenuity

A VISITOR at Long Beach Harbor is immediately impressed, as he travels about, with the tremendous size of the harbor operations. Everywhere he sees huge ocean-going ships tied up alongside vast sheds that make the innumerable hurrying humans loading and unloading the cargoes look lilliputian.

A roll of newsprint weighs from 1500 to 1800 pounds, yet the visitor at Shed 6, as he watches the specially equipped cranes hoist two rolls at a time over the ship's side down onto the dock, can scarcely believe that the big rolls are much larger than a package of Life-Savers.

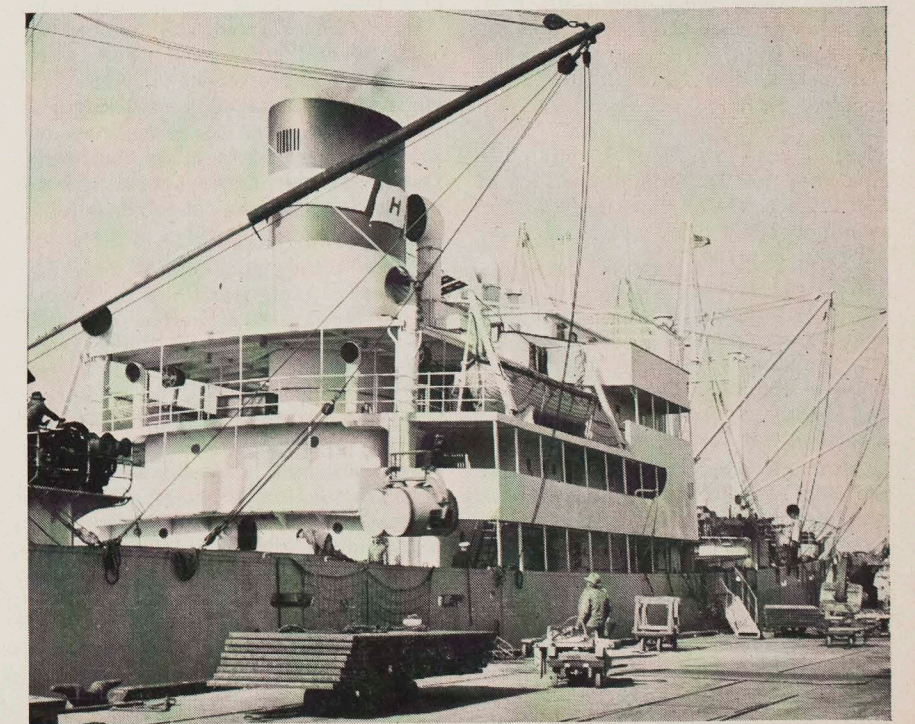
Down at the ore dock, located at Pier D, the Outer Harbor, one sees a hopper car that may contain iron ore, salt, coal, coke, or potash being vigorously and noisily shaken by a huge machine, as a small boy would shake a car of his model train, to insure thorough emptying of the contents into the conveyor belt that carries the commodity into the waiting ship.

ENTIRE PORT MAN-MADE

The harbor itself—almost completely made to order by human ingenuity—seems like a daring and defiant effort by men to vie with the works of the Creator of mountains and oceans. To gain shipping facilities, the ocean bottom has been scraped up and thrown into huge piles of dry land bulldozed flat into many square miles of piers and docks and

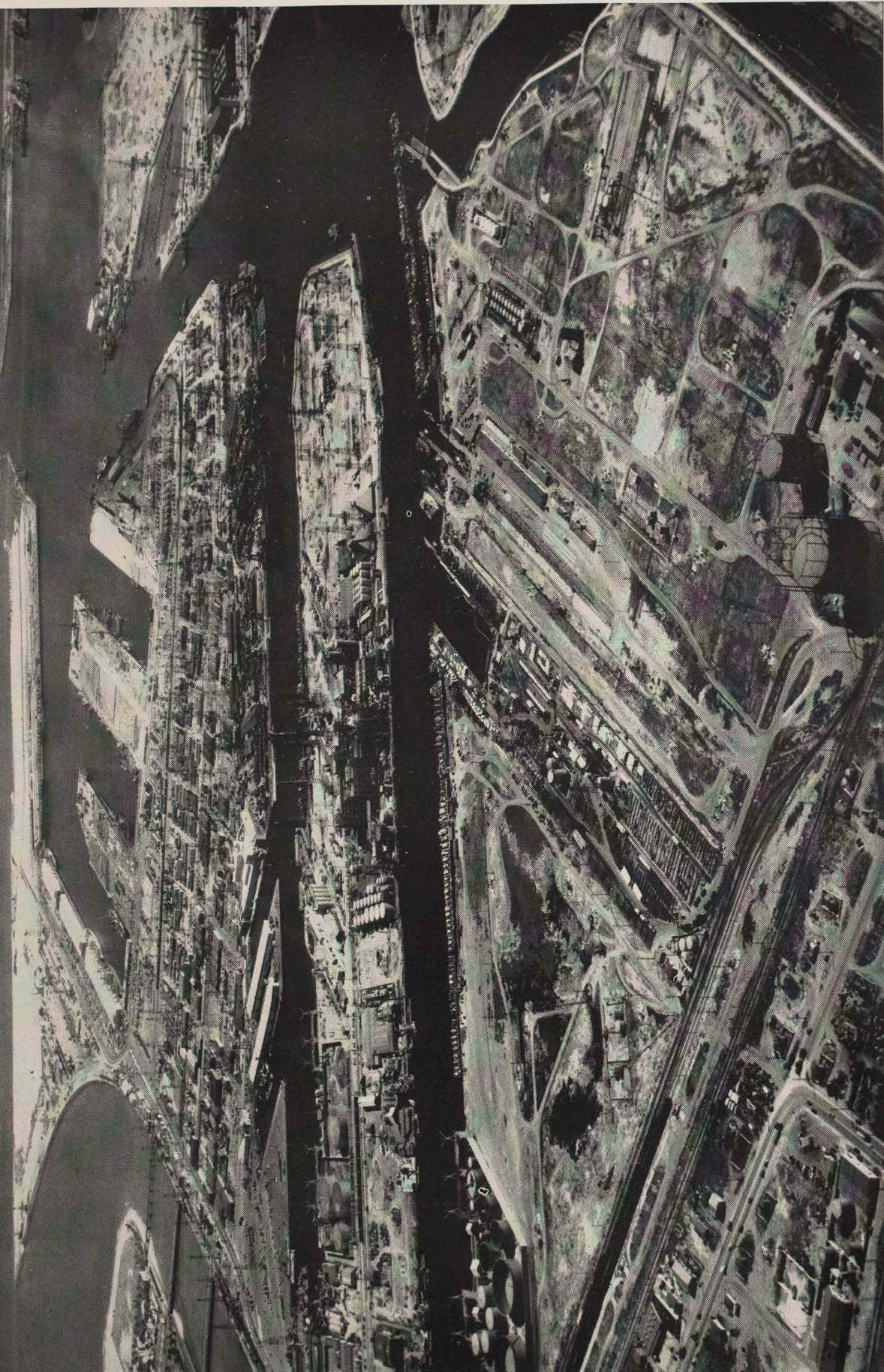
wharves capable of carrying railroad storage yards, huge buildings, and thousands of tons of waiting cargoes. Total municipal investment in the harbor to date by the City of Long Beach is \$35 million, and construction of large additional facilities in the Southeast Basin is anticipated. In ad-

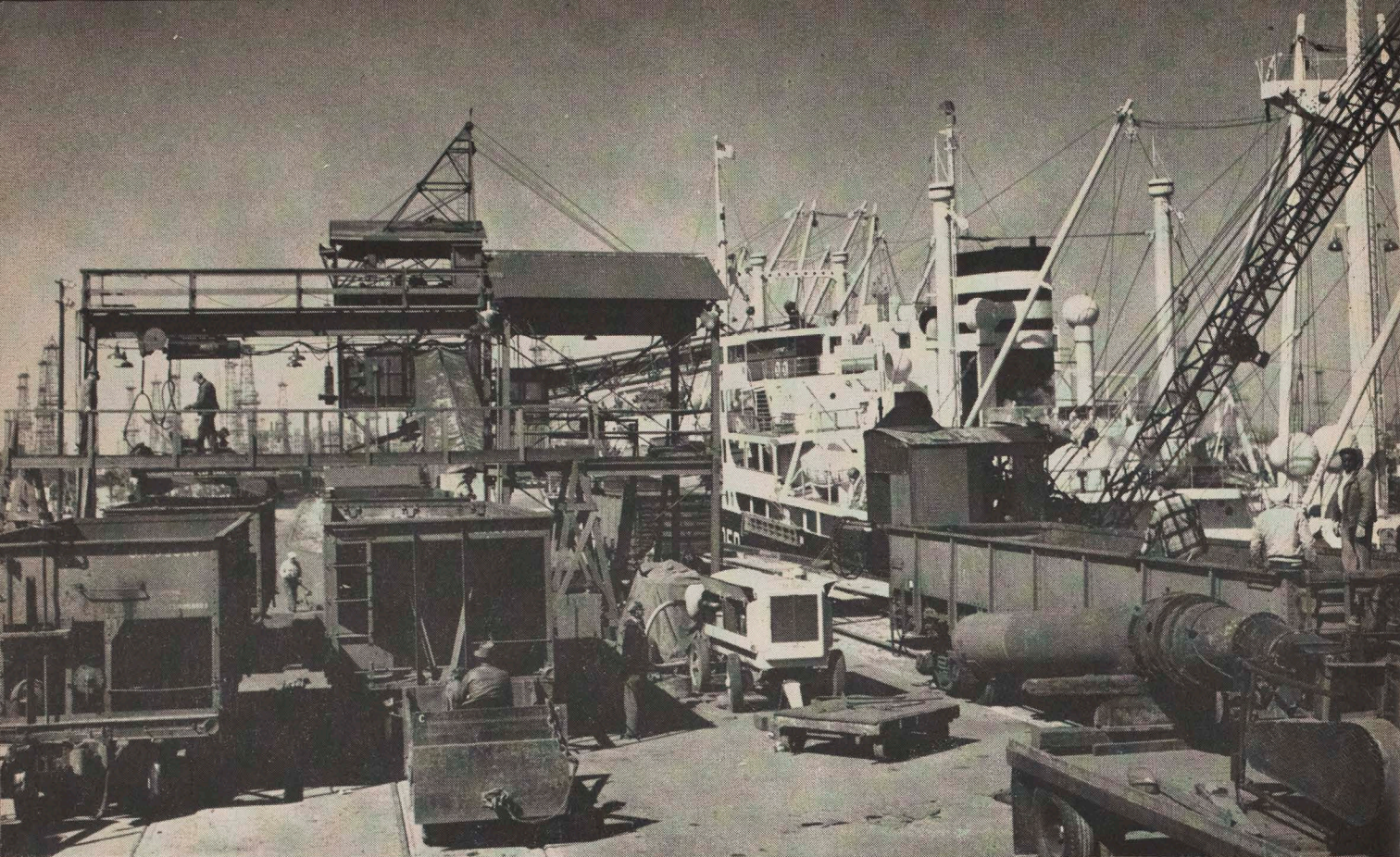
dition to municipal investments, there are also vast private and Federal investments. Municipal revenues from the enormous oilfields which underlie the harbor are so great, however, that construction of new facilities causes no great anxiety among the city fathers.



UNLOADING NEWSPRINT at the Port of Long Beach.

INNER AND OUTER HARBOR AREAS AT LONG BEACH, LOOKING TOWARDS OCEAN





BULK LOADING CONVEYOR (machinery at left over and beyond freight cars) in operation loading ore onto ship. The man on the catwalk is operating car shakeout (machine resting across top of car) to facilitate complete emptying of carload into hoppers below track level. Conveyor belt starts underground, carries load up through

roofed housing slanting up beyond shakeout into tower, where second conveyor belt on movable boom (see cover picture) carries cargo into ship's hold. Clamshell at right is used as an auxiliary loader. Man in left foreground operates caterpillar tractor to push cars back and forth under shakeout. About two minutes are required to empty a car.

HISTORY OF PORT

The Port of Long Beach as it is today is a far cry from what it was back in 1542, when the Portuguese sailor, Juan Rodriguez Cabrillo, discovered San Pedro Bay—or from what it was when the first cargo ship, the *Leila Byrd*, with a cargo of spices and merchandise from Boston, came in 1805, anchored off shore, and unloaded its cargo into small boats which landed on Point Firmin. The land area now comprising the Port of Long Beach was at that time a dismal swampland and could not be used for handling cargoes.

Richard Henry Dana, in "Two Years Before the Mast," describes a visit to the port in 1835, when the only building in the vicinity was a small adobe hut. The most desolate and lonely spot on the California coastline, was Dana's verdict.

Although occasional ships entered the bay after that, there was little development of the Port of Long Beach itself until 1906, when the Los Angeles Dock and Terminal Co., a private concern, acquired title to 800 acres of swampland and began the development of a private harbor. When their dredging of three channels at the mouth of the San Gabriel River came to naught as the result of winter floods, the company turned

over the dredging to the City of Long Beach in 1916. A Los Angeles Flood Control District was then formed to curb destruction and silting caused by the river, and, with the aid of state and federal funds, a silt diversion channel was formed and finished in 1923. Several large bond issues were floated for improvement purposes, but since 1936, when oil was discovered in the port area, proceeds from oil sales have served to retire the bonds and to provide funds for all subsequent construction.

PORT OF MANY CARGOES

More usual commodities entering the Port of Long Beach are Philippine hemp; copra and vegetable oils from the South Seas; crude rubber from the East Indies and Malaya; coffee from Brazil, Colombia, and Central America; tea from Japan, China, and India; newsprint from the Pacific Northwest and Scandinavian countries; cotton, lumber, steel, and manufactured products of all kinds. Steel alone moves into Long Beach at the rate of six to nine thousand tons every eight to ten days. Port authorities estimate that 700,000 bales of cotton will move through the port this year.

Exports are oil and other petroleum products, citrus fruits, coal, gypsum, potash, borax, rock salt, and an ever-

increasing amount of manufactured goods from Southern California's rapidly growing industrial empire. Shipments of war goods are, at the present time, a significant factor in Harbor commerce. Last year about 1500 ocean-going ships entered the port—about four ships a day.

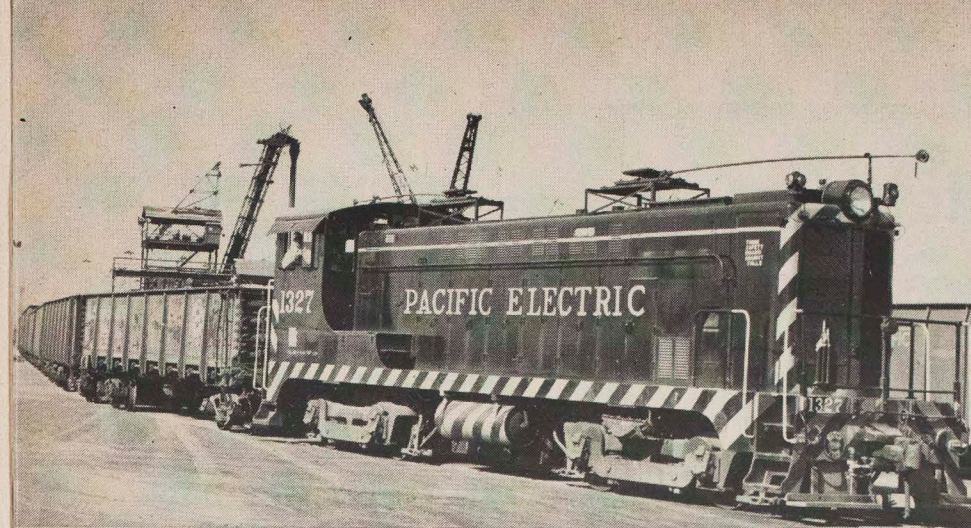
PE HANDLES ALL SWITCHING

An important source of PE revenue comes from the rail handling of this immense amount of material and goods to and from shipside. Not only does PE originate much freight from private industries at the Long Beach Harbor, the company also handles all switching for all railroads in and out of the port. Last year PE handled 129,376 cars in and out of Long Beach Harbor alone.

Working around the clock to keep the cars moving are three Yardmasters and 56 men, who handle a total of 11 assignments. Yardmasters include C. W. Coutts, who comes on at 7:59 a.m.; J. L. Van Valkenburg, 3:59 p.m. and W. I. Tarleton, 11:59 p.m.

Motive power at Long Beach includes two diesels, one electric, and two steam locomotives.

