

OCTOBER, 1952
PACIFIC ELECTRIC
Magazine



CITATION for safe driving is given Operator George Battelle by Beverly Hills Police Captain Paul Smith. See page 3 for details.

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Vol. 33 No. 2

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Operation SAFETY

FELLOW EMPLOYEES:

I join with you in contemplating with a great deal of pride the names of the 374 Operators listed on page 13 as having won the eighth ruby in their silver tie clasps. A number of them, especially the old-timers, I have known personally for many years as fine men and fine Operators. But the record of all 374 speaks for itself—4½ consecutive years of operation without a single accident for which they have been in any degree responsible!



O. A. SMITH

Many are already eligible for the new gold tie clasp representing five years of operation without responsible accident.

In winning such awards, they have demonstrated that accidents can be avoided in rail and motor coach operations. If all employes could measure up to their fine records, much pain and suffering would be eliminated, and job security would be greater for every PE worker.

Such safe Operators likewise help sell the public on riding our cars and busses. Many commendations come in praising men for the skill with which they have avoided an accident. People like to ride with Operators they know are safe.

Great credit is also due the Instruction and Safety Department, which spares no pains to teach safety to every Operator, as the story on the new bus maneuverability course on page 3 shows.

Let's all make Southern California a safer place to live, and our company a safer place to work!

Let's all make Southern California a safer place to live, and our company a safer place to work!



PYLONS PREVENT PILE-UPS

HOW BIG IS A PE BUS? THE COACH MANEUVERABILITY COURSE, DEVISED BY PE'S SAFETY AND INSTRUCTION DEPARTMENT, QUICKLY GIVES OPERATORS THE ANSWER

IT'S BETTER to find out on rubber traffic pylons than on the fenders of a Cadillac just how big a PE bus is.

So persuaded, the Safety and Instruction Department, early in 1951, set up a new phase of Pacific Electric's driver training program—the Coach Maneuverability Test. The department obtained, by permission of the Los Angeles County Flood Control District, a section of the Los Angeles River bed between Aliso and Sixth Streets for testing driver reaction and parking ability. This course soon received wide publicity. Other firms heard that Pacific Electric was making use of this convenient spot, and so many applications came in for use of this part of the river bed for warehouses and various other purposes that Pacific Electric was asked to move.

The second site—still a section of the Los Angeles River bed, this time between Firestone and Century Blvds.—was chosen in June of this year. This site has proved to be better than the first, because of greater width, a better paved surface, and ampler length. Like the other it is also unhampered by other vehicular traffic.

Although this new course is farther away, time to and from it is not

wasted. Classes of students take turns driving, during which time a considerable amount of teaching is done by the instructors on topics such as

COVER PICTURE

WHEN Operator **GEORGE I. BATTLE** of the Wilshire Line saw a warning red light in his rear view mirror on Saturday, Sept. 27, he pulled over to the curb.

Captain **PAUL SMITH** of the Beverly Hills Police Dept. started making out a citation.

Operator **Battle** could hardly believe his eyes when he saw that it was a citation for safe driving. It indicated that he had given proper hand signals, stopped to give the right of way to pedestrians, and had been observed by Captain **Smith** to be in general a careful driver.

The citation was given as part of a cooperative effort between the Beverly Hills Sertoma Club and the Beverly Hills Police Department to recognize careful drivers. The plan was put into effect Monday, Sept. 22. The Sertoma Club sends cited drivers a windshield decal which marks them as outstandingly safe.

"Our only trouble is," said Captain **Smith**, "our traffic officers sometimes go for days without finding anybody whose driving merits such a citation."

pulling into the curb, proper approach to intersections, right turns, left turns, railroad safety stops, observance of speed restricted areas, etc.

The Coach Maneuverability Course is laid out for four tests:

- (1) Driver reaction time.
- (2) Steering test (or obstacle course).
- (3) Curb parking test.
- (4) Right angle turn test.

DRIVER REACTION TEST

The average automobile driver today knows how to read and write. He knows a 25-mile-per-hour speed zone sign when he sees it, he knows you make a right turn from the curb lane of traffic and a left turn from the center lane of traffic. He knows what the RED, GREEN, and CAUTION light on a traffic signal implies. But how many automobile drivers know how quickly they can stop a 4,000-pound automobile careening down one of our streets at a speed of 30, 40, or 50 miles per hour? Ask your best friend. "Oh, 10 or 15 feet," will probably be the answer. The same is true of men desiring to become Motor Coach Operators.

Hence the institution of the Driver Reaction Test, so prospective Operators can see for themselves the distance it will actually take them to

Pylons Prevent Pile-Ups

stop a coach from a speed of 30 miles per hour.

This test is made by use of a detonator or reactometer, which is fastened to the front bumper of the coach. The detonator is equipped with two chambers, into each of which is inserted a .22 cartridge loaded with chalk. Accompanied by an instructor, the student accelerates the coach to 30 miles per hour, and while the coach is traveling at this speed, the instructor fires the first cartridge, which makes a chalk mark on the pavement. This is the signal for the Operator to place his foot on the brake pedal and bring the coach to a stop as rapidly as possible. The instant the brake is applied, the detonator, actuated by the principle of inertia, automatically fires the second cartridge, which makes a second chalk mark on the pavement.

The distance between the two chalk marks is the reaction distance; the distance between the second chalk mark and the front of the stopped coach is the braking distance. Sum of the two is the total stopping dis-



tance. Students eagerly make their own measurements to see if they have improved.

Each man is given three tests at a

GROUP OF STUDENTS learn from Instructors E. B. Stowe, left, and R. L. Woodrow, pointing, the proper way to make a right turn.



