

PACIFIC ELECTRIC



Magazine

DECEMBER 1952



Christmas Album

PACIFIC ELECTRIC Magazine

DECEMBER, 1952

Vol. 33

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Louis N. Velzy	South Passenger District

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by

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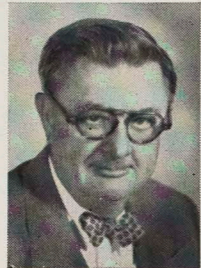
AL ROMMEL

Photography



At Christmas

HERE AT Pacific Electric we have a cross section of ways in which people of various descents prepare for and celebrate the Holy Day of Christmas. The Christmas Album on the following pages gives us a delightful glimpse of some of this traditional activity.



O. A. SMITH

Our Spanish-speaking friends bring us *Las Posadas*, a reenactment of the search by Joseph and Mary for a night's lodging. The successful quest is celebrated with a feast and *piñatas*, as illustrated by the *Contreras* family in the picture on the back cover.

Operator *D. L. Graadt van Roggen*, a native of Holland, shares with us the story of how Dutch children place their wooden shoes by the fireplace Dec. 4 and fill them with hay and carrots. This is done so that St. Nicholas, in Dutch tradition a Spanish bishop dedicated to deeds of mercy, will have food for his horse when he sends his little black helper down the chimney with the presents to put in the shoes.

Operator *Frank Desloges* is the son of a French-Canadian trapper who followed his trade in the far north near James Bay, Canada. Frank recalls Christmas celebrations in a log cabin nearly buried in snow and with the temperature at 60 below zero.

So this joyous season means something a little different to each of us. But regardless of customs, memories, languages and faiths, we share the inspiration of the story of the Christ Child—our supreme example of love, sacrifice, peace, and good will which knows no boundaries of any kind.

Because, above all, we of Pacific Electric are real Americans, I know that each of you understands the warm good wishes which are in my heart as I say to you, Merry Christmas and Happy New Year!



IT WAS a night before Christmas, and the family were all sitting around a crackling fire in the living room looking at their album of last year's Christmas pictures.

"Mom, won't Santa Claus get all dirty coming down our chimney?" asked six-year-old Helen.

"Don't you know that Santa Claus is magic and can do anything he pleases?" indignantly replied Jimmy, with all the superiority of his seven years.

"Oh, yeah? Well, it says in 'Twas the Night before Christmas' that 'his beard was all tarnished with ashes and soot.'"

Seeing that a dispute was brewing, Mother hastily introduced a new topic.

"Children, do you know that Santa Claus was once a real man?"

There was a chorus of wondering "Noes!" Both children clustered on the floor around Mother's skirt, and looked up expectantly into her face.

"Did he live at the North Pole?"

"Did he have children?"

"Did he run a toy shop?"

"No; he lived in an ancient city called Myra in Asia Minor, near the land where Christ was born. In fact, he was a bishop in the early days of the church about 400 years after the first Christmas. His name was St. Nicholas.

"Everybody loved him because he used to walk around the streets of the town at Christmas time and give presents to all the children he met. He was called the 'children's friend.' He didn't have reindeer and he didn't have a sleigh because there's hardly ever any snow in that country, but just the same he was the first Santa Claus.

"Stories about the wonderful things he did to help people grew up and spread all through Europe as they were passed from mouth to mouth down the centuries. Some people say the Dutch children couldn't pronounce his name, and so they changed it to Santa Claus, although many children in this country a hundred years ago still knew him as St. Nicholas.

"Santa seems to get fatter and jollier as the years go by. In the early days he was usually tall and thin, but the poet who wrote your favorite Christmas poem—Clement Moore—saw him as fat, rosy, and jolly, with merry twinkling eyes, and a long white beard, the kind of old gentleman who loves children and always wants to make them happy by giving them presents."

Mother stopped and gazed silently into the fire. Perhaps she was thinking of her own childhood, when Santa's pack didn't seem to be as full as it is nowadays.

"Mom, I wrote Santa a letter yesterday in school asking him for an electric train. Do you think he'll bring it?" asked Jimmy wistfully.

"And I asked him for a doll's bathinette," broke in Helen. "I hope he brings it this year. Do you think he'll be rich enough?"

Then it was Daddy's turn. "Look, kids, don't you think it's about time

OUR COVER

QUESTIONING AWE registers on the face of 18-months-old MARY JOA, daughter of FREIGHT CONDUCTOR and MRS. JOE MAY, as she pays her first visit to Santa. Sister GAIL ANN, 7, is a bit more blasé.

to start thinking about giving Santa Claus a present? He's been mighty fine to you for several years, and seems to me you ought to show him a little appreciation," he said, with a wink at Mother.

"No-o-o, Daddy!" came a chorus of protest. "Santa Claus just gives things; he doesn't get them!"

"Well," said Mother, slowly, "I heard Santa Claus say one time when he came down the chimney and he thought everybody was asleep, 'My, but this family is wonderful. They all pitch in and help each other so much that leaving presents here gives me a real thrill.' So maybe if we all keep doing that it'll be like giving Santa a present.

"For instance, kiddies, you can help Mommy now by taking your own baths and—"

"No, no, Mommy! We want to stay up and decorate the tree tonight!" came anguished voices. "And besides, it's too early!"

"Tomorrow night, children! That's Christmas Eve you know!"

"Good night, Helen and Jimmy," said Daddy, firmly.

"Good night, Daddy! Good night, Mommy!"

As Helen and Jimmy go sorrowfully slumberward, let's take a peek in the next three pages following at the 1952 Christmas Album showing what Santa Claus's helpers in the Pacific Electric family are doing in the way of making Christmas exciting for other Helens and Jimmies. And we won't be surprised to find that the boys in the armed services are getting a good share of attention this Christmas, too.

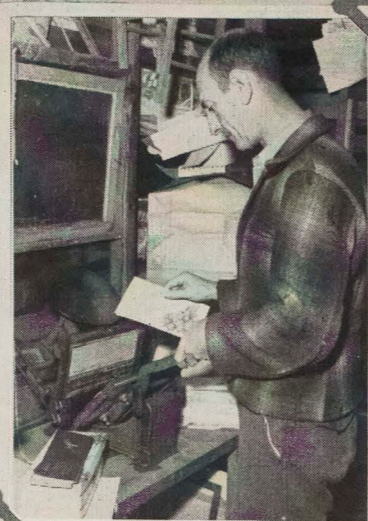
Christmas Album



MARILYN JARVIS, of Passenger Accounts; her father-in-law, West Supervisor E.E. JARVIS (center); and her brother-in-law, DON G. JARVIS, of Hollywood Freight Station, gaily wrap gifts for Marilyn's husband, Glenn (photo on table at rear), a private in Korea.



MERLE QUALEY, of Freight Accounts, making two-faced rag dolls for her 19 great-nieces and great-nephews, with the help of one-year-old WENDY. Isn't Wendy cute!



BILL SCHAUFF, El Monte Ticket Clerk, prints Christmas cards on his home press.



"Down, Smokey!" says the cook, operator GEORGE JAMES, as wife RITA grabs the pup.

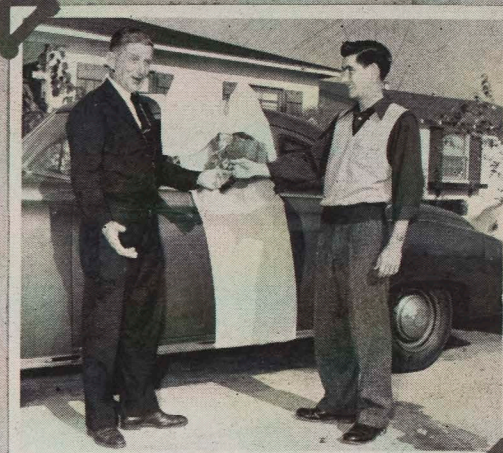


Duplicating Bureau sent gifts to Korea. FRANCES CAMPBELL and NEIL WARD wrap.

Christmas Album



Preparing the Glee Club for numerous Christmas programs, Director WARREN SILLIMAN works out a musical problem with some of the girls. They're doing "Twas the Night Before Christmas."



Motor Transit Operator W. J. OLIVER, left, was astonished but happy to receive a Chevrolet from his younger brother-in-law, ROY MEDSKER, in token of Roy's appreciation of W.J.'s help in putting him through school and giving him a home.



Operator and Mrs. A.M. (MAC) SPILSBURY talk over toys for Alma Jean (15 months) and Thomas (6 months) with saleslady at Joel's in Whittier.



Getting ready to make Christmas cards at the home of Field Engineer BILL WILKINSON. Dad's taking a picture of young BILL as SUSIE coaches from the sideline. Mom's thinking up art work with the assistance of Baby NANCY.



CHARLIE ENGLISH, of the Accounting Department, putting up Christmas decorations at his home with the help of son HOBART, 9, and ANN, 13. See Santa aglow in the attic window?

Christmas Album

"BE PROUD OF YOUR RAILROAD," Says SP President D. J. Russell

Cites High Caliber of Employees, Honesty in Financial Affairs, Respect of Businessmen for SP

THE MEN AND WOMEN of Southern Pacific, wherever they work or whatever their jobs, may well be proud of their railroad, President D. J. Russell told a gathering of 92 officers and supervisors who attended a luncheon in his honor recently, in Houston, Texas. Director of Public Relations James G. Shea represented Pacific Electric.

This, said Mr. Russell, is because Southern Pacific, throughout its long and eventful history, has always adhered to a policy of honesty and fairness in its dealings with the public. This policy, he declared, will be kept intact in the years ahead.

"In all the years Southern Pacific has met its obligations to the fullest," Mr. Russell said. "At no time has it settled an account on a partial or discount basis, but paid dollar for dollar owed. This has applied even in instances where it assumed obligations for which it was not originally responsible, and has held steadfast in good times and bad."

He also pointed to the fact that Southern Pacific has never been in bankruptcy nor receivership for the reason that its business affairs have always been judiciously administered. It has earned the respect of the business and financial interests of the country by the way in which it has conducted its affairs.

FIRST WITH BACK PAY CHECKS

He also called attention to the fact that Southern Pacific was the first railroad in the United States to issue back pay checks for its employes in the more or less recent settlement of the two-year-long wage raise controversy. This money, he said, belonged to Southern Pacific employes affected by the wage award and the company saw to it that it was in their hands at the earliest possible moment. He expressed the company's pride in being able to meet these obligations with such promptness.

Throughout the country, Mr. Russell said, the public now looks to Southern Pacific for leadership, not so much because it is a large railroad, but because it has surrounded itself with men of high character and caliber who possess the practical know-how of railroading. He cited instances where some of the leading business and transportation organizations of the country had called Southern Pacific representatives to take the lead in carrying on their work.



AT SP CONFERENCE—President D. J. Russell (center) of SP shown with PE men who attended system-wide public and employe relations conference at San Francisco on Nov. 4. Left to right are H. C. Kuck, Assistant to Freight Traffic Manager; H. O. Marler, Passenger Traffic Manager; Mr. Russell; James G. Shea, Director of Public Relations; and H. Brad Atwood, new Assistant Director of Public Relations.

"Wherever Southern Pacific people go they can hold their heads high," he stated. "They should have no hesitancy in telling the story of their railroad, for it is one of which they can well be proud."

He cited the fact that Southern Pacific, from the standpoint of road mileage, is the longest railroad in the United States, now embracing 15,000 miles and affording employment to 95,000 men and women. This includes, he said, the road mileage of the Cotton Belt Railroad, in which Southern Pacific owns the controlling interest, as well as Pacific Electric. He also said that Southern Pacific now has approximately 54,000 stockholders distributed over the country, a recent increase of about 3,000.

President Russell called attention to Southern Pacific's expenditure of \$430,000,000 for new power and equipment ordered since the close of World War II. Capital expenditures on SP's main railroad plant have been at the rate of \$62,000,000 annually since the war.

ALL MUST LOOK AHEAD

He urged the cooperation of all concerned in helping Southern Pacific retain the prestige it has won by its past record. "We must not be satisfied with what we are doing, but continue to look and plan ahead," he declared. "Our constant interest must be in rendering the most efficient transportation service and in doing all we can to make the public think well of us."



(1) BILL CONNORS, of Station Service, now in Korea, will be happy to receive the gifts being wrapped (2) by his wife, JO ANNE, right, her father, Ed Monte Agent R.L. BESETT, center, and her sister, ROSE MARIE. (3) JEFFREY TELLECHEA, son of LATFS Clerk ART, looking happy with his toys last Christmas. (4) HORACE BRENTON, of Freight Traffic, and his wife make divinity to give PE friends. (5) Novel greeting from operator and Mrs. JACK GERHARDT and daughters, PATRICIA ANN, 3, and JANICE MARIE, 7. (6) Ditto from Operator R.J. BIERMAN and family.



MARY BREESE, wife of Chief Crew Dispatcher NEAL, helps Camp Fire Girls at Inez School prepare Christmas baskets for needy families. Mary's Assistant Leader.



Signalman E. B. (PANCHO NADA) CRUGER, aided by such talent as Singer GINNA CARR, left, formerly with Olsen + Johnson, and MICKIE PARVIN, Club Caliente dancer, is acclaimed for his variety shows at veterans hospitals. He'll do Christmas program at Sawtelle.

RAY HARMON Loves a good sport



Camellia Growing Is Sixth and Main Stationmaster's Hobby

TO A BOTANIST, a biologist, or a horticulturist like Stationmaster Raymond S. Harmon, a sport doesn't mean at all what it means to the athlete or to the fraternity brother. It means that something new and different has been added to God's creation. It means excitement—and it might, to the practical flower-grower, mean money.

GROWS NEW VARIETIES

To Ray Harmon, a sport is a camellia bloom that has spontaneously grown up to be different in color, shape, or perhaps both, from its brothers and sisters on the same plant. And to Ray, it means a chance to bring a new variety to the 2600 known types of camellia. When he finds a sport, he grafts it, with the aid of his good wife, to some good root stock, hoping to grow more like it. Grafting is a long-range program, since two years elapse from graft to bloom; and for volume production, an even longer time is required.

Another method of producing new varieties is to start with seed and grow plants, which will eventually bloom. You won't know what kind you have until they flower, according to Mr. Harmon, and you have to possess your soul in patience for from five to seven years before you see the blossom.

"Once you have developed a new variety, you can't sell it until it has been approved and registered by both the state and the national camellia societies," says Ray. "I've never registered any, because I've never grown any new ones that I liked. But I keep trying."

FROM CHICKENS TO CAMELLIAS

A PE man since 1914, Mr. Harmon was off for some time in 1933 with

heart trouble. Along with his PE work, he had been raising chickens. Dr. W. L. Weber, then Chief Surgeon, advised him to sell the chickens, and he followed the advice.

But a friend who had several camellias suggested that growing them might provide an interesting way for Mr. Harmon to spend his enforced leisure. So the Stationmaster built some rooting beds, planted some cuttings, and had fine success. Inside a year he had 1500 camellia plants on his hands. It was fairly easy outdoor work, and so, finding it healthy, he took out a retail and wholesale license and began selling camellias. Starting with 10 varieties, he now has 77, a total of 2700 plants of various sizes. His home-built lath house, originally 10 feet square, is now 90 by 30 feet.

"I don't make any money on my camellias," he says, "because the money I take in from sales all goes into new plants. I'm a hobby-grower, not a commercial grower. I sell only to make room for new varieties. But although I never advertise, I always seem to have enough customers to absorb the surplus stock."

