



CONGRATULATIONS are extended by retiring General Supt. C. H. Belt, left, to F. A. Nixon, 72-year-old father of Senator Nixon, on the latter's nomination to the Vice-Presidency of the U. S. The elder Nixon was a PE Motorman on the Whittier Line in 1907-08, when Mr. Belt was Dispatcher.

PACIFIC ELECTRIC Magazine

AUGUST, 1952

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August, 1952

YOUR VOTE... MAY CHANGE HISTORY

FELLOW EMPLOYES:

Did you and your family vote in the primary election?



O. A. SMITH

A single vote has sometimes turned the tide of American history. In one of his recent columns entitled "Looking Ahead," President George Benson of Harding College tells of a miller who, on election day in DeKalb County in 1844, had so much work to do that he decided not to bother about voting. However, friends met him on the way to his mill and persuaded him to cast his ballot. His single vote placed in office a candidate for the Indiana legislature who later cast the deciding vote that sent E. A. Hannegan to the U. S. Senate.

When the question came up in the Senate of statehood for Texas, Senator Hannegan, acting as presiding officer, cast the deciding vote that admitted Texas to the Union.

In the 1948 Presidential election, one single vote in each of Ohio's precincts could have thrown that state's electoral vote against the ultimately successful Presidential candidate, and might have changed the course of state, national, and world events. In California the voting was almost as close.

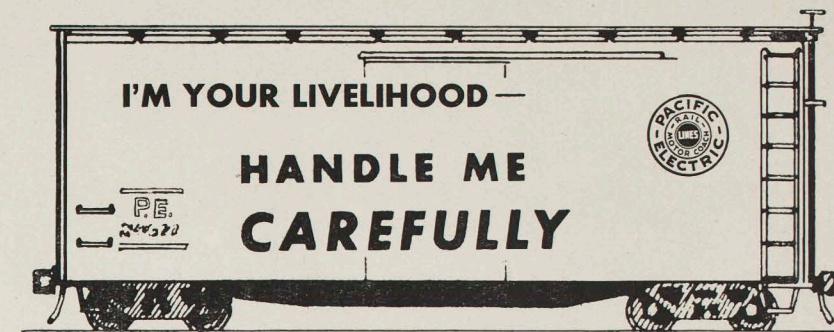
Thus, the single vote of a Pacific Electric employe may turn the tide of history. I urge each of you to vote Nov. 4 for the candidates you deem best qualified. It's the American way.

August, 1952

PACIFIC ELECTRIC MAGAZINE

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The Freight Protection Department Says:



"COUPLINGS IN EXCESS OF 4 MPH MAY DAMAGE CARS AND CONTENTS"

AS A MAJOR STEP toward reducing damage claims, a new Freight Protection Department, with E. F. Harrison as Supervisor, was established under the jurisdiction of the General Manager's Office on April 1.

The new department was the result of a recommendation by the Labor-Management Council for a stronger program of freight claim prevention.

The work of the department, as stated in the February issue, is to conduct an educational campaign for more careful switching and car handling among operating personnel, and to advise shippers as to better methods of packaging, loading and bracing shipments in rail cars.

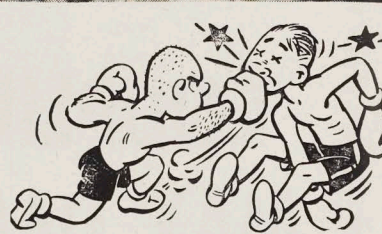
Beginning at Butte St. Yard on April 21, Supervisor Harrison has been conducting, for the benefit of

freight personnel at all yards, experimental tests of impacts between cars by the use of an impact recorder, in order to demonstrate proper car-handling speeds.

Resembling a portable sewing machine, the recorder is placed in a car, and automatically records on a tape the intensity of impact when cars come together. At Butte St., a car of scrap metal was tied down, and

MAKING TEST COUPLING, using an empty box car with impact recorder (circled) nailed to car floor. After each coupling, the recorder is opened and the chart, recorded on paper by mechanical pen, is read. Crews usually found that speeds were more by good deal than 4 mph.

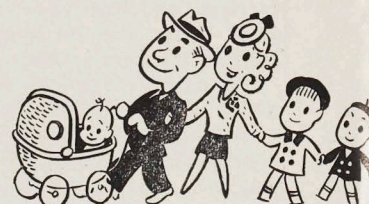




KNOCK-OUT PUNCH



BABY BUGGY DRAG



August, 1952

FREIGHT PROTECTION

various crews were instructed to take an empty box car containing the impact recorder and couple it to the car of scrap metal. It was first explained to the men that coupling at a speed of more than four miles an hour is considered excessive.

Results, according to Mr. Harrison, were surprising as well as highly interesting to the crews. Tests at Butte St. showed:

- 2 couplings at 5 mph
- 1 coupling at 6 mph
- 1 coupling at 6½ mph
- 1 coupling at 7 mph
- 1 coupling at 7½ mph

Any one of them would probably have caused damage, explained the Supervisor, to a car loaded with various types of merchandise.

TESTS INTEREST OPERATORS

Comments from Switchmen were various. Some felt that the program should have been installed a long time ago. Others expressed the opinion that there are times when switching operations could not be kept up to schedule at Butte St. if the four mph speed at time of coupling should be adhered to, especially where some 1800 cars a day are handled in a relatively small yard.

Mr. Harrison pointed out that couplings made at speeds exceeding four mph often cause load shifting to such a degree that cars must be sent to our rip track for restowing of the shipment, which is frequently damaged by the load shift. Overspeed impact often damages the cars themselves to an extent requiring repairs before the cars leave the yard. Serious transportation delays as well as expense to the railroad often result from the need to restow shipments or repair damaged cars.

"We have nothing to sell our shippers but service," he added, "and everyone connected with the handling of the shipments should take a personal pride in the protection of our customers' property. In so doing, we retain the business we already have, and in addition, create good will with the shipping public which will definitely result in the securing of additional business. In order to obtain these results, coupling speeds must not exceed 4 miles per hour."

PROGRAM CONTINUOUS

The program of Operator training is continuous, and will be carried out on appointed dates at all yards on the system. As soon as all yards have been covered, the rotation will begin again. On the subject of careful switching, motion pictures developed



INSIDE DOPE on the impact recorder is explained to Graham Yard crew by Freight Protection Supervisor E. F. Harrison. Left to right are L. D. Belote, J. C. Evans, S. G. Harper, K. L. Curtis, Mr. Harrison, and W. W. Braley (Yardmaster). Basic principle of the gadget is the same as that of the seismograph, which measures earthquake intensity. It's practically foolproof.

by various national carriers been and will continue to be shown at all yards from time to time.

During the two weeks beginning July 14, Mr. Harrison, in company with Robert L. Lisle of the Association of American Railroads, visited all yards in the Conference Coach, showing slides demonstrating improper handling of cars containing explosives and dangerous commodities. Lectures stressing the importance of compliance with tariff provisions concerning such commodities were given by Mr. Lisle during the showing of the slides.

The program of advising shippers is based upon specific instances where damage is reported several times to loads from the same point of origin. In such cases, Mr. Harrison will ask the shipper to permit him to be on hand when a car is loaded, in order to watch the methods used and suggest changes where improvements seem warranted.

Mr. Harrison further stated that freight claim prevention is an important part of a Freight Agent's duties. "It is the Freight Agent's responsibility to know that shippers in his territory are properly loading

CAMERA CLASS for L. A. Terminal Freight Station men is held by Photographer H. B. Talbott, of the Duplicating Bureau, who holds small flash camera of the type distributed by Supervisor Harrison to agency forces for on-the-spot photos of freight damage. Mr. Talbott showed what the camera can and can't do, and how to get good negatives. Standing in corner are Terminal Freight Agent L. M. Duke (right) and his assistant, P. B. Durant. This was only one of several such classes conducted by Mr. Talbott at various times for agency forces.



FREIGHT PROTECTION

and bracing their shipments in accordance with recommended practices. He should render shippers every possible aid in their loading and shipping problems," said the Supervisor, "and if he needs special assistance with any particular shipping problem, he should contact my office at once.

"I have yet to find a shipper who resents constructive criticism as to his shipping problems," says Mr. Harrison.

CAMERA CLASSES

As another facet of freight protection work, agency forces are being instructed by Photographer H. B. Talbott in the proper use of cameras and flash equipment, so that photos may be taken of damage. Six small cameras purchased for the use of industry clerks have been placed at the Los Angeles Terminal Freight Station, Wingfoot, Hollywood, Long Beach, and San Bernardino.

PROGRAM IMPROVES PUBLIC RELATIONS

That the freight protection program has strong public relations value is illustrated by the following story:

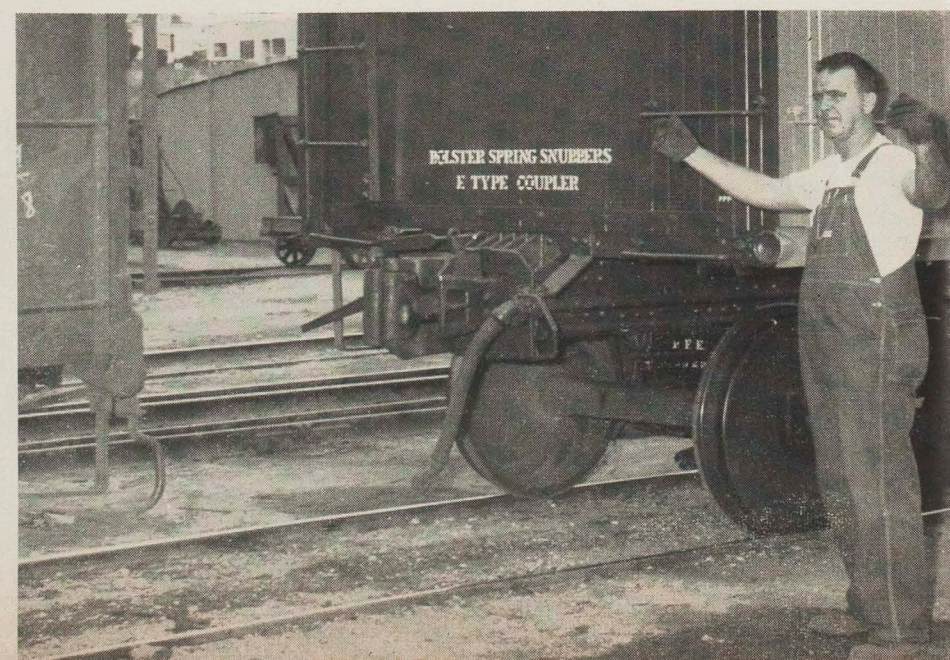
A consignee firm which has for some time been receiving goods via PE from a large shipper on SD & AE lines refused any longer to purchase a certain commodity from that shipper, on the ground that too many shipments were damaged, and that as a result the process of unloading required an excessive amount of time and care.

Aware of the new Freight Protection Department, a representative of the shipper called Mr. Harrison, asking him to explain the new freight protection program to the consignee in the hope that the account might be preserved. Mr. Harrison immediately visited the consignee, told the story of the new department, and suggested one more trial shipment. If it should arrive damaged, the account would be closed; if it should arrive intact, orders would continue.

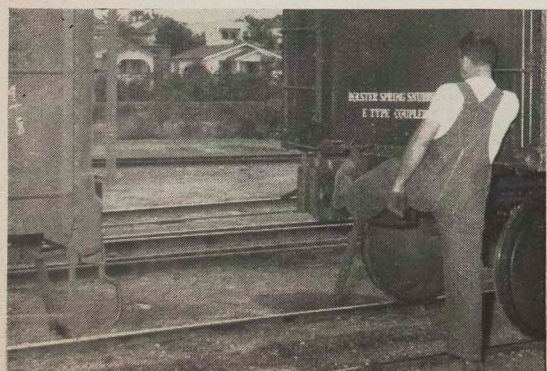
An impact recorder was placed in the car at the point of origin. Four days later the car arrived at its destination without damage. Furthermore, the impact recorder showed no excessive impact.

As a result, "the shipper, the consignee, and PE were all happy," said Mr. Harrison, "the relations of Pacific Electric with both firms were strengthened, and PE still derives substantial revenue from the account."

SMOOTH COUPLINGS are the result of clear, distinct hand signals given from a safe position as illustrated by North Conductor G. R. Brown. They help keep couplings inside 4 mph limit.



BEWARE! DANGER!—Never use foot or hand to adjust drawbar, lock, or lockpin while cars or engines are in motion or about to come together. Freight Conductor G. R. Brown poses to show violation of Safety Rule No. 2027.



AAR BUREAU OF EXPLOSIVES Questionnaire For Freight Personnel

Answer "True" or "False"
(See correct answers on page 24)

- "Dangerous" placards are required when 1,000 or fewer blasting caps are handled in a car.....
- When party unloading dangerous articles from car fails to remove placards, it then becomes responsibility of Yardmaster to see that they are removed.....
- Explosives must be forwarded within 48 hours.....
- During switching operations, cars of explosives may be handled next to diesel or electric locomotives.....
- If a car of explosives is picked up at an intermediate point between terminals, notice regarding that car of explosives need not be issued.....
- Cars placarded "Poison Gas" shall not be cut off while in motion.....
- Tank cars placarded "Dangerous" must be 6 cars from occupied caboose.....
- A loaded tank car bearing "Dangerous" placards may be handled next to a loaded flat car provided the load will not shift.....
- It is not necessary to make a record of seal changes on cars of explosives if Yard Clerk makes a thorough seal check before trains leave the yard.....
- Accidents and serious violations must be promptly reported to the Bureau of Explosives.....

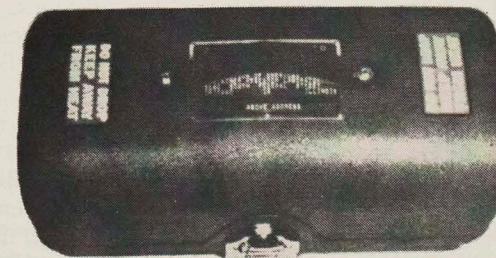
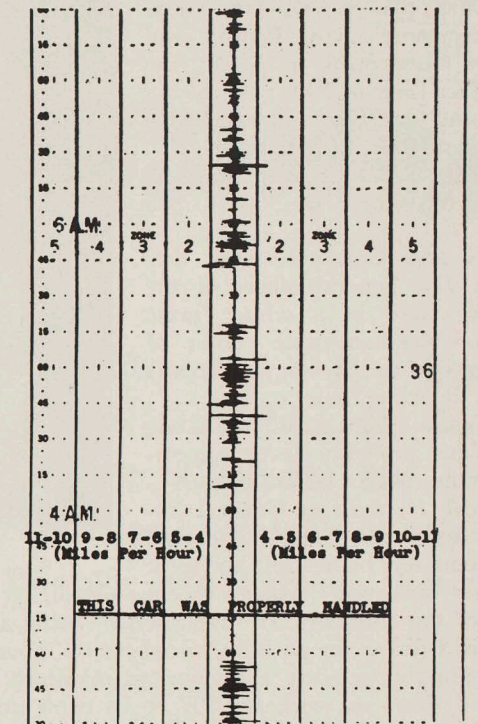
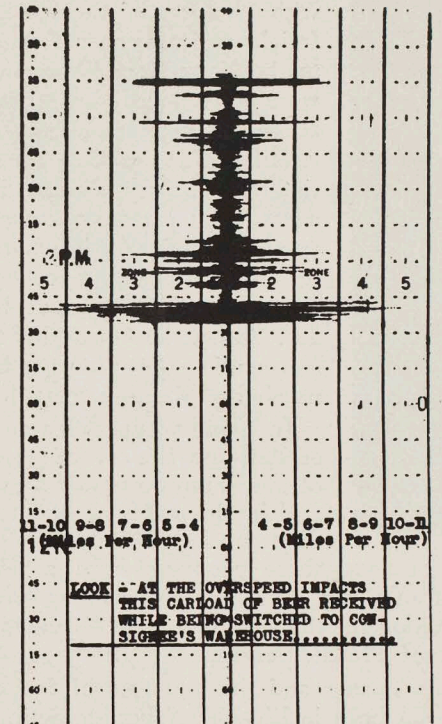
How Do YOU Handle Cars?