STEERING COURSE in the Los Angeles River bed. The starting end is shown at right rear. Coach is on its way around the final pylon.

speed of 30 miles per hour. An average reaction distance is computed from these three tests. From this reaction distance, established by each

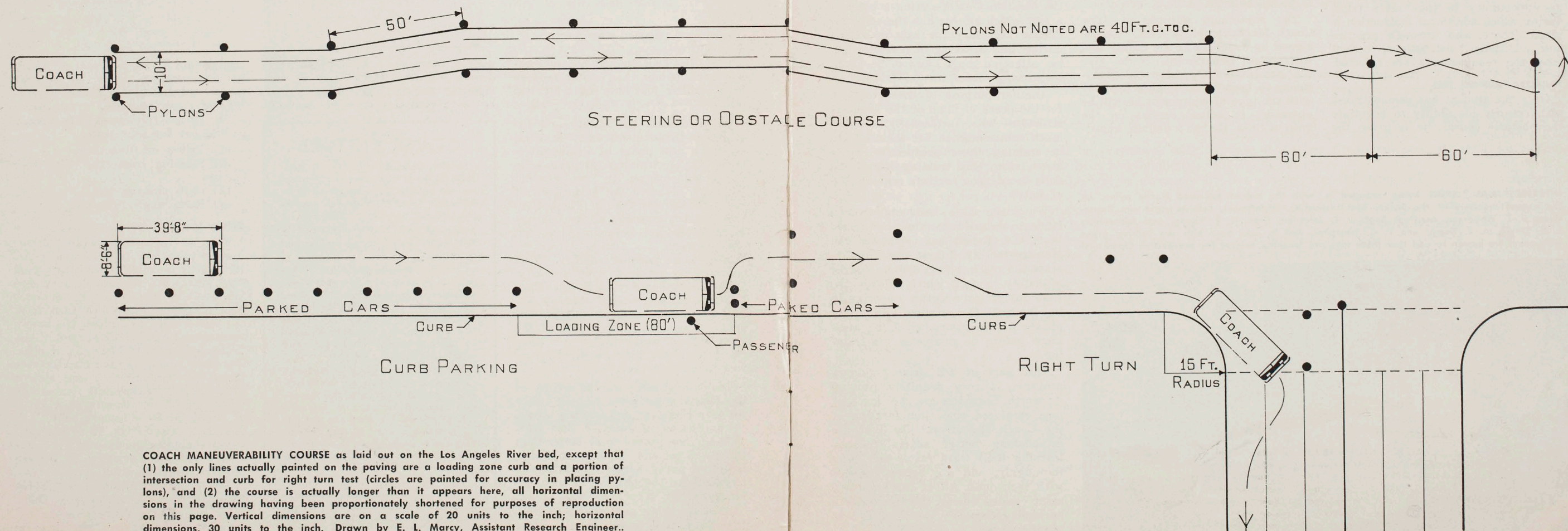
individual driver, his reaction time is determined by a simple mathematical process.

The average student is amazed to find that the bus traveled a distance of from 30 to 40 feet while he was removing his foot from the accelerator and placing it on the brake, and is equally amazed to find that it required an additional 50 or 60 feet to stop the coach after the brake was applied; or a total stopping distance of 80 to 90 feet.

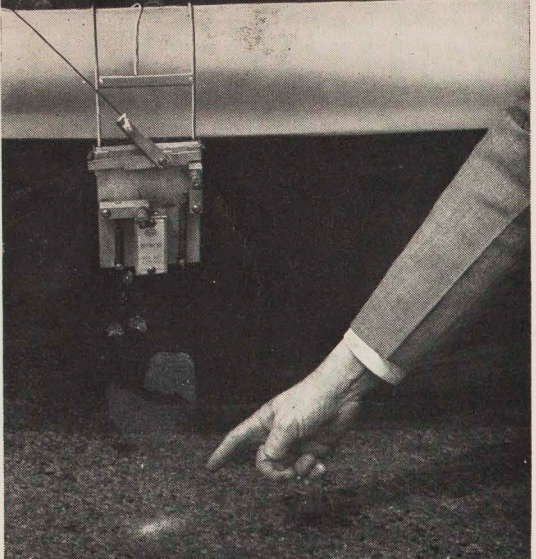
One test is then made at a speed of 40 miles per hour to show students how a speed of only 10 miles per hour faster than his initial tests will definitely increase his reaction and braking distance.

STEERING TEST

Next comes the steering, or obstacle course, test, designed to show the student just how big a coach is. The fact that one of PE's new coaches is 8½ feet wide and approximately 40 feet long, is sometimes easily forgotten by a driver when he gets in traffic. He is required to operate the coach over a somewhat zigzag course, approximately 580 feet long, between rows of rubber pylons set 10 feet



COACH MANEUVERABILITY COURSE as laid out on the Los Angeles River bed, except that (1) the only lines actually painted on the paving are a loading zone curb and a portion of intersection and curb for right turn test (circles are painted for accuracy in placing pylons), and (2) the course is actually longer than it appears here, all horizontal dimensions in the drawing having been proportionately shortened for purposes of reproduction on this page. Vertical dimensions are on a scale of 20 units to the inch; horizontal dimensions, 30 units to the inch. Drawn by E. L. Marcy, Assistant Research Engineer..



DETONATOR—Finger points to chalk mark on pavement made by discharge of blank cartridges from detonator hanging on bumper.

parallel parking test. In this test he must drive the coach into an 80-foot loading zone simulated by a stripe of red paint on the river bed paving. On his approach to the loading zone, a row of parked cars is indicated by pylons. Another pylon eight feet from the end of the zone indicates a waiting passenger. The object is to get into the zone with both front and back wheels not over 12 inches from the curb, stop the coach with the front door at the waiting "passenger," steer out around the parked cars (pylons) in front of him into a 10-foot driving lane, proceed a short distance, and then make a right turn on another course which has been laid out with painted stripes and pylons representing a 60-foot intersection with a 15-foot curb return. (See diagram).

He must negotiate the turn without permitting a motorist enough room to come up between the right side of the coach and the curb. The left front of the coach must not foul the center lane of the street he is turning into, and the right rear wheel must not hit any portion of the arc of the curb.

The parallel parking and right turn tests are repeated as many times as necessary for the student to be able to complete trips without error.

The paramount purpose of "The Coach Maneuverability Test," as designed by members of the Safety and Instruction Department, is to give the prospective Operator an opportunity to become thoroughly familiar with the type of equipment he will be operating in actual service on the various lines. He has a definite knowl-