Working capacity of storage yards includes 160 cars at the Long Beach Freight Station, and 150 cars in the East Yard at Pier A. Future exten-



UPPER LEFT—PE diesel brings cut of hopper cars up onto the tracks at the bulk loading conveyor.

UPPER RIGHT—Long Beach Day Yardmaster Charles W. Coutts discusses a switching problem with Engineer A. C. ("Ace") Endicott at the P&G plant.

AT LEFT—Day switching crew at bulk loading conveyor, including, left to right, Conductor C. E. Haig, Brakemen G. O. Wagner and H. W. Conner, Trolleyman E. C. Giffin, and Engineer H. L. Brown.

sions of the port allow for a 400-car yard on a proposed enlargement in the Southeast Basin.

BULK LOADING DOCK

Operation at the bulk dock at Pier D in the Outer Harbor is of special interest at this time because of recent changes to increase its capacity.

A PE crew spots a cut of bottom-dump hopper cars loaded with a bulk commodity such as iron ore on the wharf tracks directly over a series of steel-lined hoppers built in a reinforced concrete housing 12 feet below the tracks. When the car bottoms are opened, the ore falls into the hoppers, whence it is fed through gratings and shakers onto an endless belt conveyor, 36 inches wide. This conveyor lifts the commodity up into a tower, and drops the load to a secondary conveyor or belt out on a boom over the ship. From the conveyor belt, the load drops through a big pipe—called a trimmer—into the ship's hold. Capacity of the bulk loader is 350 tons of iron ore per hour, or for the average ship, a loading time of 30 hours. The type of commodity and the degree of moisture in the material has a marked effect on loading speed, however. Wet iron ore requires 40 to 45 hours per ship. Coke, as another example, can be loaded at about 250 tons per hour. To speed loading, a clamshell is used, particularly if the material is wet.

When cars are dumped, cleaning out material stuck to the sides and

bottom is a problem which has been solved at Pier D by the use of a Robins car shakeout. This consists of a heavy steel frame which is lowered within two inches or so of the top of the car, and is then caused to vibrate tremendously against the top edges of the car. Though insufficient to cause damage, the shaking of the car soon discharges the residue of the cargo. At the same time, stevedores armed with hoe-like implements also help to loosen the load.

VAST TONNAGE THROUGH CONVEYOR

Last year 1,149,292 tons of bulk cargo went through this conveyor, at the rate of approximately 96,000 tons, or 1,600 carloads, per month. By recent changes to speed up the conveyor belt, it is estimated that 140,000 tons, or approximately 2,300 cars per month, will be handled this year. It is interesting to note that in 1951 the bulk tonnage represented over a third of the total tonnage handled at the Long Beach docks.

HOW PE GOT PORT SWITCHING

How PE came to handle Long Beach switching is an interesting story in itself. For a long time in the early days of Long Beach, UP trains went on Ocean Blvd. through downtown Long Beach and over a bridge at what is now the entrance channel to the Inner Harbor. This downtown route was a source of considerable annoyance to the city, and resulted, about 1932, in a re-routing through North Long Beach. The bridge was

shortly thereafter declared a menace to navigation and in 1935 was removed. Thus, UP trackage in the West Long Beach industrial area was isolated, and it became necessary for UP to secure operating rights over PE lines to reach this trackage. Securing these rights led to an agreement whereby PE performs a switching service for UP on UP's own trackage as well as on trackage owned by the City of Long Beach east of the entrance channel to Long Beach Inner Harbor.

The Santa Fe Railroad began operating into Long Beach in December, 1945, after securing from the ICC a Certificate of Public Convenience and Necessity, and operating rights over SP-PE trackage. From the standpoints of both economy and efficiency, the Santa Fe, like the Union Pacific, found it advantageous to enter into an agreement that PE should perform its switching, not only on municipal trackage, but also on the Santa Fe's own station and industry trackage.

OFFICIALS AT PORT PRAISE EFFICIENT SWITCHING

Officials at the port praise the work of PE crews and Yardmasters. In handling a million tons of salt, ore, and coke—20,000 carloads—during 1951, according to E. J. Amar, Port Manager, and F. W. Buchholtz, official of the Metropolitan Stevedoring Co., "There was not so much as a 15-minute delay in the switching service."

Agents' Banquet to Honor PE's Golden Jubilee Year

PE'S GOLDEN JUBILEE year will be specially honored at the 30th Annual Agents Association Banquet to be held on Thursday, April 24, at 6:30 p.m.

Guest speaker will be Roger W. Jessup, Chairman, Board of Supervisors, Los Angeles County. His topic, illustrated by slides, will concern the growth of Los Angeles County in the past 50 years, and PE's part in that growth.

Master of ceremonies will be Gen-

eral Manager T. L. Wagenbach, who will introduce many specially invited guests.

Station personnel with perfect attendance records at Agents' meetings since the last banquet, together with retired Agents, and retired company officials, will be guests of the management.

A special feature of the entertainment will be songs by Pat O'Shea, rising young Irish tenor. Dinner music will be provided by Eddie Bennett and

his six-piece orchestra, on loan from 20th Century-Fox Studios, with lovely Nancy Edmunds as vocalist.

Charles P. Hill, Chairman of the Banquet Committee, promises "the finest banquet in history."

A revised edition of the booklet, "This Is Pacific Electric," is being prepared by the Public Relations Department for distribution at the affair.

Fr't. Traffic Man Back From Korean Duty

EDWARD MASON, Statistical Clerk in Freight Traffic, returned to his PE job April 7 after 19 months in the U. S. Air Force, in which he achieved the rating of Technical Sergeant with the duties of freight traffic supervisor.

He spent 16 months overseas, both in Japan and Korea, and alternated between the two countries in order to carry out his traffic duties, which consisted of the control of military freight.

According to Ed, the morale of the troops overseas is better than that of the civilians at home. The soldiers overseas take the point of view that people in the States had better "do more work and less hollering about the high cost of living, taxes, and defense. U. S. liberties can't be maintained without expense, and we might as well stop crying about it."

U. S. soldiers feel that they have a definite job to do in stopping Communist aggression, says Ed, and are ready and willing to do their part. It's up to the home folks to see that they have the necessary supplies.

Lineman's Apprentice Inducted to Military

PATRICK McVEIGH, Lineman's Apprentice, reported for induction into the armed forces Thursday, March 13. It is his first tour of military duty.

He has been with PE since September, 1951, having come to the U. S. from Toronto, Canada, last Aug. 27, because wages are low in Canada and cost of living is so high. He says HCL is higher in Canada than in the U. S.

He and his wife, Norma, left Canada and went to Florida, New York, and other states before finally wending their way to California, which had been heralded to them as a "Golden State."—And Pat says they haven't been disappointed.

He has been married three years. His wife may return to Canada to await his return from duty. Meanwhile, she lives at 401 S. Verdugo Rd., Glendale.

Field Engineer Returns From Military Service

FIELD ENGINEER W. J. ("Johnny") Blackburn, Jr., returned to his PE job Feb. 18 after service with the 160th Infantry since Sept. 1, 1950. He held the rating of sergeant, first class.

After nine months of infantry training at Camp Cooke, Calif., Johnny and his regiment arrived at Camp Haugen, Northern Honshu, Japan, July 12, 1951, for advanced training and Japanese defense. After other moves for training purposes, the 160th was alerted for shipment to Korea on Christmas Eve, but at the same time Johnny was informed that he was one of those who would be shipped back to the States because their term of service would expire before March 31, 1952.

He returned to Seattle, last Feb. 5, and was separated from the Army of the U. S. Feb. 12 at Ft. Ord.

Blackburn had been in one of the National Guard units which were activated for emergency service all over the U. S. after Korean hostilities broke out.



IN JAPAN — Norman R. Stock, Storekeeper's Helper on leave and son of General Storekeeper C. W. Stock, busy at his job as Communication Chief in battalion of Engineers, U. S. Army, in which he is sergeant, 1st class. His job is to see that his section operates properly; to inspect electrical installations; to train radio operators, linemen, switchboard operators, repairmen, etc., and to order communication supplies. "My past PE experience is what helped me to set up an organized plan as to what we are to order, how much we have on hand, what is on order," writes Norman. "I remembered the stock sheet which I used at PE to keep a record of every item in the Store." Young Stock made a similar form for use in his section, and was commended by his Div. Signal Officer for his system, as well as "congratulated for being the only section in battalion to have ordered every item we are authorized to carry."—Good going, Norm!

Asst. Research Engineer Holds Key Post in Civil Defense

SHOULD DISASTER STRIKE the counties of Los Angeles and Orange, Assistant Research Engineer Thomas N. Bristow would have an active part to play in coordinating Pacific Electric and other transportation facilities to meet the emergency.

Already forming plans under the Office of Civil Defense to cope with possible bombings and other calamities affecting civilians, Tom is Transportation Chief for Civil Defense Region Nine, which includes the two counties named above. He was recommended for his post to Gen. W. M. Robertson, State Director of Civil Defense, by the transit industry.

PE's Vice President, George F. Squires, was appointed by General Robertson as Alternate Chief of Region Nine.

OCD DIVISIONS

For OCD purposes, the state is divided in 10 regions, and each region is divided into areas composed of cities or counties. Boundaries are more or less arbitrary, being hypothetically drawn to suit the OCD plan.

The State Director of Civil Defense acts for Governor Warren, with Harry A. Mitchell as State Chief of Transportation. For Region Nine, E. A. Dixon is the Regional Coordinator, with Bristow as his Transportation Chief. Similar administration is provided for at area and local levels.

Tom's principal jobs so far have been to recommend for appointment by the Regional Coordinator an Area Transportation Chief for each of his eight areas, and to form, with the advice of Mr. Mitchell and the approval of Mr. Dixon, operational plans for the transportation industry.

This industry is divided, for civil defense purposes, into "segments"—trucks, transit, highway busses, highway trucks, air lines, water lines, and railroads. Tom is immediately concerned with operational plans for transit and trucks, and coordination of the other segments, which are operated on a statewide basis.

"Pacific Electric rail and motor coach facilities are a vital part of civil defense planning," says Tom. "The company's operations are spread throughout four Southern California counties and therefore its equipment is under regional, rather than city or county, jurisdiction."

If, for instance, the San Fernando Valley—a part of one of eight areas



FOR CIVILIAN DEFENSE — Looking over the equipment situation in case of civilian disaster are Assistant Research Engineer Thomas N. Bristow, OCD Transportation Chief for Region Nine of the State of California; and Vice President George F. Squires, Alternate Chief.

in Region Nine—should undergo a major catastrophe, Bristow, as Regional Chief, acting through company management, would allocate PE and other transit equipment necessary to transport workers and supplies and to assist in evacuating the injured and homeless. Under a plan agreed upon by the transit industry and OCD, regular company personnel and dispatching facilities would be used. Basis of the plan is to keep operation within the industry itself, in order to take advantage of the skilled understanding of its employes, and its well adjusted channels of communication.

"It's a complicated job at best," says Tom, "and complications are increased by the fact that it's difficult to make people realize the importance of getting a set-up perfected for a disaster which may conceivably never occur. However, it is known by the experience of Great Britain in World War II that proper advance planning can cut the potential casualties by as much as 40%. OCD is receiving fine cooperation from all segments of the transportation industry, with Pacific Electric well to the fore."

OFFICE OF THE DIRECTOR



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

WASHINGTON 25, D. C.

February 28, 1952

Mr. R. C. Allen
1518 North Martell
Hollywood, California

Dear Mr. Allen:

I wanted to send you this personal note to offer my thanks for the assistance which you rendered in connection with the investigation of the robbery of the Hollywood Branch of the Bank of America on February 25, 1952.

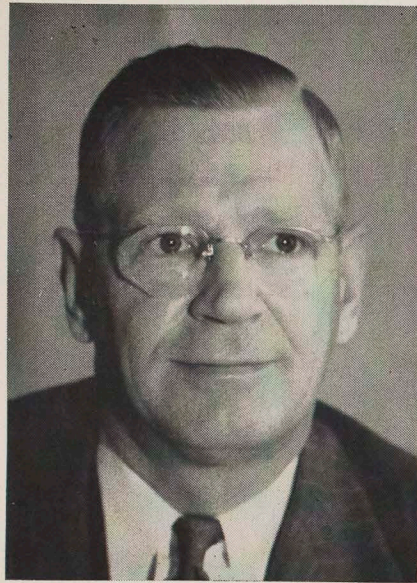
Your alertness in noting the license number of the car used in this robbery was a material factor in bringing about an early solution to this case, and you are certainly to be commended.

Sincerely yours,

J. Edgar Hoover



PE PATROLMAN R. C. Allen (inset), of Special Agents Department, and letter he received from J. Edgar Hoover for his part in helping the FBI catch bank robber who stole \$19,600 in daylight hold-up of Hollywood Branch of Bank of America last Feb. 25. Off duty and in civilian clothes, Allen was on a personal errand at the bank when he noted the branch manager, closely followed by the bandit, John R. Bayless, collecting cash from the various tellers. Allen followed the bandit out of the bank and noted license number and description of car in which the bandit drove off. Five minutes later, when FBI men and Los Angeles police arrived, Allen was able to give them the information, which enabled the FBI to nab the bandit at La Guardia Field, N. Y., upon his arrival by plane 13 hours after the hold-up.



G. A. ERICKSON
Assistant General Industrial Agent



E. E. EARL
Assistant Chief Engineer

New Executive Appointments

G. A. Erickson, Industrial Agent, Southern Pacific, San Francisco, has been appointed Assistant General Industrial Agent in charge of joint Industrial Departments of Southern Pacific and Pacific Electric, with headquarters in the PE Building. PE's Industrial Agent, D. E. Porter, will report to Mr. Erickson.

E. E. Earl, Division Engineer for the San Joaquin Division, Southern Pacific, was appointed PE's Assistant Chief Engineer effective April 1. He will be in direct charge of all track and roadway maintenance.

Automotive Instructor A. L. Bristow was appointed Acting Superintendent, Automotive Equipment, effective March 1, in place of W. E. Williams, who resigned to accept another position.

Assistant Freight Claim Agent E. F. Harrison, effective April 1, was appointed Supervisor, Freight Protection, a newly created position in which he reports to the General Manager. The work of Mr. Harrison's department will be to carry on a continuing campaign with Trainmen, Enginemen, and Station Employees for the careful handling of all freight; and with shippers for better packaging and loading—all to the end of minimizing damage to shipments.

Freight Claim Investigator and Adjuster E. W. Hanlon was appointed Assistant Freight Claim Agent, replacing Mr. Harrison.



TO NEW EMPLOYEES

A HEARTY WELCOME is extended the following new employes, listed by the Personnel Department as those who have joined us since the last publication of the Magazine:

ACCOUNTING DEPARTMENT

Calculator Operator: Shirley C. Chase.

CLAIM DEPARTMENT

Claim Investigator: John J. Colletti.

ENGINEERING DEPARTMENT

Carpenter: Carl E. Dolbee.

Chainmen: Matt Host, Jr., Woodrow A. Trail, Alexander Mackenzie.
Civil Engineer: William Laufenberg.

Ass't Civil Engineer: Everett E. Earl.

Draftsman: Howard E. Stanbach.

Electricians: Benjamin Kleiman, Peter I. Olsen.

Linemen: John D. Adkinson, Jr., William L. Briody, Lynn E. Butler, Erastus G. Lawson, Allen McLain, Robert Volz.

Apprentice Lineman: David A. Bennett.

Linemen's Helpers: Andrew A. Asp, Theodore N. Emard, Bob G. Kinder, William E. McCann, William D. Thrush, Allen Wood, Jr., Edward Wood.

Signalmen: Frederick J. Proft, Robert C. Brundy.

Ass't Signalmen: Lee Roy King, Thomas L. Schwarz.

Truck Drivers: Howard J. Bowers, Lester F. Webb.

Valuation Estimator: Leo P. McKenna.

FREIGHT TRAFFIC DEPARTMENT

Stenographer: Marjorie R. Lindstrom.

MECHANICAL DEPARTMENT

Auto Repairers: Ronald M. Douglass, Eddie T. Gouthier, Robert J. Hilliard, Walter D. Johnson, Joseph G. Long, Donald H. Meridith, Henry L. Rhodes, Paul J. Thurman.

Clerk: George Kyron.

Freight Car Inspector: Lee Y. Myers.

Freight Car Repairer: Robert E. Tracy.

Sheet Metal Workers: James D. Finley, Gene F. Moreno (re-employed).

PE BUILDING DEPARTMENT

Janitor: Joseph M. Jackson.