HOW TO GROW CAMELLIAS

Asked for advice on growing camellias, Mr. Harmon imparted the following information:

"In the first place, don't baby 'em. Most people seem to think that they're hard to grow, but actually they're very hardy plants. They were first discovered in China half buried in the snow—at an 11,000-foot altitude—but blooming.

"All they need is a shady location—they can't stand the morning sun of winter—and a well-drained sandy loam. Put some peat moss or pine

needles on top of the ground around the base, and keep the roots moist, especially in the critical summer months, when the plants are preparing to put forth their blooms. Don't prune except to keep the bush well shaped."

All the above information was not secured without interruption. In the Stationmaster's booth on the Viaduct, the telephone rang frequently, and Mr. Harmon, seeming to know by instinct when a train was due to arrive or leave, frequently interrupted his remarks to give instructions to the Gateman, a train crew, or the Towerman, as well as to instruct out-bound passengers as to the location of their cars.

MET TROUBLE WITH COURAGE

A mild-spoken, pleasant man in his early sixties, Mr. Harmon carries about him an air of quiet inner strength common only to those who are at peace with themselves and the world. The fact that he lost his right hand, part of his left, and part of a foot in a freight accident back in 1916 appears not to have spoiled a sunny disposition, or even to have interfered appreciably with his physical efficiency. He was obliged to leave his job as Freight Trainman, but became a Gateman, a Towerman, and (since 1920) a Stationmaster. He does his own grafting (see cut) and he built his lath house himself.

He loves to make new friends, and remarked, with great apparent pleasure: "I've made some wonderful friends all over Southern California by growing camellias."

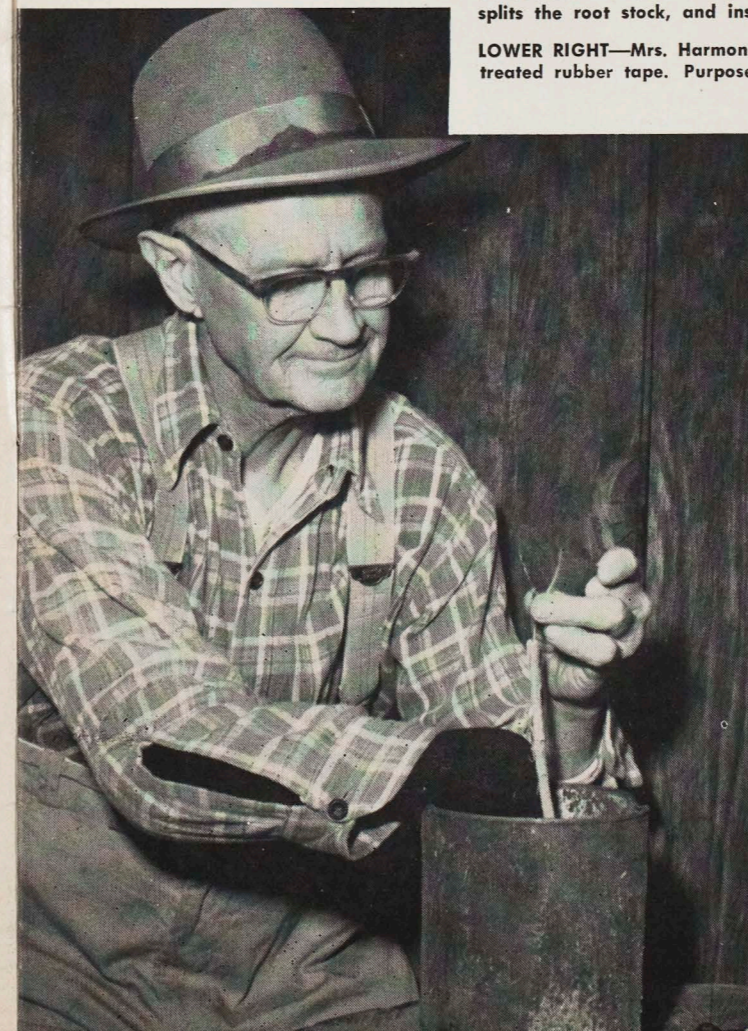
It takes courage to meet misfortune as he has met it. But he has enough and to spare. Get to know Ray Harmon, and you'll feel braver yourself.



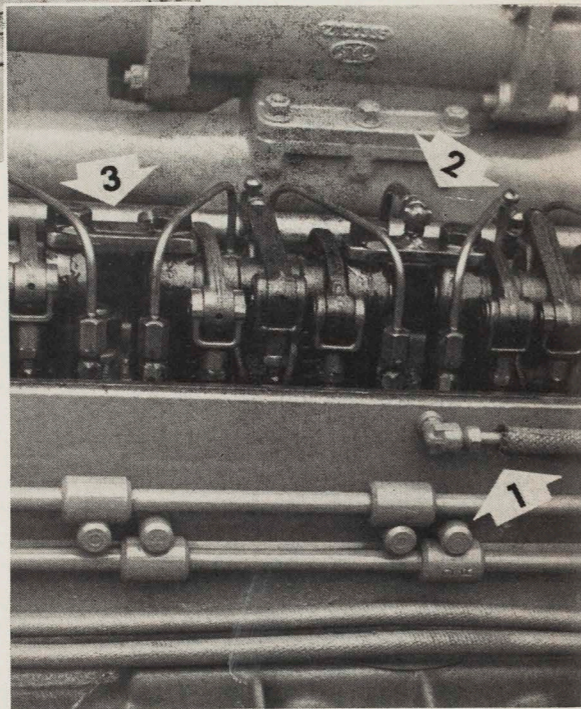
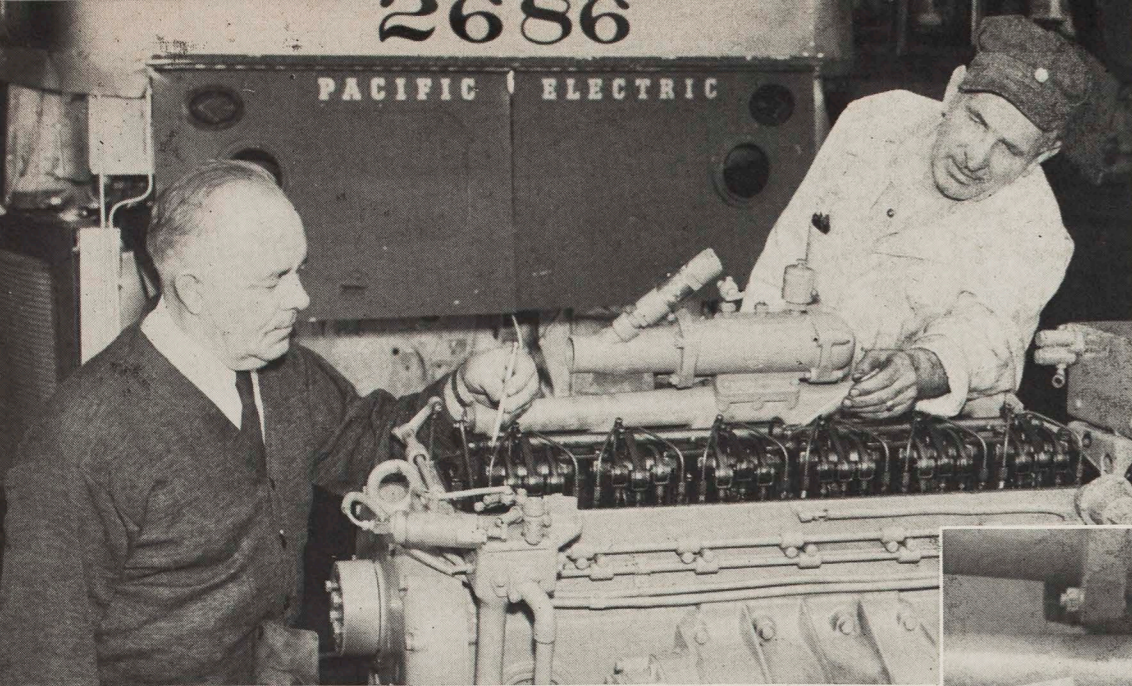
ABOVE—Raymond S. Harmon, Sixth and Main Stationmaster, in his 2700 square-foot lath house at his home in South San Gabriel. Pictured are some of his 2700 camellias—a total of 77 varieties.

LOWER LEFT—Mr. Harmon placing a camellia graft on root stock. He splits the root stock, and inserts the graft, cut into a long wedge.

LOWER RIGHT—Mrs. Harmon tapes graft after insertion, using heat-treated rubber tape. Purpose is to provide pressure, speed knitting.



Birth of a New Idea



ABOVE — The two Dans of Ocean Park Garage, with Type 671 diesel motor coach engine on which they worked out an original repair method for overcoming metal cracking between water jacket and oil gallery. Machinist Dan Lowe, right, points to oil pressure line extension (added at the OP Garage) from which by new arrangement oil is metered across top of cylinder head through five jumper plates. General Foreman Dan Teleky shows one of the original oil outlets now plugged.

AT RIGHT — A somewhat closer view. Oil pressure line extension (Arrow 1) runs from base of engine to a central point (Arrow 2) above cylinder head. Oil is metered from this point across the top of the head through jumper plates (Arrow 3) bolted to rocker arm supports. Thus the cracked oil gallery is bypassed.

OP'S NEW SURGERY FOR CRACKED HEADS

Teleky and Lowe's New Method Saves Time, Money

DEvised by General Foreman Dan Teleky and Auto Machinist Dan Lowe of Ocean Park Garage, an original, tested method of repairing type-671 GMC diesel cylinder heads, at a maximum saving of \$143 and substantial reduction of out-of-service time, is being used on PE motor coaches.

Cracking of the metal between water jacket and oil gallery is a fairly common failure on this type of cylinder head. Before use of the new method of repair, Pacific Electric faced a choice between scrapping the head or shipping it to one of the distant shops equipped to make the standard repair. The latter procedure is not only costly, but somewhat uncertain.

The two Dans invented the following method of re-

pairing the head in PE shops: (1) plugging the cracked oil gallery; (2) tapping into the oil pressure line at the base of the engine and extending it by a copper tube to a central point above the head, from which point the oil is distributed through jumper plates and rocker arm supports to places requiring lubrication.

Effect of this procedure is to bypass the oil gallery system feeding up through rocker arm supports. Instead, the oil pressure line extension distributes oil across the top of the head in both directions through the five jumper plates bolted to the rocker arm supports.

Pacific Electric has reworked five heads in this manner. One has been operated 37,000 miles and the others less distances with no failures, according to E. A. Stevens, PE General Superintendent of Motive Power.

MECCA Gives \$10,000 To Area Chests



FOR QUOTA-BUSTING — From left, MECCA Chairman Fred L. McCulley and Vice-Chairman James G. Shea receive Award of Merit from Garner A. Beckett, 1952-53 Community Chest Campaign Chairman, on behalf of members of MECCA, for quota-busting \$10,000 gift to Chests in areas where employees live.

PRESENTS MECCA CHECK—Freight Conductor Dewitt G. Garlock, at 78 PE's senior operating employee, pictured handing MECCA \$10,000 check to Alfred G. Mason, Community Chest official in charge of the major commerce and industry drive.

Gift One-Third More Than Donated in '51

AS A DIRECT RESULT of the recent campaign for increased membership, as well as of the slight increase last May in dues from 30c to 50c a month, your MECCA Committee was enabled to give one-third more to the Community Chest this year—\$10,000.

Apportioned to Chest areas according to the number of employees residing in each location, the dividend was distributed as follows: Los Angeles County, \$9,420; San Bernardino County, \$240; Orange County, \$240; Riverside County, \$100. Complete detail of distribution to local communities was shown on bulletin board posters announcing the dividend.

The decision to increase this year's gift was reached at a MECCA Administrative Committee meeting on Oct. 30, under the chairmanship of F. L. McCulley.

Approximately 90% of all PE employees now belong to MECCA.

Lunch-Hour Movies Tell Community Chest Need, Stories of SP's Snow and Earthquake Fights

LARGE NUMBERS of PE and SP employees spent their lunch hours in the PE Theater last Nov. 14 watching three fine motion pictures.

Two of the films were made by the Southern Pacific Co. and dealt with railroad activities. One showed how

SP repaired earthquake damage after the recent Techachapi-centered tremor; the other, how SP keeps the tracks open during snow-time in the High Sierras.

The other film plugged Community Chest activities in Los Angeles.

Rail to Bus for Van Nuys Line

PACIFIC ELECTRIC motor coaches will operate over the completed portion of the Hollywood Freeway for the first time on Dec. 28, when they replace rail service on the Van Nuys Line.

The new line, known as the Los Angeles-North Hollywood-Van Nuys via Hollywood Motor Coach Line, will make use, in the day time, of the Hollywood Freeway between Los Angeles and Hollywood. After 7 p.m. Monday through Friday, and all day Saturday and Sunday, service will operate along Hill St., Sunset Blvd., and Santa Monica Blvd. instead of on the Hollywood Freeway.

The new service will be operated with available 2700-2800-class equipment pending the arrival of 35 new motor coaches of similar type, which have been on order since September. They will cost a total of \$822,500. Upon their arrival, the West Hollywood Rail Line will be replaced by motor coach service.

The California Public Utilities Commission approved the change on Aug. 11, following an application dated last March 24, for the bus substitution on both the Van Nuys and West Hollywood Lines. Losses on the two aggregated \$418,319 in 1951. Moreover, freeway and other construction would have necessitated changing the rail line to the tune of approximately \$612,000.

A Commission decision is pending on Pacific Electric's application to reroute the Sunset Blvd. Motor Coach Line over the Hollywood Freeway between downtown Los Angeles and Vermont Ave.

OTHER MOTOR COACH LINE CHANGES

Pacific Electric has been authorized to reroute portions of the Vermont Ave.-Echo Park-Hill St.-Venice Blvd. Line, the Pasadena Oak Knoll and Short Lines, the Garfield Ave.-Highland Park Line, and the Los Angeles-North Hollywood-Van Nuys via Riverside Drive Line.

The minor changes on the Oak Knoll and Short Lines and the Garfield Ave. Line were required because Huntington Drive became a divided highway with one-way traffic on each roadway on Dec. 1. Up to that date traffic had been permitted in both directions on each side.

Changes on the Riverside Drive Line, which will be effective Jan. 5, 1953, will be made to better serve the large residential development in the vicinity of Panorama City, in the Van Nuys district. The service will be rerouted from Van Nuys Blvd. and Chase St. via Chase St., Woodman Ave., and Osborne St. to Van Nuys Blvd.

Commencing Dec. 29, through coaches on the Venice Line will handle local passengers between Crenshaw Blvd. and the Olive St. Bus

Decision Awaited on PE Fare Increase

A DECISION IS AWAITED on Pacific Electric's application for an increase in interurban fares which was heard by the California Public Utilities Commission Dec. 3 and 4.

PE is asking for an immediate increase of five cents in interurban fares, to be followed by permanent rate and zone revisions to raise the interurban fare structure approximately 30%. Basic one-way interurban fares have not been adjusted in almost five years.