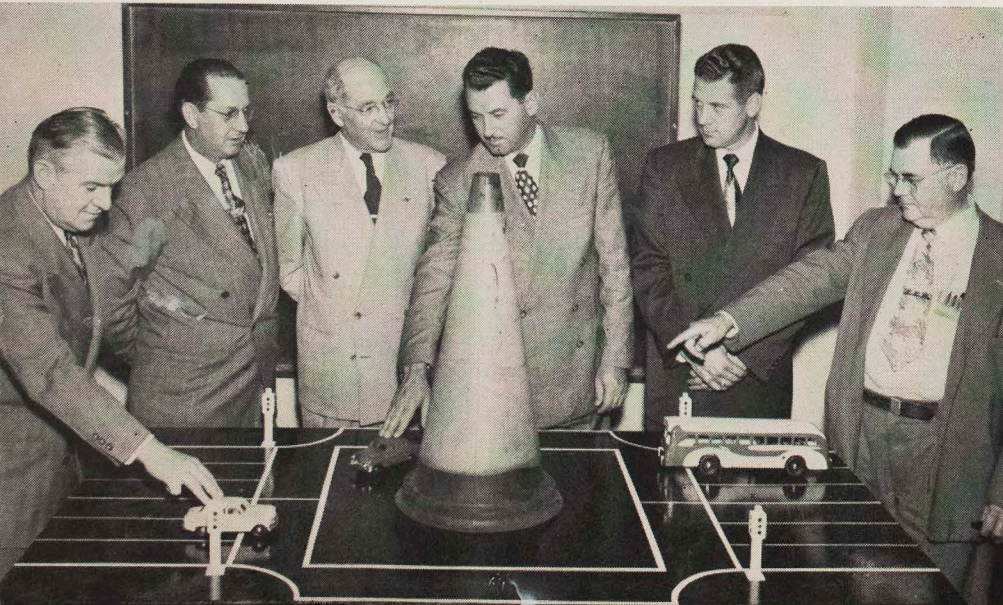
apart. This setting gives the coach a clearance of nine inches on each side.

It's up to the student to negotiate the course for a least three round trips without knocking down an average of more than two pylons per round trip. First, the instructor drives the course to show the student how it should be done. If a student fails to come up to standard in three round trips, he is given an opportunity to take more trips, during which additional instruction is given. Those who, through practice and additional instructions, cannot meet the requirements are rejected.

PARALLEL PARKING TEST

Once the student has demonstrated satisfactorily his ability to negotiate the obstacle course, he is given the

INTERSECTIONAL DISPUTE being engaged in, with the aid of full-sized traffic pylon, by the august members of the Safety and Instruction Department. Left to right are Supervisors R. L. Woodrow, Assistant Supt. J. T. Johnston, Supt. H. L. Young, and Supervisors E. B. Stowe, A. E. Kemp, and F. C. Westphal. Just in case your kids are turning green with envy, we hasten to add that these toys are teaching devices for prospective Operators!



Typical Comments

"IF A MAN can't run those river-bed tests he can't drive a bus in traffic," commented CHARLES K. CRAUN, an Operator who took the course on Aug. 7. "Not only every Operator, but also every automobile driver, ought to take them."

C. L. BLOGIN, Operator who went through the tests last July 30, puts the case in reverse: "If the company hires a man after putting him through these tests, he can handle a bus in traffic. The tests are very thorough. I've worked for other companies—both bus and trucking—and not one of them ever gave me such an examination."

"The Coach Maneuverability Course is definitely a good thing for new Operators," says Operator C. E. BEALL, who took it Aug. 13. "It shows you just exactly what you can do with a bus, and it's about as complete a test as I've seen anywhere."

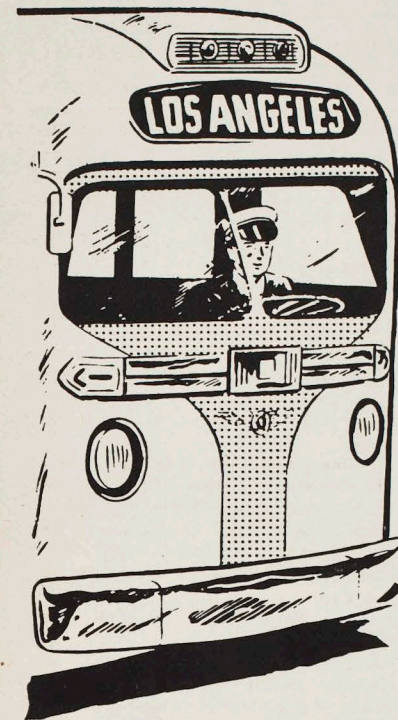
J. G. SHEA, Director of Public Relations, after taking the detonator test with Instructor R. L. WOODROW, has this to say, "It certainly taught me to KEEP MY DISTANCE. I'm also mighty proud of the enthusiasm shown by my 'classmates' that day."

edge of length, width, turning radius, braking power, and other phases of the mechanics of operating a coach—a fact which affords him the self-confidence necessary for safe operation during this breaking-in period, when his attention must likewise be given to learning routes, tariffs, etc.

Another purpose of these tests is for the peace of mind of the Line Instructors—who, incidentally, deserve much commendation for their efforts in training these prospective operators, since this training has to be done in addition to their regular line of duty.

When the Line Instructor has a student assigned to him, he knows that that student has completed the Maneuverability Course and can operate the coach with a definite degree of safety, a fact which affords the Line Instructor a better opportunity to instruct the student on other phases of operations which he must know before he completes his training.

This part of PE driver training program is very definitely proving its worth. Statistics are showing that men employed since inauguration of the Coach Maneuverability Test are establishing better safety records, learning their work faster and more thoroughly, and are better satisfied with their jobs. All of this improvement creates among the Operators a noticeable harmony essential to our organization.



**Don't YOU
Miss The Bus!**

**Join the Mortuary Fund Now!
Membership Open to All Active Employees Till Dec. 31**

MEMBERSHIP in the Employees' Mortuary Fund and the Employees' Wives' Death Benefit Fund is open to all active employees, regardless of age, until Dec. 31, by agreement of the Labor-Management Council and the Pacific Electric Club Committee.

After that date membership will be permitted only to employees who have not passed their 51st birthday, except for new employees over 50, who will be given six months to sign up for the Funds.

The purpose of the present campaign is to increase membership in the Fund in order to increase benefits to the families of members. The present membership is about 1900, and last available figures showed that survivors received about \$500. At one time membership was over 4,000, and at that time survivors received more than \$1,000. The Wives' Death Benefit Fund now includes about 500 members and pays about \$120.

Purpose of the Fund itself is twofold: (1) Ready cash to survivors within a day or two after a death claim has been filed; and (2) To eliminate passing the hat. While at times of sorrow everyone wishes to help those afflicted, your own experience will probably tell you that the hat sometimes comes around when it's most inconvenient to make such contributions.

When your PE Club Committeeman calls upon you, sign up. The application you sign authorizes the Accounting Department to make an immediate deduction of 50c from your wages to create an advance fund for prompt payments, and to deduct each month 25c for every death that occurred during the preceding month among members of the Mortuary Fund.