Extra Janitors: Curtis Loftis, Jr., Robert Smith, Thomas L. Taylor.

Extra Janitress: Dorothea Ratliff.

PURCHASING AND STORES DEPARTMENT

Helper: Robert D. Beaudreau.

Laborers: Albert Duron, Aurelio M. Medina, Louis S. Rodriguez, Anthony Valdez, Jose G. Velasquez.

TRANSPORTATION DEPARTMENT

Billing Clerk: Robert D. Warren.
Brakeman: Harry J. Hill.

Clerk and Mail Handler: Hans E. Kleinfeldt.

Mail Handlers: William R. Green, Charles E. Leggitt, Michael Volpe.

Operators: Rodger W. Bowne (re-employed), Harry W. Cloverdale, James E. Franklin, George S. Gray, Jr., James M. Hayes, Leonard G. Herman, William J. Kelly, John M. Kienegger, Murph Matteson, Frank Mieczkowski, Lawrence E. Morrow, Paul E. Myrick, Alexander Neary, William L. Park, Jr., James R. Ragsdale, Melvin E. Ransom, Richard L. Smith, Ernest N. Troub, Frederick H. Walton.

Stenographers: Hazel O. Britton, Thelma F. Palmer.

Yard Clerks: Roy C. Reitan, Frank Bertin, Jr., William K. Boyle (re-employed).

The Public Appreciates

FOR THEIR COURTESY, skillful operation, and/or alertness:

NORTHERN DISTRICT OPERATORS

O. W. Bratcher, P. W. Crum, G. D. Jeremiah, C. F. Lindgren, George Martin, Seth Van Wickle, David Varela, F. K. Walker and B. Wells.

MOTOR TRANSIT DISTRICT OPERATORS

M. O. Abole, E. L. Bellah, G. L. Hoffman, N. F. Holcomb, P. D. Jenkins, L. S. Larson, W. G. McBain, R. G. McCormack, L. E. McChesney, H. J. Owens, T. P. O'Connell and F. W. Runa.

SOUTHERN DISTRICT OPERATORS

C. C. Bott, C. B. Clary, J. B. Davidson, R. J. Hennessy, J. R. Johnson, J. H. Johnson, E. F. Kuethe, Oscar Langdale, V. C. Prettyman and P. E. Weide.

WESTERN DISTRICT OPERATORS

W. E. Brown (2 letters), M. S. Chapdelaine, M. B. Cleveland, D. L. Correll, A. Cowen, H. D. Crosby, Walter H. Daigle, M. C. Davis, H. P. Davis, E. J. Filek, W. J. Gerhardt (2 letters), D. C. Grayson, M. M. Greene, W. N. Gregory, R. L. Harter, G. P. Hayes, D. F. Hamilton, Paul Heckman, H. C. Hunten, G. M. Katz, W. F. Kressin, R. P. Lewis (2 letters), K. E. Leonard (2 letters), E. F. Lohdahl, E. F. Morgan (3 letters), R. L. Madson, R. H. Nissley, F. G. Poppleton, (2 letters), W. V. Rathbone, E. F. Rogers, R. B. Schaffer, B. D. Spell (2 letters), C. B. Spackman, William Schmidt (2 letters), J. H. Schmitt (2 letters), F. M. Toliver, M. D. Tafoya (2 letters), R. C. Van Hook (3 letters), J. A. Warren, E. F. Williams, W. H. Windsor and T. M. Wolfe.

OTHER COMMENDATIONS

The Passenger Traffic Department for the thorough job they did in sending vacation maps and information in answer to a request from Miss Isobel McDonald of Vancouver, B.C., Canada. Miss McDonald wrote an enthusiastic letter of thanks.

Bill Linsky, Auto Machinist, Ocean Park, who assisted in repairing the doors on a coach while he was a passenger and off duty.

Freight Trainman E. S. Lewis, for summoning help when a passenger was taken seriously ill on a coach in which he was riding.



SIGNING BRT AGREEMENT regarding Passenger Trainmen last Feb. 27, are, left to right, L. R. McIntire, PE's Manager of Personnel, and the following members of the Brotherhood of Railroad Trainmen: Thomas E. Boswell, Local Chairman, Western District; Don H. Sheets, Deputy President and General Chairman; W. O. Baker, Local Chairman, South and West Freight; U. W. Troxel, Vice Chairman, General Grievance Committee, and Local Chairman, Northern District; E. T. Barrett, Local Chairman, South Passenger District; and, standing, Sandy E. Gee, Secretary, General Grievance Committee, and Local Chairman, Lodge 22.

Passenger Trainmen's Wages Now Subject to Cost-of-Living Index

EFFECTIVE Jan. 1, 1952, PE passenger service men had their wages scaled to the Cost-of-Living Index of the Bureau of Labor Statistics. Their wages are now subject to quarterly review for the purpose of adjusting their pay rates to conform to the rise or fall of the Index.

"This move places passenger service employes in the same category as other employes on the property who, since April 1, 1951, have enjoyed the quarterly review feature based upon the Index," says L. R. McIntire, Manager of Personnel.

The increase granted passenger service Trainmen amounts to 16c an hour added to their base rate, plus a 4c cost-of-living increase—both effective Jan. 1, 1952.

The new agreement was signed Feb. 25 after Leverett Edwards, Chairman

of the National Mediation Board, had been called from Washington to break the deadlock which had existed prior to that time.

Including the 4c cost-of-living increase, the new agreement provides hourly rates of pay as follows: Local-Interurban Trainmen, \$1.68; One-Man Car and Motor Coach Operators on multiple car trains, \$1.80; Line Car and Box Motor Operators, \$1.78. Switchtenders will also enjoy a similar increase.

The new agreement will be in effect until Oct. 1, 1953. Increases effective January 1, 1952, will add approximately \$750,000 to the annual payroll.

The last previous increase granted passenger service Trainmen was on Oct. 1, 1950, at which time base rates were increased 11c an hour.

Cancer Crusade Set For April—Give!

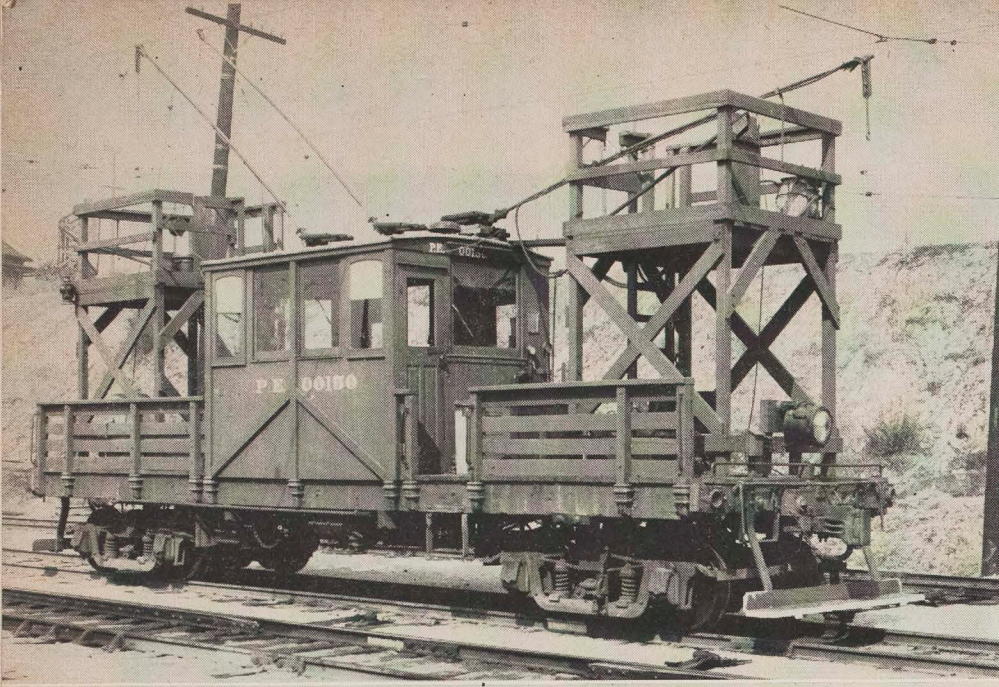
THE CANCER CRUSADE is on a national march again with the month of April being set aside as "cancer control" month through an act of Congress and by Presidential proclamation.

The fact that cancer will take a toll of 220,000 lives this year brings acute awareness of the seriousness of the cancer problem. It is a problem that must be faced by all of us since any

one can develop cancer, regardless of age, race, or station in life.

Cancer strikes one out of every five persons. Everyone, everywhere, must strike back at this terrible disease now. You can help fight cancer by joining the 1952 Cancer Crusade. Help support the American Cancer Society's vital scientific research program, educational program, and service to the cancer patient. Your dollars will help to save more lives this year. Give generously to the 1952 Cancer Crusade.

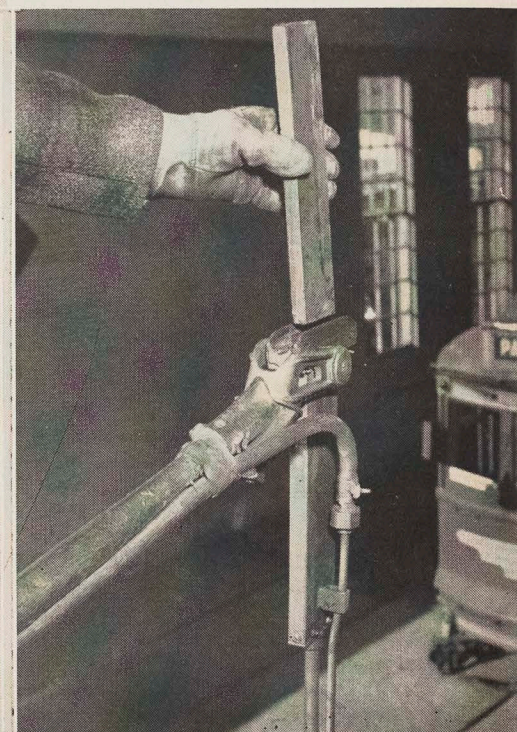
THE GREASER CAR



GREASER CREW—Left to right are J. P. Laing, Motorman; E. T. Johnston, Leader, Line Dept.; and Leo C. Goodman, Conductor.



CONDUCTOR GOODMAN, in the tower of the car, shows how he places the greaser trolley against the trolley wire. Compressed air holds it up.



GREASE STICK is placed into trolley container, which has a compressed air mechanism to force grease against wire.

HERE COMES THE 00150!

WHAT'S THAT? Never heard of it! Well, it's a specially designed car that has saved PE the cost of plenty of expensive trolley wire since it was put into service in 1931.

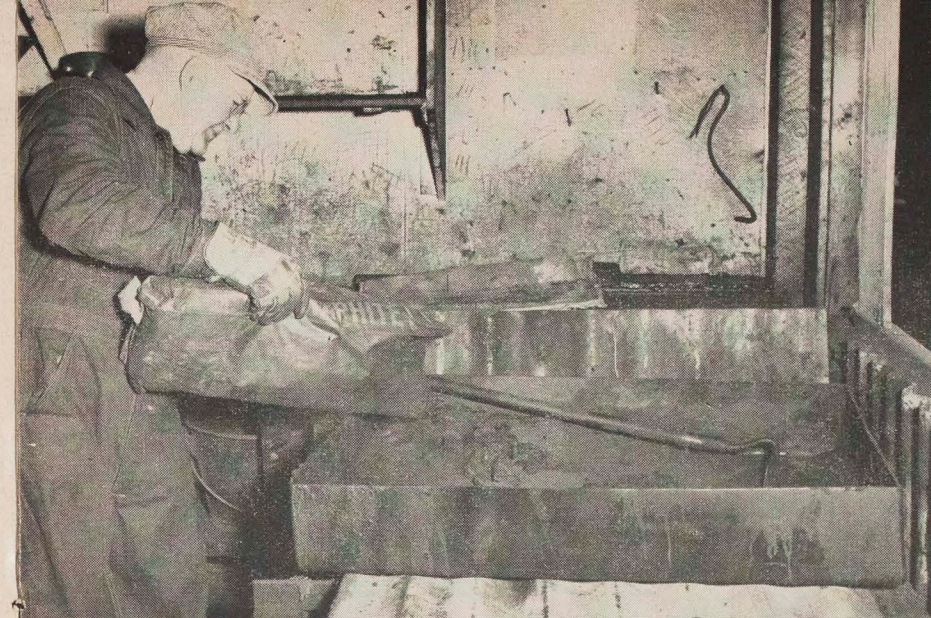
The 00150 is the greaser car. Day in and day out, carrying Motorman J. P. Laing, Conductor Leo C. Goodman, and Groundman Elgin T. Johnston, the car rambles over the various parts of the system lubricating trolley wire so that the steel shoes of the rail car trolley poles will slide

easily and keep the relatively soft copper overhead line from wearing out.

ON STRICT SCHEDULE

Operated under the auspices of General Line Foreman E. D. Ingram of the Electrical Division of the Engineering Department, the greaser travels on a strict schedule devised by Asst. General Line Foreman A. H. Brainard. Barring unforeseen delays from heavy traffic, Mr. Brainard says that at any hour he can tell with ac-

curacy just where the car is on the system. The schedule is so arranged that the overhead line which carries the heaviest loads gets the most grease—particularly the four tracks from Ninth and Hooper to Watts and the Glendale-Burbank Line. It wasn't long ago that the four tracks on the Northern District also received a heavy share of attention, but now the San Bernardino Line is all diesel, and the North passenger rail lines are all busses. The greaser ties up most



MAKING GREASE STICKS—Above, E. T. Johnston making a batch of grease at Washington St. Yard. At right, after mixture of graphite, paraffin, and grease has cooled somewhat, he puts some of it into the "gun" shown here, and by screwing down the piston forces the grease out of the bottom of the gun in the shape desired. He then cuts it off at the proper length, and repeats the process as necessary.



of the time at West Hollywood Terminal, but on Monday and Tuesday it ties up at Washington St. Yard.

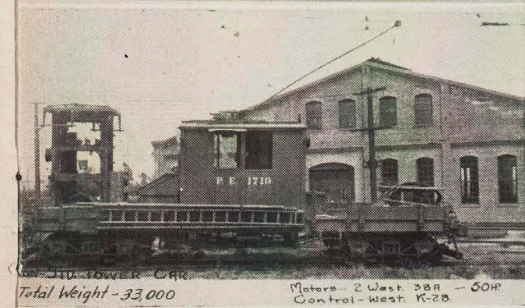
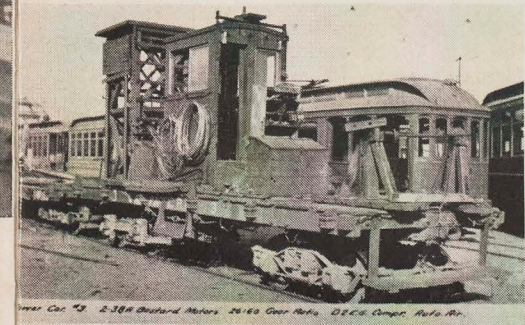
Groundman E. T. Johnston says he made the first stick of grease ever used on the greaser, back in 1936, when sliding shoes replaced wheels as contactors against the trolley wires. Before 1936 a liquid lubricant was used.

HOW GREASE STICKS ARE MADE

The grease sticks, 12 by 2 by 1/2 inches, are made of graphite, paraffin, and heavy grease in a little shop at Washington St. Yard. Fifteen pounds of paraffin is melted and mixed with

65 pounds of graphite in a big kettle, and then 18 pounds of grease is added. The "soup" is thoroughly mixed, cooled, forced through a mould the width and thickness of the finished stick, and cut into one-foot lengths. It's a greasy job to make the lubricant, but without grease, the trolley wires would soon wear out because of the friction caused by the sliding shoes. Greasing the wire also reduces arcing, which causes radio and television interference.

The amount of lubricant used depends on the weather and the condition of the wire. In cold weather, the grease sticks are harder, and not so much comes off on the wire. In hot weather, the mixture is made firmer by lessening the amount of grease in the recipe. Mr. Johnston estimates that he uses an average of 15 to 20 sticks a day.



PREDECESSORS of the greaser car. Top picture shows it as a tower car built in 1899 by the Los Angeles Pacific Co. In 1911 it came over to PE and was re-numbered 1710—still a tower car. In 1931 it was remodeled into the present greaser, when the greasing trolley was added, and re-numbered 00150.

RR Crossing Signals Topic of Operator's Letter in Newspaper

THE FUNCTION of railroad crossing signals was the subject of a recent long letter by West Freight Conductor Harry R. Allard in the Valley Times.