LIKE THIS

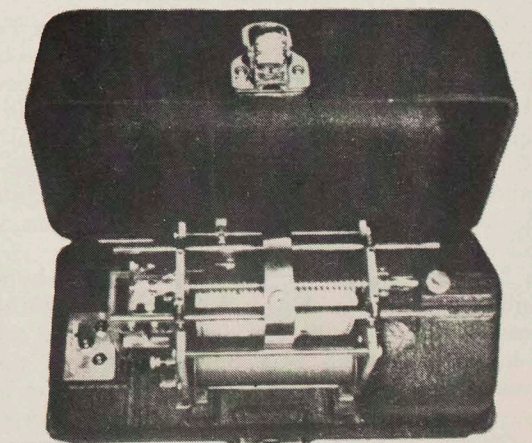


or

LIKE THIS



RECORDER USED TO MEASURE IMPACT



It takes GOOD JUDGMENT to be a GOOD SWITCHMAN
REMEMBER: handle FREIGHT WITH CARE . . . everywhere!

FAREWELL SALUTE TO COLONEL BELT

(Twelfth in a series of interviews with PE Executives)

THE MAN who has seen more Pacific Electric history in the making than any other active employe is going to retire Sept. 1, after 49 years of PE railroading.

When he was hired by Vice President *Epes Randolph* on June 13, 1903, as a Conductor-Motorman on the Southern Division, the Long Beach Line (sole line on the South) and the Pasadena Short Line had been open not quite a year. He saw the Monrovia Line open in 1903; the Glendale, Newport, San Pedro, and Whittier lines open in 1904; the Santa Ana Line in 1905; the Sierra Madre and Oak Knoll lines in 1906; the Covina Line in 1907; the San Bernardino Line in 1914, and has seen all the other lines open since then.

Watts and Compton were tiny villages. The general offices of the company were in a white frame house on the southwest corner of Sixth and Main Streets, where the Central Building now stands.

His fellow-trainmen on the Long Beach Line probably never suspected—any more than he did himself—that *Carle H. Belt*, as General Superintendent of Freight Service, would some day be heading the most

important operation (from a revenue-producing standpoint) of the company. He had tired of being a Whittier oilfield driller, in an industry where the hours were from midnight to noon and noon to midnight. So he quit, and came to work for PE at 18 cents an hour, a lad just short of 20, and has continuously served under all five Presidents of the company.

It wasn't long before he had broken in as Freight Conductor and Freight Motorman, and began to broaden his knowledge of rail operation. He became Dispatcher in 1905, South Trainmaster in 1910, and went on up the line from there. He had been Trainmaster on all districts, and Assistant Superintendent on the Eastern and Northern Districts, before he was appointed, in 1933, Superintendent of System Rail Operations, which included both passenger and freight service.

In 1941 his railroad career was interrupted by a tour of military duty with the U. S. Army. In 1920 he had entered service with the National Guard as a captain, and had kept up his National Guard work through the years. Hence, when World War II activities began, he was made a staff officer of the 40th Division at San Luis Obispo. A year later he was given command of Camp Cooke and promoted to colonel. Here he remained until, having reached the age limit specified by military regulations, he was retired with the rank of colonel, U.S.A., in December, 1943. His command, totaling 43,000 soldiers and civilians, presented

him on that occasion with a fine commemorative plaque which he still treasures.

Returning to civilian life, he became Superintendent of Instruction and Safety at the most difficult period in Pacific Electric's — or any other railroad's — history. Freight and passenger traffic reached unprecedented heights as war industry mushroomed and population in Southern California zoomed with the influx of war workers. More freight and passenger Trainmen had to be found, and practically all were green recruits, who had to be taught all the fundamentals of railroading. The work of the Instruction and Safety Bureau increased accordingly. Urgent calls were issued to patriotic citizens in whatever line of work to act as collectors on Saturdays, Sundays, and holidays; and instruction periods, normally two weeks, were shortened as the number of classes increased.

In 1946 Colonel Belt was appointed Assistant General Superintendent of the Transportation Department, and in this capacity had to meet a different set of problems—this time those resulting from a decline in postwar traffic. On Nov. 1, 1948, he was appointed to the position in which he will retire—General Superintendent of Freight Service.

Son of a farmer and the youngest of five children, Mr. Belt was born in Lincoln, Nebraska, Sept. 6, 1883, and acquired a high school and college education in that locality. His father sold the farm in 1893 and brought the family to California, where he purchased a farm at La Habra. But the mother became homesick, and accordingly the family returned to Lincoln in 1898. When she was cured of her homesickness, the family again came to La Habra, and Carle started to work for the Home Oil Co. in its Whittier oilfield.

A year after he started with PE he married, and has reared a family of four daughters and one son, all of whom he has put through college. Since 1926 the Belts have lived in San Marino, and the retiring General Superintendent plans to continue to enjoy life there and indulge himself in some golfing, fishing and traveling.

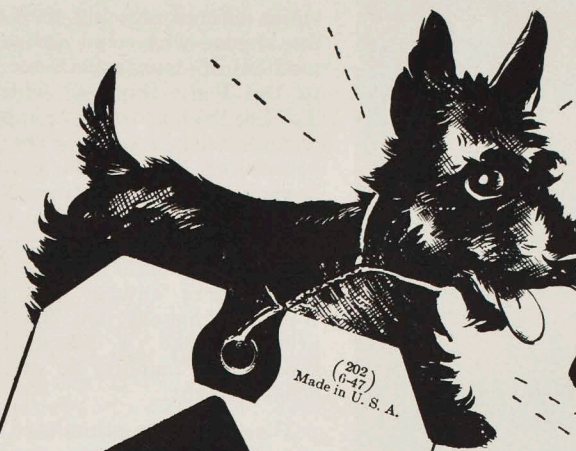
The Colonel doesn't look nor act like a man who'll see 70 in just a year. Something of the Army shows in his erect bearing and his look of one accustomed to command.

Pacific Electric employes salute the oldest man on the merged seniority roster, and wish him many happy years of retirement.



CARLE H. BELT

Next Issue: E. A. Stevens, General Supt., Motive Power



"BE NICE TO ROVER, MR. EXPRESSMAN"



Please attach this tag securely to each piece of baggage. Show full name and local address of both consignee and shipper. Place your name and permanent address inside each piece of baggage. Money, Jewelry, Silverware, Precious Stones, Jewelry, should not be inclosed in baggage. They should be shipped separately and a special department is provided for forwarding such articles.

The Wholly Railroad-Owned Railway Express Agency Puts Money in Our Pockets; So It's in Our Interest to Help Eliminate the Unfair Parcel Post Competition, Which Is Cutting More and More Deeply into Express Revenues

It will erect and dismantle exhibits. It will release racing pigeons, etc., at designated times.

It will cooperate with producers in creating market outlets.

Its coordinated nation-wide rail-truck-air-water service eliminates need for shippers to select carriers to handle a shipment to its destination.

It will handle almost anything of any size and weight it can get into a rail car; reconsign a shipment while in transit; accept shipments with charges prepaid, charges collect, or charges paid in part with balance collect; accept any number of pieces under one C.O.D. charge; deliver C.O.D. shipments on trial; etc.

EXPRESS SHOULD INTEREST US

Llamas, baby chix, horses, celery growers, and airplane manufacturers have reasons for being interested in the Railway Express Agency because they use it; but why should the Agency be of interest to PE employes?

For a still better reason: Employes profit by it, because the company profits by it. Gross express revenue

for PE is around a quarter of a million dollars a year. Here are the figures since 1948:

PE REVENUE FROM RAILWAY EXPRESS AGENCY

Year	Amount
1948	\$295,044.99
1949	237,442.25
1950	229,452.33
1951	230,182.00

Furthermore, 12 PE Agents make a commission from business they handle for the Railway Express Agency. The 12 agencies include El Segundo, Gardena, Torrance, Garden Grove, Covina, San Dimas, LaVerne, Claremont, Alta Loma, Etiwanda, Fontana, and Azusa.

RAILROADS OWN EXPRESS AGENCY

The Railway Express Agency, Inc., is a nation-wide organization owned strictly by the American railroads. It is divided up into regions, roughly corresponding to the nation's time zones. Pacific Electric and the major Western railroads participate in the total revenues of the Mountain Pacific Region, on the basis of the amount of



READY TO LOAD into a PE box motor is this Railway Express Agency truck full of LCL freight at 8th Street Yard. At left is Fred W. Nichols, Assistant Trainmaster in charge of box motor operations. Others are REA men. Standing in car is John Dughi, Express Handler. On ground are, from left, William Oyler, Express Handler, and Max Myer, Truck Driver.

service rendered the Agency. This service is determined by the amount of space and mileage devoted to carrying railway express, plus extra service rendered.

To explain extra service, let's talk about race horses as an example. When PE handles horses from Santa Anita, a locomotive and a crew have to be sent out to get them. The loaded cars are then brought to State St. Yard, where they are transferred to SP or UP for shipment, say, to Chicago. PE shares in the basic, or through, revenue, and, in addition, receives extra revenue for the special handling of less than five cars in one move.

FRED NICHOLS HANDLES EXPRESS FOR PE

Fred W. Nichols, Assistant Trainmaster in charge of box motor operations, can tell you all about Railway Express, because he handles the operational side of it for PE. Heaviest routes are from Los Angeles to Hollywood, Los Angeles and Santa Monica, and Los Angeles to Long Beach. Busses don't carry express except in unusual circumstances.

Considerable amounts of war goods are shipped by express, some of them valued at enormous sums. To Mr. Nichols, the most aggravating shipments are airplane wings, which take up vast amounts of space but weigh so comparatively little that revenue is small. About the only animal he

can't remember seeing shipped by express is an elephant—although the Railway Express Agency says that it has handled elephants on PE lines.

HISTORY OF RAILWAY EXPRESS

In the U. S., the idea of a railway express service was started March 4, 1839, when William F. Harnden, a young conductor on an early railroad, made himself an express messenger for parcels, messages, and errands between Boston and New York, at a time when business communications between these two centers of trade were highly unreliable. He advertised and succeeded. A few months after his first trip with a bursting carpet bag, he managed to have a box car added to the little train that puffed between Boston and Providence.

As business flourished, Harnden chose men to help him. Henry E. Wells was one. Eventually breaking with Harnden over expansion of business to Chicago and St. Louis, Wells, in company with William Fargo and others, pushed express service into the Midwest, linking up canal and stage lines. Wells and Fargo established first, the American Express, and later, when gold was discovered in California, the Wells, Fargo and Co. Express, an overland stage line with headquarters at San Francisco.

The stage line made amazing speed for its day, but schedules were too erratic and slow for the government,

which offered enticing mail contracts for anyone who could devise a faster method of transportation. This led to the Pony Express, which began April 3, 1860, at St. Joseph, Mo., when daring rider Johnny Frey took 15 pounds of mail at \$5 a half-ounce from a special train from New York and galloped away to San Francisco. Legends of the speed, daring, endurance, and reliability of the Pony Express riders enliven the pages of American history, but the Pony Express became a financial failure through its inability to carry appreciable freight.

The Civil War stimulated railroads and express, and many express companies sprang into existence, especially in the postwar period. The larger ones, however, gradually absorbed the smaller, until around 1900 there were 20 in operation; in 1917, seven. When the railroads were taken over by the government during World War I, the Director-General ordered the express companies to be combined into one, which was known as the American Railway Express Company.

RAILWAY EXPRESS AGENCY FORMED 1929

This combination proved so efficient that after the war it continued to operate as a unit. Then, in 1929, the leading railroads purchased it and formed the Railway Express Agency

HERE'S ROVER!—Where? In the crate being handled by Mr. Nichols. Looks as if Rover's sad-faced girl friend has come to see him off.



—a nation-wide organization under one centralized private control and with no more duplicating and conflicting services and schedules. It now operates on 10,000 trains a day over 298,000 miles of rail, steamship, truck, and air lines, and has 23,000 offices at strategic points throughout the country.

Yet the picture is not so glorious as it looks. In 1946, the Railway Express Agency had over 80,000 employes who handled over 220 million LCL shipments. Each year since then has seen a decline in its traffic, so that in 1951, there were only 45,000 employes handling a little over 82 million such shipments. As express declined, so did each railroad's proportion of express revenues. This means that PE has also suffered a loss.

The reason? Chiefly, parcel post.

PARCEL POST CUTS EXPRESS REVENUES

Get hep to this parcel post. Up to 1912, the express business had no serious competitor. In that year the Post Office established parcel post so that residents of small towns, then not served by express, could receive small parcels from the large cities. Weight limit of packages was set at 11 pounds, and size, at 72 inches in length and girth combined. It was stipulated that parcel post should pay its own way.

Over the years, the weight and size limitation was raised to 70 pounds and 100 inches, and the Post Office has found itself inadequately equipped to handle such large shipments. Furthermore, the parcel post has not paid its own way. In the past 20 years, it has incurred losses, despite increases



AT 8TH ST. YARD, 10 cars arrive and 10 leave daily with Railway Express Agency Shipments. This yard replaces the LAUPT as the focal point of express operations on the PE system.

in rates, of over \$570 million. And it's still losing money, even though on Jan. 1, 1952, a new law was passed limiting parcel post shipments to the original 72 inches in length and girth combined, and a weight of 40 pounds in Zones 1 and 2, and 20 pounds in Zones 3 and 4.

Taxpayers like you are making up the deficit, to the tune of 27 per cent for every dollar of parcel post service. Ironically enough, the Railway Express Company, a big taxpayer,

helps pay for the deficit, too, despite its own declining revenues.

WHAT EMPLOYES CAN DO TO HELP

What can PE employes do to help improve the lot of the Railway Express Agency?

First of all, they can use it for sending their own packages. To do so means more revenue for the railroad.

Secondly, they can explain to their friends the real story of parcel post—how its below-cost rates are actually more than made up for by the taxes the public has to pay to make up the huge parcel post deficit.

Thirdly, they can urge their friends to use the Railway Express Agency.

Fourthly, they can use the power of their vote. Efforts are now being made by powerful interests in Washington to repeal or modify the parcel post limitation law (Public Law 199) passed last Jan. 1, as a result of which considerable package business was returned to Railway Express. Employes should urge their political representatives to vote against easing up on parcel post limitations, since every increase permitted in the size of parcel post packages increases Post Office deficits and therefore taxes.

Fifthly, employes who have read the above story can take a more friendly interest in the Railway Express Agency because they know something of its relationship with and its financial value to railroads, including Pacific Electric.

	1946	1947	1948	1949	1950	1951	1952
* NUMBER LCL RAILWAY EXPRESS SHIPMENTS HANDLED	220,463,444	214,737,874	167,289,420	120,382,497	97,240,405	82,194,291	?
* NUMBER OF PARCEL POST PIECES HANDLED	821,226,867	936,418,134	992,517,251	1,048,920,633	1,008,631,565	NOT AVAILABLE	?
* AVERAGE NUMBER OF R.E.A. EMPLOYES	80,945	78,823	70,845	59,116	48,403	45,236	?

* All statistics are for years ending June 30th

SHORT LINES

Unique Graduation

IN A UNIQUE CEREMONY at the Labor-Management Council meeting held June 26, President O. A. Smith presented certificates of completion to 36 students from PE, SP, Harbor Belt, Western Air Lines, and railway labor organizations in the Los Angeles area who took the UCLA Extension course in Transport-Management-Labor Relations during the past two semesters.

Edgar L. Warren, Director of the UCLA Institute of Industrial Relations, Dr. Abbott Kaplan, also of the Institute, and the course Instructor, Dr. Joseph Lazar, were present at the ceremony.

Ordinarily, such certificates are given out by the university officials, but in recognition of the fact that the idea for the course originated with the Labor-Management Council, UCLA authorities enthusiastically endorsed the unusual proceeding.

President O. A. Smith had this to say:

"I can't see anything but favorable results from a course of this kind,

not only to the students who take it, but to the people they may represent in the future, either union organizations or management."