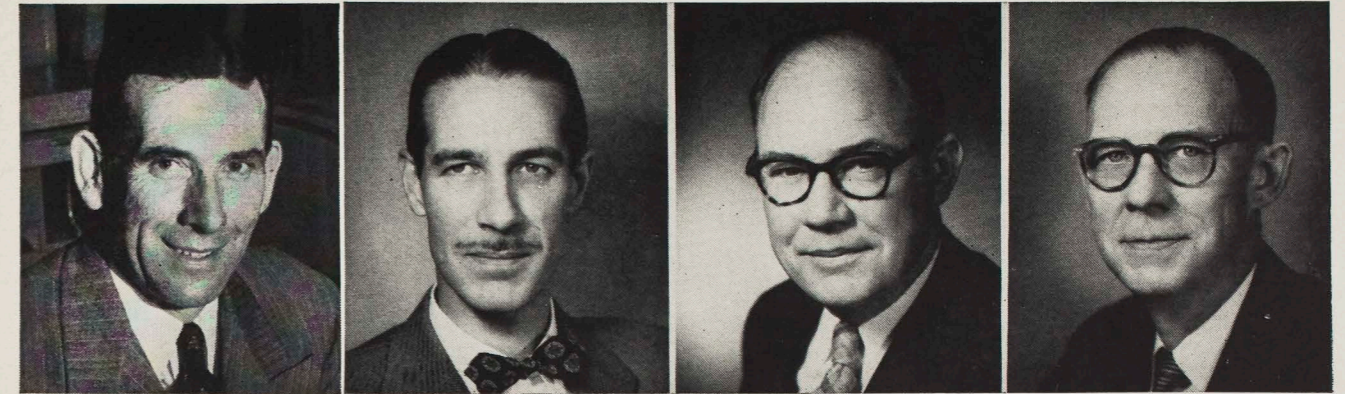
The requested permanent revisions call for a fare structure of three cents a mile, with a minimum fare of 15c and a 10c fare break. No fares would end in zero. Under this plan the number of fare zones would be reduced and service would be speeded.

Local lines on which token prices were raised eight-tenths of a cent Nov. 3 are not affected by this application.

Reason for the request is losses in passenger revenue. Passenger operations in 1951 lost \$3,214,816, of which \$1,895,974 was from interurban lines. In the first nine months of 1952 passenger operations lost \$2,097,656, of which \$1,324,346 was from interurban lines. Continuation of present fares would result in an estimated \$1,723,000 loss on interurban lines in 1953. A five-cent interim fare increase would reduce the loss by \$1,000,000 but still leave a deficit of some \$700,000 on interurban lines. The five-cent raise therefore is proposed as a minimum interim adjustment which at least could cut heavy losses while study of a complete revision of the interurban fare structure is completed.

A major factor in losses has been wage increases, which since Jan. 1, 1952 alone have raised the cost of passenger operations by more than \$1,000,000 a year. Other factors have been declining patronage, coupled with competition of private autos; television and community shopping centers, which cause people to stay closer home; changing population patterns; poor relationship between peak and off-peak travel, and the general inflationary spiral.

Deck, except during the peak periods, Mondays through Fridays. Local coaches will be operated during the peaks, so that the Venice Line can continue its limited service in the periods of heavy travel. The Vermont Ave.-Echo Park-Hill St. Line will be terminated at 15th and Hill Sts. This change will save the company an estimated \$29,000 annually without inconvenience to the public.



D. W. YEAGER
Supt. Freight Operations

R. W. FORCIER
Asst. to General Manager

J. D. Puffer
Supt. Passenger Service

RUSSELL MOEBIUS
General Superintendent

TWO DEPARTMENTS REORGANIZE

Numerous Promotions Involved;
Moebius Appointed General Supt.

REORGANIZATION of the General Manager's Office and the Transportation Department has been featured by the promotion of Russell Moebius from Supt. of Passenger Rail Service to General Superintendent, John D. Puffer from Supt. of Motor Coach Service to Supt. of Passenger Service, Robert W. Forcier from Staff Engineer to Assistant to General Manager, and a number of lesser promotions and other changes. All were effective Dec. 1.

Mr. Moebius has been placed in charge of both passenger and freight operations. Reporting to him will be both Mr. Puffer and D. W. Yeager, Supt. of Freight Operations. Mr. Yeager's headquarters have been changed from 8th St. Yard to the General Superintendent's Office in the PE Building.

Fred C. Patton, General Supt. of Passenger Service, has been assigned special duties.

The positions of General Supt. of Freight Service, Supt. of Passenger Rail Service, and Supt. of Motor Coach Service have been abolished.

E. F. Harrison, Supervisor of Freight Protection, has become Supervisor of Freight Protection, Stations, and Merchandise Service. A. H. Nasher, Supervisor of Stations and Merchandise Service, has become Assistant Trainmaster, with headquarters at 8th St. Yard.

D. F. Houston and W. E. Craig were promoted in freight service from Assistant Trainmasters to

Trainmasters, the former with headquarters at 8th St. Yard, and the latter with headquarters at Crushton.

Promoted from Supervisors to Assistant Trainmasters in freight and passenger service were F. A. Groffholdt and B. F. Copeland. Headquarters of both will be at Long Beach.

Ivan E. Erhardt, Traffic Supervisor, General Manager's Office, has become Assistant Trainmaster at 8th St. Yard.

L. C. Maloney has been promoted from Assistant Chief Clerk, Car Service, to Chief Clerk, Transportation Department, a position vacated by Lonnie A. Campbell, who has been promoted to Office Supervisor, Subway Terminal. Mr. Maloney will report to J. Whitley Casey, Office Manager, General Manager's Office.

The General Manager's Office will move from 617 PE Building to Room 221. T. L. Wagenbach will occupy the office formerly occupied by C. H. Belt.

The Transportation Department clerical force will move to Room 212, as Chief Supervisor H. F. Tiemann moves from there to a room next to the Terminal Foreman's Office on the mezzanine floor.

MOEBIUS VETERAN OF 36 YEARS

Mr. Moebius, the new General Superintendent, began his railroad career in 1916 with the Denver & Rio Grande as Yard Clerk, transferred to the Salt Lake & Utah RR as, successively, Telegraph Operator,

and Assistant Trainmaster, and by 1920 had come to work for Pacific Electric as Car Clerk and Relief Agent. He was Beverly Hills Agent from 1922 to 1943, then became Assistant Supervisor of Box Motor Service on the West, and later West Trainmaster until his appointment as Supt. of Rail Passenger Service in 1948.

Forcier Appointed Asst. To Gen. Mgr.

ROBERT W. FORCIER, Staff Engineer in the General Manager's Office, was appointed Assistant to General Manager effective Dec. 1.

After attending the University of Pennsylvania's Warton School of Finance and Commerce and spending 10 years in the investment business with his father in Youngstown, O., Mr. Forcier entered PE service as Assistant Research Engineer in 1940. In 1943, he became Traffic Engineer for a few months in the Passenger Traffic Department, transferred to the Transportation Department as Staff Engineer, and in 1948, transferred in the same capacity to the General Manager's Office.

He is Chairman of PE's Joint Facility and Contract Committee, a group which reviews (and revises where necessary) any contracts involving joint facilities with other railroads, and which also assists in the preparation of new contracts.



PE MAN HELPS NSC WIN AWARD — Research Engineer L. H. Appel, right, author of booklet entitled "Fleet Engineering Data," used with signal success by the Los Angeles Chapter, National Safety Council in reducing accidents, enabled the Chapter to win a safety plaque presented at the Chicago Convention. Joe Kaplan, Manager, Los Angeles Chapter, holds the plaque. C. M. ("Mose") Allen, Vice-President, Fleet Transportation Division, Los Angeles Chapter, stands at left. Mr. Appel, Chairman of the Fleet Division's Research Committee, instructs classes for safety representatives of numerous local firms.



FAREWELL PARTY for Chief Special Agent Robert J. McCullough, center front, was held by members of his staff when he resigned to accept larger responsibilities. His successor, Joseph Shafer, presented him with wrist watch, wallet, and pocketbook on behalf of staff.

So Long, Chief! Welcome, Joe!

IT WAS FAREWELL to Chief Special Agent R. J. McCullough, the man who had headed PE's security program since before the trying days of World War II.

He flew to Chicago Nov. 9, to set up and head the security program over 14 states for National City Lines. His headquarters will be the Windy City.

In his honor a farewell party was given Monday, Nov. 3, at Chapman Park Hotel by the Executive Committee of the Los Angeles County Peace Officers Association, of which Mr. McCullough was a member. Master of ceremonies was Deputy Chief Thad Brown of the Los Angeles City Police.

Among the 50 present were: Kit Carson, Agent in charge of the Los Angeles Office, FBI; Bill Devoisen, Agent in charge of Naval Intelligence; Gordon Bowers, Chief of Detectives, Los Angeles County Sheriff's Office; Russell Emmett, Supervisory Inspector, California Highway Patrol; chiefs of police of neighboring cities; and members of the Chief Special Agents Association, of which Mr. McCullough had been Secretary for 14 years.

Mr. McCullough is also a member of the International Association of Chiefs of Police, the Pacific Coast International Association of Law Enforcement Officers, and the State Peace Officers Association.

Special Agents Department employees gathered in his office on Friday, Nov. 7, to present him farewell gifts of a wrist watch (with alarm), a wallet, and a pocketbook. Assistant to Chief Special Agent Joseph Shafer made the presentation.

Mr. McCullough came to Pacific Electric in 1929, as Secretary to the Chief Special Agent, rose to Chief Clerk in 1931, and on May 1, 1938, was appointed Chief Special Agent.

His new position will involve much travel, inasmuch as he will be responsible for the security of 35 National City Lines properties in Alabama, Florida, Illinois, Indiana, Iowa, Michigan, Mississippi, Nebraska, Ohio, Oklahoma, Texas, Utah, Washington, and California. He will not have jurisdiction over four of the properties which have their own system and their own financing—Los Angeles Transit Lines, the Key Sys-

tem, Baltimore Transit, and St. Louis Public Service Company.

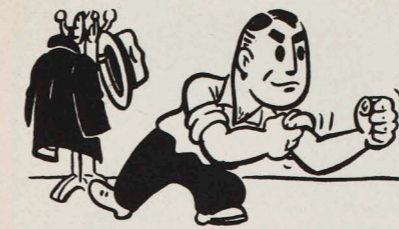
"This was a rather sudden change," says Mr. McCullough, "and it hasn't been possible for me to get around and see all my friends before leaving. I should like to express through the Magazine a cordial good-by to all. My association with PE employees and executives will always be a source of pleasant memories."

Mr. Shafer has been appointed to succeed his chief. Shafer joined PE in March, 1928, as Steno-Clerk in the Transportation Department and entered the Special Agents Department in 1937. He was appointed Assistant to Chief Special Agent during World War II.

He is a member of the Los Angeles County Peace Officers Association and the Chief Special Agents Association.



CHEESE—NOT CHEESECAKE—PE men pictured here brought this 12,000-pound cheese—heralded as "the world's largest mammoth cheddar cheese ever brought to this region"—from State St. Yard to El Monte in a box car last Oct. 13, for display at a Five Points Market. Left to right are Conductor W. B. Young; Head Brakeman R. E. Clary; Engineer A. H. Logue; Rear Brakeman H. G. Bracken; Fireman W. E. Swartz; El Monte Agent R. L. Besett; and Trainmaster W. E. Craig. It is estimated that the cheese would make 196,000 sandwiches.



By SAM AKERS

"THE FIGHTING Streetcar Conductor." "Sailor Einert." Those were two of the noms de plume bestowed by the gentlemen of the press and boxing fans upon Gus Einert when he was fighting the top prize fighters of the country some 40 years ago.

It was back in 1909 that this West Hollywood Freight Conductor, then a strong, adventure-seeking lad, embarked upon a fistic career, which netted him many awards, press notices and wonderful memories.

Saxony, the southern province of Germany bordering on Czechoslovakia, was the birthplace of August E. Einert. The head of the household moved his family to Alloa, Scotland, when Gus was just three years of age. Five years later, in 1899, the clan, consisting of the parents and five youngsters, three girls and two boys, made the long journey across the sea to their new home in Streator, Illinois, where the children grew up.

At the age of 17, after getting his parents' consent, Gus joined the U. S. Navy. That was in 1909. On July 4 of that year, in Rockland, Maine, he fought his first ring battle, scoring a knockout over his opponent.

Two years after joining the sea-going service, as a third class petty officer, Gus was gun captain of the 12-inch turret gun on his ship. He was also the coxswain of the starboard life boat.

Husky young Einert, in addition, pulled the starboard stroke oar on the U.S.S. Georgia race boat, which won the Battenberg Cup in competition with the British Fleet champion. Einert and his Georgia mates won the Coffin Cup, emblematic of the U. S. Navy race boat championship, during the Hudson-Fulton Celebration in 1910.

Early training in athletic competition had a very favorable effect on young Gus's life. He was considered one of the cleanest-living young men in the boxing game. He didn't smoke or drink. Throughout the years, Gus has retained these clean habits.

A highlight of one European cruise while he was in the Navy was his visit to his boyhood home in Scotland. In Cuba, he won the Atlantic Fleet middleweight boxing championship in 1912.

On his twenty-first birthday, Gus

FROM RING TO RAILS

The Fighting Story of Operator Gus Einert

was honorably discharged from the Navy and started to work as a fireman on the Burlington Railroad out of Streator.

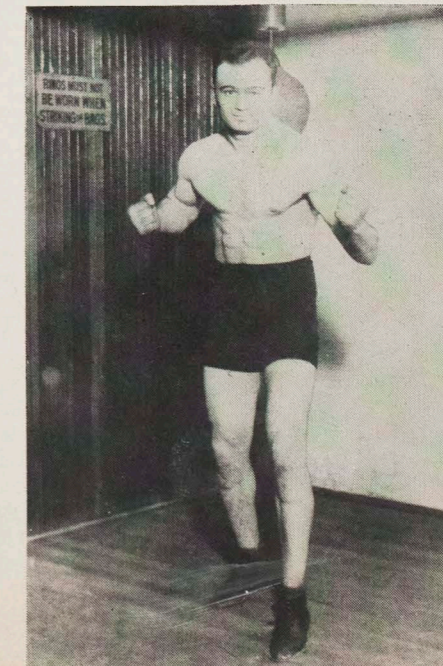
A sensational ring record was compiled by the spirited, two-fisted Einert in the next few years. In his initial year of ring warfare, he scored knockouts over Jack Shaeffer, Tim O'Neil and Jack Moore, and wins over George Kohl, Fred Schumacher, George Zarmanski and Steve McGinley. During the earlier part of 1914, he scored a stunning KO victory over Kid Atwood in one minute and 14 seconds.

Courageous Sailor Einert fought brilliantly as well as valiantly to hold his own with the following ring greats: Jack Dillon, world's light heavyweight champion; Frank Mantell, world's welterweight champion; and Billie Weeks, Canadian welterweight champion.

In over 100 professional bouts, Einert was stopped by just one fighter—George Chip, world's middleweight champion. He had to default another match to Jack Skelly, Terre Haute middleweight, after breaking his left hand. It took Gus a year to get a rematch, which he won by a knockout.

There is one ring engagement that Gus remembers above all others—one at which no blows were landed. There

IN HIS 20'S — Gus Einert in 1914 preparing for a ring battle. He took on all comers, including world champions of all weights. He was already a railroader in those early days.



were wedding bells instead of fight gongs. On April 11, 1915, Bessie Miller became Mrs. August E. Einert. Smiling, Gus confesses, "If she'd turned me down, it would have been the hardest blow that I'd ever received."

During World War I, Gus was in the Army, spending a portion of his period of service in officers training at Camp Grant, Illinois.