Mr. Allard's theme was that the majority of railroad men don't want to hold up traffic at railroad crossings, and that if motorists knew how the signals work they wouldn't be so impatient.

Let Diogenes Rest: Honest Man Found!

HIS CONSCIENCE, after years of struggle, finally triumphed, and a gentleman who says, "I used to sell newspapers around the depot when I was young," wrote to the company to settle an unpaid account.

"I remember that you used to have pay toilets in your restroom and I used to use them when the door was open or go under the door, and just in case I ever got any apples or candy out of those machines full . . . please send me a bill for \$1.00."

In reply, Passenger Traffic Manager H. O. Marler praised the penitent debtor, but suggested that, instead of paying the company, he make a donation to his favorite charity. "We, in turn, will consider your moral obligations to this company as fully satisfied."

"Should the public watch themselves as carefully as we (railroad men) watch over them, there would be few accidents," declared Mr. Allard, whose long experience with PE dates from January, 1921.

"We have some few men who, like other people, do not do nice things; but for the most part we give the people on the highway all the breaks we can. On the other hand, we have work to do, and conditions sometimes are such that we do delay traffic for some little time," he pointed out.

"Treat an operating signal like an average boulevard stop and we will all get along much faster," was Mr. Allard's parting word of advice.

Motorman G. Louis Leete, who works with Mr. Allard, brought the story to the Magazine office.



GEORGE D. MEEK
Box Motor Motorman
Transportation Department
43 Years a Railroader

HARRY G. BATH
Electrician
Mechanical Department
30 Years a Railroader

ARTHUR M. ENGEL
Box Motor Conductor
Transportation Department
50 Years a Railroader

JESSE J. BROWN
Carpenter
Mechanical Department
34 Years a Railroader

Thumbnail Sketches of Some Retiring Employes

HARRY G. BATH, Electrician, retired Feb. 4 from the Torrance Shops, but spent all except the last 3 months of his 30 years with PE at the Macy Repair Shop.

He spent most of his career with PE working on battery repairs, and began his company service on April 1, 1922.

Born in Reading, Berkshire, England, he was a Canadian farmer, a veteran of the Canadian Army in World War I, and a worker for the Giant Powder Co., of Oakland, before coming to PE.

He plans to spend his time playing with his three grandchildren and keeping his flowers growing.

JESSE J. BROWN, Torrance Carpenter who retired April 1, plans to spend much time doing the Lord's work. Trustee, deacon, Bible School teacher, Official Board member, and

Visitation Chairman for the Brethren Church at 60th and Compton, he's already done a great deal for the Lord over past years.

A new Bible will be his first purchase with a sum of money given him as a farewell present by his co-workers at Torrance. Foreman Gus Gunderson made the presentation.

CLYDE S. COUTS, Graham Yardmaster, retired March 1, and then, looking backward, said, "PE has been good to me." He started with the company Nov. 19, 1920, as a Passenger Conductor, but soon transferred to freight service as Brakeman. For five years during World War II he was stationed at El Segundo as Yardmaster, and, after that, spent his remaining PE years at Butte St. and Graham Yard. His brother, Charlie, is Yardmaster at Long Beach.

Clyde bowled for years with the

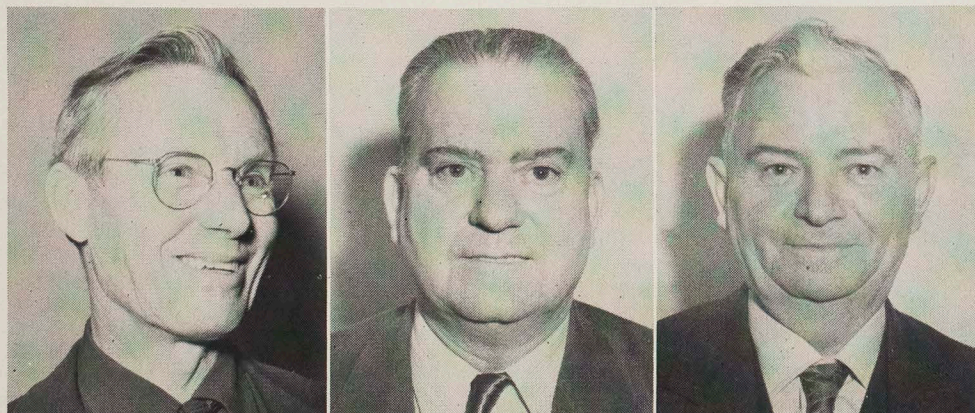
PE League, is a Royal Arch Mason, and is Past Commander of the East Los Angeles American Legion Post 323.

The retiring Yardmaster wants to thank his fellow-workers at Graham for their farewell luncheon and their fine parting gifts—a \$25 purchase order, cigarettes, etc.

ARTHUR M. ENGEL, Box Motor Conductor, retired Feb. 13 after 50 years of railroading which started in the Boston and Maine's carload tracing department in 1902. Later he worked for the Santa Fe, the Merchant and Miner Steamship Line, and the San Diego and Arizona RR. before coming to PE in 1922.

Mr. Engel has bought a cabin at Crestline, and plans to enjoy the outdoor life of the mountaineer.

WILLIAM R. FIELDER, Freight Motorman at Butte St. and Long Beach, climbed down from his cab



JOHN R. SACH
Electrician
Mechanical Department
31½ Years a Railroader

CLYDE S. COUTS
Yardmaster
Transportation Department
30 Years a Railroader

WILLIAM R. FIELDER
Freight Motorman
Transportation Department
32 Years a Railroader

and retired March 1 after 32 years with PE. Starting as a Passenger Motorman on the old La Habra Line, he transferred to freight in 1935.

Retiring on disability, he plans to move out near the desert to regain his health.

LESTER T. McCABE, Conductor on the Northern District, began life as an Illinois farmer, but came West and joined PE in 1924 because he liked the prospect of steady employment, as well as other advantages, such as the medical plan, group insurance, etc.

He worked as Conductor and One-man Operator on the Glendora Line for 28 years.

He's looking for a location either in Twentynine Palms or Hemet, where he can carry on his hobbies of gardening and horses.

GEORGE D. MEEK, Motorman, retired from his work on box motors March 1 and plans to enjoy life working around his home and garden. Born in England in 1884, he came to America 20 years later on his honeymoon, just for a short visit. The visit has lasted 48 years.

He worked for the Los Angeles Railway from 1909 to 1919, and then transferred to PE as Motorman.

His son, George, has been a PE Motorman for 16 years, and his daughter, Mrs. Martha Hiltbrand, has worked in Pay Roll Accounts for 10 years.

JOHN R. SACH (pronounced "sash"), retired Feb. 14 after spending his entire PE career of 31 years, 5 months, as Electrician in the Winding Room at Torrance.

Like Mr. Meek, he was born in England, wanted to travel, and brought his wife and two boys (it wasn't a honeymoon trip) to Long Beach. Right away (Oct. 4, 1920) he got a job with PE on the strength of his experience with the Westinghouse armature winding department in Manchester, England, and his subsequent experience winding automobile self-starters and generators when those accessories were new and wonderful ideas, back in 1909.

JOHN SCHERMEHORN, 52 years a railroader, spent about 27 of them as Locomotive Engineer with PE, and a year ago, having passed the age of 70, had to step down to Fireman, in which capacity he retired Feb. 25.

Starting in 1900 as Brakeman for the Algoma Central and Hudson's Bay Ry. in Canada, he worked also for the Canadian Pacific and the Pere Marquette until 1923. But PE gave him his best job, he says.

On his last run, fellow-employes gave him some fishing equipment and a monetary gift as a farewell gesture.



ON HIS LAST RUN—Fireman John L. Schermehorn, fourth from left, and the crew he worked with on his last run Feb. 25—after 52 years of railroading, the last 28 of them with PE. Left to right are Conductor Fred C. Potter; Brakeman E. C. McSorley; Engineer Fred Giers (substituting for the regular Engineer, Walter Gillespie); Mr. Schermehorn; and Brakeman Charlie Beck. Mr. Schermehorn was an Engineer until he became 70 last year.

Retirements

VERY BEST WISHES for many more years of peaceful happy living to the following employes, who retired, according to the Treasurer's Office, during the months of February and March. May their years of loyal service bring their just rewards and their memories of PE be always pleasant.

NAME	Occupation	Department	Years
Edward B. Adams	Conductor, North	Transportation	7
Harry G. Bath	Electrician	Mechanical	30
Alphonse Bono	Car Repairer	Mechanical	15
Arthur F. Carstens	Conductor, West	Transportation	28
Kenneth S. Coats	Electrician	Engineering	32
Lester E. Cooper	Operator, West	Transportation	17
Clyde S. Couts	Yardmaster	Transportation	30
Joseph B. Deaton	Substation Operator	Engineering	29
Arthur M. Engel	Conductor, South	Transportation	30
William R. Fielder	Motorman, South	Transportation	32
Milton H. Gilbreath	Brakeman, North	Transportation	7
Florence T. Gretz	Tax Clerk	Land & Tax	29
Arthur L. Griffin	Substation Operator	Engineering	6
Ernst G. Grosch	Leader, Electrician	Mechanical	30
Julius H. Grunwald*	Operator, North	Transportation	26
J. Samuel Harris	Truck Driver	Engineering	32
Alfred A. Lockwood	Watchman	Engineering	6
Pablo D. Loza	Laborer	Engineering	20
Robert D. Maris	Operator, West	Transportation	22
George D. Meek	Motorman, West	Transportation	32
Evert L. Parker	Substation Operator	Engineering	33
Manuel Perez	Laborer	Engineering	9
Kent H. Perry	Electrician	Mechanical	32
Epigmenio Rodriguez	Laborer	Engineering	22
John R. Sach	Electrician	Mechanical	31
John Schermehorn	Engineer, South	Transportation	29
Grover C. Shideler	Engineer, South	Transportation (PE & HB)	10
F. Emma Smith	Head Stenographer	Engineering	40
Clarence A. White	Motorman, South	Transportation	30
William A. Wintrow	Conductor, West	Transportation	24
Luther E. Wright	Conductor, North	Transportation	32
Robert Yates	Leader Electrician	Engineering	31
Lyndon L. Young	Engineer, South	Transportation	9

*Died Feb. 5, 1952

Safety Valve

LETTERS
From Our Readers

WANT TO REGISTER an idea, suggestion, pet peeve, or opinion? Send your letter, signed or unsigned, to the Public Relations Department, 817 PE Building. Any questions you ask will get answers from the proper authorities. Every letter will receive full consideration.

WITNESS CARDS

COMMENT: "Witness cards turned in with an accident report are used completely to the advantage of the company in the event of a damage suit, and never in behalf of the person who has gone to the time and trouble to secure them. Often the Operator may be charged even if all the cards say that he was in no way to blame."

ANSWER: "As a basic policy, there is absolutely no question but that the testimony of witnesses shall carry as much weight in defense of the Operator as we allow in defense of the Company's liability," declares General Manager T. L. Wagenbach.

* * *

CAR CARDS

COMMENT: "Why aren't car cards used more in our own promotion?"

ANSWER: "They are. We use them as filler when space is available. We have just finished putting in for our own use 200 frames in space above the driver's seat in 2700- and 2800-class busses," declares Assistant to Passenger Traffic Manager R. O. Christiansen. Adds Public Relations

Director James G. Shea: "The Public Relations Department would appreciate suggestions from employes for cartoons on car card advertising to improve rider habits."

* * *

SIDE SIGNS ON BUSESSES

COMMENT: "Many busses do not seem to carry cardboard signs in side windows before passengers load at the Los Angeles Terminal. The result is confusing to passengers who can't see the head signs when busses are one behind the other. Shouldn't this be a standard procedure — to carry side signs?"

ANSWER: "It is standard procedure to have side signs and something will be done to correct failures in carrying out the plan," says General Manager T. L. Wagenbach.

* * *

FIRST IMPRESSION

COMMENT: "Why not make the Employment Office, Room 203, more attractive? It's the first impression new employes get of PE."

ANSWER: "Agree with you and something will be done about it," declares the General Manager.

Instruction and Safety Bureau Gets Wider Departmental Scope

TO BROADEN the scope of the Bureau of Instruction and Safety so that it will function more completely for all departments, it has been placed under the supervision of the General Manager effective April 1.

Supt. of Safety Harry L. Young has direct charge, and J. T. Johnston, Chief Instructor, has been appointed Assistant Supt. of Safety.

The Bureau will take a more direct and active part from now on in accident prevention in all departments, particularly the Engineering and Mechanical Departments, according to General Manager T. L. Wagenbach.

To lessen instructional duties of the Bureau so that it may devote more time to accident prevention, Road Foreman of Engines H. L. Douglass, of the Mechanical Depart-

ment, on March 16 was given the duty of examining and qualifying Motormen as to their mechanical ability to operate locomotives and rail cars, although some qualification work in regard to Motormen still remains in the Bureau of Instruction and Safety.

At the same time, according to Mr. Wagenbach, more responsibility has been given Transportation Department supervisory forces to investigate accidents. After their investigations and reports, the Bureau will follow through with a safety education program fitted to the needs of the individuals involved in the accident. "This plan follows an underlying principle that in any department the primary responsibility for safe, efficient and economic operation rests with the Superintendent and his staff," points out the General Manager.

YOU BE EARNEST AND I'LL BE FRANK



By
J. S.
Burton

FOR THE PAST several weeks, I have been asking myself the question, "Am I giving a maximum to life?" I also find myself looking at others with the query, "What are you trying to get out of life?"

I could wish for and strive for wealth, but although money is a valuable substance, it is not the answer for a complete life. The newspapers are full of unhappy stories about men and women with wealth. Seemingly something else was needed to make their lives enjoyable and complete. No, money is not the answer.

I could wish for and strive for influence and prestige, but although a good standing in the community is a valuable asset, it will sooner or later fade, if it is not backed up by something stronger than the desire for self-betterment. No, influence and prestige, in themselves, do not make a complete life.

I could wish for and strive to be an instrument in propagating international peace. This desire has, at least, the merit of implying an interest in others and of keeping self from becoming the center of the target. However, a man may work hard in the cause of international peace and yet be dissatisfied with his own life. He may even secretly use his work in this cause as a means of disguising—even to himself—his real aim of gaining fame and prestige. It is not possible for man, in himself, to bring about a lasting world peace. No, international peace is not the answer for a complete life.

After searching these angles of approach, I have come to the conclusion that only one thing can possibly make for a complete life. If a man possesses LOVE in all its aspects, he has the most complete formula for a maximum life. The love of a man for his family and his family for him, the love of mankind that emanates from the soul and makes him like to be around people and enjoy them, the satisfaction he gets from his chosen vocation in a job well done, and other attributes too numerable to mention, are a direct result of the LOVE he

possesses in the innermost recesses of his soul.

A man may have all the stocks and bonds he may desire, he may have an enormous bank balance, he may be a leader in his community, and he may use all his resources towards the furtherance of peace organizations; but without LOVE he is most miserable.

The attainment of wealth, influence, and prestige, are a direct result of LOVE towards all mankind. Insofar as international peace is concerned, I know we will all agree that this Utopia can never be realized until all men change their attitude towards one another from one of suspicion to one of LOVE. The heart is not a vacuum. The more LOVE it contains, the less room there is for hate. If LOVE isn't the answer for the ills of the world, then we are universally besieged with an incurable disease.

For Courtesy and Neatness

West Hollywood Proudly Presents:
JOHN W. WATTS

WITH MUCH PLEASURE we recognize John W. Watts in this issue for his meticulous attributes and his congeniality with the traveling public. It gives one a sense of satisfaction to be a part of the organization that employs such men.

John came to work for PE on March 29, 1946, as a Conductor. His desire to improve himself with the company prompted his qualification as Motor Coach Operator in October, 1946, and then as Motorman in January, 1947.

Son of Rev. and Mrs. E. E. Watts of Newcastle, Indiana, he served as pilot with the rank of first lieutenant in the U. S. Army Air Corps during World War II, from March, 1942, to December, 1945.

On June 1, 1946, John married Marcella Frost, and all overtime pay is diverted to his two children, Gary Lee, 4, and Judy Anne, 1½. He is very much a family man, which fact is indicative of his attitude towards his job.

One thing stands out in John's personal record with the company, and that is the fact that he has received a total of only 15 demerits since his employment—five in 1948 and ten in 1951. Men who are careful about their appearance and who treat the public as they know they should are those whose record reflects a genuine conscientious desire to do the right thing

OCEAN PARK TERMINAL



By
C. L.
Robbins

THE RAINS CAME. I don't know how many of you fellows worked the night of Jan. 17, but R. F. Lamb and I worked all night. On one of my trips out, supervisor H. F. Fortner took me in his car. Thanks to his weight, we got through the water OK.