Said Dr. Warren to all present: "We of the university are proud of this class and the work you have done. . . . We think that through this kind of class it will be possible to develop the techniques and understanding on the basis of which you can go ahead without government intervention, which is, . . . we think, detrimental to industry as a whole."

A special certificate was presented by Dr. Warren to Manager of Personnel L. R. McIntire "in honor of his outstanding service in behalf of adult education in the field of industrial relations."

Giver Gets Gift

MECCA, the organization that is ordinarily on the giving end, received a gift of \$51.40 in June, according to MECCA Treasurer H. R. Grenke. The donor: the PE Camera Club, which disbanded and didn't know what else to do with its money.



UNIQUE "GRADUATION"—Jim Lewis, center, Assistant to BRC's Gen. Chm. R. V. Rachford, receives certificate of completion of UCLA Transport-Management Labor Relations course from President O. A. Smith while Edgar L. Warren, Director of UCLA's Institute of Industrial Relations, stands by. By special arrangement, the thirty-six students who finished the course received their certificates at a PE Labor-Management Council meeting June 26.

August, 1952



FALLEN ANGEL—Tony Brancato, who lost his bet that the Angels would beat the Stars, gets his head shaved by Danny Morris, the winner. Both Operators work on the Glendale Line.

A Hair-Raising Story

TONY STARTED IT, but Tony's wife finished it.

George J. Brancato, Glendale Operator known better as Tony, was going against his custom and carefully keeping his Operator's hat on in early July. In fact, he kept it on after he got home one night, and his wife wanted to know why. She admired her husband's thick mop of black hair.

Tony took off his cap, and his wife, speechless, got up and walked out of the room. Tony knew why.

You see, he's an Angel fan—we refer, of course, to the Los Angeles Angels, as any baseball fan knows. One of his co-workers, Dana H. Morris, better known as Danny, is, on the contrary, a Hollywood Star fan. So, when the Angels and the Stars were about to start a seven-game series, Tony bet Danny 2500 to 1—that is 2500 hairs to one hair—that the Angels would win. Anyhow, the loser was to get his head shaved like a tonsured monk.

Tony was the loser, in more ways than one. His wife refused to go anywhere with him till his bald crown was thatched over again.

Son Michael, however, was tickled at the outcome. He's a nine-year-old Hollywood rooster.

Berdoo Picnic Aug. 31

"RETIRED—and tired—employees of the San Bernardino Line and their families will gather at Ganesha Park

August, 1952



HARMONIOUS JUDGE—Retired Freight Motorman A. S. Brumagin at his electric organ in his home at Tollhouse, Calif. Now in his sixth year as Justice of the Peace, he has been elected to a six-year term as Judge of the Justice Court for the Sierra District, which includes the Tollhouse, Big Creek, and Huntington areas. Besides raising flowers on their ranch, Judge and Mrs. Brumagin, both musicians, spend much time at their organ.

for a picnic on Sunday, Aug. 31," announce Mmes. Bert Perry and Ove Jensen, wives, respectively, of the San Bernardino Conductor and the Dispatcher-Stationmaster.

"We'll meet near the swimming pool, and have our lunch between 1 and 2 p.m.," said the two ladies, who are in charge of the event—the fourth such picnic in a row. "Banners will be placed so you'll know where to come.

"Bring a basket lunch and your own drinks (soft, of course), and come early. It's going to be an all-day affair. Last year over 100 attended and everybody had a fine time reminiscing and meeting old friends."

For further details, call Mrs. Jensen at ATLantic 4-6810, or Mrs. Perry at ATLantic 2-3081.

Letter to a Queen

QUEEN WILHELMINA'S VISIT to Los Angeles prompted Long Beach Operator D. L. Graadt van Roggen, native of Holland and in 1918 Captain of the Palace Guard, to write her a letter of welcome.

A month later he received an acknowledgment on the royal stationery, signed by the Queen's private secretary, Baron van Molecaten, and conveying the Queen's "sincerest thanks" for the "kind letter."

PACIFIC ELECTRIC MAGAZINE

13

Congratulations to Fontana!

TO FONTANA, long served by our freight and passenger lines, the Pacific Electric Railway Company offers hearty congratulations for the area's historic step taken June 17 in becoming, by popular vote of its residents, an incorporated city instead of a township.

To the City of Fontana's first Mayor, Rudolph Gazvoda, his official staff, and the members of the City Council, Pacific Electric extends best wishes for a happy and successful government.

The company welcomes Fontana, with its growing industrial might and its population of 11,000, to the list of incorporated cities served by Pacific Electric rail and motor coach lines.

Experience Beats Ferd

"SPEED isn't everything; I've got to learn my tactics better," admitted Ferdinand P. Earle, bicycling Rodman who lost out in the Olympic try-outs in June at Belmar, N. J., in competition with 154 of the best bicyclists in the nation.

He found that the races aren't won on speed and endurance alone, and gave as an illustration a three-man race on the second day which included a former Olympic man who had just come from four years of racing in Europe. "Besides being fast, he knew all the tricks, and kept me on the outside at the corners so that I was just one wheel behind at the finish," said youthful Ferdinand sadly.

Races against time were held in the afternoon, and match races in the evenings from 7 p.m. to 1 a.m. One day it rained and, hearing an announcement that races were called off, Earle indulged himself in a chocolate malt and one or two other hefty morsels, in anticipation of an evening's lay-off—only to find that the sudden stopping of the rain caused

a reversal of the plans. He had to race on a pretty full stomach, which didn't help much, so he lost.

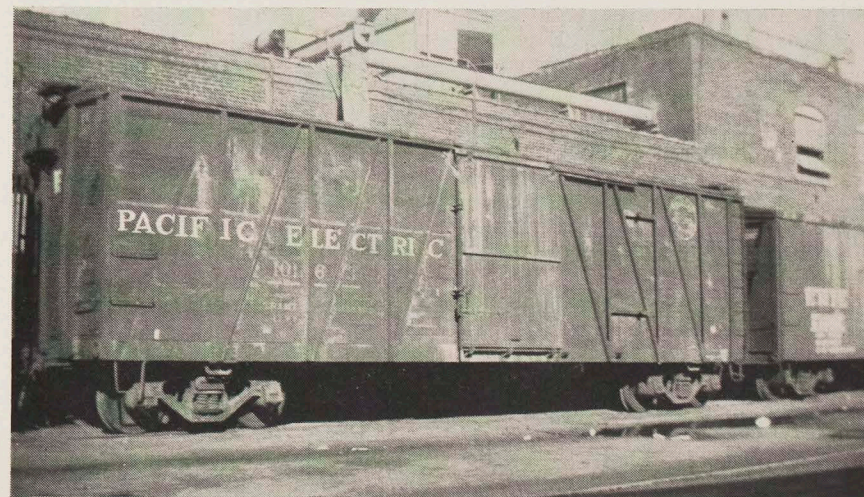
Ferdinand wants to thank all those who chipped in to make up a purse for his expenses, and especially to Public Relations Director James G. Shea, who arranged for special meals for him on the train between Los Angeles and Chicago.

"I ate like a horse in the SP trains; they served wonderful meals," he longingly recalled. "Two SP conductors who found out I was trying out for the Olympics wanted my autograph," chuckled the young bicyclist.

On July 27 he was to enter the California State championships at the Rose Bowl.

The Lucky Seventh

THE COUNT is now four boys and three girls for Subway Motor Coach Operator and Mrs. James F. Rondel, with the arrival July 15 of Jon Marius at Queen of Angels Hospital. Dr. S. P. Danno, former L. A. Motor Coach Lines doctor, was master of ceremonies.



PE GETS AROUND—Here's a Pacific Electric box car at West Third St. in Cleveland, Ohio. The picture was snapped by Alfred Kleinsmith, a PE fan (not an employe), last February.

LONG BEACH OPTIMISTS FETE PE



DON'T POUR OIL ON THAT ICE CREAM SUIT, SHERIFF!—Eugene Biscailuz, center, pours imaginary oil from engineer's oilcan and holds up marker lantern while President O. A. Smith, holding red and green flags, stands smiling by at left, and General Agent Joe Blackburn, wearing an engineer's hat, gloves, and neckerchief, decorates the picture. This all happened at the Long Beach Optimist Club celebration of PE'S 50th anniversary, and maybe there's a symbolic meaning hidden somewhere. We can't quite figure it all out.

MORE THAN 100 Long Beach civic and business leaders turned out July 17 for the Long Beach Optimist Club's observance of "PE Day" at its luncheon in the Lafayette Hotel.

The event officially recognized Pacific Electric's 50 years of service to the harbor area and recalled the arrival of the first rail car from Los Angeles to Long Beach on July 4, 1902. Railroad atmosphere prevailed in the room, decorated with trainmen's flags and lanterns, PE posters and photographs of company equipment new and old.

O. A. SMITH, BISCAILUZ, SPEAK

PE President O. A. Smith shared speaking honors with Sheriff Eugene Biscailuz and predicted not many years will pass before Long Beach has faster public transportation "of some type."

"Our company is proud to have had a part in the growth of this area," President Smith told the Long Beach leaders, "and I want to emphasize that you're not by any means stopped. You're going to grow a lot more."

After recalling that PE's first freight shipment into Long Beach was a load of lumber for construction of the high school, he outlined the

huge freight business handled there by PE today and paid special tribute to the men who developed the Port of Long Beach.

"Long Beach Harbor is one of this country's greatest developments, and the fine work of 'Frosty' Martin and his associates is known wherever harbors are discussed," he declared.

Reminiscing on "Fifty Years of Southern California History," Sheriff Biscailuz as the featured speaker mentioned that he had worked for Southern Pacific for two years as a Night Road Clerk before he joined the sheriff's office in 1907.

"When I first went in the sheriff's office there were 27 on the force," he said, "and the office got its first auto the next year, 1908. Now we are the largest sheriff's force in the nation."

In praising PE for its contribution to the growth of Southern California, the Sheriff reminisced on the time when the Pacific Electric Building was Los Angeles' first and only tall building and housed the Jonathan Club, and the time, in 1916, when PE brought in most of the 50,000 persons who attended the nation's first air meet at Dominguez Field near Long Beach.

GLEE CLUB PLEAS

PE's smartly attired Glee Club got an Optimist ovation for the polished performance of "Cindy," "Comin' through the Rye," "Dry Bones," "Cool Water," and "Dear Old Girl," the latter sung by the male chorus appropriately outfitted with handlebar moustaches and the entire hilarious proceedings punctuated by the appearance onstage of the "Dear Old Girl" herself, Stanley Speedy of the Duplicating Bureau.

Also acclaimed for his amazing performance of introducing virtually every man in the room by complete name and title, by memory, was J. E. Blackburn, Long Beach General Agent and Optimist Chairman of the Day.

Optimist Fred Dean, member of the Metropolitan Transit Authority, carried an oil can and wore a PE cap, bandana, and trainman's gloves as he attended his sergeant-at-arms duties throughout the meeting. For a job well done, Director of Public Relations J. G. Shea made the former Long Beach Chamber of Commerce President an honorary PE Trainman and presented him with the latest model trainman's lantern.

Voice with a Smile

"COURTESY WORDS" such as "glad," "happy," "pleasure," "nice," etc., as well as promptness in answering the telephone were recommended by Pacific Telephone and Telegraph Co.'s speaker Anne Maguire to over 400 PE employees who attended a week-long series of lectures on good telephone usage in Room 465 beginning July 14.

By a demonstration with special telephone equipment, Miss Maguire also showed plainly the uselessness of trying to hurry a switchboard operator. Only slow up-and-down movements of the receiver hook will make the red light flash and attract the operator's attention. She also showed how wrong numbers will usually be the result of trying to hurry the dial on its backward movement.

The motion picture, "Thanks for Listening," which accompanied the lecture session, subtly showed how forethought and courteous telephone usage are of incalculable value to one's standing with his own company and in the establishment of good public relations.



TO NEW EMPLOYEES

WELCOME to the following new employees listed by the Personnel Department as additions made in April, May, June and July:

ACCOUNTING DEPARTMENT

Calculating Operator: Gladys M. Cain.
Clerk: Verner R. Edholm.
Comptometer Operators: Wanda M. Amburgey, Maryalice Bradbury and Violet Pantlik.
Comptometer Operator and Steno: Marjorie J. Martin.
Office Boys: Homer O. Darnall and James C. Thompson.
Sorter Clerk: Ernestine A. Moriarity.
Sorting and Filing Clerk: Clarence O. Wilson.
Stenographer: Joan L. Greenwood.
Typist: Norma J. Cowen.

ENGINEERING DEPARTMENT

Apprentice Lineman: Billy G. Oliver.
Asst. Bonders and Welders: Philip A. Bennett and Burt W. Dodd.
Asst. Signalmen: Delbert T. Burnett, Orand T. Cosand, Nicholas Ivezic, Emil D. Mihaljevic, Robert Searles, Richard C. Terry and Patrick J. Williams.
Bonder and Welder: Roy G. Kittle.
B and B Carpenter: Henry R. Hedrick, Jr.
B and B Helpers: Robert E. Wisdom and John S. Teeter.
Carpenters: Philip P. Alarid and William R. Pettengill.
Chainman: James R. Wheeler.
Civil Engineer: Arvey J. Shier.
Combination Welder: Edward L. Provost.
Electricians: Walter C. Dettmer and Nelson C. Walton.
Electricians, 2nd Class: Robert L. Carroll and William E. Gillespie.
Linemen: Roy C. Allen, Lynn E. Butler, Beverley E. Hodges, J. R. Jackson and George V. Waltz.
Linemen's Helpers: Joseph T. Brown, A. Stewart Clark, Munroe L. Clymer, Paul Desero, William H. Dimick, William Early, Charles G. Grady, Loren Gladwell, Jr., T. J. Haynes, Wilmer Huggins, Jr., Floyd P. Jacobs, John Kovacks, Perry K. May, Charles E. Minter, Paul F. Oliveira, Joseph F. Oronoz, Martin B. Parker, Reginald E. Poirier, Ernest C. Sanders and Luigi C. Veneziano.
Rodman: Wilson S. Dunn.
Signalman: Earl G. Adams.
Signalman's Helper: Donald Edward Doss.
Truck Drivers: Charles A. Bancroft, William Bass and Wilbur W. Wentworth.
Valuation Estimator: Arthur E. Alvord.
Welder: Henry Ahumada.

EXECUTIVE DEPARTMENT

File Clerk: Mary J. B. Robb.

FREIGHT TRAFFIC DEPARTMENT

Stenographer: Marcelaine Ulvick.
Steno-Clerks: Lee R. Brandon and William D. Caswell.
GENERAL CLAIM DEPARTMENT
Junior Claim Agent: Henry E. Jackson.

LAND AND TAX DEPARTMENT

Stenographer: J. Doyle Madsen.
Steno-clerks: Lambert J. Dinnell and Josephine G. Sugden.

LAW DEPARTMENT

Law Clerk: Nancy A. Lawless.
Receptionist: Mabelmae Roberts.

MECHANICAL DEPARTMENT

Auto Repairers: Robert T. Davis, Jr., Andrew W. Gerald and Edward G. Thomas.
Car Cleaners: Genaro D. Navarro and Eugene C. Rash.
Carpenter: Lloyd D. McCormick.
Cleaner: Javier C. Gonzalez.
Cleaner Operators: Lorenzo J. Holguin, Jr. and Martin J. Jimenez.
Clerks: Garnet W. Green and Ray J. Weister.
Electricians: Frank E. Douglas, Walter B. Harris and Irving F. Sauer.
Forging Machine Operator: Pressley C. Carpenter.
Helper: Salvador Huerta.
Laborer: John J. Groover.
Painters: Leopoldo J. Gonzales, Arthur Rodriguez and David Wexler.
Sheet Metal Workers: Joseph E. Collette, Joe Marquez and Manuel S. Pacheco.
Stenographer: Barbara L. Hamlin.

MEDICAL DEPARTMENT

Physician: Bernard McDonald, M.D.

OFFICE OF THE PE BUILDING

Janitors: Gabriel Collins, Alvin G. Garrett, Robert L. Higgins, Albert L. Jackson, Otis T. Jackson, Marion Lavine, Sr., David Maxwell, Charles E. Owens, Leonard Pennywell, Homer Turner and Otis C. Walker.
Janitresses: Dot I. Green and Angeline Stratos.