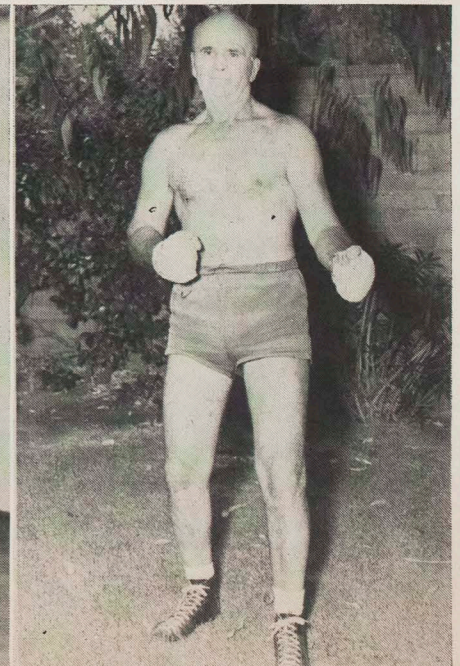
Having worked for the Burlington Railroad and the Cincinnati Traction Company, Gus became a PE employe when he brought the Mrs. out to California to live in 1919.

Before long, the husky railroader joined Pacific Electric's own infantry unit, Company B, of California's National Guard Division. C. H. Belt, as captain, was the company commander. Fred Nichols was a first lieutenant. Like Gus, Herman Tiemann was a private first class.

The summer encampments during the next three years saw Gus annex all three titles—middleweight, light-weight and heavyweight—winning the bouts leading to the nine crowns by knockouts.

Well, Gus has his trophies and memories, but he doesn't spend all of his time talking of the bygone days. He stays young and physically fit by railroading and punching the bag in the backyard of his home.

IN HIS 60'S — Gus today working out in his own back yard. Solid as ever, he weighs just three pounds more than he did then. "Clean living, healthy railroad work did it," says he.



SHORT LINES

Farewell Gifts

"NICEST PEOPLE there ever were," agreed two Pacific Electric Motor Coach Operators about passengers who presented them with farewell gifts as they made their last runs Sept. 15, on early morning Santa Ana-Los Angeles schedules.

E. E. Goodman and Edward W. Bell had been operating a box motor schedule to Santa Ana every morning. Then, after changing clothes, they would become Motor Coach Operators on the Santa Ana Line to Los Angeles, Goodman on the 6:12 and Bell on the 7:12 a.m. schedule.

On his last assignment, Goodman, who is an expectant father, was presented with a baby blanket and appropriate card signed by his regular passengers.

Among regular riders who signed Goodman's card were: L. M. Duke, Terminal Freight Agent; Dorothy Pearson, Secretary to Manager, Land and Tax Department; Charles Ramirez, Clerk in the Accounting Department; and Raoul Lujan, Macy Mechanic.

An hour later, Bell was accepting a tie clasp. "I thought some of my passengers were going to cry when they heard it was my last trip," he declared.

A PE employe since 1944, Bell was with the Wichita Transportation Corporation for 27 years, and attained the rank of Assistant Superintendent with that company. He's now working a box motor job between Los Angeles and Bellflower five days a week, and driving a Balboa bus schedule on Sundays.

Goodman, a third generation PE employe, is now operating on the Long Beach-San Pedro Line. His father, Leo E. Goodman, with 35 years of service, operates the System Line Car; his grandfather, the late John H. Elliott, retired as Macy Wrecking Foreman in 1936.

Operators Help Kids Enjoy Christmas Party

TO PROVIDE CHRISTMAS for 125 children of the Los Angeles Orphan Asylum, Operators J. B. Davidson, C. E. Humphrey, and William Werner volunteered their services as drivers of three busses provided without charge by PE to carry the children to a party at the Knights of Columbus Hall, 850 S. Bonnie Brae St., Los Angeles, Saturday, Dec. 20.

December, 1952



RAY SMITH

Hospital Benefits

RAY SMITH, Service Director, has taken leave of absence to become field representative for the Provident Life and Accident Insurance Co. on Pacific Electric property. He now spends full time in servicing and helping to build up the Group Plan for hospital benefits for dependents of employes. He may be reached by telephone at home at LOrain 6-8246, or through George Perry, Business Manager, PE Hospital Association, on extension 2736.

Approximately 1500 employes are now members of the Group Plan, with more applications steadily coming in.

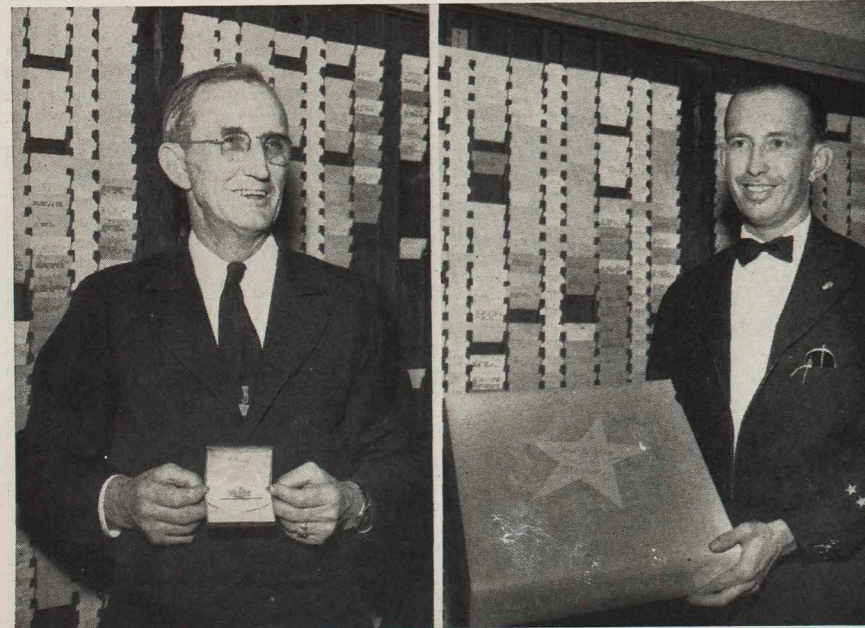
Among those who have recently benefited from the Plan is Temple City Operator Clarence Gemeinhardt, whose wife recently required surgery.

Says Mr. Gemeinhardt: "Being a member of the Group Hospital Plan sponsored by the Provident Insurance Company means that there will be in excess of \$300 in our home this Christmas; for that is what I was paid for a goiter operation on my wife, Alma. Mr. Perry promptly paid my claim, and I am certainly a booster for the Plan."

If you have not yet applied for membership in the Group Plan, why not make a telephone call to Mr. Perry or Mr. Smith today?

Note of Thanks

MRS. CLARA PARKER, mother of the late Special Agent William D. Parker, wishes to thank employes for their many kindnesses during her recent bereavement.



PASSENGERS LIKE 'EM—Operators E. W. Bell, left, and E. E. Goodman with respective gifts of tie clasp and baby blanket they received from passengers on last runs September 15.

December, 1952



"... and look! U. S. Defense Bonds under the tree, too!"

Glee Club Program

IN RECOGNITION of the public relations value of the PE Glee Club as well as of the many sacrificial hours of practice time put in by individual members of the group, the company is sponsoring a trip for the chorus to Palm Springs, Saturday, Dec. 20. There the group will be guests of the Desert Inn for dinner, after which the Glee Club will present a Christmas concert for guests of the Inn.

Station programs this year will be given from 5:00 to 5:30 p.m. at the Subway Terminal, Thursday, Dec. 18, and Monday, Dec. 22; and the Sixth and Main Station, Friday, Dec. 19, and Tuesday, Dec. 23. On their way to Palm Springs a program will also be given at San Bernardino Station about noon.

The customary concert for PE patients will be given in the halls of the Santa Fe Hospital at 7:00 p.m., Tuesday, Dec. 23.

Pharmacy Expands

POPULARITY of the Pacific Electric Pharmacy has made it necessary to expand its facilities, including additional storage space, shelving, show cases, etc., at an estimated cost of \$3,300. Work is to begin soon by PE Building forces.

The result will be more efficient operation and consequent speedier service for the growing number of customers who have learned to take advantage of the Pharmacy's lower prices. Service will continue during alterations.

PACIFIC ELECTRIC MAGAZINE

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Mortuary Fund Drive Ends Dec. 31; Apply for Membership Today!

REMEMBER THE DATE: Dec. 31.

That's the last date you can join the Mortuary Fund or the Employees' Wives' Death Benefit Fund. After that date membership will be permitted only to employes who have not passed their 51st birthday, except for new employes over 50, who will be given six months to sign up for the Funds.

Result of the current drive has been (up to Nov. 26) 260 new members for the Mortuary Fund and 60 for the Wives' Fund. These additions bring total membership in the Mortuary Fund to 2160, and in the Wives' Fund to 540.

If you've just neglected to make your application, do so today. Only a few days are left.

RBWA Gifts to Korea

BOYS IN KOREA will be remembered at Christmas by the Railway Business Women's Association. During October, girls in the Los Angeles group bought (with their own money) washcloths, harmonicas, chewing gum, hard candy, paper-covered books, etc., and cooperated with the Morale Builders to pack and ship boxes. Also included were cookies and fruit cake, gifts they had made at home. PE girls provided for 50 servicemen.

Consisting of mothers, wives, friends, and relatives of boys in

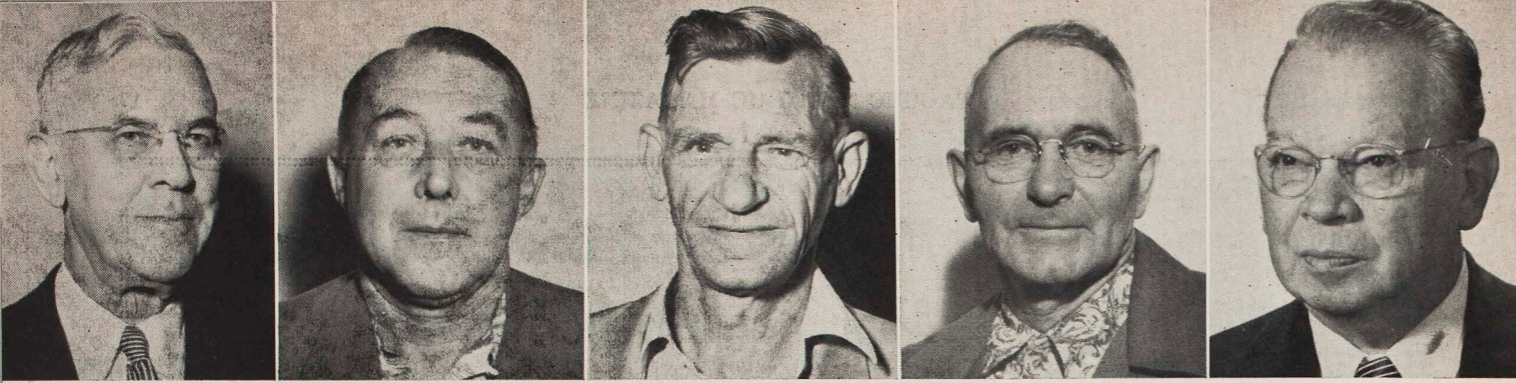
Korea, the Morale Builders is a club which spends its time sending boxes of cheer to service men who receive little or no mail.

Women of Pacific Electric who wish to become members of the RBWA should contact Clara Doll of the Mechanical Department, 608 PE Building, or Eleanor Lifur, Research Bureau, 695 PE Building. A large number of PE women are already members of the Los Angeles chapter, including Mildred Bates, Accounting Department, First Vice-President, and Jean Pratt, Auditor's Secretary, Editor.

—By Anna Beseman.



RBWA GIFTS TO BOYS IN KOREA — From left, Madelyn Mathews, Pay Roll Accounts; Eleanor Lifur, Research Bureau; and Marion Emley, Pay Roll Accounts were among 45 PE girls in the RBWA who joined Morale Building organization to provide Christmas cheer for boys in Korea.



JAMES E. NEWMAN
Conductor
Northern District
30 Years a Railroader

LOUIS ZEZULA
Leader, Substation Maintenance
Engineering, Washington St.
30 Years a Railroader

ERNEST L. JONES
Electrician
Mechanical, Butte St.
29½ Years a Railroader

RAY HAMILTON
Truck Driver
Engineering, San Bernardino
33 Years a Railroader

JOHN B. BLACK
Agent, Orange
Transportation Department
44 Years a Railroader

So Long, Fellows!



MANY TRIBUTES were paid by fellow-workers when Stationmaster Samuel J. Mason retired Oct. 27 after 34 years with PE. Group picture: Supt. E. B. Whiteside presents him a Retirement Commendation. Inset: Sam in typical pose directing trains on 6th & Main Viaduct, where hundreds of thousands knew his rotund figure and felt better for his genial manner. He's gone to Shreveport, La., to live.

BUTTE ST. FREIGHT REPAIR MEN gathered in October to bid farewell to Freight Car Inspector Robert Mecey (inset), who retired after 32 years with PE. They also gave him a substantial check. Group picture: General Foreman R. M. Tracy, right center, presents Bob with a Retirement Commendation. Mecey thinks he'll dabble in amateur photography now.



BIRTHDAY CAKE for retiring Conductor Walter W. Blight on his 65th birthday was presented by Helen Schoener, left, and Leota Booth. Mr. Blight, 26 years with PE, was a Towerman 1927-33; Pasadena Conductor 1933-52.



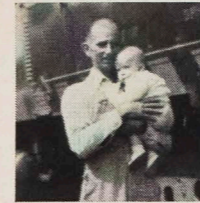
BARBECUE was held by West Operator Dewey Tucker, center, celebrating his retirement Nov. 1 after 30 years with PE. He cooked hamburgers for 80, two of whom were Operators Erwin Linkroom, left, and Weaver Stuart. "Everybody loved Dewey," said Supv. E. E. Jarvis. "His courteous good will to his passengers and fellow-Operators was a byword."



ALBERT J. STEELE, Bonder and Welder who retired after 31 years of service, poses with Mrs. Steele. "PE treated me well," he said.

LEROY V. HOFFMEISTER

FUNERAL SERVICES for North Freight Conductor Leroy Vernon Hoffmeister, 48, who died at his home on Oct. 25, of a heart attack, were held Oct. 28, with five of his



L. V. HOFFMEISTER with his grandson, LeRoy Lindenmayer, in San Bernardino Yard beside diesel.

Pacific Electric co-workers as pallbearers.

The five included: J. W. Cutler, A. M. Brouwer, M. J. Pruett, O. W. Bratcher, and A. M. Hall. Interment was at Forest Lawn.

Mr. Hoffmeister had been with PE since 1943, when he started as a North Passenger Motorman. Later he worked as a Motor Transit Operator before transferring to freight.

He is survived by his wife, Mrs. Verna Hoffmeister, of Hemet; two daughters, Mrs. Ethel Lindenmayer, Temple City, and Miss Alice L. Hoffmeister, Hemet; two brothers, Eldon and Cecil, Los Angeles; and a sister, Mrs. Eva Owsian, Los Angeles.

Good Old Days

JOHN W. RAMIGE, former PE Motorman, writing in to ask for a copy of "This Is Pacific Electric," reminds us of the good old days of 1908 when running time ("if I remember correctly") was around 45 minutes to Long Beach and an hour and 15 minutes to Balboa; when Mr. Van Vranken was Supt. of the Southern Division, Mr. O. P. Davis his assistant, and Mr. C. H. Belt a Dispatcher;—and when Motormen received 22c an hour!