Glad to see Mrs. "Joe" Kightlinger, our cashier, back after a long illness.

A new ball team has been started at OP by F. M. Toliver & S. P. McGee.

J. Krietzman tried to go into the newspaper business. The corner he wanted was at 2nd and Figueroa.

The coffee and doughnut business is looking up at OP. One of the early a.m. men puts on a pot of coffee. Another quite regularly brings some doughnuts from a shop on Wilshire Blvd. When Operators want coffee, they pay a nickel for the cup and a nickel for the doughnut.

Glad to welcome back to OP, from the U. S. Navy, E. F. Gilligan.

J. D. Morrison now goes by the name of "Spider." He doesn't like bugs, as practical jokers have gleefully found out.

If any one knows where you can get snow shoes for a car, let Terminal Foreman Roy Betterworth know. He was recently snowed in at Big Bear.

R. P. Armes had some days off recently that he did not ask for, but we are glad to see him back.

I want to thank everyone for the things they said about my last column. I'm glad some of the items brought some laughs, and that the inspirational item helped.

I would like to leave you this thought: God's word will keep you from sin, or sin will keep you from God's word.

No Depression in '55? Depends on Tax Burden

THOSE WHO FEAR a depression in the mid-fifties may take some comfort from a McGraw-Hill survey of business plans for new plants and equipment.

The survey shows that, over the U. S., total expected spending for 1955 for new plants and equipment is greater than was spent in 1950, second highest year in our history. Of the companies answering the survey:

83% plan substantial modernization.

48% will need more capacity to make their present products.

33% plan additional capacity to make new products.

As the McGraw-Hill Publishing Co. interprets the survey, these figures, however, show only what American business wants to do. Unless Federal taxes—which now take 52% of the average corporation's profits and 82% of what is termed "excess profits"—can be reduced, these plans of industry may fade. Eight out of ten companies expect to rely on profits and reserves to finance the plans.



JOHN W. WATTS

MOTOR TRANSIT DISTRICT



By
**W. G.
("Whitey")
McBain**

THE SUBJECT of getting along well with passengers was being discussed by a group of drivers. A few felt that most of the passengers are against the guy behind the wheel. On the contrary, a pleasant attitude or helpful action by an Operator may bring its rewards. To illustrate: A driver, one morning, had some change in his hand and had stopped to pick up two passengers. As he opened the door he dropped a quarter, and, as always, it bounced and rolled out the door. After a quick look he could not find it. One passenger, still outside, obligingly told the driver: "You go on; I'll look for the quarter and catch the next bus." That evening the passenger boarded the same driver's bus at 6th & Main Station and returned the quarter. That driver at some time in the past, may in some way have pleased that passenger, who took this way of returning the favor.

George Knopes has returned to work after a severe back and neck injury sustained in an automobile accident. "It's good to be back," says George, who wishes to extend his thanks to all drivers who assisted him during a time of need.

Jim Marlo of El Monte seems to be very observant. He is always finding something lying in the road. This time it was a 20-foot log chain. Once it was a house jack.

Howard Hays had a slight bumping match with the rear of a car. When the motorist got out to see the extent of the damage, Howard, to his own dismay, recognized him as **Baron Michele Leone**, the wrestler. "I'm sure glad he wasn't angry about it," exclaimed the PE man. "He could have torn me from limb to limb!"

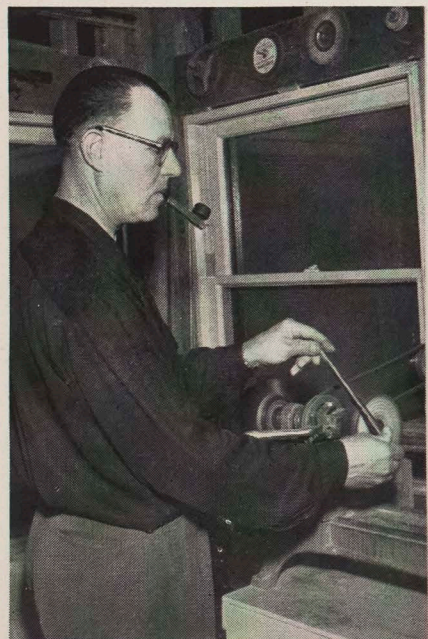
WALTER G. ("Whitey") McBAIN, who presents his first Motor Transit column this time, started his PE career as Motorman on the West in 1946, qualified as Operator-Conductor, and has been working the Montrose-Sunland Line since April, 1948. Operator for the Cleveland Transit System from 1934-1944, he entered the Naval Armed Guard Service as Coxswain, became a specialized gunner, and was honorably discharged at San Pedro in 1946. His wife (the former Cleo Ferguson) and daughter Diane (now 10) were here at the time, so, attracted by the climate, they settled in Glendale and Whitey started to work for PE. To his hobbies of golfing and fishing he now adds a third—writing this column. Here's an editorial welcome to him—and much appreciation to the former incumbent, Nelson C. Fetterleigh.

LOS ANGELES TERMINAL FREIGHT STATION



By
**Suzanne J.
Smith**

THE TALKS given by **L. M. Duke**, Terminal Freight Agent, and **Floyd Carper**, Agent, West Hollywood, at the March Agents' Association Meeting, were extremely interesting and educational. . . **Arnold Winquist** carried home the "jack-pot," which contained a tidy sum, and Arnold believes **Seymour Lipschultz** and **Bud Shreeve** must be psychic, as they practically predicted he would win. . . **Bonnie Jeanne Thompson** worked a short time on a temporary job in Miss **Helen Freedle's** office. . . **Jack Grimaud** is recuperating from an operation and is having his home spray painted with one of those new "Mastic" paint jobs. Jack said he doesn't know whether he or the nurses enjoyed most the flowers sent him by the office force. . . **Marjorie Freedlander** worked a few days on the Abstract and Balance Clerk position. . . **Beatrice Morrell** took an early vacation and leave of absence, attending a Christian Science Association in Texas, and also visiting relatives and friends in Oklahoma and Kentucky. . . **Joseph Markham** works out of our office as an Industry Clerk, having displaced from **Culver City Station**. . . **Rosemarie Anderson** arrived at **Jack Anderson's** son's house and she was boisterously greeted by her two little brothers making **Jake** a grandpa for the third time. . . "Quick-stop" visitors of the month, **Otto Johnson**, West Hollywood; **Elmo Hall**, Culver City; **Jeanne Thompson**, Hawthorne. . . **Harold C. Hall** answered to the call of "Industry Clerk" for a few weeks at LATFS. . . **Arthur H. Innes's** sojourn to Santa Monica was cut short by a "bump" and he is once more Relief Clerk No. 469. . . **Dave Swyer** displaced **Angelo Lombardo** on the messenger job. . . **Cy Albright's** new granddaughter, **Susan Alice Albright**, 6 lbs. and 9 oz., arrived at his son **Stan's** house, and now little sister **Linda** has a playmate. . . **Reba Mitchell** filled in for **Joyce Hansen**, while **Joyce** and husband **Ray** (who is a Superintendent for the National Life and Accident Insurance Company of Nashville, Tennessee) traveled through New Orleans, Nashville, Chi-



OPERATOR AND WIFE MAKE LAMPS—Motor Transit Operator **Hugo A. Gode** busy buffing brass shaft for a lamp, while **Mrs. Gode** puts finishing touches on a satin and velvet shade she has made. **Hugo** brings things like brass cuspidors, umbrella stands, old percolators, etc., to his home workshop and, with considerable buffing and metal working, eventually turns out lamps of amazing beauty. He has made close to 100 lamps, and also has a knack for turning out inlaid woods. **Mrs. Gode** learned to make shades in evening school, and her teacher estimates the value of the shade illustrated—**one of her many**—at about \$85.

cago, etc., to attend the Golden Jubilee Celebration of Ray's Company. . . **Mrs. John Fowler** and **Mrs. Louis Lipschultz** received magazine subscriptions from the LATFS crowd, to read while they are convalescing. . . **Ruth Altpeter** and her sisters spent a weekend at Palm Springs. . . **George Balka** spends all his spare time "studying" tariffs. . . **John W. Kipp**, Supervisor on military leave, is in North Korea, and is just waiting to return home. One of the things around the PE Bldg. he misses, he says, is his "morning coffee." **Johnnie** said he surely could stand a few more "letters."

Agent J. C. Sams Is Hawthorne Leader

IT'S USUALLY "Hi, Dad!" or, "Hi, Sammy!" when **Agent John Clifford Sams** walks down the streets of Hawthorne, where he's served PE and the public since 1942.

Mr. Sams has endeared himself to young and old alike by his friendly, helpful attitude toward all, and his good will toward the community has revealed itself in more than one way.

Last year when the Chamber of Commerce needed funds for local Christmas decorations, Mr. Sams solicited the merchants and secured donations where other solicitors had previously failed.

As a member of the Hawthorne Chamber of Commerce's Industrial Committee, he has helped build the community by inducing industries to locate there.

Key Clubs are Kiwanis-sponsored organizations in high schools for promising students whom the Kiwanis Club wants to help make future leaders of the community and the nation. **Agent Sams**, Second Vice President of the Hawthorne Kiwanis Club, takes an interest in the young people of the town by serving on the Key Club Committee. He has been a member of the Kiwanis Club Board of Directors for six years.

His work for PE hasn't suffered by his civic activities. During his administration, which began Feb. 1, 1942, the Hawthorne Agency has grown from a \$20,000 to a \$200,000 a month business, although Mr. Sams, minimizing his own salesmanship and service, points to the general growth of the area as a primary factor.

A PE man for 35 years, he has served nearly all the PE agencies. A former President of the PE Agents Association, he is still active in that organization.



TALKING IT OVER—Hawthorne Agent **J. C. Sams**, right, discusses local industrial problems with his friend **Harold O. Chaney**, President of the Hawthorne Chamber of Commerce.

In America (Almost) Everybody Is a Capitalist*



*EVEN SIDEWALK SUPERINTENDENTS (in America) are capitalists. So are policemen and telephone linemen—for that matter, just about everybody. If you own life insurance, have a savings account, or participate in a trust or pension plan, or own securities, you are one of the capitalists that make jobs possible. It takes a lot of capitalists (including the guy with the shovel) to keep a dynamic economy like ours going. Fortunately most Americans like being capitalists.



SAYS: "I DO" — Auto Repairer Harold T. Nelson, Macy Garage, solemnly swears to Deputy Registrar of Voters Mrs. Peggy Ford, in the Conference Coach, that all statements on his voter's registration slip are true. At the suggestion of the Labor-Management Council, the Conference Coach was used as a traveling registration booth during Voters' Registration Week, for the convenience of Transportation and Mechanical Department employes on the job at various central points on the system. County Supervisor Herbert C. Legg, Chairman of the Citizens Committee for Voters' Registration, commended the company for this gesture of good citizenship and wished all industries had a similar program. — Remember to vote!

SYSTEM GARAGES

By R. P. Murphy and A. L. Bristow

YOU'LL SEE PICTURES in the June issue of the Magazine showing the new Inspection Garage and new office building at Macy St. The old Repair Shop will become a major repair facility.

The Inspection Garage was remodeled from the Macy St. Car House, and the new office building is at the north side of the new Garage. Operations have been streamlined and speeded up.

Come around and see what is being done in the way of improvements.

The mother of Macy Auto Machinist B. T. Oliver recently passed away. Our heartfelt sympathy is extended to him and his family.

Auto Machinist Lorenzo Holguin was welcomed back to Macy Garage after a siege of illness.

Vacations have started early this year. Patricia Goggins, upon her return after a plane trip to Omaha,

said she had one wonderful time after another. Even the fact that on her return trip sputtering motors forced a change of planes in Colorado didn't worry her.

Dale C. Andrus, Macy Machinist, honeymooned in Arizona after a February wedding. — Congratulations, Dale! — He's the son of Auto Machinist Cliff Andrus.

Sam Rosenfeld, West Hollywood Auto Machinist, has also been welcomed back to his job after a siege of illness.

Welcome to the following new employes: R. J. Hilliard, H. L. Rhodes, F. W. Harrington, R. W. Douglas, E. F. Orloff, and J. T. Long. They're all of Macy now.

Former Towerman Says PE Mag "Wonderful"

"I WISH to thank you from the bottom of my heart for being so kind as to send me the Magazine . . . which . . . brings back so many pleasant memories of the days when I was

an active member of the PE Club, the Pacific Electric Railway Post of the American Legion, and a member of the great Pacific Electric Family," wrote Lyman F. Prince from the Veterans Administration Domiciliary, Camp White, Oregon, on March 10.

Mr. Prince, a former Brakeman and Towerman, says, "I was in the employ of the PE Railway from 1926 to 1941, and worked in the interlocking plants throughout the system after losing my left limb under one of the cars at 8th and San Pedro on Oct. 2, 1926.

"Please extend my thanks to all who helped make it possible for me to receive this wonderful magazine so that I may keep in touch with the happenings in and around the grandest bunch of fellow employes I have ever known. Thanks to a great company and a very special thanks to Mr. T. L. Wagenbach and Fred W. Nichols for all the wonderful favors shown me while working there. I am getting up in years now, but I still remember my old home, my job, and you."

PACIFIC ELECTRIC BOWLING NEWS

By Charlie Hill



THE 1951-52 SEASON is fast coming to a close and the curtain will soon be drawn. Many of us will put the old bowling togs away in moth balls, awaiting the opening of the next regular season. At this writing exactly two more weeks of schedule remain to be bowled, which will be followed by the play-offs, sweepstakes, and our initial Head Pin Tournament, all to be bowled on April 25 and 26.

And what a race finish in both Branches! In each Branch the leading team holds scant leads of two points over second-place teams. In the Eight O'clock Branch only eight points separate the first and seventh places, while in the Six O'clock squad just seven points show between the first and fifth spots. In the first Branch the BRC Streamliners lead the parade with 61 points in the win

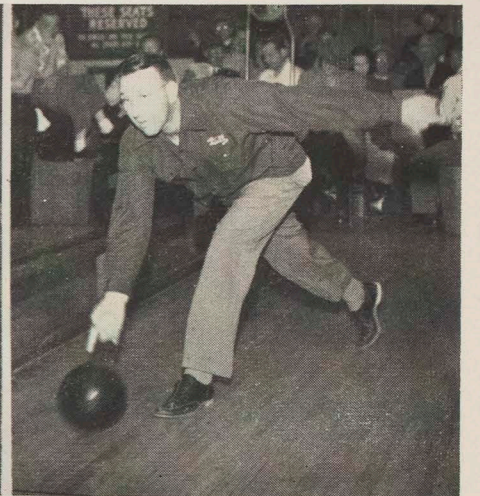
column, and the Atomics are running second. The BRC Railers have worked up to third spot (55 wins), and the BRC Railettes and Rod and Gun Club are tied for the next position with 54 wins each.

In the Eight O'clock Branch the Motor Transit is on top with 56 wins, with the Glendale team in second (54 wins), and the Woodpeckers have 53 wins in third place, three points out of first. The Van Nuys and Subway Terminal teams are tied for fourth (50 wins each); the Dark Horses (49 wins), BRC Aces (48 wins), and PE Agents (40 wins) follow in order.

The teams finishing first place in each branch will be matched in the final play-off on Saturday, April 26, to determine the league championship and possession of the much desired President O. A. Smith trophy, which trophy is now held by the BRC Railers, the present champs.

Since the last report in PE MAGAZINE we have had some excellent individual performances. Five of our lady bowlers have added their names to the 200-Game Honor Roll. They are Edna Fligge, Pat Sylvester, Jeane White, Marvel Jones, and Eileen Dillon. Pat's 218 is season high amongst the lady keglars, and Edna now has a pair of 200's to her credit for this season. Incidentally, Edna, who has been a "floating" substitute all season, leads the feminine field with an average of 160. Marge Zimmer leads the regulars with a 147 average, and her 532 series is also tops for the fair sex regulars.

The outstanding achievement among the men bowlers was the 627 series by Adonis (Beach Rogers) to take the lead in that category in the Six O'clock Branch. Beach also leads in the early branch in 200-games, having 12 to his credit so far, while your scribe leads the Eight O'clockers with 10. Bill Cowell has the top average among the Eight O'clock squad, and "Rusty" Fligge is the highest average man in the first branch. Bill Osepczuk rolled a 601 series on April 4, which



LEADING BOWLERS two weeks before the end of the PE League season were, among the PE ladies, Marge Zimmer, BRC Railettes; and, among the men, Bill Cowell, Motor Transit.

was a big factor in Glendale's taking all four points from their keenest rivals — the Subway Terminal.