PASSENGER TRAFFIC DEPARTMENT

Relief Ticket Clerk and Cashier: Lawrence R. Veysey.
Ticket Clerk: Gene H. Wilson.

PUBLIC RELATIONS DEPARTMENT

News Editor: Robert W. King, Jr.

PURCHASING AND STORES DEPARTMENT

Laborers: John E. Arenas, Canuto H. Almaraz, Louis E. Gomez, Charles P. Gonzales, Joe Marquez, Vidal P. Reyes, Joaquin R. Rique, Pete Ruiz, Dickie Valdez and Manuel Valdez.
Price Clerk: Thomas F. Turney.
Requisition Clerk: Dorothy P. Shannon.

Steno-Clerks: Gloria C. Coryell and Adrienne Mathews.

SPECIAL AGENTS DEPARTMENT

Guards: Allon W. Bacon, James T. Brasher and Elmo W. Grady.

TRANSPORTATION DEPARTMENT

Brakemen—Harbor Belt: Steven W. Graham, James A. Konrath, Dale W. Loveless and Walter Somerby.

Brakemen—South: Merle E. Barnhart, Paul Blalock, P. Albert Brock, Roy E. Christie, Lawrence R. Dodge, John W. B. Endly, John T. Hackett, Robert P. La Bombard, Daniel G. Lutman, Joseph A. Massey, William V. Kinnon, James E. Mitchell, Trevor Moss, Arthur Preston, Jr., Vincent A. Reed, Clement W. Spratt, Charles E. Sullivan, Claude D. Taggart and Walter Tuley.
Cash Receiver: Caesar G. Gonzales.

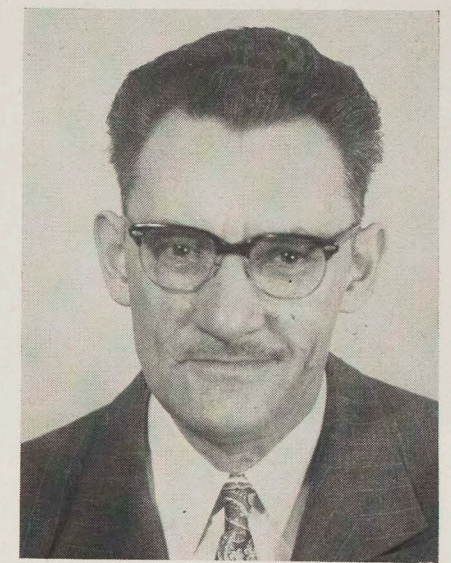
Clerks: Earl V. Lowe and Thomas B. Womack.

Conductors and Motor Coach Operators—South: William R. Kerr, Darroll W. Pierpont, Robert J. Shackelford and Gordon West, Jr.

Extra Ticket Clerk: Barbara P. Van Hoose.
Mail Clerks: George D. Lessley, Richard E. Olsen and Mary K. Zimmerman.

Mail Handlers: William R. Bishop, Albert G. Fife, Leon Henson, George Ochoa, Gary B. Rockwell and Roger S. Thorne.
Messenger: Vernon E. Byrd, Jr.

Motor Coach Operators—LAMC: Donald F. ... Carlton E. Christensen, Delbert D. Ellenwood, Joseph B. Fisher, Walter A. Hatley, Jr., Charles A. Keller, Willard J. Kressin, James T. Lindsey, Glendol G. Lingo, Robert A. Moen, and William R. Morris.



O. E. GONZALES

Gonzales Office Mgr. In Safety Department

O. E. ("GON") GONZALES, General Clerk in the Safety Department of the Southern Pacific at San Francisco, was appointed Office Manager of the PE Safety and Instruction Department, effective June 1. With a total of 35 years of railroad experience, mostly with SP, he had been in the SP Safety Department eight years.

Gon is married and has a son, Leon, 29, who is making a career in the Navy, and is now stationed at Treasure Island.

Motor Coach Operators—North: Carson H. Cantrell, Joseph Jones, John A. Karbowski, George S. Leroy, Lewis McCaw, Richard D. Prest, Carl H. Parris, Paul J. Sivia, Oscar Wheeler and Leland H. Wilson.

Motor Coach Operators—West: J. W. Brantley, Alvin P. Bradshaw, Walter E. Books, Stanton B. Bondy, Harold C. Broderick, Marvin L. Davis, Fred Y. Duncan, Jr., Thomas J. Glover, Albert E. Gray (re-employed), John D. Green, Vincent T. Griffin, Almon L. Lawson, Donald A. Lindquist, Juan G. Pollard, Boyd H. Morris, Virgil L. Rakes, James E. Short, Elwyn C. Turl and Raymond R. Vogt.

Motor Coach and One-Man Operators—West: John A. Barnes, Lawrence J. Beers, Marlyn D. Blair, James W. Blizard, George A. Brewster, Franklin L. Brown, Lester H. Burns, Charles F. Conrad, Carl P. Cooper, Jr., Albert Danner, Robert E. Davis, Richard D. Dendt, Lawrence E. Galloway, Irvin B. Hudson, James E. Ingram, Dorman Kirken-dall, James L. Klock, Eugene P. Landrum, Norris T. Lawson, Joel E. Livingston, Dewitt T. Meade, Jr., John R. McNally, George W. McElwee, Jr., William A. Nathan, Billy G. Preuitt, Stanton K. Pritchard, Leonard C. Smedley, Alfred R. Steenburgh, Fred M. Strom and Harry J. Yancey.

Motorman—South: Leorie Fortner.
Station Clerks: Henry V. Smith and Walter W. Soper.

Stenographers: Selina L. Jones and Nellie E. Smith.

Typists: S. Earl Bagby and Edwin Drake.
Yard Clerks: James E. Battles, David N. Fairhurst, Normand Lefebvre, Gerald G. MacDonald, George A. Madrid, Harvey F. Rvning, Jr., Harry L. Sprague, Elmer E. Stewart and Kerry Arthur Willard.



JESSE HANSELMAN, popular Subway Terminal Foreman who was night man when the Subway Terminal opened, retired June 27 amid the farewells of a host of friends who gathered to give him a large gift of cash, cigarettes, and a lodge pin (Jess was a charter member of the PE Club). General Supt. F. C. Patton, right center, presented him with

a Retirement Commendation for his 35 years of PE service (8 more with Los Angeles Railway); Operator Henry VanDenBrink, left center, presented the envelope containing the cash. A Mirror photographer was present. Jess plans to live at his cabin at Lake Arrowhead. "I enjoyed my work and was always well treated by all," said Jess.

They've Retired from Active Duty



"CHARLIE CHAPLIN" rests after 50 years of railroading! That's what his co-workers call Francis J. Oriva, Box Motor Conductor (right center) who has a flair for the dramatic, loves flowers and children (he plays Santa for many groups at Christmas time), loves to draw, imitates the calls of 30 birds and animals, and helped start the Senior Fellowship. He started with the L. A. Traction Co. in 1903; after three years went to the L. A. Railway; and came to PE in 1919. He's shown here getting retirement Commendation from Mr. Belt.



WESLEY R. PATTON, Special Agent, right, gets Retirement Commendation from Chief R. J. McCullough for 24 years of railroad service (17 with PE) ending July 1; as well as an Elgin watch from his friends. Patton says: "I liked my job, my boss, and my company." At Twin Falls, Idaho, where he "emigrated from," he was Asst. Chief of Police, 1912-18. For 6½ years he was Special Agent with UP.



SARAH E. GORRELL, Head Calculator Operator, Accounting Dept., gets Retirement Commendation from Asst. to Auditor L. M. Becker for 32 years of service ending Aug. 1; also an anniversary clock, check, and autograph book from her co-workers.

SOUTH ROADMASTER James E. Flathers (right center) looks ready to take some trips with the fine three-piece set of luggage he received from Roadway Engineer L. H. Lowe (left center) on behalf of Engineering Dept. friends when Jim retired June 30, after nearly 48 years of railroading, 32 of which were with PE. Flathers' job of reconstructing Brand Blvd. in 1950 drew praise from company and city officials.



SO LONG, MENI!—Left to right are Allie E. Brown, West Operator, over 45 years a railroader; Charles A. Johnson, Temple City Operator, 34 years a railroader; Louis Taylor, Diesel Helper, State St., long-time Mt. Lowe and Pasadena Lines Conductor, with PE since 1920; and Charles A. Rost, Freight Conductor, South, 29 years with PE.



Pensioners Increase; RRB Benefits, Too

JUNE, 1952, marked another milestone in the history of the railroad retirement-survivor benefit system when the number of persons on the monthly benefit rolls reached the half million mark. This represents an increase of some 90,000 since June, 1951. During the same period, benefit payments, including lump sums, rose from \$27 million a month to \$37 million.

In releasing this information, the Railroad Retirement Board pointed out that the sharp increase in both the number of beneficiaries and the amount of benefits is due largely to the 1951 amendments to the Railroad Retirement Act. Under those amendments, both retirement and survivor annuities were raised substantially, and provision was made for paying benefits to wives of retired employes. Wives alone accounted for 85 per cent of the year's increase in beneficiaries.

Nearly 70 per cent of those on the rolls in June were retired employes and their wives. The rest were widows, children, and parents of deceased employes.

The average retired employe draws \$95 a month, although some get as much as \$165.60. Wives average \$37; widows, \$42; and children, \$29. The most the family of a deceased employe can get is \$160 a month.

The railroad retirement-survivor benefit programs are financed by railroad employes and their employers.



HARRY J. CULP, Paving Supervisor who retired June 30 after 32 years of railroading, every bit of it with PE, just thought 32 years ago that he wanted to work for a railroad; so he applied here. He'd run his own garage in Bakersfield for a year before that, but the longer he worked for PE the more convinced he became that it's a fine company to work for—"and I still think so," he declared the day of his retirement. Here Chief Engineer F. W. Spencer, left, presents him with a fine set of luggage from his friends—a lot more of whom were looking on than we can show. Harry's son, Harley, works at Macy Garage.

Both pay a 6¼ per cent pay roll tax cent to finance the railroad unemployment and sickness insurance programs. The railroads pay an additional ½ per cent.

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

NAME	Occupation	Department	Years Service
Allie E. Brown	Motorman, West	Transportation	33
Virgil G. Clemons	Car Repairer	Mechanical	27
Frederick J. Douglas	Motorman, West	Transportation	23
James E. Flathers	Roadmaster	Engineering	42
Sarah E. Gorrell	Head Comptometer Operator	Accounting	29
Jesse Hanselman	Terminal Foreman	Transportation	33
John C. Harwood	Conductor, South	Transportation	8
Pedro R. Huerta	Laborer	Engineering	8
Sylvanus C. Jacobia	Conductor, South	Transportation	29
Charles A. Johnson	Motorman, North	Transportation	30
Fred A. Kolosick	Janitor	Transportation	8
Claude J. McAtee	Operator, North	Transportation	29
Francis J. Oriva	Conductor, South	Transportation	33
Wesley R. Patton	Special Agent	Special Agents	17
Fred W. Maisey	Watchman	Special Agents	32
Robert J. Miller	Motorman, South	Transportation	30
Charles A. Rost	Conductor, South	Transportation	29
Louis Taylor	Trolleyman, North	Transportation	32
Jacob E. Wagner	Train Service Instructor	Transportation	28
William C. Richardson	Motorman, North	Transportation	18
Harry Welch	Timekeeper	Accounting	23



NOW FOR SOME CANASTA—Box Motorman Robert J. Miller, third from left, taken with his crew on his last run to Santa Ana, June 13. Left to right are Santa Ana Agent Cleve Johnson, Express Messenger Ralph Turner, Miller, and Express Agent William S. Davis. After 40 years of railroading—30 of them with PE — Mr. Miller will fish, hunt, and play canasta.



MEMBERSHIP PINS for the Senior Fellowship being given out at the July 15 meeting by General Manager T. L. Wagenbach, third from left, to the oldest man present from each district. Left to right, others are Claude Laytham, retired North Motorman, 80 years old; Frank E. Cornwell, retired South Conductor, 81; and James L. Kincaid, retired West Stationmaster, 80. One hundred twenty-eight old-timers received pins at this meeting.

SENIOR EMPLOYEES FELLOWSHIP CLUB



By Francis J. Oriva

OUR JULY 15 MEETING was a great success with 128 members being present when our new president, C. O. Snodgrass called the roll, including 12 who were attending their first meeting. Our new gold buttons were presented to the members and we wish to thank T. L. Wagenbach and

H. L. Young for their efforts in helping us build up this club.

Members are sorry to learn that George H. Powell's wife passed away on July 3. We also regret to report that Summitt Jones passed on, on July 10, shortly after we finally succeeded in getting him together with Frank McGarvin to talk over old times in Troy, Lincoln County, Missouri, some 65 years ago.

Mr. and Mrs. I. I. Christie have just returned from a four thousand mile trip through the northern part of the United States and Canada. They visited Glacier Park in Montana, Banff and Lake Louise in Alberta and came home through Idaho, Oregon and San Francisco.

Another traveler was Lloyd Covell, retired Dispatcher who made a trip back to Colorado Springs where he had a wonderful time visiting a fel-

SENIOR FELLOWSHIP CLUB is rapidly outgrowing its meeting place in the PE Club.



low retired Dispatcher, Albert Hrabach, now a resident there.

Walter Scott, former Superintendent of Employment, has been quite ill and is under a doctor's care at his home in Pasadena. Am sure all his old friends join me in wishing him a speedy recovery. We also wish a speedy recovery to James Briggs and Fred Coe. Both suffered heart attacks and have been under orders to take it easy, which accounts for their absence at the last meetings of the Fellowship.

Our genial 1st Vice-President, H. E. Foskett, is helping his son reorganize and expand his trucking business and on that account wants to get out of the hot seat. The fellows turned thumbs down on that, so Hiram, old boy, you are stuck unless you can dig up a better alibi!

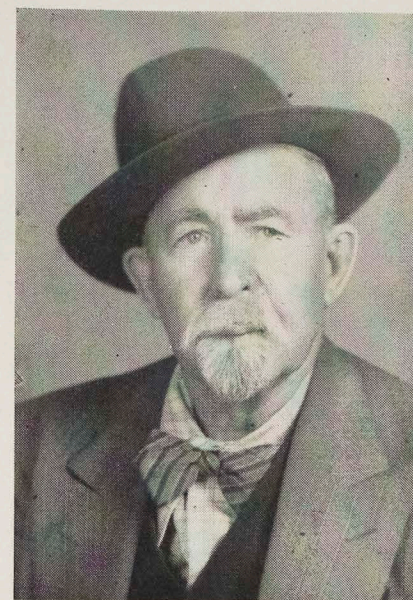
We hear that Terminal Foreman Harry Dearborn is planning to retire in October.

South Motorman Dan Deal writes from Truth or Consequences, New Mexico, that he has been under the weather and would like to hear from some of his old buddies.

Retired Agent William Bratton has just spent two months touring with a trailer. He stopped at June Lake and had a fine time fishing.

Jack Birmingham and Fred Roberts were friends before either of them ever came to California. On a recent trip made by some of us from Pasadena, it developed that Fred hadn't visited Jack's home in 25 years! Just goes to show how hard it is to get together during one's working years and what a wonderful opportunity we have of doing so now.

Great hopes for the future? U. S. Defense Bonds will help you to realize those hopes. Buy Defense Bonds on the Payroll Savings Plan!



PETER SCHAMBER

PE Man Dies Leaving 60 Great-Grandchildren

LEAVING one daughter, seven sons, 30 grandchildren, 60 great-grandchildren, and two great-great-grandchildren, Peter Schamber, retired Track Foreman, died June 20. He would have been 89 if he had lived until June 29.

Among his survivors are three PE employes: a grandson, Richard, West Supervisor; two sons, Edward and John P., both former Track Foremen.