Application for the Employees' Wives' Death Benefit Fund is separate, but under the same terms.

Every cent of your contributions goes for the purpose intended. Charges for bookkeeping are absorbed by the company, which has no interest in the plan other than as one of the benefits its employees derive from working for Pacific Electric.

See one of the following PE Club Committeemen today:

General Offices: F. W. Converse (Rm. 788) or M. J. Davidson (Rm. 508). General Superintendent's Office: L. A. Campbell (Rm. 221).

Transportation Dept.: G. D. Jeremiah (Macy), W. J. Hunt (Pasadena), A. E. Spohn (San Bernardino), E. V. Todd (State St.), O. B. Steuernagel (6th & Main), V. C. Prettyman (6th & Main), Fred Rausch (Long Beach), G. L. Leete (So. Freight), William O'Hern (Subway Terminal), T. G. Koepfer (West Hollywood), E. P. Verret (Ocean Park), L. V. Blackmore (6th & Main), J. A. Clements (Pier A Yard), E. A. Riley (System), D. P. Nelson (System), C. F. Albright (Local Freight House).

Mechanical Dept.: W. J. Clark or Wm. C. Sims (Torrance), Guy H. Fess (Southern District), A. J. Andrews or H. C. Zarp (Macy), Wm. C. Fields (Western District).

Engineering Dept.: E. B. Hargreaves, Robert Dornor, or J. R. Schaeffe (General), H. R. Bullock (Substations and Substation Maintenance).

Accounting Dept.: W. L. Turpen or C. M. Escovar. Purchasing & Stores: William Kitto.

Appearance Program Under Way For 5000's, 2200's, at Torrance

"SAVE THE SURFACE and you save all," slogan of a famous paint manufacturing concern, is being put to work with a vengeance at the Torrance Shops.

Beginning last July 1, a program of painting and body repair was begun on all 30 of the 5000-class rail cars, 70 of the 2200-class motor coaches, and 25 of the 3000-class coaches, under the supervision of Supt. Frank H. Markley and General Repair Shop Foreman Gus Gundersen.

The schedule calls for five of the rail cars and 10 coaches to go through the shops each month for this purpose.

New paint inside and out, new floors, and new doors are decreed for the 5000's; a new color scheme outside and a smoothing out of dents in bodies and fenders, for the coaches.

They'll be "right as paint" when the job is finished—and completion on the 5000's and 2200's is hoped for by the end of the year.

The program is being accomplished on a production line basis, so that as each vehicle rolls through the shops given operations are performed

at certain positions in the line.

HOT PAINT METHOD

Improved appearance and savings in material cost are being noted as the result of a new heat method of applying paint. The paint is heated to a temperature of 180 degrees as it passes over a heating element in the spray gun. By the use of heat, paint may be used without thinner. One heated coat equals two or three coats thinned and applied in the ordinary manner, according to William Peet, Paint Shop Foreman. Moreover, the finish is brighter, smoother, and more durable. Savings in paint and paint thinner are effected by this new method.

Shop cost control sheets are maintained so that Foreman may have a daily check on the amount of money spent for labor and materials on the two projects.

In addition to handling this "appearance program," Torrance forces are also overhauling each month five 2050-class and two 2500-class coaches, plus an average of 50 miscellaneous rail cars needing heavy work which cannot be done at outside points.

Safety Valve

LETTERS
From Our Readers

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

NEW BUS DISTRIBUTION

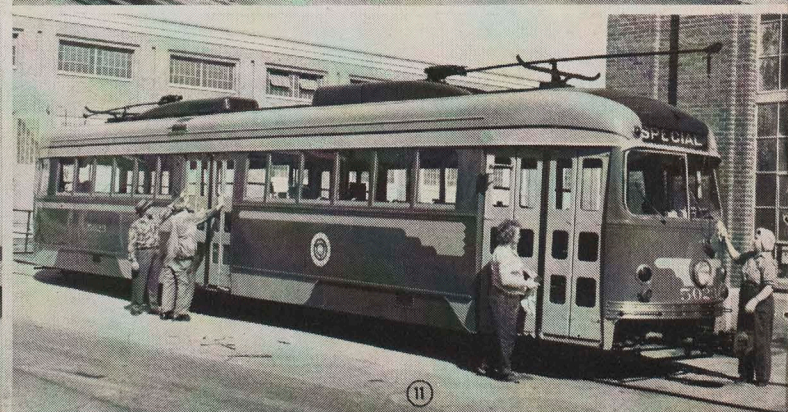
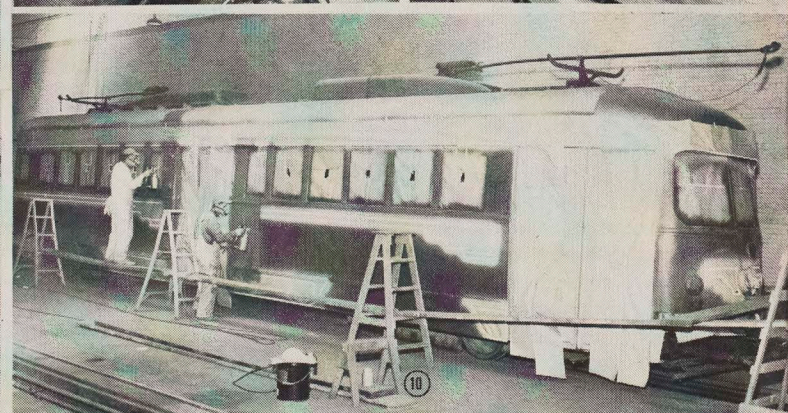
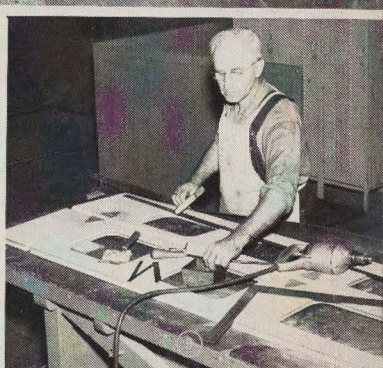
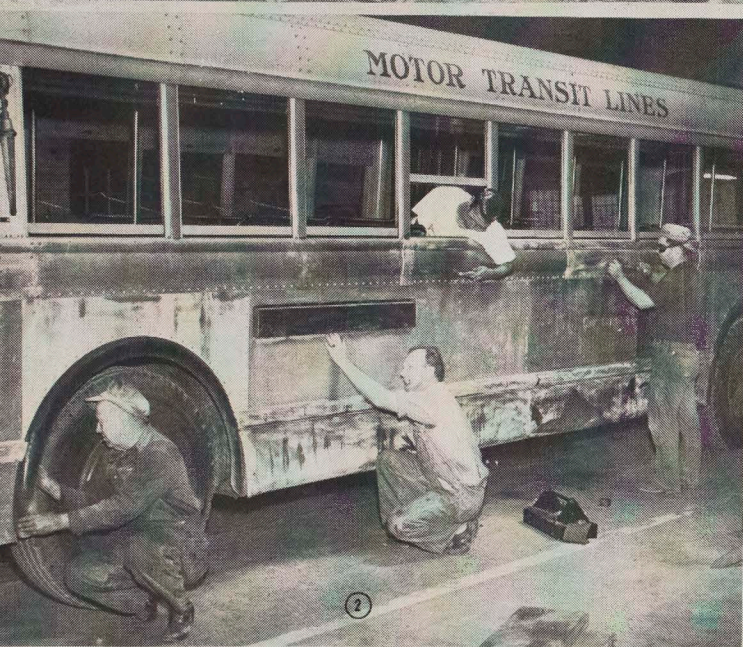
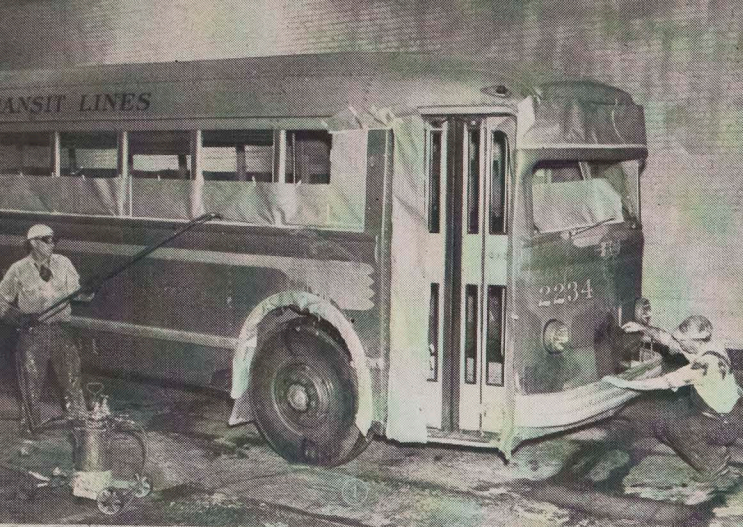
Why can't we have some of the new busses on certain lines? This is the main question posed in a lengthy letter to the General Manager by one who signs himself "A Driver."