Seven of our teams entered the Transportation Tournament bowled at the Sunset Bowling Center, and the best we could get out of the team event was fourth place, taken by the BRC Railers, which team rolled a 2748. However, the PE League was really in the limelight as far as the other events went. "Pee Wee" Wheeler won the all-events with a smashing total of 1790; Clarence Moore and Woody Collette carried off first place honors in the doubles (score 1291); and Ray Millard garnered the singles with a 633 count.

In the Los Angeles City Tournament the Woodpeckers rolled 2706, and the BRC Aces 2469. Ed Fitch was high for the first-named team with 536, and Ole Swanson's 561 led the Aces. Ole committed only one error in the three games, his other five open frames being due to splits. The Pacific Electric team of the Steamship League hit 2760 in the team event. Beach Rogers and Ted Wolfe led with 566 and 564, respectively.

The annual banquet and festivity will be held on Friday evening, May

9, in the Old Dixie Barbecue ball room. General Manager T. L. Wagenbach will be the Master of Ceremonies After the presentation of cash awards, trophies, and door prizes, all may trip a light fantastic to the strains of an orchestra engaged for the occasion. Invitation is extended to all, whether they are bowlers or not, to join us in this evening of merriment.

Immediately following the play-offs and sweepstakes, consisting of team, doubles, and singles events, on April 25 and 26, there will be staged a Head Pin Tournament, singles and doubles, which will be something new with us in the line of a funfest.

We are grieved over the passing of Betty (Knight) Hubener on March 7. We will miss Betty among our ranks, where she was very popular for a number of years prior to her fatal illness. Our deep sympathy is extended to Johnnie and Ruby.

And, back to the sunny side — Cupid has invaded our camp. Ginny Kuhlman and Marc Heinbaugh have announced their engagement. The nuptials are to be during the month of June. Our congratulations and best wishes to Ginny and Marc in their matrimonial venture.

PACIFIC ELECTRIC BOWLERS' WEEKLY HONOR ROLL

SIX O'CLOCK BRANCH			
Date	Team High Game	High Team Series	Individual High Game
Feb. 8	Dee-Tee-Bees 951	Dee-Tee-Bees 2597	E. F. Harrison 222
Feb. 15	Atomics 947	Atomics 2710	M. Heinbaugh 207
Feb. 29	Wolverines 980	Wolverines 2733	T. H. Wolfe 212
Mar. 7	Rod and Gun Club 986	Rod and Gun Club 2661	L. B. Thomas 223
Mar. 14	Dee-Tee-Bees 943	ERC Streamliners 2620	A. J. Lafranchi 219
Mar. 21	Rod and Gun Club 933	Rod and Gun Club 2671	P. Sylvester 218
Mar. 28	PE Club 914	PE Club 2654	J. Shafer 220
Apr. 4	PE Club 912	BRC Railers 2657	T. H. Wolfe 215
EIGHT O'CLOCK BRANCH			
Feb. 8	PE Agents 940	PE Agents 2711	W. C. Schneider 211
Feb. 15	Van Nuys 966	BRC Aces 2723	R. F. Burns 205
Feb. 29	Motor Transit 965	Van Nuys 2692	R. L. Cockrell 248
Mar. 7	Van Nuys 955	Van Nuys 2547	C. R. Henry 210
Mar. 14	Van Nuys 968	Van Nuys 2657	J. W. Butler 211
Mar. 21	Glendale 965	Dark Horses 2664	E. A. Fitch 211
			W. Adams 211
			H. R. Wheeler 211
Mar. 28	Subway Terminal 916	Van Nuys 2670	J. E. Roubsion 222
Apr. 4	Woodpeckers 950	Van Nuys 2661	W. Osepczuk 247
			T. H. Wolfe 227
			W. J. Kressin 519
			W. Osepczuk 601

* — Does not include individual handicap.

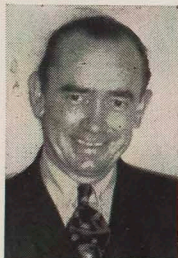
† — Tied.

x — Season's high score to date.



"KID" ACT—Thurston E. Holmes, emcee for Lew Saunders, brought hilarity by burlesquing the actions of a small boy in costume—an act he performed off and on for 18 years with various vaudeville circuits. He's recently been signed for some TV shorts by Hal Roach.

**PACIFIC ELECTRIC
ROD AND GUN CLUB**



By
**Arlie
Skelton**

GREETINGS, Rod and Gun Clubbers!

Spring has sprung. With an abundance of rainfall and snow pack in the mountain water sheds, our lakes and streams are full of pure cool water, and should remain so during the summer.

Warden D. A. Clanton, in charge of trout hatcheries in Southern California, is very busy planting 150,000 catchable size trout, for the opening of trout season May 3.

From the ocean fishing front comes word that barracuda and sea bass have already put in an appearance, with large schools of yellowtail a few miles to the south, off the coast of Mexico, and working their way north.

Fishing captains Roger LeMelle and R. M. Lawrence will soon be booking reservations for ocean fishing charter boat parties.

The Arrowhead outing for the opening of trout season May 3 is booked



WEST OPERATOR FORMS ORK—R. L. ("Rocky") Buda, left, professionally known as Lew Saunders, gave the first public performance of his 15-piece band, "Lew Saunders Orchestra," at a Valentine's Day dance for teen-agers at the West Hollywood American Legion Hall. Buda organized the group, of which he is also leader. Others in picture are T. E. Holmes, Ocean Park Operator, who emceed; and Francis Northcutt, Subway Operator, publicity man. Pianist Ray Venable is the son of Operator A. D. Venable, of West Hollywood Terminal.

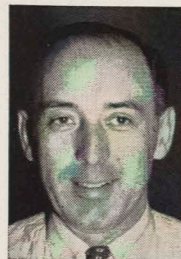
solid with three men for each boat we have reserved. However, there should be good stream and bank fishing for those who get shut out, or are not willing to fish three to a boat.

Yours truly assisted by Francis Coy, Vice President, has a good opportunity to keep you posted on all fish and game matters. We represent you to the Southern Council of Conservation Clubs and are members of several important committees of the Council.

While the fishing picture looks bright for both ocean and fresh water fishing this year, big game hunting prospects look glum. Doe slaughters, domestic livestock infringement on public lands, droughts, severe winter storms, and politics have just about exterminated our main deer herds. Some weak efforts are being made to introduce elk, antelope and black bear, to replace our dwindling deer, but they can't stand the pressure either. Your delegate, in an effort to conserve our few remaining deer, or a portion of them, for breeding stock, stands for a universal deer season throughout the state on bucks only, forked horns or better. Where a surplus of deer may show on winter ranges, that surplus should be called by game wardens and the meat donated to public institutions. This plan will help eliminate game peaching on false pretenses. We are losing a lot of deer on pretense that they are predatory animals. One nibble on a pet shrub is grounds for year around private deer hunting, but we don't think so.

Discussion of these things, plus motion pictures and free eats, is to be enjoyed at your regular monthly meetings, second Wednesday of each month at 7:30 p.m. President Lee Wedl is putting on a good show. Come out and enjoy yourself.

**PACIFIC ELECTRIC
MASONIC CLUB**



By
**M. J.
Davidson**

ELECTED MARCH 19 to serve the membership for the ensuing club year were the following new officers:

Brothers Arleigh R. Crow, President; Clarence A. Weathers, First Vice President; Lloyd T. Leary, Second Vice President; J. Nelan Breese, Third Vice President; Noble E. Cates, Treasurer; and Mervin J. Davidson, Secretary.

Those present at the meeting discussed the advisability of the Club having district dinner meetings. Possibly one in the San Fernando Valley, one in the San Gabriel Valley and at any other location when a number of brothers could assemble a fair crowd. It was suggested the members be requested to advise if they concur.

If interested, contact Brother W. C. Kennedy at Ocean Park; Brother H. Dakin Boardman, Van Nuys; Brother J. C. Lortie, Monterey Park; Brother Charles W. Knight, Pasadena; or any of the officers.

At the time of writing, we are happy that Brother Thomas E. Ewers and Brother William Gillespie are out of the hospital and are improving steadily. We are, however, sorry to report the following brothers are in the hospital: Robert N. Anderson, Virgil G. Clemons, G. Louis Leete and E. Arnold Riley. We all hope they will be home and on the job soon.

**PACIFIC ELECTRIC
WOMEN'S CLUB**



By
**Ruby
Gallacher**

ANOTHER ANNIVERSARY has come and gone, and we find we are TWENTY-FOUR years old . . . the Womens' Club, that is. March 13 was the date of the Birthday Party, and 26 ladies were present, including six Past Presidents. A cordial welcome was given one of our dear senior members, Martha Huelsman (Aunt Martha to us all), who is 85 years young, and not able to get out to many of our meetings these days. During the program Mrs. Palmer introduced R. O. Christiansen, Assistant Passenger Traffic Manager of Pacific Electric. This being PE's 50th anniversary, he gave an inspiring talk on the history of Pacific Electric railroading in Southern California.

The February meeting, being the second Thursday in the month, fell on Valentine's Day, and after the business meeting, took on the air of a party. A lovely colored picture was shown depicting the beauty of the Rocky Mountains via railroad, called "Scenery Unlimited." Honored and surprised with a shower of cards and handkerchiefs was our beloved Hospital Chairman, Mrs. Susanna Brearley, who had a birthday on Valentine's Day. The tea room was beautifully decorated. The dollies had little red hearts, and the favors were camellias from Freda Palmer's garden. It is understood that Mr. and Mrs. Bishop collaborated with Mrs. Palmer on decorations. There is nothing like work to keep a man young, Mr. Bishop! Heart-shaped cookies and ice cream were served and enjoyed. Mrs. Brearley had a wonderful week, as her neighbors had also given her a surprise birthday party on Feb. 12 with the cake and all the trimmin's. She has been a faithful Hospital Chairman at both St. Vincent's and Santa Fe Hospitals for over six years. That is the longest any Chairman has served.

Mrs. Wm. H. Shoup invited the ladies to her home on 7th Avenue for potluck luncheon on Thursday, March 27. The afternoon was spent in playing cards and just having fun.



GET A LOAD OF THIS—Ann Pryor, 17-year-old Whittier Union High School student, flanked by Agent H. K. Moss, left, and Donald S. Burns, Divisional Manager for Ekco Products Co., was chosen "Miss Cut-Up of 1952" by the Whittier Chamber of Commerce in celebration of the fact that the first full carload lot of cutlery ever sent to the West Coast was delivered to its Whittier warehouse by Ekco's eastern plant on Wednesday, April 2, over PE lines. Photo and story were sent out to newspapers by PE's Public Relations Department. Obliging Miss Pryor, clad in the uniform you see here, climbed the side of a box car with a knife in her teeth, etc.—all done for good public relations.

**Watch for Children Behind Parked Cars,
National Safety Council Urges Drivers**

A school street, says the National Safety Council, is a busy street . . . alive with happy, carefree and sometimes careless youngsters . . . alive in every respect. Let's keep it that way during these back to school days . . . some youngster's life depends on you and me.

Watch those parked cars, says the National Safety Council, during these back to school days . . . cars park but

kids don't . . . so take it easy around school and residential areas. Be alert so our youngsters can stay alive.

Traffic signals, says the National Safety Council, are signs of life. Don't rule out a young life by failure to observe the rules. Signs of life are so evident in our carefree, happy youngsters during these back to school days . . . let's take extra care that those signs of life continue.

PACIFIC ELECTRIC HOSPITAL ASSOCIATION



By
**Louise
Byrd**

IN THE SPRINGTIME a young man's fancy turns—and evidently a girl's too—Arthur Kruger, Chief Pharmacist, has become engaged to Rosalind Freeland, a bacteriologist. They are planning to marry in August.

Recipe for losing weight: My husband and I are building a house. That's a good way to work and worry off a few pounds. However, Theresa Bernal, Switchboard Operator, has another recipe. She swears by playing volleyball every Thursday evening as a good way to shed extra pounds.

Dorothy Baker, Secretary, X-ray, is prouder than ever of her spouse, Eric, who has received still another promotion. He is now a master ser-

geant in the 40th Division and has received a Korean Badge of Combat. She hopes he will start back for the good old USA next July.

Dr. William Hervey, our Optometrist, recently attended the California Optometric Association convention in Sacramento. Incidentally, Dr. Hervey is occupied outside the eye clinic on an interesting project—bookmaking—but not the type you might suppose. He is writing a book covering the subject of vision in a way that it has never been presented before. The idea is to simplify the subject so that you and I can understand our eyes and how they see.

Another specialist in internal medicine has been added to the staff, Charles M. Kratochvil, M.D. A native of Nebraska, Dr. Kratochvil graduated from Creighton University of Medicine and has been practicing in Los Angeles since his return from the Army Medical Corps in 1947. He has two little boys, aged 3 and 8 months.

We also have a new general practitioner, Melvin D. Foulk, M.D. Dr. Foulk was born and raised in California and graduated from the University of Southern California, School of Medicine. He has five boys, ages ranging from 8 to 15 years.

Freight Conductor Praises Fine Work Of PE Hospital Assn.

THE EXCELLENT SERVICE provided by the Hospital Association during his own and his wife's illness prompts Freight Conductor Jack C. Gillis, of Butte St., to express through the Magazine his appreciation of the work of the Association staff and its Business Manager, George Perry.

Observing that, in his opinion, many employees do not know that they can secure plasma, as well as whole blood, without charge from the PE Blood Bank in an emergency—through the Hospital Association he points out with gratitude that four quarts of blood were thus made available to Mrs. Gillis before she underwent major surgery.

(Only blood donations by employees can make such assistance from your Hospital Association possible.—ED.)

He also expresses his admiration for the fine work Doctors E. Craig Heringman and M. A. Brenner have done for him. "The Pacific Electric Hospital Association has the finest staff in Los Angeles," maintains Mr. Gillis with enthusiasm.

SENIOR EMPLOYEES FELLOWSHIP CLUB



By
**Francis J.
Oriva**

AT THE LAST MEETING a design was selected for the new Senior Fellowship button. Gold, round, and of shirt button size, it shows two hands clasped with the motto "United Forever" in the center. Around the outer edge is "P.E. Ry. Co. Senior Fellowship." The members of the Fellowship want to thank Mr. T. L. Wagenbach, Mr. Harry Young and the management for making it possible to have these new emblems.

The members would like to hear from all the retired Agents, either by letter, or, better still, by their attending the meeting on the third Tuesday of the month and telling us about themselves. Retired Agents we have heard from include . . . Andy Anderson (Huntington Beach) who is now living in Ontario and keeping himself busy looking after the apartments he owns in that city . . .

Bill Bratton (Torrance) who has purchased a deluxe trailer and is touring the country with Mrs. Bratton. Bill owns a sporting goods store in Westchester which his son is managing for him while he is away . . . John F. Jenkins (Glendora) who comes in every third Tuesday of the month to the PE Club to take on all competitors at pool. Recently he was seen trying his luck at snooker . . . Andrew J. Young, Agent at La Habra for 26 years, who spends his time keeping his home and yard prettied up. Andrew was 82 years young last March 16th . . . David W. Holthy, who held the fort at Newport Beach, spends his time doing church work with his wife . . . Al G. Owen (Covina) who has turned a hobby of raising flowers into a landscaping and lawnwork business.

South Conductor Joseph Le Claire is now living in Clear Lake, Calif. and spends most of his time fishing. Any old-timers getting up north, stop by his place and pay him a visit. South Conductor Howard Bennett is also living in the northern part of the state at Wasco. He, too, would like to hear from his old friends he has not seen in years. Drop in or write him at Box 612, Wasco, California.

South Motorman Clarence White is taking a long-needed rest and is planning a visit to his old home in Kentucky.

PE Freight Trainman Charles Rose Passes

FRIENDS MOURN the passing on Feb. 1 of Freight Motorman Charles "Rosey" Rose, who had worked for PE nearly 33 years.