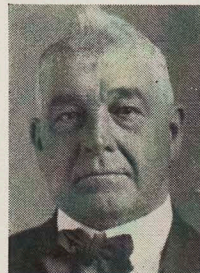
Early PE Attorney, E. C. Denio, Passes

ELON C. DENIO, 87, one-time PE Attorney who traveled on horseback to farmers' homes to get rights of way for the Long Beach Line, died July 28. A Long Beach pioneer, he was an early Mayor of the beach city.

Retired Azusa Agent Chas. L. Smith Dies

CHARLES L. SMITH, retired Azusa Agent, died on July 11 at the age of 84 at Pomona Hospital after a brief illness.

Born in Tuscarawas County, Ohio, Feb. 2, 1868, he worked as Agent for the Soo Line Ry. and the Ft. Dodge, Des Moines, & Southern Ry. before entering PE service as Agent, Azusa, in 1913. He retired from this position in 1937.



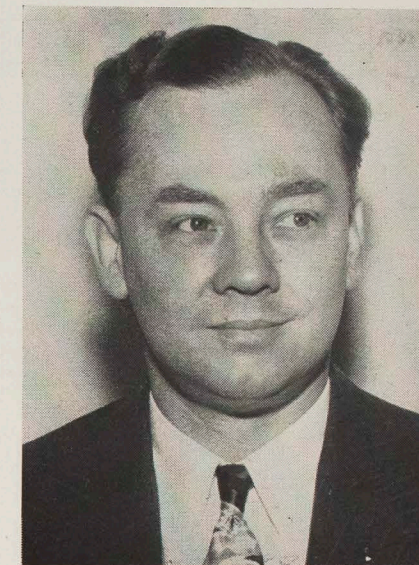
CHAS. L. SMITH

Untimely Passing of Bill Wherry Mourned

HE LEFT the Trainmaster's Office in the Subway on that Friday with happy expectations of a restful vacation trip East with his family. By the next Wednesday, July 2, he had died on the train at Evansville, Ind. On July 8, he would have been 45 years old. He was buried Saturday, July 5, in Kansas City, home of his parents.

Such was the tragic end of William W. Wherry, Subway Supervisor whose mild spirit and generous good nature left him friends everywhere he went. His sudden passing shocked them all, although they had known that Bill's heart hadn't been functioning properly for some time—physically, anyhow. Otherwise it was a heart of gold.

Born in Kansas City, Mo., July 8, 1907, Bill entered PE service as Conductor, Macy St., Nov. 20, 1936, and worked during his career as Motorman, Motor Coach Operator, Mail Handler, Freight Handler, Ticket Clerk, Brakeman, Fireman, Train Dispatcher, and Assistant Supervisor of Box Motor Operations, at many system points, gathering numerous friends as he went. On Feb. 1, 1947,



WILLIAM W. WHERRY

he was appointed Assistant Supervisor assigned to office work in the West Trainmaster's Office, where he remained, with a final promotion to Supervisor, until his untimely passing.

He leaves his wife, Juanita, and two sons, William, 11, and Charles, 7, to whom sincere sympathy of all employes is extended.

Vital Statistics

May 21, 1952, to July 20, 1952

DEATHS

NAME	OCCUPATION	DIED	Insurance	Mortuary
Kennedy, William T.	Ticket Clerk	5-23-52	Yes	No
Grammes, Milton E.	Retired Conductor	5-25-52	Yes	Yes
McCall, George W.	Retired Storekeeper	5-26-52	Yes	Yes
Lockett, Edwin R.	Retired Motorman	5-28-52	Yes	No
Weigl, Alfred J.	Design Engineer	6- 1-52	Yes	No
Saunders, Samuel J.	Retired Conductor	6- 4-52	Yes	No
Moore, Edward O.	Retired Patrolman	6-11-52	Yes	No
Potter, Frederick	Operator	6-17-52	No**	No
Tribett, James T.	Retired Conductor	6-19-52	Yes	No
Schamber, Pete	Retired Subforeman	6-20-52	No**	Yes
McGarvin, Frank	Retired Foreman	6-24-52	Yes	Yes
**Block, John W.	Retired Substation Operator	6-25-52	Yes	Yes
**Jones, Summitt D.	Retired Switchtender	6-27-52	No*	No
Garcia, Jesus C.	Retired Laborer	6-30-52	Yes	No
Wherry, William W.	Office Supervisor	7- 2-52	Yes	No
Green, George	Helper	7- 6-52	Yes	No
Brooks, John W.	Retired Car Repairer	7-10-52	No*	Yes
Gaskin, Charles	Retired Motorman	7-11-52	Yes	Yes
Smith, Charles L.	Retired Agent	7-11-52	No*	No
Fredenberg, Bertram	Operator	7-12-52	No*	No
Thompson, William E.	Retired Janitor	7-18-52	No*	No

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	DIED	WIFE OF	DEPARTMENT
Brown, Maggie Avis	5-28-52	Charles E. Brown	Mechanical
Van Sickle, Ola Martha	6-23-52	Joseph W. Van Sickle	Transportation
Boluss, Ruth Ella	6-26-52	Clarence A. Boluss	Transportation

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

SOMETHING FOR THE GIRLS

Busy Bea Tends to Her Knitting

By NANCY REID



MILDRED BATES, of the Accounting Department, was recently installed as Vice-President of the Railway Business Women's Association.

Mildred Bates Elected First VP of RBWA

By Anna F. Beseman
Chairman, Press & Publicity

THE RWBA OF LOS ANGELES celebrated its first anniversary at the Ambassador Hotel on June 27 with installation of officers, Mrs. Mildred Bates of the Accounting Dept. being installed as First Vice-President.

One of the highlights of the evening was the reading of a scroll headed "Happy Birthday, RWBA" and signed by Messrs. O. A. Smith, G. F. Squires, T. L. Wagenbach, Jno. J. Suman, H. R. Grenke, J. G. Shea, as well as by officials of the other various railroads.

The following new officers who recited their oaths under the guidance of Miss Barker included Miss Marjorie Heyer, President (AT&SF); Mrs. Mildred Bates, First Vice-President (PE); Mrs. Marion McIntyre, Second Vice-President (UP); Miss Anna G. Koks, Recording Secretary (SP); Miss Rosalie Dondero, Correspondence Secretary (AT&SF); Miss Mildred Marshall, Treasurer (UP).

The Los Angeles Association has the largest membership on the Coast and hopes to swell its membership a great deal during the coming year with the many entertaining programs that are being planned. All girls interested in becoming a member contact Division Chairman Miss Eleanor Lifur, Room 689.

TV AND A SUBSTITUTE teacher who didn't know what to do with her grade school pupils are responsible for the beautiful hand-knits you see Beatrice Rowe, Secretary to President O. A. Smith, wearing these days. The teacher taught her little girl pupils to knit, tat and crochet when what was evidently a limited knowledge of the required subjects failed her. Just what she taught the small boys in her classes will have to remain a mystery, since Bea was so engrossed in her knitting, tatting and crocheting that she doesn't remember.

Television entered the picture about a year or so ago. Bea, who had been knitting socks, sweaters and stoles, found that she was restless when she had to sit and watch television, and decided to try her hand at making a dress. With the help of a professional knitting teacher, she worked out a design for a dress in briar-brown, nubby wool yarn with a nylon ribbon trim. Either she was very eager to finish her first dress or there were an unusual number of good TV shows on at that time, because she finished it in six weeks. However, her next two dresses took about three months each to complete. Bea finds the finishing takes quite awhile, although she admits this may be because she dislikes doing the finishing!

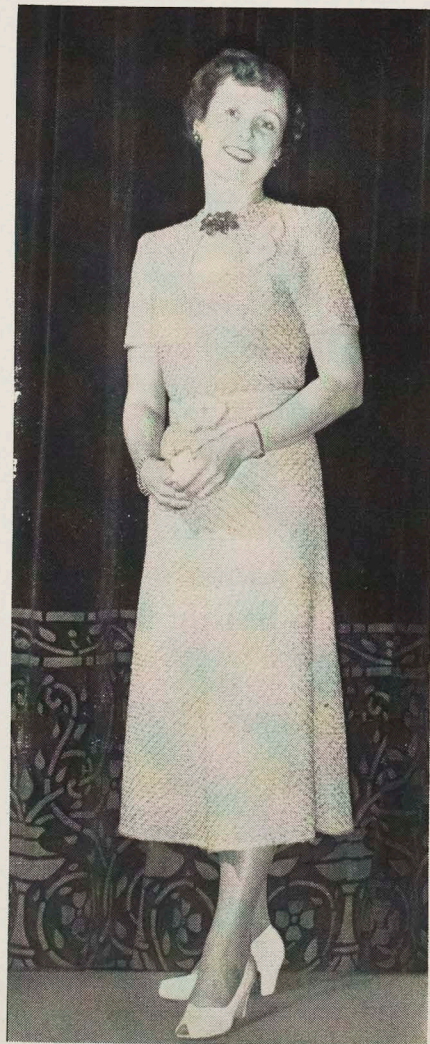
Her second project was of beautiful electric-blue, Coquette yarn with a starlight yarn trim. This very dramatic color and lovely design always calls forth oh's and ah's from the gals around the building. Bea designs her own dresses and they could not be purchased in any of the best shops for less than \$200. In fact, they are unique, and it is very likely they couldn't be purchased, period. The fabulous made-to-order hand-knits of that pioneer in the field, Mrs. Franklin, are not any finer. And lucky Bea has just the right kind of a slim figure to set them off.

For her third dress, Bea chose a soft shrimp-pink, nubby wool yarn which she knitted in a diamond design with pale grey nylon ribbon. This is the dress you see her modeling in the accompanying picture and it is really an eye-opener. How she managed to knit such a complicated pattern while watching the local channels will mystify all those uninitiated

in the art of clicking needles. It is "dressier" than her first two and could be worn for more formal affairs. However, any really lovely knitted dress is easily adapted for festive occasions by a change of accessories. This is especially true of the ribbon knits.

At present Bea is working on a dress in honey-beige wool with a gold thread. The skirt will be full; as to the blouse, that is something she hasn't decided on yet!

Bea, who has been with PE since July 6, 1937, lives at 925 Verdugo Circle Drive in Glendale where her husband, Harry, is employed by Forest Lawn Memorial Park.



BEA ROWE models dress she knitted.



THEY GET OUR VOTE—These PE girls recorded telephoned votes over Channel 7 June 24. Front row, left to right: Helen Semnacher, Katherine Timmerman, Marge Zimmer, Jean Pratt, Anna Rose Herring, Ellouise Nauman, Nancy Reid, Frances Hudock, Lucille Davitt, Carrie Belle Rhodes. Back row: Jean White, Jean Dunn, Odessa Carter, Mary

Jane Johnston, Elna Harper, Pat Frize, Gertrude Cornice, Helen Daiber, Marion Gillette. Standing, left to right: Jessie Eaton, Carolyn Catudal, Catherine Meli, Louise Byrd. At calculators: Lillian Ryan, left, and Pat Sylvester. With bell, timing debaters, was Pat Goggin. Jessie and Catherine were "runners"; Carolyn and Louise posted the board.

HERE AND THERE WITH THE WOMEN'S CLUB

By the Reporter

OUR SINCERE SYMPATHY to the family of Mrs. Emma Green, who passed away on June 11. Mrs. Green was a member of our club for many years, a faithful and hard-working member, who endeared herself to all of us. She will be missed and long remembered.

Thursday, July 10, a very representative number of us, with guests, journeyed down to Long Beach, for a potluck picnic in the patio of the home of Mrs. Mabel Smart. We had a wonderful time sharing the hospitality and graciousness of our lovely hostess.

Torrance Municipal Park will be the setting for another pot-luck picnic on Thursday, August 14.

Mrs. Gertrude Columbus, Card Chairman, reminds us of the card parties on the first and third Thursday. . . . Hope to see more coming out to these gatherings for bridge and 500, which are held in our Club Rooms at 1 p.m. Prizes are given.

Remember Thursday, Sept. 11, is the opening day of the 1952-1953 club season—known as "President's Day." Do come out and get off to a good start. There are plans and action ahead.

PERSONALS

ALICE KARAYAN, of Pay Roll Accounts, had a very interesting and scenic train trip, taking in the sights of the East Coast.

Lucky Lois Eggeman—all she has to do is go to Crestline for a few days and she comes back with a luscious tan—while red-headed Suzanne ("Margot") Smith just "burns."

Clara Doll, Statistician, Mechanical Department, greatly enjoys the new contacts she's made in the Railway Business Women's Association, and she urges all interested prospective members to contact her for membership application forms.

Florence Stockdill and Joyce Hansen were called to their family home in St. James, Minnesota, due to the untimely passing of their brother, W. C. ("Wally") Wagner.

Cure For Loneliness

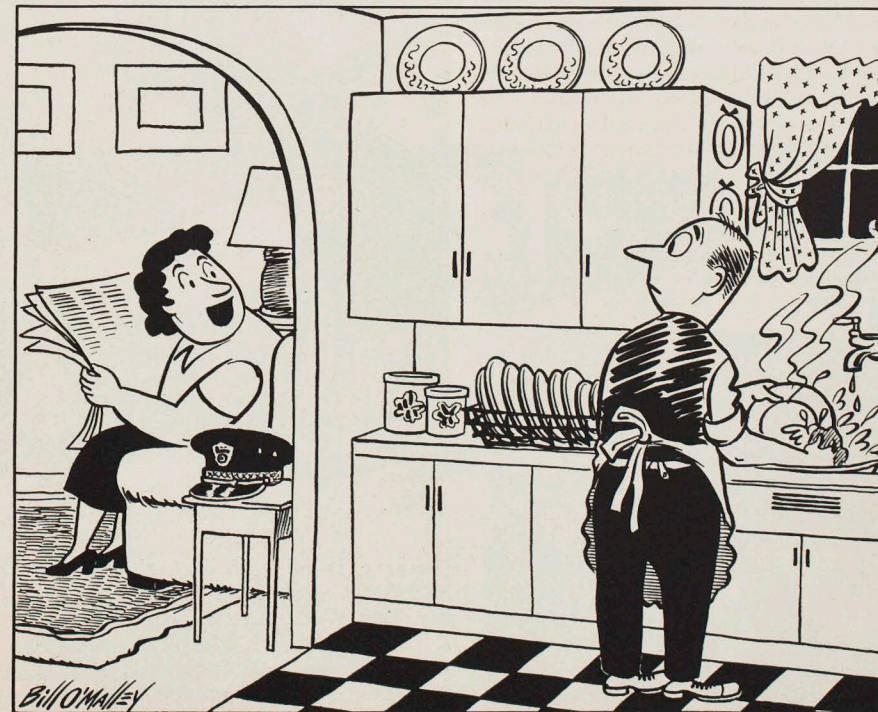
IF YOU'RE LONELY, there's something you can do about it.

Dr. Robert V. Seliger, Chief Psychiatrist, the Neuropsychiatric Hospital of Baltimore, Md., lists the following questions that the lonely person might ask himself as a guide to future conduct.

Dr. Seliger's article, written for International News Service, appeared in the Los Angeles Examiner, and we present this short summary by permission of INS.

Try these questions on yourself. If you can answer affirmatively all except the sixth and seventh questions, you have very little to worry about.

1. How good a friend am I?
2. How much sympathy and compassion do I give others?
3. How loyal am I?
 - a. Do I refrain from gossip and complaints?
 - b. Do I try to help when my friends need me?
4. Am I grateful for friendship and kindness?
5. Am I reliable? Do I keep my word?
6. Do I expect too much from my friends?
7. Do I cultivate them for what I can get out of them?
8. Am I tolerant of their foibles? Giving, rather than getting, is the secret of friendship, says Dr. Seliger. And by giving he doesn't mean gifts of money, but of self.



"Well, how did things go on the Whittier Line today?"

DID YOU KNOW --



1. That one bus contributes \$2,100 each year toward building and maintaining streets, highways and freeways?
2. That one bus takes up about twice the street space of an automobile at city driving speeds, but dur-

ing peak hours, according to an actual count, by reputable authorities, in the Los Angeles area, handles as many passengers as there are in 40 automobiles during that period?

3. That 35 new busses for the Van Nuys and West Hollywood lines will be ordered if and when the California Public Utilities Commission gives the go-ahead signal for the change-over from rails?