ANSWER: "Unavoidably there will always be some equipment older than some other equipment," says General Manager T. L. Wagenbach, "and as replacements are effected, each line, in turn, will enjoy its period with the brand new equipment."

"Currently new equipment which we have been purchasing has been for the inauguration of new motor coach lines in lieu of rail. Naturally, in most instances, the equipment was acquired specifically for the inauguration of the new lines."

STEPS IN APPEARANCE PROGRAM AT TORRANCE

PICTURES ON OPPOSITE PAGE show some of the steps taken at Torrance to rejuvenate the bodies of all the 5000-class rail cars and a large number of the older coaches, mainly those of the 2200-class. Pictures 1, 2, and 3 show steps in bus body work; pictures 6 through 11 show work being done on the 5000-class cars. (1) Painter Elmer A. Thayer sprays on paint remover with spray gun after coach has been properly masked. At front bumper, Leader Kenneth Stepp is busy cleaning out dirt from a valve. (2) After paint has been stripped off, dents in body and fender are straightened. From left, Bill Brown repairs a fender, Norman Radi (Leader) inspects heater air intake, Joe Marquez straightens belt rail, and Joe Collette files a rough spot on belt rail. (3) Bus is painted with new color scheme and looks like this. (4) Supt. of Rail Equipment Frank H. Markley, seated, discusses production problem with General Repair Shop Foreman Gus Gundersen. (5) Garnet W. Green, Cost Control Clerk, handles the bookkeeping for the program by preparing cost control sheets to give Foremen daily check on money spent for labor, materials. (6) Men who work on bodies and floors of 5000's. Left to right, front row: Clarence Black (Leader), Albert Jensen, Thomas A. Juett, Victor H. Johnson, John A. Morris, James L. Daniel, Lloyd A. McCormick; back row: Ernest A. Dernberger, Alois F. Bracha, Morton Truso, Wallace Musgrove, Carl F. Peer (Foreman, Repair Shop). (7) Stripping car interior before laying new floor. Car is scrubbed clean outside and inside before this is done. (8) William Stroich, Electrician, overhauls sensitive edges of doors and also makes final test of electrical portions of door. (9) Carpenter Jacob Hansen assembles a new front door for a 5000. All doors are being replaced by doors made entirely in the Torrance Shops. (10) Masked car being repainted by Raymond Nolan, left, and Frederick L. Noll. Hot paint is sprayed on. (11) Resplendent in new paint, car is being dusted off by Helpers Clara Brady, left, and Natalia Lopez; while Pipe and Air Shop Foreman Niccolo Blume, extreme left, and Pipefitter Tom Higgin make final adjustments to door mechanism. Car is then ready for passengers. In this appearance program, Torrance mechanics help sell PE service, for everybody likes to ride in clean, fresh, new-looking vehicles.