Appreciation

THE KINDNESS of employees during the illness of Freight Conductor William C. Nolan, who died Oct. 16 after 32 years of service to the company, prompts his widow, Mrs. Vera Nolan, to thank, through the pages of the Magazine, all whose personal concern in calling and visiting eased the burden for both her husband and herself.

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

NAME	Occupation	Department	Years Service
Francisco V. Ayala	Laborer	Engineering	21
Walter W. Blight	Conductor, North	Transportation	26
Primitivo Cornejo	Laborer	Engineering	15
Roy T. Davis	Signalman's Helper	Engineering	37
James Fettis	Motorman, South	Transportation	33
George R. Grantz	Conductor, West	Transportation	33
Ray Hamilton	Truck Driver	Engineering	33
Eustace D. Ingram	General Line Foreman	Engineering	39
Louis Lamore	Car Repairer	Mechanical	25
Katherine Larkins	Car Cleaner	Mechanical	32
Omer E. Margason	Conductor, North	Transportation	28
Eric H. Mason	Trolleyman, South	Transportation	4
Robert Mecey	Freight Car Inspector	Mechanical	32
John H. McTier	Cashier, Harbor Belt	Transportation	32
James E. Newman	Conductor, North	Transportation	30
Arnold Pedvin	Conductor, South	Transportation	33
August J. Polach	Operator, North	Transportation	30
Percy H. Riordan	Motorman, North	Transportation	37
Roy Roepke	Conductor, South	Transportation	41
Juan Saucedo	Laborer	Engineering	19
George W. Thatcher	Foreman	Mechanical	32
Dewey Tucker	Motorman, West	Transportation	30
Eric A. Westberg	Substation Operator	Engineering	33
Hugh H. Wilson	Conductor, South	Transportation	29
Louis Zezula	Leader Electrician	Engineering	30
John B. Black	Agent, South	Transportation	44

Vital Statistics

DEATHS

September 21, 1952 to November 20, 1952

NAME	OCCUPATION	Died	Insurance	Mortuary
Fisher, Amos M.	Retired Conductor	10- 6-52	Yes	Yes
Orrell, Paul M.	Retired Towerman	10- 9-52	Yes	Yes
Wilson, Leland H.	Operator	10-11-52	No*	No
Gilliam, John E. Jr.	Operator	10-11-52	Yes	Yes
Coleman, William	Operator	10-12-52	No*	No
Nolan, William C.	Operator	10-16-52	No*	Yes
Parker, William D.	Traffic Officer	10-18-52	Yes	Yes
Geibel, Fred E.	Retired Supt. of Equipment	10-20-52	Yes	Yes
Hoffmeister, LeRoy V.	Operator	10-25-52	Yes	Yes
Wagner, Gus O.	Operator	11- 2-52	Yes	Yes
Beckett, Doc L.	Foreman	11- 7-52	Yes	Yes
Bono, Alphonse	Retired Car Repairer	11-16-52	No*	No
Kenner, James E.	Retired Line Foreman	11-17-52	Yes	Yes

EMPLOYES' WIVES' DEATH BENEFIT FUND

NAME	Died	Wife of	Department
DeHaan, Marianne K.	9-26-52	George DeHaan	Transportation
Miller, Hannah Clarissa	10-25-52	Alonzo V. Miller	Transportation
Meyers, Letitia P.	10-30-52	George Meyers	Freight Traffic
Hatch, Pearl Evans	11-15-52	Arthur L. Hatch	Engineering

*Employee declined to accept Group Insurance.

The Public Appreciates

FOR THEIR COURTESY, alertness and skillful operation the following PE employes have received commendation since the last issue of the Magazine:

NORTHERN DISTRICT OPERATORS

L. C. Allison, O. W. Bratcher, C. W. Butler, R. E. Coe, E. L. Goebel, G. S. LeRoy, G. S. Martin, H. M. Rice, H. L. Rose, W. C. Schneider, David S. Varela, B. Wells, and W. H. Windsor.

MOTOR TRANSIT DISTRICT

E. W. Barnett, W. R. Bashor, H. J. Eddo, V. L. Edwards, James Marlo, J. W. May and L. S. Radcliffe.

SOUTHERN DISTRICT OPERATORS

A. J. Burns, W. S. Damron, J. D. Fenwick, J. C. Gabbard, S. C. Harris, W. K. Holsberry, J. H. Johnson, J. P. Laing, and G. M. Morgensen.

WESTERN DISTRICT OPERATORS

H. Barrish, J. N. Bellone, O. M. Blanks, W. E. Books (2 letters), N. H. Bornstein, C. J. Brown, C. H. Bull, W. E. Burris, H. M. Cherry, H. S. Christie, E. R. Clark, V. A. Cordes, D. L. Correll, R. G. Corl, J. W. Dille, J. E. Gerst, C. J. Hanson, K. L. Hartwell, John F. Hatton, G. P. Hayes, S. M. Herrington, H. Keene, W. Kressin, E. F. Lodahl, R. Loewing, W. E. McCann, M. S. Neuss, E. T. Ophus, J. I. Pearson, W. R. Peery, Ernest W. Pont, F. G. Poppleton, H. B. Ryon, E. D. Sale, R. E. Sanson, J. W. Saunders, Jr., J. H. Schmitt (3 letters), F. W. Sprowls, G. H. Todd, J. A. Walker, Phillip White, F. P. Wilson (2 letters), C. W. Wisler and R. O. Young.

OTHER COMMENDATIONS

Mrs. Evelyn Cook and Mrs. Elsie Tappendorf, Information Clerks at Sixth and Main Station, were complimented by patrons for their courtesy and efficiency.

John Fraker, Ticket Clerk at the Subway Terminal, was also cited by a patron for his helpful and exact directions and for his courtesy when directing rush-hour crowds.

Several important System shippers have complimented Ralph Kennedy, Assistant Chief Clerk at Graham Yard, for his pleasant cooperation and all around excellence at his job.



PHOTOGRAPHIC THANKS—When members of the Relief Car crew pictured helped Mrs. Ida Johnson, wife of Freight Motorman J. A. Johnson, get her automobile out of the sand, she took this photograph by way of thanks. From left, Relief Car Foreman E. F. Edwards (with back to camera), Car Repairers Dick Humphries and Nick Kinsinger, Auto Machinist Bill Whiting.

WHAT'S NEW In the Safety Dept.

AS AN INDICATION that PE employes generally are becoming more safety-minded, for the period beginning with July 1952 and through the month of October-1952, 1085 meetings were conducted on the Pacific Electric System with total attendance of 10,064.

Safety meetings provide an excellent medium for getting together and discussing any safety problems and how to correct them. Many progressive ideas have emanated from suggestions at these meetings. Some suggestions have resulted in changes to equipment which have served to make it possible to perform work faster, better, and without personal injury.

Some departments make it a part of their regular routine to begin each day with a safety meeting, or at least a safety message, thereby impressing employes with the importance of being safe while performing the work at hand.

Our recently inaugurated program to have employes purchase steel-toed safety shoes is progressing very nicely. Since the latter part of October, approximately 250 pairs of these shoes have been ordered through our Stores Department. Wearing shoes having a steel toe which will stand up under a dropped weight of 2,000 pounds or more contributes much to peace of mind.

She Finds Relief Crew Strong and Helpful

PRIZE STORY of the month comes from Mrs. Ida Johnson, wife of Freight Motorman J. A. Johnson.

An amateur photographer (see cut of photo she took), she was driving around Baldwin Park Nov. 3 looking for a picture to take when she saw a diesel on the ground as the result of a spread rail, with the Relief Car crew under the direction of Foreman E. F. Edwards hard at work on the re-railing job.

"Now let's talk about the men least seen but never forgotten," she wrote in a letter enclosing the photo herewith reproduced.

"These men carry from the truck heavy steel plates and timbers and air jacks. The air jacks go to work and the big engine starts to rise.

"A man named Ed (Foreman Edwards), with a job many an executive would like to have, lies on the ground and watches. At the proper moment he shouts, 'Hold it! We damn near got 'er!'"

"He is right. The air is released from the jacks and the big engine settles upon the rails—a big job done in a few minutes."

After watching the conclusion of the work, Mrs. Johnson went back to her parked car. "I found it 'derailed'—stuck in the sand. These same men with their strong backs and a piece of tar paper soon had me re-roaded and on my way. . . Please find enclosed a picture of these men."

WITH OUR CONTRIBUTORS



C. J. KIMBALL
MT Operator
With PE since 1926

HERB McCOLLUM
MT Operator
With PE since 1925

W. A. MCKINZIE
MT Operator
With PE since 1927

L. S. RADCLIFFE
MT Operator
With PE since 1930

NO CHARGEABLE ACCIDENTS since they were employed by the original Motor Transit Company is the praiseworthy record of each of these four Operators. Let's give 'em a hand!

MOTOR TRANSIT DISTRICT

By W. G. ("Whitey") McBain

PICTURED on this page are four Motor Transit Operators who have had no chargeable accident since they were employed by the original Motor Transit Company. We'd say that such records are mighty well worth notice.

Harry Fowler, Whittier Operator who has a shortwave transmitter in his automobile, has been helping the Whittier police with his equipment. Halloween night he kept Whittier Station under surveillance.

Understand that Adolph Zmoos has been a very sick man and is quite lonesome to hear from some of his old friends. Drop him a line at General Delivery, Waucoma, Iowa.

And why not also bring some cheer to A. H. Jones of El Monte Terminal by visiting him at the Lavina Tuberculosis Sanitarium in Altadena? Visiting hours are daily from 3:30 to 5:00 p.m., and Wednesday evenings from 7:00 to 8:00 p.m.

Your correspondent recently had the pleasure of visiting with a number of men at various Motor Transit terminals, and would like to pass on a word of praise to Motor Transit men in general for their friendly attitude and neatness of appearance.

Call "Paul!" in the Cole home and they're all likely to come running—except Paul Harvey, who was born Nov. 6. Daddy is Operator Paul O.; little sister is Paula G. (aged 2); and Mamma is toying with the idea of changing her name from Gertrude to Paulette! Incidentally, Mamma is a former Clerk in Freight Accounts.

A Very Merry Christmas and a Safe and Happy New Year to all!

NORTHERN DISTRICT



By
B. G.
Madrid

AT THE END of his run, which is in Monrovia, Operator A. T. Lipford checked his fare-box and collected his equipment. It had been a hard day but soon he would be home with a nice warm supper before him. As he prepared to leave, however, he noticed an object lying on one of the seats. It was an expensive leather case, and inside the case was a beautiful camera. Realizing that the owner would be anxious to locate it, Operator Lipford got in his automobile and made a special trip all the way back to the Macy Street Terminal to report and deposit his find. The anxious owner, Mrs. M. Mulhern of Monrovia, inquiring at our Home Office was informed that her camera was safe and waiting for her. Result: A very glad and grateful customer, a very happy Operator Lipford, and a very proud Pacific Electric Railway Company.

Operator F. K. Walker and family returned recently from visiting relatives in Texas and Arkansas. "Good highways, nice country, but poor fishing," says Operator Walker. Our congratulations to Operator and Mrs. E. L. Goebel on the arrival Oct. 25 of their new baby boy, Edward Michael, who weighed 8 lbs. 2 oz. The Goebels have one other child, Mary Jean, 17 months old.

Likewise to Operator and Mrs. C. C. Carpenter. Their new baby, Robert William, was born Nov. 5. The baby

weighed 7 lbs. 1 oz. The Carpenters have two other children, Calvin John, 4; and Carolyn Marie, 2.

Two ladies whom we shall call Mrs. X and Mrs. Y boarded a PE bus. At the wheel was Operator G. S. Martin. The following conversation then took place:

Mrs. X: "Do you go by ——— hospital?"

Operator Martin: "Yes ma'am, I do."

The following morning Mrs. Y boarded the same bus—but this time she was alone.

"Guess what," said Mrs. Y, with a smile.

"What?"

"It was a girl!"

Relief Cashier Jack Ferrier, back from an extensive trip through Mexico, United States, and Canada, relates some interesting bits from his trip: While in Vera Cruz, he rode in some streetcars which he soon realized were none other than our old Echo Park cars (class 100). They had been painted over, but he could distinguish the "PACIFIC ELECTRIC" outline beneath the new coat. On one occasion he rode 300 miles on a narrow-gauge railroad. But the best ride of all, says Jack, was on the Mexicano Ry. from Mexico to Vera Cruz. It took him through some very beautiful jungle country, abounding in all kinds of wild fruits, and other forms of vegetation. On his return trip North, however, he found a complete contrast, At Churchill, Canada, on the Hudson Bay, the temperature was at 17 degrees below zero. But here again was beauty! Only in a different form. Instead of green, everything was white.

Northern District wishes to express its deepest sympathy to Mrs. L. H. Wilson and her family on the loss of her husband, Operator Leland H. Wilson, who died in a traffic accident at Los Angeles and Commercial Sts., while on the course of duty, last Oct. 11.

BERNARD G. MADRID took over Lucille Brann's job as Macy Cashier in November, and also agreed to replace her as correspondent for the men of Macy Terminal. He gave up his job as Ticket Clerk in Riverside for a job nearer Los Angeles so that his son, GEORGE, would be able to enter Loyola University this fall. George is the eldest of four sons and a daughter belonging to Bernard and his wife, HOPE. Born in Las Cruces, New Mexico in 1909, our new correspondent came to work for PE as Riverside Ticket Clerk in 1943. His hobby for the last 20 years has been chess. In tournament play he won a second place in El Paso and tied for third in the San Gabriel Valley Open.

YOU BE EARNEST AND I'LL BE FRANK

By
J. S. Burton



MERRY CHRISTMAS and a happy New Year to all of you! This is the merriest part of the year, especially for the young folks. A time when presents are exchanged, and then, on December 26, exchanged again for something more like our size! Santa Claus is a wonderful spirit for the tots, and the season of Christmas should serve as a respite during which we should become cognizant of the real meaning of this holy-day of holidays.

Christmas time is a time of love. It serves to commemorate the time when God caused the birth of the Baby Jesus, to become, according to Christian belief, the Saviour of the world. Let us strain our ears at this Christmas time and see if we cannot hear him again say, "Peace on Earth, Good Will towards Men." What a terrible place to live, had not the Christ Child come into the world to

show mankind how to live in peace with one another! More and more, we are brought to the realization that the peace that He brought into the world cannot be re-attained until all mankind reverts to the simple teachings of this Man of Galilee. God is where He was. What the American home needs is fewer footprints in front of the dressing mirror where we look at ourselves, and more knee prints on the rug alongside the bed where we look at God. Living right is a personal matter that you alone can regulate.

Friends of Otto Townsend will be interested to know that he and his wife celebrated their golden wedding anniversary Sunday, Nov. 23, 1952. Mr. Townsend has been retired from active service for a number of years.

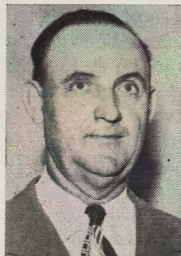
A brand new year is upon us. There will be countless resolutions made, as usual, but remember, a New Year's resolution is like a crying baby in church: it's no good until it's carried out.

The right temperature at home is maintained by warm hearts, not by hot heads.

Isn't it the truth?—Artful dressing and a smooth paint job will take twenty years off her true age. But you can't fool a long flight of stairs.