4. That Pacific Electric, as of April 30 (latest available figures) had 660 busses, all of models ranging between 1940 and 1951, and capable of seating 29,933 passengers?

5. That 199 busses have been purchased since 1950?

6. That 342 are diesel powered (all GMC) and 318 gasoline powered (312

Whites, 6 Twins)?

7. That 426 busses have automatic transmissions?

8. That all gas-powered busses have been equipped with degassers to help prevent smog?

9. That 67 of the older busses have undergone a complete overhaul since late 1950, in order to put them in first-class condition, and that the program is continuing at the rate of seven a month?

10. That diesel busses get 4.56 miles per gallon of fuel; gasoline busses, 2.93 miles per gallon?

11. That the average cost of repairs and maintenance per bus per month is \$145?

12. That it costs PE \$39 per bus per month to keep up bus tires?

MT Operator Harry Fowler Is A Versatile Hobbyist

A HOBBYIST of versatile interests is Motor Transit Operator Harry Fowler, who has been working busses out of Whittier Station the past six years.

He likes color photography and has his own darkroom.

We don't know which hobby prompted which, but he's also a mountain climber, and of course, mountain scenery is wonderful to photograph. Last summer he climbed Mt. Whitney.

He has a collection of U. S. coins since 1816, and is constantly adding to this collection.

His most recent interest has been the accordion, on which he's started taking lessons.

But from the angle of civil defense, his most interesting hobby is the

mobile two-way radio unit he has installed in his automobile.

A seven-band transmitter and receiver, with an output of 35 watts, the set enables Fowler to reach anywhere in the U. S., Alaska, South America, Hawaii, Canada, Australia, etc., as he rides along in his car.

Harry spent two years studying radio servicing and theory in night classes at the Whittier schools, and wound up with a license as a radio amateur, with call letters W61XA.

In addition to belonging to a Whittier Naval Reserve Electronic Unit, he is a member of Whittier's Radio 50 Club, whose main program is emergency civil defense communication in the Whittier area. He also works with the Whittier Police Department when extra radio equipment is needed.



Harry is one of several licensed hams who work for PE including Elden Rea, Watts Agent; George Perry, Business Manager, Hospital Association; Everett Cook, Inglewood Agent; Trainmen Joe Bush and Merrill Strang—and there are no doubt others.

MOBILE RADIO UNIT—Harry Fowler, Motor Transit Operator, demonstrates the two-way radio set—a seven-band, 35-watt shortwave unit—which he has installed in his automobile. He has signed up for emergency civil defense communication in his home town of Whittier.



NATIONAL BUS DRIVER WEEK?

"Honor the Guy Who All Year Long Gets Us In One Piece Wherever We Want to Go," Says National AP Columnist Hal Boyle

IN MAKING out your will did you ever consider leaving anything to a bus driver?

Probably not. Few people give a bus driver anything except a hard time.

Every boy at some time wants to be a locomotive engineer. The airplane pilot is one of the most glamorous men of the age.

But who ever made a hero of the bus driver? Nobody but his wife, his kids, and his dear old mother. And yet he carries more people safely on more important missions, year in and year out, than any other figure in transportation.

And he has by far the hardest task. A train rides on its own rails and switchmen give it a fast, clear track. An airplane follows a steady beam through the skies. But a bus driver threads a devious path through the most clogged traffic in history.

Potential death whizzes by every moment . . . rumbling trucks . . . careless motorists . . . a cabbie trying to beat the light. And the passengers somehow still feel more secure than if they were on a train or a plane.

They have a great blind faith the bus driver will deliver them intact to their destination.

How he does it is one of the marvels of our times. Who among us has to show as much skill while under so many pressures? The miracle is that anyone can be found who can manage—all at the same time—to steer a lumbering vehicle through a busy street, make change, hand out transfers, pick up a dropped dime, keep an eye out for children darting from the sidewalks, and explain to a querulous lady why it really isn't his fault if she caught the wrong bus.

With all that horsepower under his hands the bus driver also needs a lot of horse sense in his work. For he has more afflictions than plagued Job.

He is under more strain than any of his passengers, but if they are vexed by a personal problem they often vent their irritation on him at the least excuse. They rarely think of him as having a worry.

It is no wonder that several years ago a New York bus driver, bored by his routine back-and-forth life, left his route and drove south for a little Florida sunshine. The surprising thing is that more aren't seized by wanderlust at the wheel.

"People are funny," one bus driver told me. "Right when you think you are driving nothing but crazy wildcats Christmas comes along, and one



or two will hand you a small present when they pay their fare. Then you get to thinking they are people again."

I remember another driver who said he was going to quit because he had begun to talk in his sleep.

"What did you say in your sleep?" I asked.

"My wife says all I do is mumble, 'Move to the rear of the bus, please, more room in back,'" he said. "That's all I say all day. Why should I say it all night, too?"

MAKES IT A CHUCKLE WAGON

Some drivers have a fine gift for lifting the spirits of passengers. Once I was making the long voyage home on a cramped bus in which everybody seemed to be in a bad mood. A small boy came aboard carrying a big package. The package bumped against a standing woman, and she cried snappishly:

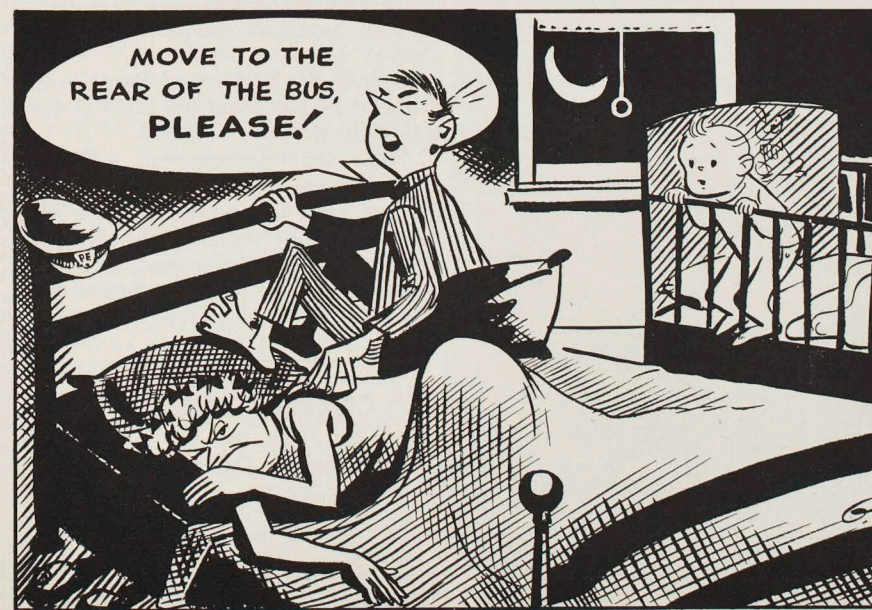
"Driver, why do you let anybody get on the bus with a package that size? You know it's against the law."

"Live and let live, lady," said the driver, philosophically. "I wouldn't care if somebody climbed on carrying a basket full of cobras."

All the way you could hear the weary passengers break out in chuckles.

We have a national cranberry week, a national dog week, a national cage bird week, a national crochet week. Why not at least a national bus driver day to honor the guy who all year long gets us in one piece to wherever we want to go?

Fare enough?
(Reprinted by permission of the Associated Press.)



The Public Appreciates

WEEK AFTER WEEK, and year after year, letters, telephone calls and verbal comments continue to pour in, filled with admiration for the courtesy, alertness and skillful operation of PE employees. It is heartening to hear of such commendations.

Names of those commended since the last issue of the Magazine follow:

NORTHERN DISTRICT OPERATORS

K. H. Caufield, Sidney Chevlin, J. E. Lewis (2 letters) and R. R. Ost-rander.

MOTOR TRANSIT OPERATORS

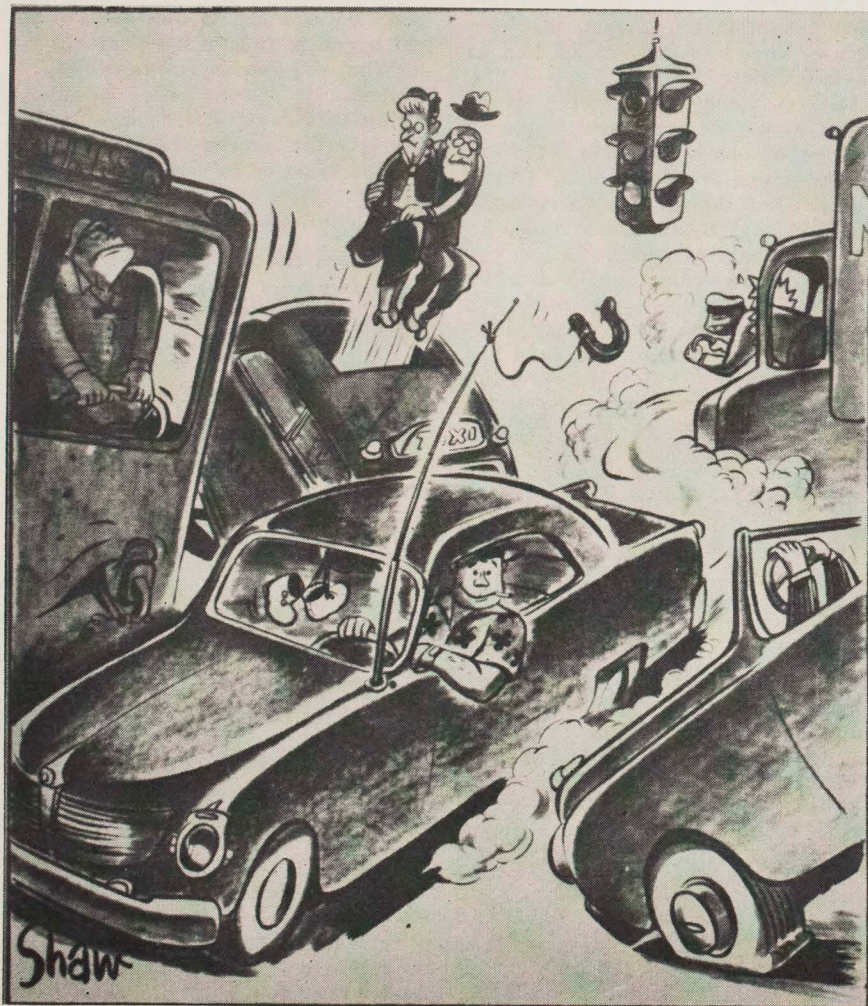
D. E. Andre, P. O. Cole, E. L. Combs, J. Marlo, C. H. Sawyer and H. D. Shannep.

SOUTHERN DISTRICT OPERATORS

A. C. Henderson, B. F. King, V. C. Prettyman, L. R. Robinson, J. H. Shelton and W. Werner.

WESTERN DISTRICT OPERATORS

R. S. Anderson, W. R. Anderson, T. R. Asel, G. I. Battelle, F. H. Belk, R. L. Buda, W. E. Burris (2 letters), Edward Delmar, V. E. Delmar, M. L. Davis, O. J. Donnelly, E. F. Gilligan, L. J. Gravois, D. C. Grayson, P. B. Greet, C. J. Hansen (2 letters), W. A. Hatley, Jack Harlow, L. Hinkle, H. C. Hunten, H. J. Heurkins, B. Jayms, C. H. Jones, A. E. Landers, Emil F. Lodahl, John Manfroy, S. Margolin, C. J. Mathison, H. B. McClintock, E. F. Morgan, W. W. Osepczuk, J. H. Schmitt (2 letters), William Schmidt (2 letters), G. E. Souders, F. W. Sprowls, R. L. Strother, Arthur Ven-let, Walter L. Wells, Earl Wilcox (2 letters), E. F. Williams, C. W. Wisler and I. L. Wood.



COMMENDATION Of the Month

PROMPT ACTION on the part of Line Helpers T. J. HAYNE and ALLEN WOOD, JR., in reporting a fire in the roof of one of the buildings of the Rabbit Experiment Station of the U. S. Dept. of Agriculture at Fontana—and then helping put it out—led to a letter of commendation to General Manager T. L. WAGENBACH from the Station Director, GEORGE S. TEMPLETON.

Dated June 2, the letter stated, in part:

"If it had not been for their prompt action, no doubt we would have lost one or more of the buildings... I do want to express to you our appreciation for their alertness and the effective manner in which they handled the situation."

OTHER COMMENDATIONS

J. H. Sandman, Agent at West Los Angeles, and his station forces for their good work in routing 20 cars on System lines during last May.

Passenger Agent Ralph Dimon, Conductor O. B. Hotchkiss, Motorman E. A. Abbott and all other employees responsible for the success of the May 3 trip of the Bay Area Electric Railroad Association were thanked for their courtesy and kindness and their efforts to make the trip enjoyable by Addison H. Laffin, Jr., Secretary of the Association.

Mrs. C. L. Graham, Corresponding Secretary of the Reseda Women's Club, wrote to thank the management for "extending its service to accommodate our community and school children's need for transportation during the hours of 7-9 a.m. and 4-6 p.m."

Hugh E. C. Ramsey of Santa Ana wrote in to commend all the PE operators in general.

Quick now!—How much money did you save last year? Uh-huh, we thought so! Better join our Payroll Savings Plan for the easy, automatic purchase of U. S. Defense Bonds and guard your future.

CORRECT ANSWERS to Explosives Questionnaire

(See page 6)

- 1. False; 2. True; 3. True; 4. False; 5. True; 6. True; 7. True; 8. False; 9. False; 10. True.

WITH OUR CONTRIBUTORS

YOU BE EARNEST AND I'LL BE FRANK



By J. S. Burton

ONCE AGAIN we find ourselves in the throes of a Presidential election. Both sides claim they have the only solution for the ills of this country and the world. But we must decide on our own candidate and support him to the fullest extent. If you will search the annals of history, I don't think you will find a period where the need was greater for a courageous, stalwart American statesman to lead his country.

In every field of endeavor we find confusion running rampant, with greed and avarice uppermost in the minds of some of our foremost leaders. "What can I do to better serve my own interests?" seems to be the attitude throughout even our higher governmental agencies. It makes a person wonder sometimes whether or not the mold for Patrick Henry, Thomas Jefferson, Abraham Lincoln, and others hasn't been broken somewhere down through the ages.

We must determine within ourselves to rally to the leadership of the candidate chosen, and strive to bring about that oneness that has differentiated the American people from the rest of the world in the past. A nation is only as strong as the character of its people, and when that is threatened, it is time for the sights of the people to be raised to new and higher horizons.

Not only in national affairs is this true. Let us look at the wage earner. There is continuous bickering between workers themselves. A disgruntled, dissatisfied employe will not and cannot do his best work. Instead of seeking employment where he can be happy and further a cooperative spirit, he chooses to stay put and try and change things to suit himself. I would sooner have two men working with me, than a dozen working for me. So, from the Pacific Electric Railway to the topmost channels of the biggest business in our country,

cooperation and faithful performance of our duty towards those whom we serve is most important if we are to exemplify a spirit of unity.

Congratulations are in order for Fred T. Sweatt in being the successful bidder for the Terminal Foreman's position at the Subway Terminal Foreman's position at the Subway Terminal. Our loss is the Subway's gain, and we sincerely hope

Fred has all the breaks coming his way in his new undertaking. Everyone likes him at West Hollywood and I am sure the boys at the Subway will recognize his congenial and capable qualities as we have.

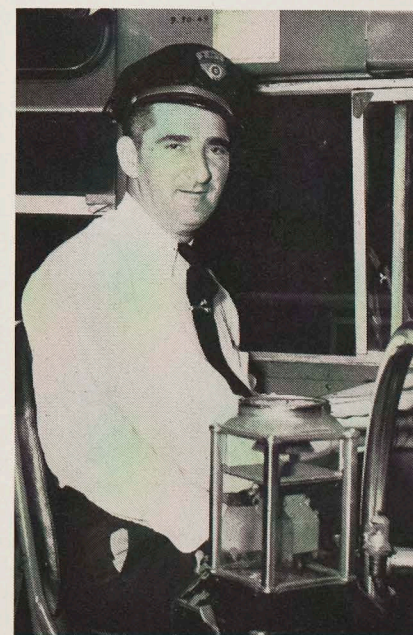
Have you noticed the number of new automobiles parked in the West Hollywood parking lot lately? It's surprising what a few trip and run combinations will do, isn't it?