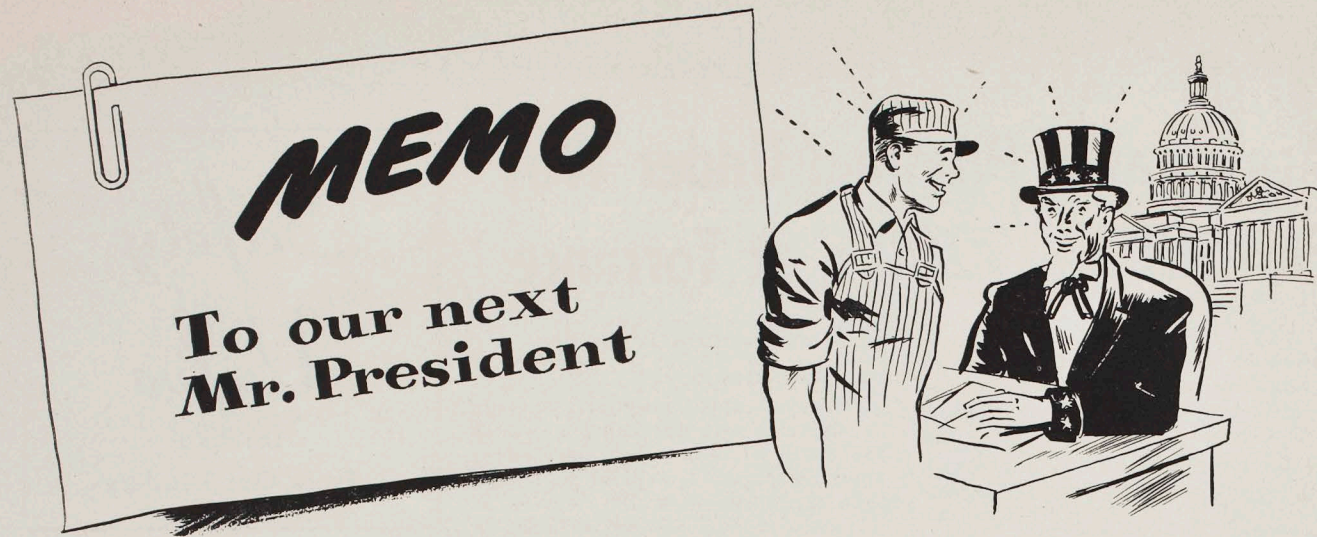


TORRANCE MECHANICS HELP SELL PE SERVICE

You have to keep the Pressure up or it will go Flat

your VOTE is the pressure this Country needs to run right

Use it NOV. 4



After Election, We'll Support the Winner

AFTER WINNING the nomination as the presidential standard bearer for your party at the Chicago convention followed by the intensive campaign, you will be elected next November to assume the burdens of becoming the President of the United States.

No one can be certain now whether you will be a Republican or Democrat, but no one can deny that you will need the help of all Americans in making the momentous decisions which are likely to confront you during the next four years.

Working people are not in the political arena to dictate national policy, but are there to defend the interests of working people. Thus, when the election is over, you may find that working people supported or opposed you according to what they believed to be their own best interests.

As you present the platform of your party to the nation, American workers will be looking for an assurance that America's foreign policy will remain a realistic attempt to gain world peace by recognizing that we cannot defeat communism alone. In addition to building confidence in our own defense preparations, American workers want capable allies instead of having their own sons make all the sacrifices if that becomes necessary.

At home, American workers want our economic machine to steer clear of ruts which would throw prosperity into the ditch and workers out of jobs. You will win applause for workable plans to protect the purchasing power of wages. Remembering their losing fight in 1946

against soaring living costs, most workers fear a repetition if control over all prices and rents are abandoned during the present national emergency.

* * *

And your right to campaign demonstrates one of the freedoms most cherished by working people. They like to say what they think, and believe anyone who speaks the truth should be willing to do it anywhere. . . .

* * *

Dishonest public officials don't belong in government any more than dishonesty can be tolerated in industry. It doesn't inspire voter confidence to realize that both conditions have a long history, but you will encourage American workers by relentless prosecution of either those who offer or receive a bribe to cheat the public treasury for personal or corporate profit.

* * *

On many subjects, American workers may support you vigorously or criticize you severely, but in either event the majority of working people share a fervent hope and sincere desire to help you through the critical problems the President of the United States must face in our turbulent world. Your courage in wanting to tackle the job and meet the insistent demands of leadership, merits a deserved salute.

—AMERICA'S WORKING VOTERS

Reprinted from *The Railway Clerk*, publication of the Brotherhood of Railway Clerks

—And We're All Going to Vote Nov. 4!

Fatalistic Thinking About Inflation Hurts Economy, Says CED

"THE IDEA that we are living in an Age of Inflation is gaining currency. This is a dangerous idea, for it undermines the basis on which saving, investing, wage setting and other essential economic processes are con-

ducted. It is important to dispel the idea that we are living in an Age of Inflation; to do so we must show that the trend of prices is not persistently upward and that general price stability can be achieved and maintained without price controls."

This is one of the salient points made by the Research and Policy Committee of the Committee for Economic Development in its latest statement on national policy, "Tax

and Expenditure Policy for 1952."

The CED believes that one way of preventing an upward trend of prices is to balance the Federal budget for the fiscal years ending June 30, 1953, by reducing waste and inefficiency.

To balance the budget, the CED feels that government expenditures must not exceed income, and that taxes on the other hand, must be adequate but not so heavy as to destroy private incentive.

"Loyalty the Great Virtue," Says E. A. Stevens

(Thirteenth in a series of interviews with PE Executives)

"TEND TO BUSINESS and some day you may be sitting in my chair," remarked *Fred F. Small*, Superintendent of the Mechanical Department, to the young man who came eagerly seeking work with Pacific Electric on a day in 1906.

Ernest A. Stevens was the young applicant. He got a Draftsman's job, and he's been in the Mechanical Department ever since. More important, he's always remembered that bit of advice, he's followed it, and today he's sitting in the chair as head of his department, with the title of General Superintendent, Motive Power.

Unlike most of us, he knew as a boy what he wanted to do, and worked toward that end. His ambition was to be a railroad man. Many of his boyhood days were spent hanging around railroad yards, observing operations, and talking to the men about railroad work. In particular, he loved to visit the D&RG Shops near Denver. All through the years he has made it a point to visit shops and otherwise gain knowledge of mechanical procedures wherever he goes.

Born in Central City, Colorado, he went through grammar school in Denver and Loveland. When his father, Assistant State Geologist in Colorado, died, young Ernie went with his mother to England, the ancestral home, for five years. Here he finished high school work at the private academy of St. Ives, and passed the entrance examinations for the College of Preceptors in London. But the necessity for his mother to return to the U. S. prevented him from matriculating at that college. With her he came to Los Angeles, home of his brother. Need for a job led to the interview with Mr. Small which marked the turning point in his life.

Determined to gain greater knowledge, he enrolled in an ICS course in mechanical engineering while he was a Draftsman at the 7th and Central Shops. Ever since then he has consistently read and studied in the field of his choice, with such effectiveness that in 1949 his knowledge and experience were rewarded with a Professional Engineer's Certificate in Mechanical Engineering from the State of California.

In addition to much professional reading, Mr. Stevens finds time for reading of other kinds, particularly biography. He likes especially Emil Ludwig's studies of Napoleon, Bismarck, and Simon Bolivar. World history also fascinates him.