BUTTE STREET NEWS

By
Ray Lightfoot



FIRST, we at Butte Street Yard would like to wish all our fellow employes and our officials a Merry Christmas and a Happy New Year.

National titles in two fishing divisions may go to Butte St. Car Clerk J. R. ("Jack") Fraser as the result of his catch of a 15½-lb. German brown trout in Convict Lake among the High Sierras last July 15, after a 35-minute battle.

The big fish was 32½ inches long and 19½ inches in girth.

After official registration in the Field and Stream Magazine contest, Jack was told by Mike Ball, the magazine's Fishing Contest Editor, that his catch would place high in the F&S open division for this type of trout, and might win the national title in the spinning division.

Carol Gorton, Secretary of the National Spin Fishing Association, in whose contest Jack also registered



15½-POUND TROUT!—This giant German brown trout was caught July 15 by J. R. Fraser, Butte St. Car Clerk, at Convict Lake in the High Sierras. See Butte St. column.

his trout, told him his entry was leading at the time and should carry off the blue ribbon in the nationwide derby in the brown trout class.

Unfortunately, Jack's trout won't be eligible for the PE Rod and Gun Club's annual prizes because he failed to register it within 30 days. "I was so busy registering the fish with everyone else that I just plain forgot about our own company club," says he.

The fish was caught with a 4-oz. Silaflex glass rod, a 4-lb. test Mitchel monofilament line, a Record spinning reel, and a lure consisting of a No. 12 treble-hook "Killer" Abalone.

Trolleyman F. F. Winder has returned to duty from Buffalo, N.Y., where he was called on account of the passing of his mother-in-law.

Gus Wagner passed away Sunday, Nov. 2, 1952.

W. C. Nolan, another old-timer in freight service, was buried Thursday, Oct. 23. To all relatives of the above we at Butte St. Yard extend our sympathy.

H. A. Holmes' son, Dale, is back from Japan. He is in the Naval Air Force, stationed at Whidley Island, near Seattle. When he visited his father here at Butte St., several of the gang met him and wondered how "Hank" could be the father of such a fine-looking young man.

C. A. Rost, recently retired, paid us a surprise visit and said he is building a nice home on the shore at Clear Lake. The foundation is in. He will have a big picture window near the fireplace, so he can always see the beautiful lake. He looked healthy and was as full of life as usual.

Eugene L. Hendrix has been welcomed back to Butte Street by the old gang after serving two years in the Army. Gene was stationed at Fort Bliss, Texas, and then was transferred to Fort Sheridan, Illinois, where he served as a sergeant in an anti-aircraft battery. He was married shortly after entering the service and has two children.

LOS ANGELES TERMINAL FREIGHT STATION

By
Suzanne J. Smith



HOWARD KOPSHO and family vacationed at Lone Pine, at the foot of Mt. Whitney. . . . Everette Haugenaugh was born right around the location of the 8th St. Yard Office—his folks were real pioneer people, and 8th and Alameda used to be a good residential neighborhood some years back. . . . Our Janitor, Milton Wiley, spent his vacation in Portland, Ore. . . . Mrs. Arnold Winquist has received various prizes for her handsome crochet work (mostly on hankies) and has in her possession prizes she received at the Pomona Fair this year. . . . Believe that Laural Foster might easily be the PE's youngest mother-in-law. Ask to see the pictures she has in her billfold of her son's wedding. . . . Oswald Thompson feels right at home at Swiss Park in Duarte—he was born in one of the Scandinavian countries and gets a kick out of all the pictures and posters of the old country that are on display at the Park. . . . Gertie Cornice and Suzie Smith are still wondering what happened to the girls' baseball game that was never played at the Agents' picnic. . . . Albert Fife, a former Inspector for the PE, is working as a Demurrage Clerk for the Pacific Car Demurrage Bureau. . . . Patrick G. Elliott has been doing temporary work at the Freight Station. . . . Morris and Bonnie Thompson vacationed at Carlsbad Caverns and found them inspiring. . . . Cyril Albright took a train to Santa Rosa and visited his son and family. . . . Freddy Leininger says his new bifocals get him "all-mixed-up". . . . Joe Peeler is still excited about becoming a grandpa. . . . Wally Pehrson bought a new car, and does he ever keep it shined up! . . . Willie Hernandez took over the Cashier's duties while Cy vacationed. . . . Ara Beekman had another sick spell, but is back on the job again. . . . Irene Brown became a grandma just in time to buy a load of Xmas presents for her new granddaughter. . . . Lois Eggeman is working in the Freight and Car Service Accounts Bureau. . . . Marjorie Freedlander surely was in Detroit—as is proven by her postal card mailed from Michigan. . . . Let us offer up our prayers for all the

boys in Korea this holiday season, especially for the sons of our own PE family. . . . Helen Brewbaker leads an active life with her job, home, and family, and does 'em all justice. . . . Photographer Harley Talbott says wherever there is a lot of food and liquid refreshments (on the house) he's so busy taking pictures that he never even gets to taste any—oh, for the life of a photographer! . . . Mrs. James Shea and Mrs. Charles Smith recently discovered that their respective fathers came from the Grand Duchy of Luxembourg.

AGENCY BRIEFS

By Gertrude C. Cornice

CONGRATULATIONS to Elden L. Rea, former Agent at Watts, who took over the Santa Monica Agency on Nov. 3.

Mr. Rea started with Pacific Electric on March 10, 1937, pushing a

hand truck in the Los Angeles Freight Sheds. He became an Agent on Sept. 5, 1941, and after brief tours at Wingfoot and Santa Anita, was Agent at Watts from September, 1944, until November, 1952.

Born in Oklahoma, Mr. Rea came to California in 1934. He now lives at 1043 Apartment B, 16th Street, Santa Monica, with his wife and son, Stanley, who is also a PE employe, working as Ticket Clerk at Torrance.

J. W. Olson, Relief Agent, was temporarily at Watts, until B. A. Hauser, formerly assistant Agent at El Monte, became successful bidder on the position.

Azusa Agent W. A. Cunningham, and his wife, Esther, traveled 2000 miles (to within 4 miles of the Oregon border) for a vacation of fishing. They fished at the Smith River, Klamath River, and Clear Lake, but with no luck. However, upon returning home on the last day of their vacation,



"WHAT SA MATTER BUD, CAN'T YOU READ?"

West Hollywood Proudly Presents:



O. C. ALLEN, an Operator known throughout the Western District for his ready smile, courtesy to passengers, and careful grooming. He entered PE service Dec. 22, 1942.—J.S.B.

AGENCY BRIEFS

(Continued from page 23)

which was also the last day for fishing, Bill went up to San Gabriel Dam No. 1 (located just above the Azusa Station) and caught a 12 in. rainbow trout!

Glendora Agent **H. H. Rugh** had better luck. He went fishing at the Yuba River and within two hours caught 15 fish, all over 12 inches!

Out on sick leave have been Agent **Frank Bednar** of Yorba Linda, and Agent **Clyde Whiteley** of Monrovia. Mr. Whiteley cut and bruised a tendon in his arm and had to have an operation and wear a cast for several weeks.

Newport Beach Agent **J. V. Antista's** mother has been in the Hollywood Presbyterian Hospital. We're all hoping she'll have a speedy recovery, Joe.

Fullerton Agent **E. R. Burke** welcomed home his son, **Joseph Lyle**, in October after the latter's two-year tour of duty with the Army as Radar Technician at the atomic plant near Hanford, Washington.

HOBBIES

Clair E. Rugh, who started with Pacific Electric in January, 1943, has been on sick leave since 1950 because of blindness. He worked last as General Clerk at Azusa Station. Mr. Rugh makes very nice leather bill folds and women's purses, which he offers for sale. He is making about three dozen now for Christmas. Mr. Rugh also teaches Braille. He lives at 210 Oberlin Avenue, Claremont, and has a brother, **H. H. Rugh**, Agent at Glendora, stationed at the Azusa Station, who would be glad to take orders.

Covina Agent **L. A. Vincent's** wife

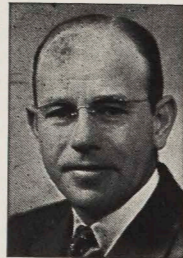
makes rugs and does leather tooling work.

Don R. Williams, Station Clerk at Bellflower, belongs to the Community Players, who on Nov. 1, 7 and 8, 1952, put on "John Loves Mary" in the John Simms Park Auditorium.

Rate and Bill Clerk **Louis Calidonna** at El Monte has a good-sized stamp collection.

Agent **H. C. Hall** at Alta Loma and Etiwanda spends his spare time as District Commissioner of Boy Scouts.

**MECHANICAL DEPARTMENT
WESTERN DISTRICT**



By
**Milton R.
Clark**

DEEPEST SYMPATHY to the loved ones of our **F. E. Geibel**, retired Superintendent of Equipment, who recently passed away.

Our best wishes for a speedy return to good health we extend to **Irvin E. Mankins**, Night Foreman at the West Hollywood Car House. He has been on the sick list for several months. **Alvin Cash**, Repair Shop Foreman, has been taking Irvin's place and **Harvey Merrill** has been taking Alvin's place at the Repair Shop.

Tom Green's daughter-in-law and grandchildren from El Paso have been visiting here for a month. Tom's son is an engineer at the White Sands proving ground.

Audry Fields, off duty for several months, is now on vacation at Mexico City.

Due to reduction in force, **M. E. Studebaker** and **Charlie Camburn** bid in jobs at the Torrance Shops.

Romello Antencio, night Cleaner now home from the hospital, says she will not come back to work, is going to retire.

Ed Bonsall returned to work Nov. 17 after being off duty for several months on account of illness.

Joe Adams plans to retire in December after 30 years with PE.

Ruth Green, laborer at West Hollywood, spent her vacation visiting her friends and relations in Chicago and New York.

Leonore Hernandez visited relations in Old Mexico while on vacation.

Employee Injuries Show Decrease

A GENERAL DECREASE in reportable employe injuries of 21.3% for all departments, 19% for total Transportation, and 22% for total non-Transportation, is the encouraging picture for the first 10 months of 1952 as compared with a like period, 1951.

In individual groups, West Motor Coach continues to lead, with a 55.1% decrease.

Below is the tabulation:

REPORTABLE EMPLOYEE CASUALTIES PER MILLION MAN-HOURS

Ten Months 1952 — Ten Months 1951

DEPT.	1952				1951				Percent	
	Rank*	Killed	Injured	Ratio**	Rank*	Killed	Injured	Ratio**	Inc	Dec.
All Departments										
System Freight	10	—	41	39.0	10	1	49	47.2		17.4
Rail Pass.										
South District	9	—	12	29.0	6	—	16	23.2	25.0	
West District	6	—	7	17.4	9	—	13	28.0		38.0
Motor Coach										
East	5	1	9	11.0	3	—	9	10.5		5.0
West	1	—	4	4.0	2	—	9	8.9		55.1
TOTAL TRANS.	(7)	1	73	19.3	(7)	1	96	23.7		19.0
Engineering	8	1	27	20.0	8	—	31	26.5		25.0
Mechanical	3	—	13	9.4	5	—	24	17.5		46.3
All Other Depts	2	—	10	4.3	1	—	7	3.0		43.3
TOTAL NON-TRANS.	(4)	1	50	10.0	(4)	—	62	12.8		22.0
GRAND TOTAL	2		123	14.0	1		158	17.8		21.3

*Determined by ratio.
**Obtained by dividing number of casualties by man-hours worked.
Figures in parenthesis under "Rank" indicate that Total Non-Transportation Departments outranked Total Transportation Department.

Bill Richards, Crane Operator, says it's going to be a cold winter and he hopes Santa will bring him a heater for his crane cab.

E. T. Bray, Toluca Yard, became a grandpa for the first time Oct. 23, when his daughter, **Mrs. Bob Brannagan**, gave birth to an 8 lb. 11 oz. baby girl.

Carrie Robinson, Toluca Yard, was visited recently by her nephew, who is in the U. S. Army at Fort Leonard Wood, Missouri.

Wedding bells rang out for **Bill Papeika**, Electrician at the Subway, when **Miss Jewel Tucker** of Glendale and he were married. We all extend to these two young people our best wishes for a happy and prosperous married life.

Hollywood Car House has a new vacuum cleaner. **Ethel Lundgren** is engineer in charge.

My best wishes to you all for a very Merry Yuletide and a happy, healthful, and prosperous New Year.

SYSTEM GARAGES

By **Al Bristow & Ralph Murphy**

THE YULETIDE SEASON is here again. The weather is being very cooperative with its backdrop of snow in the mountains (even for Thanksgiving), and a yuletide nip is in the air for the lowlands. Sitting in front of the fire with the glow in our face we wish everyone a warm and Merry Christmas and a very happy New Year.

Charles Mitchell went deer hunting in Utah—he bagged the limit as



NEWLYWEDS—Mr. and Mrs. John Speedy, whose wedding occurred Nov. 21. John, an Ocean Park Mechanic, whose brother, Stanley, works in the Duplicating Bureau, is a newcomer to PE. The bride is the former **Phyllis Thomson**, of Los Angeles. Ed Waterhouse, of PE Glee Club, sang at the wedding.

usual and had one of these vacations we all look forward to. He speaks very highly of the Mormons and their unusual interest in seeing to it that your every need is taken care of.

Raymond Morales spent his vacation in Mexico City.

Mr. and Mrs. Andrew Jackson Jr. are rejoicing in their new 5-lb. baby daughter. Andrew has been busy handing out expensive cigars to celebrate the occasion. Congratulations, Andrew!

Bill Stosberg and friends went duck hunting down by the Salton Sea at New River—needless to say they caught the limit.

When the rains fall you will find **Albert W. Adrian** and **John F. Pantera** under the Ocean Park Pier fishing for sargo perch and jack smelt.

We of the Mechanical Department are all very sorry to hear of the death of **Fred E. Geibel**, retired Supt. of Equipment. We all thought he served his company well and faithfully.

Doc Beckett, Foreman, Macy Garage, passed away Nov. 7, at the Santa Fe Hospital. He had served the Pacific Electric, working in the Mechanical Department, for over 30 years.

Starting as an apprentice with the Overland Motor Company, he branched out by starting small bus service operations around Chester, Calif.

He came to the Motor Transit around the early 1920's and was associated with them in organizing their Mechanical Department. When Motor Transit was taken over by Pacific Electric, he continued on with the new company and was working as a Night Foreman, Macy Garage, at the time he passed away.

Alphonso Bono, retired Car Repairer, passed away Nov. 15, after serving the Pacific Electric Co. 15 years in the Mechanical Department.

Deepest sympathy is extended to the bereaved families by all of us.

**A LOT OF Ink
HAS BEEN SPILLED
writing SAFETY RULES**

**A LOT OF Blood
HAS BEEN SPILLED
breaking THEM**

PER DIEM

We hereby call attention to a double kind of word
That no railroad man a-livin' ca nsay he never heard;
The fireman, the call boy, the conductor and his crew,
The agent and the yard clerk are familiar with 'em, too.

Two words, of seven letters, no hyphen in between,
But what a lot of money these two short words can mean!
They come from ancient Latin and refer to fleeting time.
What words do we refer to? Why, the little words *per diem*.

Per diem means two dollars our railroad has to pay
For every foreign freight car that stays with us a day.
Yes, two shining silver dollars for loaded car or light,
That lingers on our railroad line past 12 o'clock at night.