For Courtesy and Neatness

West Hollywood Proudly Presents GEORGE JAMES RAYMOND

ONE OF the most likeable fellows at West Hollywood Terminal is the recipient of the citation this month for his general attitude towards his job.

Jimmy possesses an abundance of consideration for others, and a personality which categorically marks him as an extrovert. This observation is borne out by several letters in his personal file dating as far back as August, 1948, showing that he lent passengers their fares in



GEORGE J. RAYMOND

cases which otherwise would have proved embarrassing to the riders.

Each new day finds "G. J." dressed in a clean uniform and a freshly starched and ironed white shirt. His white shirt, and his ability to keep it clean, have distinguished him above some of the rest of us here. With shoes glistening and a clean tie properly adjusted, George starts each day as a new opportunity to serve those who ride his bus. The feeling of passengers on each of his trips is one of satisfaction and ease. They trust him implicitly. On June, 1950, a passenger wrote to congratulate the company on having a man such as Mr. Raymond as an operator. The writer explained that, through no fault of his own, Jimmy was placed in a precarious situation with his bus and an accident seemed inevitable, but his skillful operation prevented the accident.

After chauffeuring for a doctor in Chicago for a number of years, Mr. Raymond entered the Pacific Electric family in September, 1947. He operated a motor coach for the Los Angeles Motor Coach Division from that date until Pacific Electric took their lines over May 7, 1949.

It is indeed a pleasure to recognize Mr. Raymond this month for the qualities explained above and let him know that those few minutes used in maintaining a neat appearance and his affable attitude towards his passengers are appreciated and do not go unnoticed.

— J. S. Burton

OCEAN PARK TERMINAL



By
C. L.
Robbins

OP HAS LOST another old-timer, **A. E. Brown**, who retired July 1. We are sorry to see him go but glad that he can take it easy now and watch us work.

I know we all thank **E. P. Verret** for his help in getting us the cards, new pool balls, etc. We have just about everything at OP now.

R. P. Arms just returned from St. Louis, Mo. I bet he is glad to get back to this cool breeze again.

R. J. Monday just returned from Arkansas. His wife was called back, her father being seriously ill.

A number of ribbons and cups have been won by **C. F. Long's** Samoyed show dog, an all-white named Prince. Sometimes Samoyeds are called snow dogs.

Things must be hard on the outside. **A. E. Gray** is being welcomed back at OP after about four years of rest.

And I leave you with this.

Rom. 12:3: For I say, through the grace given unto me, to every man that is among you, not to think of himself more highly than he ought to think; but to think soberly, according as God hath dealt to every man the measure of faith.

BUTTE STREET NEWS

By Ray Lightfoot

QUITE AN IMPRESSION has been made among Butte St. men by the recent movies and actual demonstrations of what the "jar" will do to a loaded railroad car. A film put out by the Southern Railroad showed couplings made with a loaded car one wall of which was made of wire netting.

Nothing is so impressive as a picture. I have heard several remarks since about keeping couplings under 4 mph, or: "That's more than 4 mph!"

At this writing a new show was coming up July 24, entitled "The Handling of Explosives." Hope everyone saw this, since a car of explosives improperly handled could mean the end of several of us. As for myself, I should like to stick around and see my grandchildren grow up.

Extra Yardmaster **S. E. Hogue** came back to work May 27 after a long siege with a leg disability.

We have several new Brakemen on the list now: **J. T. Hackett**, **A. J. Preston**, **J. E. Mitchell**, **R. P. La Bombard** and **P. W. Blalock**.

Gus Hansen, **Mike Goicoa** (Ding Ding), and **R. R. Gath** went fishing last month. Mike caught a big one. There was \$27 in the jackpot and everyone caught the limit, but Gath finally wound up with the biggest fish and the \$27. Gus had a "whopper" on his line for awhile and had Gath kissing the jackpot goodbye, but the fish took one look at those on board and left for safer places. Better luck next time, Gus!

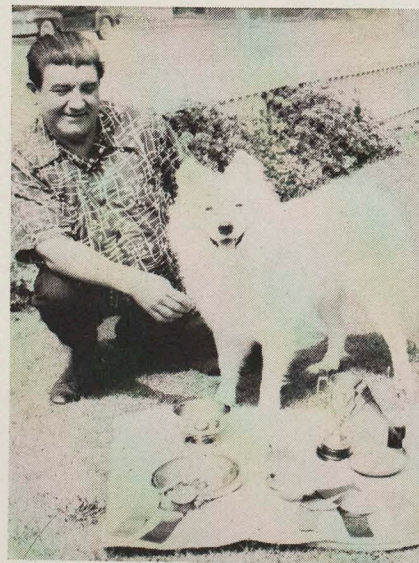
E. C. Perkins caught a 17-lb. albacore about one mile east of Avalon. Took about 20 minutes to land it.

Brother **F. C. Potter** passed away June 16 and the wife of Brother **C. A. Boluss** passed on June 26. We were all very sorry to hear such sad news and we extend our heartfelt sympathy.

Trolleyman **Sam Williams** made a rush trip to Fresno to see his ailing brother. He reports that it was 100 degrees in the shade up that way.

Sid Newman is sporting a brand new pair of shoes. He says some of the boys will be surprised to know he had that kind of money.

In the last issue of our Magazine there was news of the new Family Group Insurance. Well, the representatives were around for quite a few days. Many signed up, including my-



PRIZE SAMOYED ("Prince") and his master, Operator **C. F. Long** of Ocean Park, with some of the first and second prizes Prince has won in numerous dog shows. Samoyeds, often called snow dogs, are native to Arctic regions, where they are used to hunt bear and herd reindeer. They're gentle with children.

self. I think it is a good thing and could come in very handy.

After finishing near the top of his class at the Air Force Electronics School, Chanute Field, Chicago, **R. S. Nichols'** son, **James**, came home for 24 days, during which time the elder Nick took his vacation. James has since left for a new assignment at a South Dakota Air Base.

"Man is the only animal that laughs and weeps; for he is the only animal that is struck with the difference between what things are and what they ought to be."—Mark Twain
W. C. Nolan and **William Silvers** are (as of July 14) in Santa Fe Coast Lines Hospital. In my last column I wished that all our PE men would be out soon. Well, they were,—so I am making the same wish again for these men.

AGENCY BRIEFS

By Gertrude Cornice

A QUEEN will be selected by a drawing of tickets at the Annual Agents Picnic to be held at Swiss Park, Duarte, Sept. 21. Many prizes will be awarded to winners of games. Set the day aside and bring the family. Free coffee and drinks.

It is expected that Claremont Agent **H. G. Hammond** will be back at work soon after a long illness.

Since June 25, **Jacob J. Catchings** has been the new Assistant Agent at El Segundo.

Assistant Freight Agent **R. R. Corey** and his wife have been called to Canada, owing to the illness of Mrs. Corey's mother.

Albert J. Edinger and **Robert Matheny**, students under the GI Bill, have been working temporarily as Yard Clerks during the summer, and will return in school in September.

Congratulations are in order for Extra Clerk **Charles Mueller**, who returned from Chicago July 15 with his bride and childhood sweetheart, the former **Mary Jane Lafferty**. They were wed June 21.

Born on Friday, the 13th of June, was little **Willie, Jr.**, new addition to family of **William S. Atwood**, Rate & Bill Clerk at our Culver City Station. Wife, **Harriet**, gave birth to the 8 lb. 14 oz. boy at the California Lutheran Hospital in Los Angeles.

Whittier Operator B. R. Fredenberg Dies

B. R. FREDENBERG, Whittier Operator and a PE employe for 25 years, died on Saturday, July 12. Pallbearers at the funeral included Operators **F. Runa**, **F. Chamber**, **F. Glover**, **S. Adams**, **O. Greene**, and **G. Asher**.

LOS ANGELES TERMINAL FREIGHT STATION

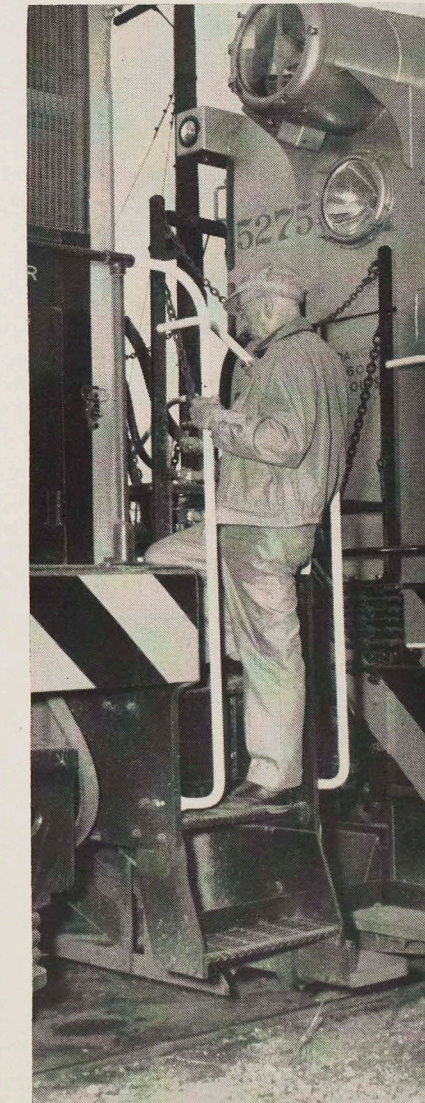


By
Suzanne J.
Smith

WEDDING ANNIVERSARIES were celebrated in profusion 'round the LATFS—**Arnold** and **Louise Winquist** headed the list, being feted for their 35th wedding anniversary; **Mr. and Mrs. P. B. Durant** heard the jingle of silver, with 25 years to their credit; **Fred and Thelma Leininger** scored a close second to the Durants with 23 years of being Mr. and Mrs.; next in line were **Mr. and Mrs. L. M. Duke**, with a happily married life record of 21 years behind them; and at the bottom of the totem-pole appeared **Suzanne and Charles Smith** with only 6 candles on their anniversary cake. . . Our bulletin board displayed a very novel printed announcement, telling the world-at-large that **Larry Edward** arrived on June 25, and that his proud parents were **Morris and Bonnie Thompson**. . . The **Elden Reas** covered some 3,300 miles on their extended automobile trip through the Middle-West. . . **Milo Seiglar** has the heartfelt sympathy of his fellow workers on the loss of his mother, who passed away June 24, after an extended illness. . . Vacation is every day for **Kinyoun Smith**—he lives right on the beach front and can bask in the sun during his leisure hours. . . **Eleanor Fawley** was awarded the newly-created job of Stenographer-Clerk at the Subway Terminal. . . **Earl Lowe** and **Albert Fife** handled temporary work at LATFS. . . **A. L. ("Roby") Robertson**, his wife **Helen**, and the children drove via the Redwood Highway and points North to Vancouver, B.C., for a splendid vacation. . . **Yellowstone National Park** was the final destination point on the vacation agenda of the **L. M. Dukes** this year. . . **Alfred and Vitilla Gilbert** took the "choo-choo" to Texas and Arkansas. . . **Robert Haynes's** vacation had a sorry ending—he went to the hospital with a severe attack of poison ivy (or was it oak?). . . **Reba Mitchell** and **Margaret Seymour** are on the sick leave list. . . **Normand Lefebvre** worked **Daniel Sanchez's** job, the two weeks Dan visited his mother in Mexico City. . . The **Arnold Winquists** didn't get any further than Arizona, but

had a wonderful trip and enjoyed the visit with their brother. . . **John and Agnes Fowler's** daughter, **Barbara Jean**, graduated from Hoover High in Glendale and will attend Whittier College next semester. . . Other people raise multi-colored sweetpeas, but not **Cy Albright**; his home grown sweetpeas are snowy white. . . **Joe Markham** bid in General Clerk's position at El Segundo. . . **D. J. Sullivan** and his family are going fishing at Puffer Lake, in Utah. . . **Jake Anderson** spends his weekends baby-sitting with his three little grandchildren. . . Something additional has been added to the LATFS: on June 20, **W. J. ("Walter") Fleck**, Chief Clerk, Pacific Car Demurrage Bureau, transferred his headquarters from Butte Street Yard Office to our domain. . .

Help your country and yourself! Buy U. S. Defense Bonds on the Payroll Savings Plan! Sign up today!



HAPPY LANDING to Motorman **J. A. Johnson**, of the Northern District. He's stepping down from locomotive in safe and proper manner.

LONG BEACH FREIGHT STATION



By
Jack
DeLaney

(A SERIOUS OPERATION last Jan. 30 has prevented Jack from contributing his news since that time. We regret that he has been ill. **Eddie Davidson** has kindly taken over till Mr. DeLaney comes back.—Ed.)

A NEW PAINT JOB of "seafoam" green is being put on the interior of our station and will look very nice when completed. Better come in and see us sometime!

Telegrapher "**Vic**" **Watson** just returned from his vacation in Paradise (California, that is) with a new lease on life, and says, "Everyone ought to live in Paradise the rest of his life—wonderful place."

The regular Reporter, **Jack DeLaney**, plans to be back at his Cashier's job sometime in August. Nice to know he will be with us soon. **Jimmy Connors** has been doing a fine job in Jack's place.

The Billing Department is sporting a new electric IBM typewriter and we even have a new girl to operate it—"Midge" **Sheffield**, who has been on sick leave the past year. She was formerly employed in L.A. Yard Office.

"**Charlie**" **Jolly** is the new Chief Clerk, replacing **A. C. Morrill** who bid in at Ventura. Night Chief Clerk, **George Gates**, and his wife, **Maxine**, are still holding down the duties on the night shift, but plan a vacation to San Francisco in the next few months.

We have enjoyed a very nice run of cotton and flax this season.

Agent **T. L. Sheffer** spent most of his vacation with a cold, but we understand his wife found a few things for him to do around the house. Isn't that always the way?

Jimmy Brock, 7th Street Yardmaster, is driving a new Chrysler Imperial. Wonderful!!!

Warehouseman **Elmer Hall** is mighty glad to see the "fellas" from LAUPT establishing their seniority here at Long Beach. They keep the place nice and clean for him. He says the company ought to have a baby contest, 'cause he's sure his would win—they might, too! Got four!!!

PACIFIC ELECTRIC HOSPITAL ASSOCIATION



By Louise Byrd

IT WAS SMORGASBORD at Chicago's Bit o' Sweden for Chief Clerk Carl Campbell and his wife, Frances, during their June vacation together. They also saw the White Sox defeat Satchel Paige and the St. Louis Browns; got caught in a rain storm while rowing a boat in the middle of a lake; showed 'em the way we do things in California by bowling a snappy 535 series at an Indiana alley; and caught fish in a Michigan lake when the game warden wasn't there.

Mary Arroyo, Drug Clerk, had a wonderful vacation with friends at Las Vegas in June. This was her first trip there. She had a splashing good time with the "swells" in the pool of the Desert Inn and in the evening saw some excellent shows which starred Ed Wynn and Ted Lewis. Mary says that since the gaming tables hold no lure for her she didn't lose any money and that is also why her vacation was so wonderful.

Dorothy Baker, Secretary, is back after a month-long second honeymoon with husband Eric, who returned from service in Korea with the 40th Division. They visited Vancouver, saw the Portland Rose Festival (equivalent of our Rose Tournament), and brought back some lovely china from Victoria.

MEET DR. SPIGELMAN

Patients of Dr. Louis Spigelman aren't likely to have an opportunity to find out that the Hospital Association's Orthopedic Surgeon was a captain in the U. S. Third Armored Division during World War II, and received both a Bronze Star and a Purple Heart. He acted as battalion surgeon.

After pre-medical training at City College, New York, he went to Syria, where he took his medical degree at the Rockefeller Foundation's American University at Beirut. Interning for two years, he then served his four years in the Army, during which time he became a prisoner of war in Germany for four months, escaped, was recaptured, and was eventually released by the U. S. Army.