He has a variety of other interests, such as collecting rare and antique clocks, camping in the mountains, and inspecting old railroads in remote places for the purpose of historical research. He is a member and Past Master of the only French-speaking Masonic lodge in Los Angeles—Valle de France. His professional affiliations include memberships in the Pacific Railway Club and the Locomotive Maintenance Officers' Association.

His record of 46 years with Pacific Electric, with promotions through the ranks from Draftsman to General Superintendent, speaks for itself. He is proud to have had a share in making Pacific Electric history, through such work as broad-gauging the cars of the Redondo Line in 1911, designing the 1100-class cars in 1920, making several drawings for the first buses used on PE lines, and supervising the installation of the last cable on the Mt. Lowe Line in 1936. Since assuming charge of his department, he has had the responsibility for remodeling of the 600-700-class cars, and the far more strenuous responsibility of adapting the Mechanical Department to meet the Modernization Program.

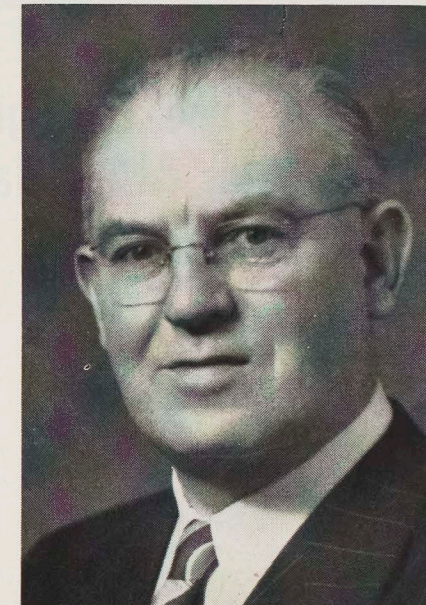
"When the bus program came along," he says, "we studiously endeavored to alert the men ahead of time by personal contact and by a letter to each employe outlining the trend and announcing that classes in automotive maintenance would be set up in order to familiarize rail car mechanics with the new type of work. We've tried to take care of every last man we could without jeopardizing the company interests, and we've tried to be generous toward those who in the conversion may have fallen a little short in learning new work. We've also found some darned good men by this program.

"That has been a tough job," he mused, "and fortunately one that doesn't happen very often."

His toughest job?

"To keep everything constantly in balance—to coordinate the work of supervisors so that general plans may be accomplished within a given time. In a department of 800 employes scattered over four counties, it's a continuing problem. Fortunately, there are efficient and loyal people to help in the process.

"Loyalty—that's the great virtue. To have people who can be depended on, as I feel I have in the Mechanical Department, is one of the great satisfactions of this position."



E. A. STEVENS

Next Issue: Earl Van Dusen, Manager, Land and Tax Department



FOR CIVIL DEFENSE

The Time to Sign Up Is NOW! Disaster MAY Happen Any Time

SIGNED UP for Civil Defense yet, Mr. Operator?

If not, you can come to the Public Relations Department, 817 PE Building, and make out the necessary records in a very few minutes, with the assistance of the smiling young secretary, Carolyn Catudal. The whole procedure will be expedited if you will bring with you a small picture for identification purposes, of the type you had made for your PE Operator's license.

You fill in a questionnaire designed to tell the Civil Defense authorities just what your capabilities are—and, of course your best bet is as a Motor Coach Operator Trainman, because qualified personnel in these types of work are going to be needed and needed badly if a time should ever come when an evacuation of the city or any portion of it might become necessary.

You also fill in a loyalty oath—

required of all governmental workers—which makes necessary a notary's signature. There is no cost for this formality.

Your photo is attached to an identification card. All papers are then sent to the Office of Civil Defense, City of Los Angeles. Your ID card is returned to you in a laminated plastic holder. You also receive a CD arm band, a CD windshield sticker, and a certificate, suitable for framing, stating that you have enrolled as a Disaster Service Worker in the Transportation and Communications Division of the Civil Defense and Disaster Corps of the City of Los Angeles, State of California, and while so duly enrolled and performing Civil Defense Service are "entitled to the responsibilities, immunities, and benefits set forth in the Civil Defense Act of 1950 and California Disaster Act and the Workmen's Compensation Act for Disaster Service Workers of the State of California."

You will be called upon for Civil Defense work only in emergency.

You are not expected to attend meetings, drills, or rehearsals, because only regular commercial operators who already know their jobs are used in handling vehicles in Civil Defense.

In short, the Civil Defense program for volunteers in transportation, as well as in other sections of the program, is so simple and well thought out that you need not worry about learning anything new—you know it already.

Your enlistment as a volunteer Civil Defense worker in the Transportation section, however, will be a source of security and comfort to your fellow-citizens who may need your help to move away from dangerous zones in time of disaster.

So don't delay your registration. Only qualified Operators will be used in emergency, and they must have Civil Defense ID cards.

NO MORE OF THIS, FELLOWS!—Motor Reserve Battalion of World War II in close order drill.



Now Safety Is Golden!

A 10-CARAT GOLD TIE CLASP is being presented by the Instruction and Safety Department to all Operators of trains and busses who complete five years of operation without a chargeable accident, announces Supt. of Safety Harry L. Young. A zircon will be inset in the clasp for every Operator who completes additional and consecutive six-month periods of such service, Mr. Young states.

"The Instruction and Safety Department has been greatly encouraged by the success of the silver tie clasp-and-rubies award, as a result of which 374 Operators qualified last Dec. 31 for their eighth ruby, signifying 4½ consecutive years of service without responsible accident. We feel that these 374 men—and all others who may later qualify—merit further consideration for their fine records, and should have something more to shoot at," said the Superintendent.

As we went to press, it was impossible to secure a complete list of those who have already qualified for the gold tie clasp as of June 30, although it is believed to be an impressive number. Here is the list of the 374 men who have won their eighth ruby:

MOTOR TRANSIT DISTRICT

P. R. Allison, E. A. Anderson, H. E. Anunson, E. F. Arthur, L. V. Blackmore, Frank Blumenthal, J. A. Bradley, C. W. Butler, L. W. Couch, A. B. DeAbate, J. F. DeWatney, J. B. Dunn, H. J. Eddo, W. B. Evans, B. R. Fredenburg, G. L. Fry.