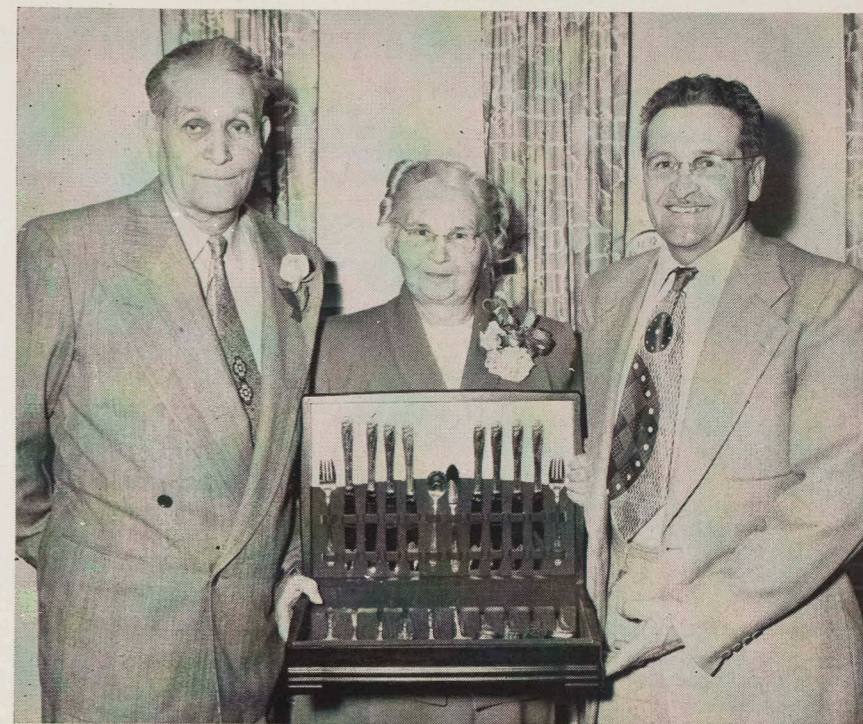


CHARLES ROSE

Born in Gilman, Ill., May 25, 1893, he came to the company in August, 1919, as a Passenger motorman on the Long Beach Line. After 20 years on this line, he transferred to freight, in which he worked for the remainder of his PE career.

Mr. Rose was an ardent Legionnaire, having been several times Vice Commander of the PE Post, of which he was a charter member.

His wife, Mrs. Bernyce Rose, wishes to express to all Mr. Rose's many friends, particularly the PE Legion Post, her thanks for their kindness and lovely floral offerings.



GOLDEN WEDDING—Upholsterer Avery Andrews (right) of Macy Garage poses with his parents, Mr. and Mrs. D. W. Andrews, on the occasion of their Golden Wedding anniversary. They were married Feb. 2, 1902. One of the many beautiful gifts they received was the set of table silver ware pictured. Avery is one of seven children in the Andrews family.

AMERICAN LEGION PE POST 321

By
**Byron P.
Heath**



WALTER HUME, Chairman of the School Awards Committee, announced that Commander W. D. Parker and A. W. Bone presented the semi-annual American Legion awards to outstanding students of Robert Louis Stevenson Junior High School in East Los Angeles, of which K. M. Smith is principal. The winners were Mary Vasquez and Don Perez, with Mary Loo and Domingo Rodriguez receiving honorable mention. The next awards will be June 20.

The Post membership now stands at 92, according to Lee Marshall, 1st Vice Commander and Membership Chairman. The two newest members are: Robert T. Burke, Army WWII veteran who is now in Birmingham Hospital; and Guy D. Dosch, Automatic Signal Maintainer, who was in the 27th Division from 1917 to 1919. Welcome.

PE Post extends deepest sympathy to the families of two of our members who passed away recently: William E. Sames, retired Mechanic, who was Commander in 1941 and Charles E. Rose, Motorman, who was quite active in Legion circles.

Six of the 14 Past Commanders of PE Post were present at the annual Post Commanders night, the first meeting in March each year, which was also the 33rd birthday of the American Legion. They were F. W. Nichols, 1944; O. R. Newhouse, 1945; A. W. Bone, 1946; B. P. Heath, 1949; J. W. Foore, 1950; and H. F. Sayles, Jr., 1951. Other Past Commanders present were: W. D. Parker, the present PE Commander, who is a Past Commander of Southeast Post; and J. A. McNaugh, present PE Service Officer and a Past Commander of Cal Hut Post.

Robert N. Anderson, Operator and 2nd Vice Commander, was reported in good condition in Santa Fe Hospital, as of March 23, following an accident on the Watts line.

Your MECCA organization contributes regularly to the Red Cross, but only you can give your blood. Community need for blood is on the increase, and the military stockpile of plasma, which will be needed desperately in case of national emergency, is almost all gone.

Vital Statistics

January 21, 1952, to March 20, 1952

DEATHS

NAME	OCCUPATION	Died	Insurance	Mortuary
Stumpp, Henry C.	Conductor	1-22-52	Yes	No
Brown, George A.	Retired Traffic Officer	1-23-52	Yes	Yes
Taylor, Tessie P.	Car Cleaner	1-24-52	Yes	Yes
Avedesian, John	Retired Laborer	1-27-52	Yes	Yes
Wood, Charles W.	Stationmaster	1-28-52	Yes	Yes
St. John, Louis E.	Retired Asst. to President	2- 4-52	Yes	Yes
Grunwald, Julius H.	Operator	2- 8-52	No**	Yes
Klapper, Lena	Car Cleaner	2- 8-52	No**	No
Robitzke, Edwin A.	Operator	2- 9-52	Yes	No
Kuderna, August	Retired Trainmaster	2-16-52	Yes	Yes
Rose, Charles E.	Operator	2- 1-52	No**	No
Miner, Fred J.	Retired Machinist	2-23-52	Yes	Yes
Crum, Peter	Conductor	2-23-52	Yes	No
Morgan, John A.	Retired Operator	2-25-52	Yes	Yes
Walker, Thomas	Retired Helper	2-27-52	Yes	Yes
Rouchleau, Felix A.	Motorman	3- 6-52	Yes	Yes
Fuqua, Charles H.	Motorman	3- 8-52	Yes	No
Turney, Maurice N.	Operator	3- 9-52	Yes	Yes
Rangel, Jose	Retired Laborer	3- 9-52	Yes	No
Hanna, Paul R.	Motorman	3-11-52	Yes	Yes
Winiger, Hattie J.	Car Cleaner	3-12-52	No**	No
Smith, Arthur D.	Retired Trainman	3-13-52	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	Died	Wife of	Department
Croteau, Mamie	2- 4-52	Thomas Croteau	Transportation
Curtiss, Ruth L.	2- 5-52	George J. Curtiss	Transportation

**Employee declined to accept Group Insurance.

President's Secretary, Shorthand Champ, Once A Spy

By Sam Akers

EXPERT KNOWLEDGE of the Greek language and wizardry at taking down shorthand catapulted Lou Pepper, Secretary to President O. A. Smith, from his part in the global fight of his own country—America—against the Axis, right into the middle of a bloody, bitter civil war in which his only defense was a flag. But then that's just part of the saga of this friendly PE employe.

His full name is Elias John Pepper, but that has been subject to some changes. He took Pepper as a name in 1943. The family appellation is really Papachristos, a merger of the clerical title and the given name of Lou's grandfather, who was a priest in the Orthodox Church in Greece. The venerable grandsire's religious titular prefix was "Papa," meaning "Reverend" or "Father," and his given name was Christos, meaning, by coincidence, "holy man." According to Greek custom, the two names were merged; hence, Papachristos, the family name taken by Lou's elders.

LEARNED GREEK AS A CHILD

In 1921, Lou was born in New York City, receiving his primary education at Public School 51. After school, he was tutored privately so that he could learn to read, write and speak Greek. This farsighted program set up by his parents helped Lou earn two assignments—one military and one civil—to the colorful Balkan Peninsula country, the cradle of culture.

SHORTHAND CHAMPION

He completed a high school commercial course in 1938, climaxing that phase of his education with a medal-winning effort in a large shorthand speed contest. Against the ablest competitors in New York and the surrounding states, he pitted his skill at taking shorthand. In turning in a perfect paper in the open competition at 120 words a minute, he not only won first place, but tied the contest record. During the same year, still prior to graduation, he was awarded the Gregg Expert Medal for passing the official speed test at 175 words a minute, which tied a national record.

His initial employment after high school was in the New York offices of the Panama Railroad. At the same time he took evening courses in court stenography at Hunter College.

ENTERS INTELLIGENCE SERVICE

On the first anniversary of the Pearl Harbor attack, he was inducted into the Army. He was first sent to AAF Administration School, Greeley,

Colorado, but before long a very official looking telegram came from The Adjutant General, Washington, D. C., ordering him to the Military Intelligence Training Center in Maryland. After a year, he was sent to Cairo, Egypt, where he got to see the near-by Sphinx and Pyramids. While on military furlough in Jerusalem, he visited the Church of the Holy Sep-



CHAMPIONSHIP FORM—Lou Pepper, Secretary to President, looks like this when he's taking shorthand at the amazing rate of 220 words a minute. He's won several championships.

ulchre, staying overnight as a guest at the Greek monastery there. Also, in the Holy City, he went to view the mosque of Omar Aly, the scene of the recent assassination of King Abdullah of Trans-Jordan.

WITH OSS IN GREECE

Then, in November, 1944, Sgt. Pepper was transferred to the OSS—the famed Office of Strategic Services. One week after the Germans left Greece, Lou was a member of the OSS mission planing into Athens. His duties were to serve as interpreter and secretary to the Chief of Mission, which was set up to work with Greek and British Intelligence.

The hellishness of the fierce internal struggle in a country already ravished and impoverished by war was witnessed by "EJP," whose undercover assignments saw him doff the uniform many times for the anonymity of civilian garb. As the ideological war between the Royalists and the Leftists was waged with acrimony unexcelled in the great conflicts in the ETO and Pacific, the Americans

were non-combatants, moving at their own risk in jeeps flying the American flag. Two of these military vehicles were hit and one OSS man killed by gunfire during the fierce fighting. The task of quelling the Greek civil war was assigned to the British Tommies, the tragic, death-dealing denouement lasting 40 days.

Two months after the cessation of a war within a war, Lou got a chance to look up some of his relatives, including an aunt and several cousins.

BOY MEETS GIRL

His favorite of many friends made in war-torn Greece was Elias Drymonas, whose mother and two sisters lived in New York. When he finally set foot in the States, GI Pepper fulfilled his promise to visit the rest of the Drymonas family. That was in December, 1945, immediately after his return from Greece. Lou was visibly impressed with one of the sisters, Vasso Drymonas, the sight of whom fanned the sparkle in his eyes into a full flame.

However, in January he was winging his way back to Greece with a mission formed by the American, British and French governments to observe the Greek elections. He helped establish the group headquarters at Patras.

MARRIED IN 1948

The mission returned in May, 1946, whereupon Lou began working for an import-export company after a summer session of schooling at Columbia. At this juncture, the visits to the Drymonas residence became more frequent. Finally, in February, 1948, Vasso and Lou were married. With this added happiness, the pair set out for California in August of that same year.

In the Southland, he worked for the Wilson Packing Co. and the Santa Fe before coming to PE in October, 1950. Lou worked in the Accounting and Passenger Traffic Departments before getting his present post.

SHORTHAND SPEED 200 WORDS A MINUTE

To regain his old speed in shorthand, Lou has been taking courses at L. A. Metropolitan Junior College. He has received certificates for exams passed at 200 and 220 words a minute, which is almost four words a second. Only a handful in the country have passed the latter exam.

Any day now, he'll be taking a refresher course in Greek. In the meantime, he'll spend his spare time playing with his son, John Steven, born in November, 1950.

SOMETHING FOR THE GIRLS



Edna Collins, Secretary to Chief Engineer F. W. Spencer, has resigned to accompany her husband to Kansas City where he has accepted a position with TWA. Happy landings, Edna!

... On the recent Railway Business Women's Association trip to Las Vegas the following PE gals were noted: Belva Dale, Joan Johnson, Clara Doll, Jessie Eaton, Margaret Tacsik, Emma Lou Berry and Grace Shreeves. . . Helen Semnacher, Secretary to Vice-President G. F. Squires, wrote a letter to the Hollywood Citizen-News defending the aims of the Liberty Belles. It was published March 14 in the Town Meeting column. Helen is a staunch supporter of the movement. . . Congratulations are in order for Charles McGee, who slipped a beautiful engagement ring on the third finger of

Jeanne Day, Secretary-Clerk in the Transportation Department. . . While working as Cashier at Ocean Park, Jean Hart, Extra Clerk, suddenly met the floor. Fortunately, nothing more than a few bruises and an injured pride resulted! . . . If you're suddenly blinded by a beaming object, it'll probably be L. A. Noble, Jr., Examiner, Personnel Department, who became a proud papa Feb. 26 when his wife, Frances, gave birth to a 7 lb. 1 oz. baby girl. She's been named Francine Lorrelle and poor papa is now making formulas and walking the floor! . . . Since Frances Hudock, Steno-Clerk, in the Public Relations Department, joined the Shell Oil Bowling League, her team has jumped into second place. Some team in the PE league is missing a good bet! . . . There's a new addition at Charmaine Gauthier's house (Secretary-Clerk, Transportation Department). It's a dachshund pup! . . . Marion Siedhoff, Clerk in the Transportation Department, is taking a 90-day leave of absence to marry John S. Blakely of the Security Storage and Van Co. of New Orleans, La. Marion leaves April 15 to be married in New Orleans April 19.

SEND IN your favorite recipes and home-making hints. This page is cryin' for 'em!



MARGIE MCGUIRE, left, Steno-Clerk, Disbursements Bureau, as photographed by the Los Angeles Times when she attended a Catholic Youth Rally March 9 at Immaculate Heart High School, where problems of juvenile delinquency, in which she is interested, were discussed. Margie is Religious Chairman, Catholic Youth Organization. Others in photo, left to right, are Rev. John T. Languille, Assistant Director; Donal O'Sullivan, District President; Police Chief William H. Parker, chief speaker; and Dee Celaya, Publicity Chairman. (Photo used by permission of the Times.)

Steno Aids The Less Fortunate

HER CONVICTION that those less fortunate than herself need the help and encouragement of others in order to gain or regain their standings as useful members of society has led Margie McGuire, Steno-Clerk in Disbursements Accounts, to work untiringly in her spare time in an effort to bring some happiness to starved lives.

Right now she's concerned with getting 50 men to go with her to dance and talk with women of the neuropsychiatric division of the Veterans Hospital at Sawtelle. This is a program she has herself conceived for every third Wednesday of the month, and requires considerable telephone work on her part. During the party, Margie prepares refreshments for all.

Miss McGuire became interested in welfare work through the Catholic Youth Organization, to which she has belonged since 1949. She serves as Religious Chairman for her district, which is composed of 16 parish youth groups; and is also President of her parish club.

Her first major contact with welfare work came when she helped her club give a Christmas party for boys of the 7-11 age group at Juvenile Hall—children who are not necessarily juvenile delinquents, but who often come to the Hall as the result

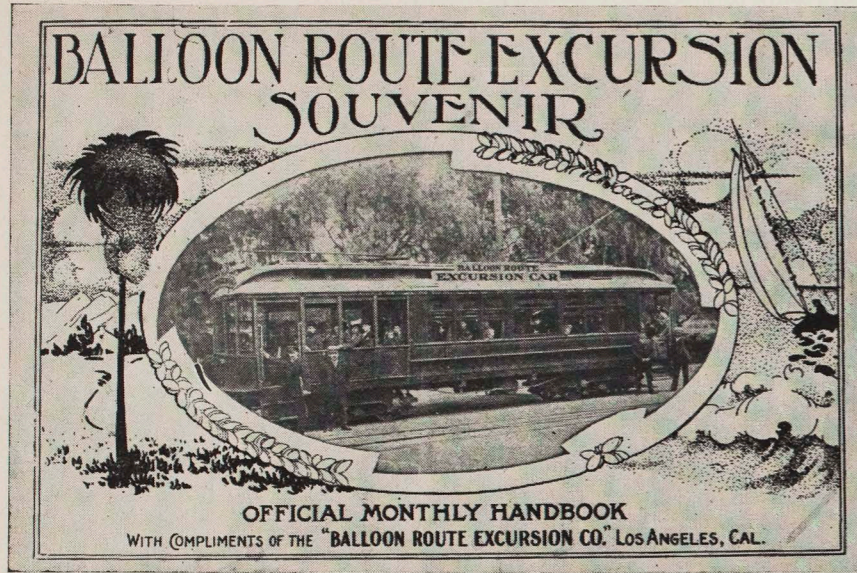
of broken homes. She found herself rewarded many times over in the gratitude and happiness shown by the boys.