Two bucks a day for every "for'ner" down there on the "hold,"
And every idle empty box, be it new or old,
And every flat car on the sidin' a-waitin' for a trip
And each and every stock car a-standin' on the "rip."

And when you count this station and all other stations, too,
Think of what a hole it eats in our road's revenue!
So start 'em goin'; keep 'em movin'; and never let 'em stop
'Till they're coupled in a freight train about to make the hop.

When'er you find a "for'ner" makin' rust upon our rail
Find out why it ain't a-movin'; then keep right on its tail.
Keep 'em movin'; keep 'em rollin'; as if they were the mails
For each one costs two dollars every day it's on our rails.

—Anonymous

(Reprinted from the Boston and
Maine Railroad Magazine)

SENIOR EMPLOYEES FELLOWSHIP CLUB



By Francis J. Oriva

ONE OF THE LARGEST MEETINGS we have ever had was held Nov. 18. The roster shows 136 members, and most of them were there—with an additional 10 new members.

If you're an old-timer and haven't experienced the pleasure of meeting fellows you knew away back yonder, just come to a Senior Fellowship gathering for a real treat.

There are no dues to pay and we give away door prizes at every meeting. On Oct. 30, North Motorman Clyde Webb invited the members to see a motion picture of a trip he made last summer with his wife and

two daughters through Canada to Alaska. Through the courtesy of the PE Club, the picture was shown in the PE Theater.

MEMBERS TRAVEL

William F. Cousins, retired Signal Maintainer, wrote, saying, "We arrived in Miami, Fla., in a heavy down-pour of rain with the temperature at 80 degrees." He and his family were on their way to Key West.

Retired Freight Motorman L. A. Toothaker has a lot of pictures to prove he had a wonderful trip as far as Maine, Washington, D. C., Atlanta, Montgomery, New Orleans, El Paso, etc.—by rail.

Salt Lake City, Denver, and Kansas City were among points of interest to be visited by South Motorman H. S. Cartwright on a prospective rail journey.

Sam Mason was always boosting for his home state of Louisiana. Only a short time after he retired as Stationmaster, he went back to Shreveport to live.

Retired Freight Motorman James E. ("Tiny") Harper invites employes to visit him at his 40-acre cattle ranch

in Moosa Canyon, 20 miles southwest of Mt. Palomar, 12 miles from Lake Wolford, and 20 miles from Lake Hinshaw. Since last August, when he moved to his ranch, he happily reports that at least 75 employes have already visited him.

ILL OR CONVALESCING

Still in San Fernando Veterans Hospital is North Motorman Dean Gardner, who would appreciate a call from some of the boys.

Retired Line Foreman Ivar Black is spending lots of time at home taking care of his wife, who has been ill for some time. We hope fair weather for her will set in soon.

Recovering from a heart attack, North Motorman Fred Roberts expects to be up and around soon.

Thanks to all members for the cards he has received are expressed by North Motorman William Daley. The remembrance, he says, has made him feel much better.

The Provident Life and Accident Insurance Co. sent Judd Dibble to our meeting to explain benefits available to retired employes.

HERE AND THERE WITH THE WOMEN'S CLUB

By The Reporter

"CONTINUATION of our hospital and welfare work was assured by the more than \$350 cleared on the bazaar and luncheon held Nov. 20 in the PE Club rooms," announces Mrs. Florence Gramling, President. "The affair was a grand success!"

The spaghetti luncheon prepared from the favorite recipe of Mrs. Ruth Leatherman and Mrs. Mary Howe was the attraction of the event, as indicated by the number served.

Happiest people were those participating in the awards. To Frances Edwards went the \$25 merchandise order; to Jessie Eaton, Room 688, the door prize; to Mabel Hasenyager, the box of candy; to Florence Davis, Room 690, Cannon Kitchen towel set; to Norine Bachman, Room 299, the "musical apron."

Thanks to Mrs. Ruth Leatherman, Chairman, and her able committee who worked so hard. Thanks for the cooperation and patronage of the employes, which spelled success.

We note with heartfelt sympathy to Mrs. Geibel the passing of Mr. Fred Geibel late in October. Mr. Geibel was the organizer of the PE Women's Club.

At the November meeting, Mrs. Viola Hendricks introduced Mr. Charles Sein, member of the Speakers Forum and Time Supervisor, who spoke to us on "Time" as interpreted by Pacific Electric.

Mrs. Susannah Brearley and Mrs. Caroline Shoup, two of our members who had been on extended vacations, gave us interesting resumes of their sojourns.

As we went to press, Mrs. Gertrude Columbus, Card Chairman, was hospitalized in Good Samaritan Hospital, for only a short time, we hope. Get well quickly. Mrs. Hasenyager is taking



BABY SHOWER—When Receptionist Elsie Rash, PE Hospital Association, took maternity leave, her co-workers gave her a baby shower late in November. Left to right are Lucy Bernal, Lucy Blee, Mary Howey, Marjorie Lindstrom, Dorothy Baker, Margaret Dabkowski, Theresa Bernal, Marie Forbes, Thelma Hancock, Mrs. Rash, and Mary Jane Johnston. Unavoidably absent were Bessie Chobotsky, Ethel Ayres, and Louise Byrd. Big box contains taylor tot.

Let's Prevent Child Accidents

HOME ACCIDENTS resulted in the death of 54 children under 15 years of age in Los Angeles in 1951, according to the Los Angeles City Health Department. NOW is the time to prevent an accident to a child in your home. Miss Essie L. Elliott, Vice President for Home Safety of the Greater Los Angeles Chapter of the National Safety Council, lists a few suggestions you can easily follow.

1. If the telephone or doorbell rings, remain with the baby or take him dripping wet, if necessary, to the door or telephone with you. BABIES CAN DIE IN A FEW INCHES OF WATER.
 2. Keep all pans of hot fluid out of reach of the children. Also turn the handles of all pans to the back of the stove.
 3. Keep nail files, ice picks, scissors, knives out of reach. Teach children charge of card parties during the absence of the regular Chairman.
- Merry Christmas! Good-by to 1952! Happy New Year 1953 from the Women's Club to all the big PE Family! A very special Season's Greeting from the "Reporter."

dren to WALK, NOT RUN, when carrying sharp pointed objects.

4. Supervise your toddlers. Open fires, gas stoves, bonfires are potential funeral pyres. Keep matches out of reach.

5. Keep medicine, cleaning fluid, ant paste, hairwave lotion, lye, paint, kerosene, gasoline, etc., out of reach. DEATH MAY LURK UNDER THE KITCHEN SINK!

6. Take the toddler in the car with you when you are backing or make sure the other parent supervises the child while you are backing the car. Always back a car slowly. Lock the doors of automobiles, or better still, get the new safety device.

7. Supervise or build a fence to pen in your child. If you own a pool, fence in your property. Have your child learn to swim by the time he is four years old.

8. When the child is in a high-chair, restrain him with a harness to prevent his climbing out or scooting down. Use cribs where the slats are far enough apart to prevent the child from wedging his head between the sections and hanging himself.

9. Keep firearms unloaded and LOCKED.

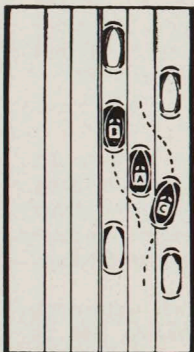
10. Disconnect toasters, irons, electric plates from the wall socket. Keep radios away from the bathroom.

SURPRISE LUNCHEON for Carolyn Catudal was held at Al Levy's Oct. 24, and was attended by the following girls: Standing, left to right, Helen Daiber, Eleanor Lifur, Hazel Kirk; seated, left to right, Margaret Koopman, Catherine Meli, Ilma Bateman, Ellouise Nauman, Beatrice Rowe, Pat Sylvester, Jessie Eaton, the guest of honor, Frances Hudock, Claire Primeau, Nancy Reid. Carolyn, Secretary to Public Relations Director James G. Shea, resigned Nov. 1 after eight years of PE service to accept a position nearer home as Secretary to Burbank's Supt. of Parks.



Slow Drivers in Fast Lanes CAUSE ACCIDENTS!

Slow drivers in fast lanes cause other motorists to become irritable, and to attempt to pass under conditions which are unsafe.



"A" is proceeding slower than other traffic... hence, not only is he impeding the flow of traffic, but also he is inadvertently contributing to an accident involving himself and others.

Increasing numbers of vehicles, being driven at different speeds, increase the possibility of conflict unless they are separated according to vehicular speed. Section 525.1 of the California Vehicle Code establishes the rule for minimizing this danger.

It's the Law!

Sec. 525.1 Calif. V. C.

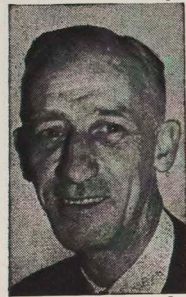
DRIVING IN RIGHT HAND LANE.

Notwithstanding the prima facie speed limit, upon all highways any vehicle proceeding less than the normal speed of traffic thereon shall be driven in the right hand lane for traffic or as close as practicable to the right hand edge or curb, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road or driveway.

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—LOS ANGELES POLICE DEPARTMENT, TRAFFIC BUREAU.

PACIFIC ELECTRIC BOWLING NEWS



By **Charlie Hill**

THE OFFICERS of the Pacific Electric Bowling League extend greetings and best wishes to all bowlers and employees of our company for a Merry Yuletide Season. May the New Year bring forth much happiness for each of you and for all a world-wide peace.

THE ELEVENTH WEEK of the current season the PE Club leading in the Six O'clock Branch by a fair margin with 33 wins and 11 losses. The Atomics, in second place, have 24 wins, and the BRC Railers stand third with 23½ points. Tied for the next three positions are the Remnants, Wolverines, and Law-ettes. Dee-Tee-Bees, Rod and Gun Club, BRC Railettes, and BRC Streamliners follow in order.

J. D. ("Pop") Henry, the rejuvenated veteran bowler, has been the real spark plug of the PE Club team. "Pop" prior to this season had been away from the maples for four years, and after an opening series average of 146 has gradually climbed to lead his team-mates, and he is getting stronger all the time.

Bill Papeika and "Rusty" Fligge of the Atomics have aided much in putting their squad in second place. This, however, is a well balanced team, with Ted Wolfe, "Wimpy" Comstock, and Tommy DyMoulin all in there.

The BRC Railers led the branch during the first six weeks, at the end of which period they had amassed 19½ wins against only 4½ losses, but since have been able to gain only four points. Preston Jones and Bob Rachford were really flaming, but the fire died down. However, the Jones boy is still leading his team in average, and Bill Green has moved up to second place. Preston has high season series and game (591-246).

Kenny Larson and Bill Jennings have lighted the way for the Remnants, and Beach Rogers has been outstanding for the Rod and Gun Club. The BRC Streamliners, who were leading the league branch practically all of last season, are in the lowly last position, with only 14 wins so far.

BRC Railers have high season game and series (969-2754) in the Six O'clock Branch.

Among our girls, Edna Fligge of the BRC Railettes has been the scintillating star, leading the fair sex on the honor roll with a 525 series and a 219 game. Edna also has the highest lady average—152. Vivian Sanners of the Dee-Tee-Bees stands second with 144, and she has been strongly instrumental in keeping her team in there. We are glad to welcome Faye Cox into the fold. Faye is the only lady in the line-up of the Eight O'clock Branch, and really adds glamor to that squad. The Law-ettes hold high season series of 2650 for the ladies and the BRC Railettes have the ladies' high team game of 958.

In the Eight O'clock Branch the race is somewhat closer. The BRC Aces lead the march with 30 wins

and 14 losses, with the Motor Transit Champs following by only two points. Glendale has climbed to third position (25 wins), and Subway Terminal stands fourth (23 wins). The Maple Smashers have moved to fifth place; PE Agents and Pit Bulls are tied for the next two positions, while the Lucky Seven (apparently a badly chosen name), in the cellar, has had a hard time getting started. The recent addition of Jim Craft should aid that team materially.

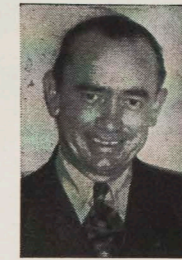
Bill Cowell has been the real spark plug for the Motor Transit, and Ray Cockrell, with his average of 173, has been the mainstay for the Pit Bulls. George Cole has started the fire for the Maple Smashers. Cowell has high individual game (236) for the season and his team also has high game (956). Glendale is credited with the season's high series of 2695, and Ray Cockrell has the high individual series of 591. "Junior" Patterson of the Pit Bulls is gradually climbing in his average, as is Howard Hays, a new member of the champions. Ernie Donaldson appears to have recovered from his "splititis" ailment.

We were sorry to hear of the bad accident in which Bill Osepezuk (better known as Casey) suffered painful injuries. Best wishes for a speedy recovery, Bill.

In the Steamship League the Matson Line (champions) are in first place, leading the Pacific Electric team by one point at the end of the eleventh week. The PE team has high season game and series (996-2832). Bill Cowell's average in that league is excelled by only one, who happens to be Mel Buether, a Classic League bowler who bowled a 712 against the PE Team in a recent series.

In the Fourth Annual Transportation Tournament, held at the Sunset Bowling Center Nov. 16 and 23, four of our teams registered in the team event, and quite a number of our bowl-

PACIFIC ELECTRIC ROD AND GUN CLUB



By **Arlie Skelton**

GREETINGS, Rod and Gun Clubbers!

It's later than you think. Just imagine, Christmas is just around the corner!

At our recent regular monthly meeting, we noted the attendance has begun to pick up, and registration cards are now pouring in, in greater numbers.

Congratulations are in order for Lloyd Leary and R. M. ("Bob") Lawrence for their success in bagging their buck this year while out deer hunting.

Also a word of thanks and a bounty check to R. G. Curnutt for eliminating one predatory bobcat from our forests.

Noted from the pile of registration cards: Scott Braley, retired, was busy catching several grand-daddy salmon and steelhead trout from the Eel River. Old "Sitting Bull" Braley doesn't mess with the small ones. Dan A. Terry, retired, has also been doing right well on the Sacramento and Feather Rivers. But before we get too far gone on this, let's see what's coming up at our December meeting. Don't miss it. It's the ending of the 1952 Tournament Season, when all registration cards must be turned in and deer horns measured for competition for prizes or bounties. There will be election of officers for the 1953 Tournament Season.

Don't go away. There is more yet. Something new has been added: A swapping bee. How does it work? It's a well-known fact, every sportsman has lots of valuable merchandise lying around his den or in his tackle box that he never uses any more, or maybe never has used. Gather it up, boys, and bring it down to the club for a grand door prize drawing—rods, reels, lines, plugs, flies, spinners, knives, creels, driers, lures of any kind—just so it's not plain junk. Maybe the person who gets it can use it; maybe what you get will be just what you have always wanted.

Anyway, it's going to be a lot of fun. It doesn't cost you anything and a lot of fellows will be happier.

Our annual banquet is tentatively set for Jan. 17, 1953. Planning is now in the hands of the Committee, and nothing is definite until they render their report at the December meeting.

Let's all turn out and show a little more interest in our club affairs. Really get behind and push for greater success in years to come.

1953 is a legislative year. Our Club is represented through the Southern Council of Conservation Clubs, to the legislative body. Fish and game is big business to our community and throughout the state as well. Your interest in any specific measures should be known to your club in order that proper action may be taken. Proposals are now being made to change the opening of deer hunting seasons to one universal date throughout the state in order to eliminate the congestion of hunters in small areas. It is also proposed to change legislation to make the shooting of a human being a felony instead of a misdemeanor.