DR. LOUIS SPIGELMAN

Operator Thanks Hospital Assn.

July 18, 1952

Editor PACIFIC ELECTRIC MAGAZINE

Dear Sir:

A few weeks ago I suffered a stomach hemorrhage and was rushed from work to the Santa Fe Hospital.

The wonderful care I received during my nine days at the hospital and from the doctors after my release have convinced me that the PE Hospital Association is an organization of which we can be proud.

I've belonged to it almost 30 years, and in this one experience alone, I feel that I have got far more out of it than I have ever put in.

So, my grateful thanks to the entire personnel of the Hospital Association, and to the doctors who handled my case. Finer care cannot be had anywhere.

Sincerely, JACK S. SMITH Operator, Long Beach

After his military service, Dr. Spigelman spent 3 1/2 years in specialty training in orthopedic surgery at Queens General Hospital, Jamaica, N. Y.

He came to California in 1949 and joined the staff at Los Angeles County General Hospital. Since that time he has become associated with the staffs of numerous well-known hospitals in Los Angeles. On Dec. 7, 1951, he joined the PE Hospital Association in his present capacity.

What's an orthopedic surgeon? Well, the dictionary says that orthopedics is the correction or prevention of deformities, especially in chil-

dren. Dr. Spigelman, however, says that that definition is old-fashioned, and that nowadays orthopedics is defined as the treatment of diseases involving the musculo-skeletal system. We suppose that means muscles, bones, tendons, joints, etc. Treating fractures is a part of the orthopedic surgeon's job, too, says the PE medic.

You take it from there. Or you might find out more from the Western Orthopedic Society or the American Board of Orthopedic Surgery, to which Dr. Spigelman belongs. Or ask him.

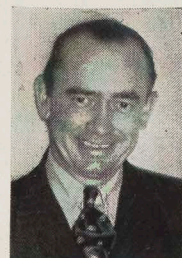
Because You Gave Your Blood . . .

YOUR CONTRIBUTIONS to the Blood Bank are paying dividends in more ways than you may realize.

You already know that you, as a PE employe, and any member of your immediate family, are entitled to whole blood, liquid plasma, and red cells from the PE Blood Bank without charge.

But now, through the cooperation of the Red Cross, other blood derivatives are available to you without charge, announces Dr. E. C. Heringman, Chief Surgeon, PE Hospital Association. These include immune serum globulin, commonly known as "measles serum," and serum albumin, which is used in emergency treatment for shock, or for replacement of lost proteins in kidney and liver diseases.

PACIFIC ELECTRIC ROD AND GUN CLUB



By Arlie Skelton

GREETINGS, Rod and Gun Clubbers!

At our recent regular monthly meeting, only a handful of members were present, due no doubt to the vacation time when so many members were out after some of those real big fish that sometimes get away. Fishing Captain Roger LeMelle was able to book two full parties for charter boat outings. Bill Jolley reported his boat overhauled and back in the water ready for the albacore runs.

At this writing we were in the midst of preparation for our annual Chowder Party and Surf Fishing Tournament, at Los Patos Camp on July 19.

A big vote of thanks is due Harold and Mrs. Smith for allowing us for the past several years to come into their home and use their kitchen to prepare the ingredients for the large amount of chowder necessary to feed about 100 people. She has also worked very hard herself. This party always involves a lot of plain old hard work, but we have many willing hands, including Mrs. Skelton, on the preparation program; Charley Rushing, on our final serving, making coffee, etc.; B. F. Manley and Hal Smith to gather in the fish. Yours truly, as chairman of the committee, will probably make a fair errand boy. More thanks to Past President Carl Hill for his assistance in furnishing the dairy products and several of the vital materials.

The officers and members of the Club are very proud of our three main functions; namely, the annual outing to Arrowhead for the opening of trout season, the annual chowder party at Los Patos, and our annual awards banquet in honor of the retiring President. Numerous other smaller hunting and fishing parties are held in seasons throughout the year.

We were sorry to hear of the illness of our good friend and fellow sportsman, W. G. Knoche, who is taking a few days sojourn in the hospital and will be missed by his surf fishing pals along the beaches. Mrs. A. V. Miller, wife of Past President Miller,

has also been ill. We wish them both a speedy recovery. We never realize the value of good health until we lose it.

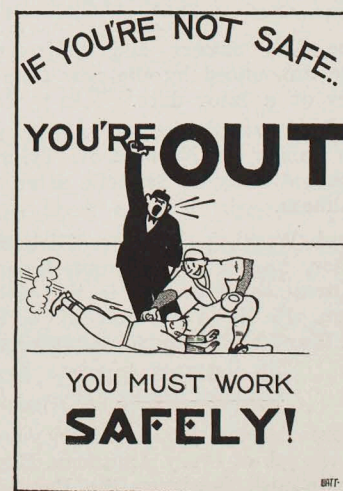
Several good members are showing back on the job from their vacation. Signalmen John Huber said he spent his in Downey, doing housework. (Pardon me, Mrs. Huber, but that's what the man said.) Dan A. Terry, a retired charter member of this Club, is keeping busy pulling big striped bass out of the Sacramento and Feather rivers. I spent mine touring the Southwest states, and finally bought a farm down in Arkansas to retire on. Of course some likely looking bass streams and a forest full of game didn't seem to discourage me any.

A new game animal—wild jackass—has been added to our hunting field. Besides providing the thrills of a first rate chase, we are told the wild burro's succulent flesh ranks with that of the better game animals. A state hunting license is needed to participate in the sport, and consumption of the meat is restricted by law to humans. Otherwise, there are no restrictions or closed seasons for the feral burro.

Deer season runs from Aug. 9 to Sept. 14 in the coastal area except San Diego County. For inland (Sierra) and Northwest areas it runs from Sept. 20 to Oct. 19. Some areas permit the taking of two bucks; others only one. Be sure to check the law governing where you hunt. Hunting regulations for 1952 are available in most sporting goods stores.

Remember our regular monthly meeting night on the 2nd Wednesday.

No safer investment than U. S. Defense Bonds! Buy them on the Payroll Savings Plan!



NATIONAL SAFETY COUNCIL

PACIFIC ELECTRIC BOWLING NEWS



By Charlie Hill

AFTER EIGHT WEEKS of running they are now in the home stretch, and what a race! Three of the entries—Trophy Trappers, Mad Ducks, and Jokers—are running neck and neck with 13 points each; the Black-Outs, one behind with 12; Hi-Ho Silver next, 11 points; and the Dead Pans running last but only three lengths behind the three league pace setters. Anything could happen before the end of the race, which was scheduled for Aug. 1. The Summer Scratch Trio League has certainly been a close and thrilling race right from the start and promises to remain that way to the very end. Any one of the six trios has an even chance to win, and I would not attempt at this time to predict the winner. It wouldn't be surprising to see them wind up in a tie, in which event, of course, a play-off would be necessary to determine the championship. Right now the season's honor roll is shared by the Black-Outs, with high team series of 1581, and the Dead Pans with the high team game of 581. Under individual performance, Charlie Hill carries the high series of 587 and Tommy DuMoulin is defending his 234 game as high for the season.

Instead of the usual sweepstakes that follow the close of the regular league scheduled season, the teams have voted to engage in an individual head pin tournament, which will be rolled on Aug. 8. This should furnish an exciting climax to an exciting season.

The regular annual meeting of the Pacific Electric League is scheduled for Friday evening, Aug. 15, at the PE Club, at which time election of officers for the ensuing year and organization of the Winter League will take place. All who are interested in joining should attend this important meeting. One does not have to be an expert bowler to take part in the weekly fun, and invitation is extended to all, who are and might become interested, to come with us.

(Continued on page 30, col. 3)

**AMERICAN LEGION
PE POST 321**

By
**Byron P.
Heath**



AN AMERICAN LEGION Certificate of Distinguished Service in appreciation of his outstanding service to PE Post, American Legion, and for his many humanitarian services on behalf of our disabled comrades, was awarded to Harry D. Davis at a recent post meeting.

Mr. Davis has been operating candy and cigarette coin machines on Pacific Electric property for some 14 years, under a lease granted by the company to PE Ry. Post No. 321, American Legion. Most of the profit from such operation has been turned over to the Post for use in providing comforts and other rehabilitation items for the disabled veterans in our hospitals. In addition to these monies, Mr. Davis has contributed money, candy and cigarettes amounting to around \$500 for other assistance to those veterans, such as holiday parties put on for them by the Post.

Pacific Electric Post greatly appreciates the assistance Mr. Davis has given us throughout these years and is humbly proud to have such a friend.



FOR DISTINGUISHED SERVICE—Harry D. Davis, center, receives American Legion Certificate of Distinguished Service from Commander William D. Parker, PE Post 321, as Hospital Chairman Fred Nichols looks on. (See American Legion column for more details.)

A. W. Bone and F. W. Nichols presented the semiannual school awards to outstanding pupils of Robert Louis Stevenson Junior High School, of which K. M. Smith is Principal, at a recent school meeting at which Harry D. Davis gave an interesting speech on Americanism. The medal and awards winners were Dora Rosales and Arthur Tantardino, with a tie for both second award citations going to Susie Figueroa, Carrie Bowden, Charles Sparks and Charles Chitjian.

The new officers for the year 1952-53 were elected July 8 and will be formally installed on Aug. 28.

They include Commander Robert N. Anderson, World War II Army Supply Sergeant and now a Southern District Operator; 1st Vice-Commander Wilbur R. Bashor, a Tech Sergeant in the Army Air Corps in World War II and at present an Operator on the Motor Transit District; 2nd Vice-Commander Floyd W. Starkey, a Chief Petty Officer in the Navy from 1942-45, and at present on sick leave from PE; Sergeant-at-Arms James A. McNaugh, Army Engineers, World War I, and retired federal employe (re-elected); Chaplain Fred W. Nichols (re-elected), who was in the Army in World War I and is now Assistant Trainmaster; Historian—Byron P. Heath (re-elected), World War II Army MP and now an SP Clerk; Finance Officer John W. Foore (re-elected), an Army World War II veteran and now Freight Cashier at Inglewood.

Executive Committee: O. R. Newhouse and A. W. Bone were re-elected, with H. F. Sayles, Jr., being the new member.

Delegates to Department Convention are J. W. Foore, H. F. Sayles, Jr., F. W. Nichols, and J. A. McNaugh, with R. N. Anderson, A. W. Bone, F. W. Starkey and B. P. Heath as alternates.

Appointive officers and chairmen will be announced by the new Commander at a later date.

The Post extends deepest sympathy to the family of Norman A. Tyler, who passed away at Sawtelle after a long illness.

Joseph W. Slick, Northern District Operator, has returned from Japan and Korea where he was in the 40th Division. He is a veteran of both World War I and II and is on terminal leave.

Defense is your job, too! Yes, your job—the job of every American. Buy U. S. Defense Bonds on the Payroll Savings Plan. Sign up today!

**NEWS
From Service Men**

THE STEEL STRIKE is a "hindrance to our defenses," says Alfred W. Rost, West Hollywood Motorman who has been in the naval air service since September, 1950.

Writing from Oak Harbor, Washington, July 9, he expressed his appreciation for the PE MAGAZINE, which he has been receiving; felt that we should "give our blood to those who need it, and they need it badly"; and said he planned a visit to Los Angeles in the (then) near future.

**Marcelo Torres Killed
In Action in Korea**

ALL EMPLOYEES, and especially those of the San Bernardino Paving Gang on which he had worked for about a year, regret to hear of the death in a Korean action of Private First Class Marcelo Torres on June 14.



MARCELO TORRES

Marcelo was killed while attempting with his comrades, in the face of severe enemy artillery fire, to hold a hill. The body will be brought back to the U. S. for burial.

Twenty-four years old, he was the only son of his mother, Mrs. Francisco Araiza, whose husband, a PE Laborer, died shortly after Marcelo entered military service.

The lad's uncle, Eduardo Araiza, also works as a PE Laborer.

The sympathy of all goes out to Mrs. Araiza.

BOWLING NEWS

(Continued from page 29)

The Brotherhood of Railway Clerks' Handicap League, of which several of our PE Bowlers are members, is now in its 12th week at the Hollymont Bowl. This league is also enjoying a great race, with three of the fourteen teams tied for first place and four other teams only two points behind.

The great kegling pastime consists of strikes, spares, errors, and splits, and without any of these the game would not be the least interesting, and (with due apologies to Mark Scott, that great Hollywood sports-caster) remember, win or lose, always be a good sport.

Pacific Electric Club Bullentin

AGENTS ASSOCIATION:

Monthly Meeting, third Thursday of month—7:30 p.m. Dark, July, August, September.

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 on Friday at 8:00 p.m. Arcade Recreation Center—542 So. Broadway. Spectators invited.

1952-53 Winter League Organization Meeting. All interested in joining the League are urged to be present. Friday, August 15, 8:00 p.m. in the PE Club Rooms.

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:

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.

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:

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.

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.

Thursday, September 11th at 1:00 p.m. First Meeting of the new year. Thereafter the Business Meeting and Program are held the second Thursday of each month.

Fourth Thursday of the month held open for social gatherings either at the PE Club Ladies' Lounge or some designated place announced at regular meeting.

SYSTEM GARAGES

By Al Bristow & Ralph Murphy

SIDNEY SMITH, Air Brake Machinist, Macy Garage, retired July 31, 1952. He started as a Helper at Torrance Shops Jan. 12, 1924, was transferred to Mr. Black's Electrician force at Washington Street Yard in 1925, stayed there a year, and returned to Torrance Shops in 1926 as a Helper. After other moves over the years, about 3 months ago he bid an Air Brake Machinist job in at Macy Garage.

He claims upon retirement he is just going to do nothing but take it easy. We all wish him a long and happy retirement.

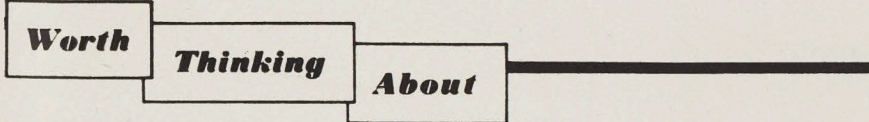
Louis Saal spent his vacation covering Northern California—in Nevada City he panned for gold for four hours and he was able to retrieve about 3 cents worth!

F. Penrod is now cruising the highways with a brand new Plymouth.

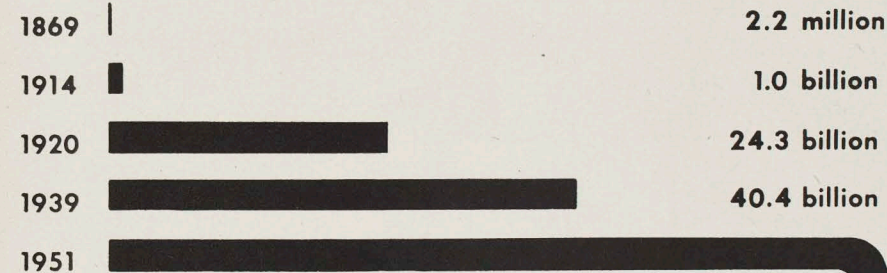
L. Roether says he is going into the real estate business.

Joe Wilcomb's family believes in covering all of the United States—Joe is going on his vacation to Alaska to visit his married son.

Following have taken their vacations—R. Young, R. H. Yarbrough, D. Avila, A. Burian, H. Parks, M. Torres, C. Young, M. C. Hernandez, M. Cain, L. Marks, O. Bathrope, R. L. Mankins, J. Scholz, G. Smith, W. T. Gaines, L. LaGarde, D. Heaps—and no doubt others will have vacation stories to tell by the time you read this.



THIS IS PROGRESS ???



255 BILLION!

How high can the federal debt climb before we go broke?

How long before the 25-cent dollar?

How far to the point of no return?

Every thinking American can look at this chart of the national debt and see the handwriting on the wall . . . this is progress down the road to ruin.

One thing is certain . . . only drastic curtailment of government spending and strict economy in government can halt the growth of the national debt.

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