Last summer she worked with the Matt Talbot Canteen to rehabilitate men on Skid Row, where she did clerical work, wielded a paint brush, and talked to many down-and-outers, including a former European concert violinist, an alcoholic who had originally planned to write a book on alcoholism until he fell victim of drink, and a former prominent lawyer—to mention but a few.

Her first activity at Sawtelle came about a year ago when she persuaded a group of girls to go with her to the neuropsychiatric division to dance and talk with the male mental patients. She continues this once each month, in addition to carrying on the project for male entertainment of the women patients.

In all of these undertakings, Margie contributes freely from her own earnings as Steno-Clerk—not merely as evidence of her good faith but because she wants to help in every way she can.

"Too many people who have good jobs and nice homes are content to leave the problems of the less fortunate to somebody else," declares Margie with a certain flash in her blue eyes.

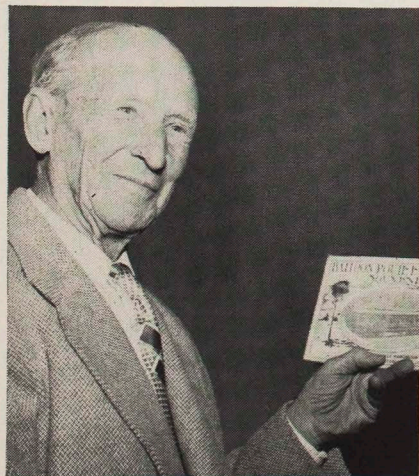


COVER of 44-page souvenir booklet, profusely illustrated with scenes along the lines, given sightseers on the Balloon Route. Booklet also advertised Pierce's tours to San Diego via steamer, to San Bernardino via the Salt Lake Route, and an evening tour through Chinatown, Los Angeles. Even then (1907) real estate ads in the booklet urged readers to "buy for profit," especially in southwest areas served by the Los Angeles-Pacific RR.

Former Owner of Balloon Route, C. M. Pierce, Tells History

"A \$10 TRIP FOR A DOLLAR." That was the slogan when C. M. Pierce started the famous Balloon Route Excursion over the Los Angeles-Pacific lines on the day before Thanksgiving back in 1904. It was 101 miles of sightseeing for 100 cents.

Mr. Pierce, now in his 86th year, was reminiscing in his workshop out on Screenland Drive in Burbank. Before he began his story, he gave his interviewer a glimpse of his present-day activities.



STILL HALE AND HEARTY—C. M. Pierce, former owner of the Balloon Route Trolley Trips, as he looks today in his 86th year.

"Feel that leg," he said, as, with legs waving in air, he lay on his back on a special health exercise board he's been manufacturing in quantity.

The leg was hard and well-shaped as a young man's.

Forty years ago, Mr. Pierce had to resign his managership of the Balloon Route trips for PE, because his doctors despaired of his life. Finally one doctor told him that exercising with his head lower than his feet might save him. He tried it, and soon began to improve. Sixteen years ago, vigorous in mind and body as most men half his age, he decided to improve the world's health—and perhaps make some money—by manufacturing his health board. With all the enthusiasm in the world, that what he's doing, as he volubly told this interviewer in rapid-fire language.

His present mission in life temporarily out of his system, he went back to the old Balloon Route.

"I gave the LAP \$1500 to rent General M. H. Sherman's private rail parlor car for 100 trips back in 1904, expecting that that would be the end of it. The first trip was the day before Thanksgiving. But the trips proved so popular I continued. I had to lease several cars a day, sometimes 12 to 18, to take care of the crowds.

"No, I wasn't an employe of the company. I owned the Balloon Route Excursion from 1904 to 1911 and built up a staff of 25 employes to help me. After the 1911 consolidation, the company, instead of leasing the cars to me, offered me a salaried job as manager of the excursion. I accepted, and continued the trips for another year. Then my health failed, and I resigned."

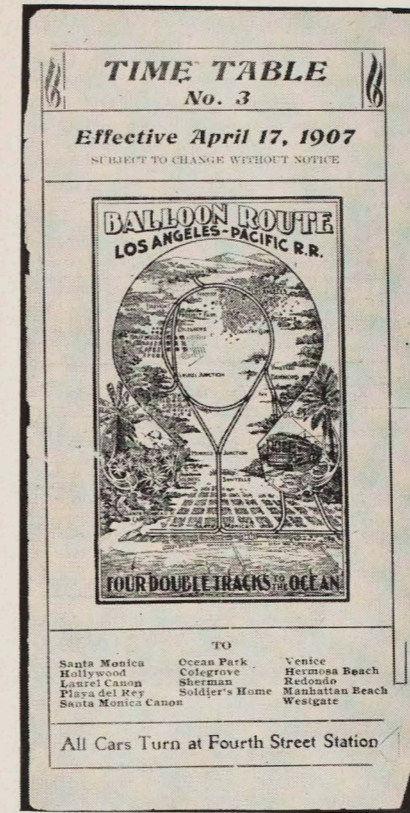
"The Balloon Route Excursion ran seven days a week. Every morning I loaded the waiting crowd of sightseers on the cars at Fourth St., between Broadway and Hill. The last car usually left at 9:40. We went out Spring St. to Sunset, and out Sunset to the first stop at Paul de Longpre's Art Gallery—a private gallery. I paid Mr. de Longpre to permit my excursionists to see his collection. This was the most popular visit of the tour.

"Then we boarded the car again and went out through the bean fields around Morocco—now Beverly Hills—to the National Soldiers' Home at Sawtelle, where a photographer was waiting to take a picture of the group of visitors. He would make as many as 200 prints and sell them on the car before the end of the trip.

"After a visit at the Soldier's Home we continued to the Camera Obscura in Santa Monica. I was instrumental in inducing the City of Santa Monica to build the camera, which is still in use. It reflects a picture of nearby seascapes, lawns, streets, flowers, etc.—whatever the lens is turned toward—on a table.



WHEW!—Winner of bathing beauty contest in later years of the Balloon Route and the Redondo Picnic. Such contests began about 1915, according to H. O. Marler, a one-time judge. This photo came from Passenger Traffic files.



COVER of complete timetable of Los Angeles-Pacific RR. Trains ran from Los Angeles to Santa Monica via Sawtelle every 30 minutes between 6:05 a.m. and 1:15 a.m., and between the same points via Palms every 10 to 15 minutes. Large dogs were charged full fare and couldn't have seat; small dogs rode free.

"The next stop was at Ocean Park for a free ride on the Roller Coaster, and after that to Playa del Rey for lunch at my restaurant, Pierce's Playa del Rey. Here passengers paid 50c for a fine seafood or steak dinner. The restaurant was on the ground floor of the building, and upstairs I had what was then the largest roller skating rink in California. In front of the restaurant was a lagoon on which I kept 26 rowboats. Later the building burned down.

"The last leg of the outbound trip was a beautiful ride back along the ocean from Playa del Rey to Redondo. A favorite stop just north of Redondo was at Moonstone Beach, where passengers could get out and pick up moonstones and agates from the sand near the water. On the way back, we stopped at Venice for a 20-minute walk along the amusement pier, and then returned to Los Angeles by way of Vineyard and Rosedale. People could get off anywhere they wished.

"I never had a kick from anyone, and nobody ever called me a liar because I said it was a \$10 trip for \$1. In fact, one fellow I remember went on 22 trips, he was so enthusiastic



REDONDO PAVILION AND DANCE HALL, one of the popular stops on the Balloon Route. Note the styles! The Redondo Plunge was in the building at extreme left. All were owned by the Los Angeles and Redondo RR, and were taken over by PE at the 1911 consolidation.

about the tour. I finally gave him a free life pass."

At the same time he was running the Balloon Route Excursion, Mr. Pierce was also running similar sightseeing trips in San Diego and San Francisco.

"All told, I carried in all three cities over a million people during the life of my tours," he said.

Having volunteered all this information, Mr. Pierce went back to his favorite subject of horizontal living.

"Keep your head lower than your feet," he advised, "and you'll live longer, enjoy better health, and preserve your beauty."

Commenting on the above story, Passenger Traffic Manager H. O. Marler supplemented it with considerable additional information.

"After Mr. Pierce resigned," he said, examining some old leather-bound personnel records of the Passenger Traffic Department, "W. M. Dempster, in December, 1912, was made Manager of Excursions, including the Balloon Route, the Old Mission Trolley Trip, the Triangle Trolley Trip, and the Orange Empire Trolley Trip. He stayed for several years, and then, while I was Traveling Passenger Agent—I don't find

(Continued on Page 30)



BALLOON TRIP EXCURSIONISTS, 1906, at the National Soldiers' Home, where Photographer Charles E. McCarthy was always waiting with his camera. C. M. Pierce, in uniform cap, stands in center, with his wife at his left, and their two small daughters in front. Photos like this were mounted and ready for sale before passengers ended their trip.

Balloon Route

(Continued from Page 29)

a record of the exact date—I took over his duties in addition to my others—with no increase in salary, either!

“Shortly before Mr. Pierce left, the trips were shifted from the old Fourth St. Station to Sixth and Main. They continued until the early 20’s, when, with the increase in automobiles and the start of motor coach operations, the traffic fell off to a point where further scheduling of the tours could not be justified. With the exception of the Mt. Lowe trip, the Orange Empire Trip was the last to be discontinued—somewhere about 1926. The Balloon Route tour, however, was the most popular of all the trolley trips.

“I see,” continued Mr. Marler, “that Mr. Pierce mentions leasing cars from the LAP, at the rate of \$15 a trip. One reason for renting the cars so cheaply was that many tourists were coming out, and the company hoped that by taking the Balloon trip many would be induced to settle here and ride the trolleys.

“Incidentally,” added the Passenger Traffic Manager, “each passenger on the Balloon Route Excursion received a celluloid lapel button on which was a balloon outlining the route. This was for identification purposes, to insure that only paying passengers got on at the numerous stops.”

PE Building Employee To Present Quartets In Apr. 27 Contest

LOVER JONES, PE Building employe, is promoting a contest of religious quartet singing at the Page Evangelist Temple, 605 E. 8th St., Los Angeles, on April 27. Real gospel and jubilee singing by five leading quartets in California. Program starts at 8:45 p.m. Everyone is invited.

There is no admission charge; a free will offering will be taken.

Lover (that’s his real name) has been with the PE since January. He came here from New York City, where for 12 years, throughout the East, he put in full time promoting religious quartet singing. He himself is not a singer, but his love of music, combined with promotional ability,



“THANKS FOR GIVING”—This pretty little miss paused long enough during playtime at one of the Community Chest day nurseries to pay a smiling tribute to you who cared enough to give enough. Because you gave, the 160 Red Feather service, which include child care, family services, medical care, youth services, and USO, will be able to continue their important work during the coming year. Thanks for giving to your Community Chest.

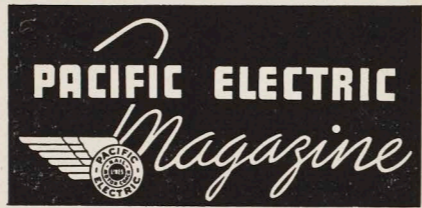
led him into contest and program work with religious quartets. At least one of his programs was given at Carnegie Hall.

He promises an evening of interesting and excellent entertainment.

Pacific Electric Club Bulletin

- AGENTS ASSOCIATION:**
Monthly Meeting, third Thursday of month—7:30 p.m.
Annual Banquet & Golden Jubilee Anniversary Thursday, April 24, at 6:30 p.m. in Alexandria Hotel Ball Room.
- 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:**
1952 Spring Golf Tournament at Santa Anita Golf Course—Starting time 8:00 to 9:00 a.m. April 5, 12, 19 and 26. Those interested in entering forthcoming tournaments are urged to submit score cards on private courses to the PE Club for the purpose of establishing handicaps.
- MASONIC CLUB:**
Monthly meeting held at 7:30 p.m. the third Wednesday of the month in Assembly Room of the PE Club. Refreshments after meeting. APRIL Meeting will be held at 7:30 p.m. Wednesday, April 30.

- 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. All male employes invited to participate. Annual Ladies’ Night May 21, 1952.
- VETERANS OF FOREIGN WARS POST:**
Semi-monthly meeting held at 8:30 p.m. in the Assembly Room of the PE Club the first and third Tuesdays of the month.
- WOMEN’S CLUB:**
Afternoon Card Party held at 1:00 p.m. the first and third Thursdays of the month in Ladies’ Lounge—Bridge and 500—Prizes to winners.
Afternoon Business Meeting & Program—1:00 p.m. on second Thursday of month.
Fourth Thursday open for social gatherings; place to be announced at second Thursday meeting.



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ASSISTANTS
Sam M. Akers.....Special Assignments
A. L. Bristow and Ralph P. Murphy.....System Garages
John S. Burton.....You Be Earnest and I’ll Be Frank (West Hollywood Terminal)
Louise Byrd.....Hospital Association
Milton R. Clark.....Mechanical Dept., Western District
Mervin J. Davidson.....Masonic Club
Jack DeLaney.....Long Beach Freight Station
Ruby Gallacher.....Women’s Club
Byron P. Heath.....Post 321, American Legion
Anna Rose Herring.....Special Assignments
Charles P. Hill.....Bowling News
Walter G. McBain.....Motor Transit District
Frank J. Oriva.....Senior Employees Fellowship
Charles L. Robbins.....Ocean Park Terminal
Arlie Skelton.....Rod and Gun Club
Suzanne M. J. Smith.....Los Angeles Terminal Freight Station
Louis N. Velzy.....South Passenger District
Marge Zimmer.....Accounting Department

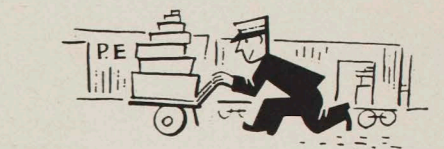
PHOTOGRAPHY
Harley B. Talbot
Al Rommel

Copy deadline for the June issue will be May 19.

VITAL STATISTICS ABOUT YOUR COMPANY



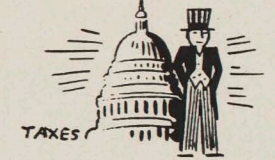
REVENUE



	Two Months Ended Feb. 28, 1951	Two Months Ended Feb. 29, 1952
PASSENGER OPERATIONS	\$ 2,579,903	\$ 2,630,216
FREIGHT OPERATIONS	1,993,592	1,886,315
OTHER OPERATING INCOME (Mail, express, P.E. Bldg., car-card advertising, etc.)	384,439	364,228
NON-OPERATING (Rentals, royalties, etc.)	102,137	109,894
TOTAL INCOME	\$ 5,060,071	\$ 4,990,653



EXPENSES



	Two Months Ended Feb. 28, 1951	Two Months Ended Feb. 29, 1952
PAYROLL	\$ 3,031,964	\$ 3,238,934
EMPLOYEE BENEFITS (Pensions, retirement tax, employment insurance, etc.)	189,280	185,098
MATERIALS (Rails, ties, fastenings, bus parts, fuel, office supplies, etc.)	490,077	531,424
TAXES (Federal, State, Municipal)	192,777	189,228
ACCIDENT CLAIMS	243,218	245,190
OTHER COSTS (Interest on bonded debt, rentals, electric power, depreciation, public relations, advertising, etc.)	1,022,882	924,473
TOTAL OUTLAY	\$ 5,170,198	\$ 5,314,347

NET LOSS



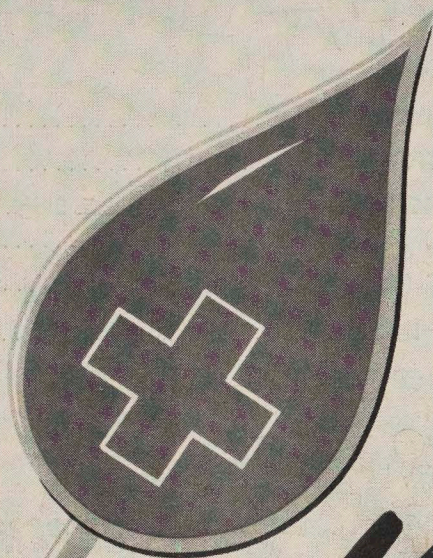
	Two Months Ended Feb. 28, 1951	Two Months Ended Feb. 29, 1952
NET LOSS	\$ 110,127	\$ 323,694

GENERAL INFORMATION

	Two Months Ended Feb. 28, 1951	Two Months Ended Feb. 29, 1952
NEW AND IMPROVED FACILITIES, EQUIPMENT	\$ 119,346	\$ 155,769
TOTAL NUMBER OF EMPLOYEES	4,936	4,600
REVENUE PASSENGERS CARRIED	14,125,105	13,211,998

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