The care and management of our dwindling California deer herds is meeting with much concern. The California native golden trout are becoming mixed with other species. To prevent this mixing of breeds, it is proposed to restrict certain high elevation lakes against the planting of any trout other than pure golden. Establishment of hatcheries throughout the state for the replenishment of our depleted lakes and streams is being considered, as are many other conservation measures.

We are represented also through the Ocean Fish Protective Association. So get behind your Club, fellows, and at least give us your moral support.

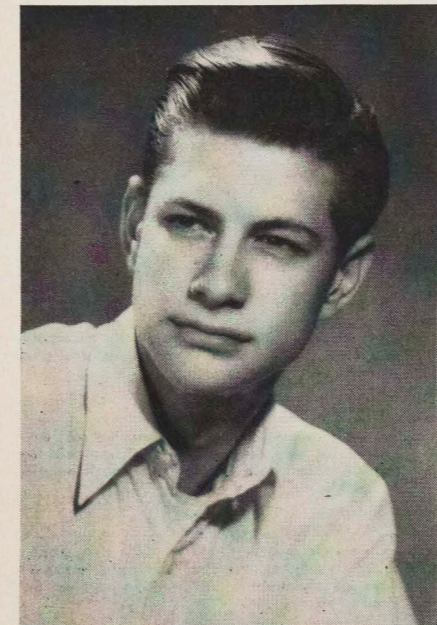
May we wish you one and all a Very Merry Christmas and Happy New Year!

ers were in the doubles and singles. The Matson Line of the Steamship League (Buether hot with a 675 series) took first place by only four pins over the second place Pacific Electric team of the same league, scores 2843 and 2839. Bill Cowell and Charlie Hill won first place in the doubles (1170) and Don Rey and Jim McCoy came in second (1155). George Cole of the Maple Smashers was No. 1 in the singles, Bill Cowell second, and Preston Jones third. In the all events Preston Jones led the parade (1781) and Bill Cowell was second (1770). Cash prizes were awarded all of the above and trophies were presented to Bill Cowell, Charlie Hill, George Cole, and Preston Jones.

Jimmie Lafranchi was forced to resign as Secretary of our PE League, due to transfer to San Francisco, and your scribe has again taken over the secretarial duties. Good luck to you, Jimmie, in your new bailiwick.

And, I will close this by quoting "The Bowler's Prayer":

"Lord, give me grace to bowl a score So high that even I, When telling of it afterward, May never need to lie."



DRAFTED—Beauchamp Rogers, 21-year-old son of J. B. ("Beach") Rogers, Automatic Substation Operator and Maintainer, was drafted Nov. 24. The draft interrupted an impressive career at Glendale College during which young Rogers, a drama and speech major, had been President of the Associated Student Body; Master Counselor of the Order of DeMolay; Director of Activities of the Associated Men Students; star of the recent student drama, "Hay Fever," and had numerous other accomplishments to his credit. He held scholarships from the Glendale City Teachers Club and the Rotary Club. His dad, a PE bowler, has been in Pacific Electric service 32 years.



18-POUNDER—Roger LeMelle, Fishing Captain, Rod and Gun Club, happily displays 18-pound yellowtail he caught in La Jolla kelp beds last September. He also caught still bigger barracuda that day.

PACIFIC ELECTRIC BOWLERS' WEEKLY HONOR ROLL

SIX O'CLOCK BRANCH

Date	Tam High Game	Team High Series	*Individual High Game	*Individual High Series
Sept. 19	BRC Railers 909	BRC Railettes 2517	A. J. Lafranchi 224	W. Papeika 550
Sept. 26	BRC Streamliners 923	BRC Railers 2565	P. M. Jones x246	P. M. Jones 548
Oct. 3	BRC Railers x969	BRC Railers x2754	L. McKinney 209	R. V. Rachford 553
Oct. 10	Dee-Tee-Bees 947	BRC Railers 2635	J. C. Rankin z197	J. B. Rogers 543
			J. B. Rogers z197	
Oct. 17	Remnants 927	BRC Streamliners 2668	J. B. Rogers 242	J. B. Rogers 580
Oct. 24	BRC Railettes 958	BRC Railers 2742	R. V. Hubbell 235	P. M. Jones x591
Oct. 31	Remnants 968	Remnants 2731	C. W. Comstock 235	W. M. Green 562
Nov. 7	Atomics 936	Atomics 2645	S. Fligge 227	P. K. Larson 546
Nov. 14	Atomics 905	PE Club 2665	T. H. Wolfe 212	P. K. Larson 551
Nov. 21	Atomics 947	Atomics 2627	C. W. Comstock 226	R. V. Hubbell 564
Nov. 28	Rod and Gun Club 940	Rod and Gun Club 2638	W. M. Green 224	J. B. Rogers 568

EIGHT O'CLOCK BRANCH

Sept. 19	Pit Bulls 945	Pit Bulls 2631	W. J. Kressin 254	W. J. Kressin 589
Sept. 26	Glendale 939	Glendale 2661	Don Rey 208	C. W. Wisler 518
Oct. 3	PE Agents 886	PE Agents 2627	W. C. Schneider 203	Ray Cockrell 582
Oct. 10	Subway Terminal 912	BRC Aces 2546	J. H. Rowe 203	J. H. Rowe 545
Oct. 17	Motor Transit 951	Motor Transit 2610	W. C. Schneider 222	W. F. Cowell 547
Oct. 24	Glendale 935	Glendale x2695	C. R. Henry 220	W. W. Collette 541
Oct. 31	Glendale 917	Subway Terminal 2604	Ole Swanson 209	Ole Swanson 577
Nov. 7	Subway Terminal 955	Subway Terminal 2661	Ray Cockrell 219	Ray Cockrell x591
Nov. 14	Motor Transit x956	Motor Transit 2653	W. F. Cowell x236	W. F. Cowell 584
Nov. 21	BRC Aces 929	Motor Transit 2623	G. R. Brown 223	Jim Craft 565
Nov. 28	BRC Aces 909	BRC Aces 2680	J. Waseloff 202	W. F. Cowell 562

* Does not include individual handicap. z Tied. x Season's high score to date.

AMERICAN LEGION PE POST 321



By
**Byron P.
Heath**

WILLIAM D. PARKER, Traffic Officer with the Special Agents Office and Junior Post Commander of PE Post passed away on Oct. 18 after a long illness.

Mr. Parker was born in West Troy, N.Y., enlisted in the 27th Division in 1917, and went to France, where he received the Silver Star for gallantry in action.

His first railroad job was with the Mechanical Department of the Delaware and Hudson in 1920 where he stayed but a short time. He left there to go West, and went to work for Pacific Electric in 1921 in the Mechanical Department at Torrance.

In 1944 he transferred to the Special Agents Department and recently had been a Traffic Officer on the Slauson Ave. crossing of the Long Beach Line.

Mr. Parker was very active in American Legion work. He was twice Commander of Southeast Post, was District Chaplain one year, and was a member of PE Post about 12 years, having served in several offices including that of the Commander in 1951-52.

Funeral services were conducted by PE Post and burial was in Inglewood Cemetery.

Mr. Parker is survived by his mother, Mrs. Clara E. Parker; a daughter, Mrs. Josephine E. Potter; and a grandson and granddaughter.

Harry Schabbleman, City Council Hospital Chairman, at a recent meeting presented PE Post with a Veterans Administration Certificate in recognition of volunteer service in behalf of the veteran patients through the Veterans Administration Voluntary Service Program for service at Sawtelle.

Don't forget to send the American Legion County Council your contribution for the 10th Annual Rehabilitation Seal Drive.

Pacific Electric Railway Post of the American Legion wishes every one a very Merry Christmas and a Happy New Year.

"Hi, How Are You?"—"Just Fine, Thanks!"

THERE you have it: A typical response to a typical greeting. A response by persons secure in the knowledge of their good health.

To be sure, there are many who are not lucky enough to give such a positive answer to their neighbors' cheery query. In fact, about 25 million Americans are suffering from some disabling or non-disabling chronic ailment—one out of every six persons.

In this number, there are many persons who suffer from heart diseases, arthritis, tuberculosis, cancer, and diabetes (to name a few of the most important illnesses), and others who suffer from minor ills such as colds and hay fever.

Meanwhile, there are many persons who feel just so-so, ailing this way or that, but for some reason or other are reluctant to see their doctor to find out definitely what the trouble is—and thereby prevent serious complications.

These people feel they're the exception. They say: "Nothing's the matter with me that I can't take care of myself. I don't need to waste time on doctors."

No attitude could be more harmful to ourselves as individuals or as a community.

While the life span of the average

American is increasing, so is the incidence of chronic disease. A recent study by Health Information Foundation disclosed that one out of four persons interviewed had signs of health impairment and that one out of eight of these had conditions not previously known to themselves and needing doctors' care.

That ONE out of four—that ONE out of eight—stands a good chance of being you, your wife, your child.

That is why it is so imperative to get a complete check-up at your Hospital Association office, PE Bldg., at least once a year, whether you think you need it or not.

You owe it to yourself, your family, your community to detect health defects when they are still in the curative stage and before they can get a strangle-hold on you.

It is far wiser, simpler and more thrifty to discover ailments at this point than to wait until they are full grown.

Knowledge is the common property of free men. One of its important uses is toward maintaining health. Keep your knowledge of your personal health up to date. See your staff doctor. Make an appointment by telephone, TUCKER 7272, Station 2961, or TRINITY 1623.

Pacific Electric Club Bulletin

AGENTS ASSOCIATION:

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

AMERICAN LEGION POST:

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

BOWLING LEAGUE:

Weekly Matches on Friday at 6:00 and 8:00 p.m. Arcade Recreation Center—542 So. Broadway. Spectators invited.

GLEE CLUB:

CHRISTMAS PROGRAMS:

Thu., Dec. 18, 5:00-5:30 p.m., Subway Terminal Waiting Room.

Fri., Dec. 19, 5:00-5:30 p.m., Sixth & Main Station Waiting Room.

Sat., Dec. 20, 9:00 p.m., Desert Inn, Palm Springs.

Mon., Dec. 22, 5:00-5:30 p.m., Subway Terminal Waiting Room. 7:00 p.m., Santa Fe Hospital.

Tue., Dec. 23, 5:00-5:30 p.m., Sixth & Main Station Waiting Room.

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

MASONIC CLUB:

Monthly meeting held at 7:30 p.m. the 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.

Afternoon Business Meeting and Program are held the second Thursday of each month at 1:00 p.m.

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.



FROM NEW YORK TO LOS ANGELES, OUR READERS WRITE:

A VARIETY of flattering comments have arrived at the editorial office as the result of a recent check of readers on the U. S. mailing list of the PACIFIC ELECTRIC MAGAZINE. Some samples follow:

"We appreciate receiving the PE MAGAZINE and hope that you can continue to keep our name on your mailing list." H. C. Daulton, Safety Department, L&N RR, Louisville, Ky.

"Your very interesting and educational magazine is greatly appreciated, and I also regard it as a little bit of the breath and breeze of California. I know that if I had visited you fine city in 1919 instead of 1944 I would now be a retired PE man . . . Wish that I were a member of your company."—George Stokes, Chicago, Ill.

"It is of great interest to me, especially on safety matters. Thanks."—W. H. Roberts, Supt. of Safety, Chicago-Northwestern Ry., Chicago, Ill.

"Never stop it until I die."—Geo. G. Brown, Los Angeles.

"[I] mail or pass [it] on to people here or in the East."—James O. White, Torrance, former PE man.

"Yes, please [continue sending it.] I enjoy it very much."—Paul Neff, Editor, Firestone Californian, Los Angeles.

"Your kindness is appreciated."—C. L. Sheets, Supt., Detroit, Toledo & Ironton RR Co., Dearborn, Mich.

"Enjoy PE Magazine very much."—Ira Swett, Editor of Interurbans, Los Angeles.

"Please also send me a copy of your 100th anniversary book, as it would be a most valued addition to my small library on business history."—R. L. Cobb, Willoughby, O.

"One of my favorites."—O. Ashworth, General Agent, GM&O RR, Bloomington, Ill.

"I'd be willing to pay up to \$1.50 a year [to continue to receive it.]"—Charles O. Reis, former PE man, whose mother, Mrs. Ida C. Reis, long-time PE employe, recently passed on.

"My husband passed away last November, but I would enjoy the Magazine."—Mrs. W. O. Pinkston, wife of a former pensioner.

"Thank you. I have always appreciated the Magazine and have maintained a file over a period of many years which has given me such enjoyment. Please continue."—P. V. Phillips, Westminster, Calif.

"You have always mailed two [copies]. Do send the Magazine, but one will be enough. We enjoy reading it."—Jacob E. Wagner, pensioner, Los Angeles.

"Thanks, my family forwards PE Mag to me in the Army."—Ernest L. Healy, Jr., Los Angeles.

"Mr. Daves is a shut-in and has been for some time. Was shipper for years and got to know your employes. So he enjoys reading the PE Magazine."—B. Ross Daves, Claremont.

"I can't see to read it all but enjoy reading what I can."—Mrs. C. G., Los Angeles.

"OK, very interesting. Please continue."—G. G. Griffin, Advertising Manager of Cudahy Packing Co., Los Angeles.

"Find your magazine very interesting and well done. Would you be interested in receiving our magazine each month?"—Arthur Lloyd, Jr., Associate Editor, Western Pacific Mileposts, San Francisco. (The answer was an interested "Yes, thanks."—Ed.)

"Please try to get a writer from the Towers, as I was a Towerman and would like to hear the Tower news."—Paul M. Orrell, Redondo Beach. (Any volunteers?—Ed.)

"I am a senior in economics at Stanford, temporarily out because of illness. I appreciate receiving the Magazine and would like to obtain the 1951 annual report."—W. S. Weber, Oakland.

"Please keep it coming."—Fred Her- ing, Baltimore, Md.

"Your magazine is fine and I enjoy each issue."—R. H. Short, Supt. of Safety, NC&St.L Ry., Nashville, Tenn.

"I really enjoy reading your fine publication and do appreciate your sending it to me! We spent much time riding PE cars on our visit to L.A. and vicinity recently. Two model 5000 cars run on my I.E. layout!"—J. T. Ratcliffe, model railroader of Rock Island, Ill.

"Please discontinue sending [the PE MAGAZINE]. I am getting Pacific Electric coverage through the local B of RC, so feel I should save you the expense of sending magazine . . . truly excellent, and a fine group of employes. Thanks a lot for the opportunity to survey your fine magazine."—G. W. Flynn, Sacramento. (This reader's thoughtfulness is much appreciated.—Ed.)

"I do hope you will continue to send the Magazine to me, for it always keeps me up to the minute with the news and brings fond memories of a great gang of fellows."—Russell U. Mudgett, retired Car Repairer, now living in Redwood City.

"You have a very interesting magazine, although we would appreciate greater use of maps in connection with changes in routings, new lines, etc."—Everett A. White, Chairman, Transit Improvement Assn., Brooklyn, N. Y.

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208 E. 6th St., Los Angeles 14, Calif.
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¡ FELIZ NAVIDAD !

The Contreras family of San Bernardino celebrates the approach of the Christmas season with a piñata, as Rosalie, granddaughter of Bonder and Welder Tony Contreras (extreme left), tries blindfolded to knock down the "bird" stuffed with goodies.

Merry Christmas
and a
Safe and Happy New Year