D. D. Gehersky, B. L. Hunter, A. H. Jones, A. A. Kuhn, C. E. Mack, R. L. Martin, W. G. McBain, H. B. McCollum, R. G. McCormack, W. A. McKenzie, F. W. Muller, W. C. Murphy, A. S. Muray, H. J. Owens, R. R. Prickett, L. S. Radcliffe, F. W. Runa, R. C. Rupe.

C. H. Sawyer, H. M. Schemm, W. A. Smouse, K. H. Theden, William Walsh, Owen Whitaker, and E. L. Worsham.

NORTHERN DISTRICT

A. E. Amos, W. E. Aydelott, R. C. Bixler, L. B. Bower, H. G. Bracken, G. R. Brown, A. R. Butler, C. P. Caldwell, Sidney Chevin, R. S. Copeland, R. A. Crabill, H. J. Crunk, F. P. Cummings, R. F. DesLoges, F. A. Devasure, W. K. Dunn.

B. E. Edwards, J. D. Elderkin, R. L. Ellison, J. R. Englert, E. G. Harris, A. F. Hedrick, W. H. Heflin, L. J. Heim, F. E. Hoban, Clyde Hodges, M. C. Hooper, R. N. Hosford, W. J. Hunt, T. J. Huyler, Elmer Jackson, Gordon Jackson, J. A. Johnson, R. M. Jones, J. K. Kennedy, Leonard Keppy, C. F. Kinne, J. J. Lockshaw, A. H. Logue, C. B. McLure, Bertrand McCumsey, G. F. Miller, I. L. Myers, C. W. Parker, T. E. Pendleton, Bert Perry, L. S. Polk, H. W. Polzien, J. H. Ream, H. M. Rice, M. R. Riggs, W. C. Roberts, F. A. Rouchleau, J. S. Ryan, G. E. Serres, H. H. Slocum, R. B. Snedaker, A. E. Spohn, W. R. Starkey, J. J. Starz, G. E. Stephenson, T. C. White, T. C. Wiley, F. C. Woodburn, L. M. Young and W. B. Young.

SOUTHERN DISTRICT

E. C. Baker, K. O. Barton, J. E. Beardsley, R. J. Bernard, C. A. Bjorklund, W. A. Blakeley, C. G. Cason, D. A. Cain, S. M. Chubb, E. D. Clarkson, C. B. Clary, W. C. Clements, C. H. Dowdy, John Eastwood, A. M. Engel, W. E. Feiler, W. S. J. Fenwick, J. L. Foote, Julian Garcia, Aleck Goldberg, O. I. Gough, J. R. Groom, J. M. Gustafson, R. B. Hardy,

V. T. Hallanger, J. R. Hanna, J. D. Henry, W. K. Holsberry, R. E. Hubbard, J. F. Hutchison, E. F. Kuethe, E. F. Lamm, S. E. Matheny, F. M. McCall, Danny Menicucci, E. F. Mickie, John Miller, K. P. Miller, H. H. Morris.

G. E. Obert, F. L. Patterson, R. R. Patzer, Arthur Pedvin, B. E. Prather, V. C. Prettyman, Gilbert Reid, J. G. Rice, Roy Roepke, O. E. Sandlin, P. H. Sanno, Babe Shaw, J. H. Shelton, E. C. Sievers, E. S. Sipe, R. W. Slayman, R. L. Safficool.

T. B. Thomas, B. F. Thompson, E. D. Thorne, H. N. Voisard, C. E. Webb, H. G. Wedel, G. J. White, W. E. Wicks, H. H. Wilson, C. A. White, C. E. Young and F. A. Young.

SYSTEM FREIGHT

H. F. Albrecht, W. J. Anderson, J. W. Anstrom, A. E. Babcock, Walter Bales, L. C. Bankston, M. S. Batten, T. R. Bond, W. H. Bond, K. J. Bordelon, D. H. Brock, K. M. Brown, T. H. Bruner, W. K. Bull, C. A. Chapman, R. C. Church, S. W. Claassen, W. C. Cochran, H. D. Collins, R. F. Colvett, E. H. Coxabs, J. A. Cross.

A. A. Dorsey, L. S. Dunham, M. B. Dunn, R. C. Dyson, E. L. Elliott, N. H. Edmondson, H. C. Ellis, H. P. Erlenmeyer, J. L. Flathers, R. R. Gath, F. K. Girard, D. L. Graadt van Roggen, D. B. Graham, T. L. Holyoke, E. E. Haney, M. P. Hendricks, C. F. Hooper, J. R. Houseman, C. O. Humphrey, C. E. Humphrey.

H. C. C. Jensen, G. D. Jones, W. H. Juechter, H. W. Klement, E. S. Lewis, Ray Lightfoot, M. W. Long, W. G. Lutes, J. F. Luther, G. T. MacDonald, O. L. Matthew, Lawrence McDaniel, J. R. McKee, S. L. Mitcham, R. J. Nagle, W. H. Nelson, F. T. Nichols, W. C. Nolan, A. H. Norris.

E. F. Packer, E. H. Parslee, P. H. Paulson, W. E. Perkins, B. C. Phillips, F. W. Pieper, C. O. Pierson, F. C. Potter, Joel Presler, O. L. Price, M. C. Prosper, L. H. Reding, S. C. Render, R. W. Rogers, C. E. Rose, A. J. Roy, O. C. Sadoris, B. J. Sammon, J. L. Schermehorn, Lester Schumow, G. J. Scott, F. R. Shackelford, M. F. Siders, Guy Small, C. L. Smith, E. V. Stevens, G. A. Swanson, O. O. Swenson.

E. N. Thompson, E. V. Todd, C. T. Turner, H. F. Van Fleet, O. A. Vleerick, G. O. Wagner, John Wamsley, R. K. Weaver, C. J. Welch, W. H. Woolman, J. A. Zumwalt, J. F. Zwissler.

WESTERN DISTRICT

D. W. Abbey, O. C. Allen, T. R. Asel, D. C. Bailey, M. C. Baker, N. C. Bayerle, R. J. Bierman, R. A. Biggs, W. L. Blakely, Dakin Boardman, V. B. Bonham, C. R. Braswell, B. B.



SMILES FOR SAFETY—Operator D. F. Hamilton, right, admires new gold tie clasp shown by Supt. of Safety Harry L. Young. Hamilton, with PE a year, has won his silver clasp.

SENIOR EMPLOYEES FELLOWSHIP CLUB

By F. J. Oriva

THE MEETING on Sept. 16 was one of the largest we have had since the club was started over a year ago. There were 12 new members present.

The club is open to all senior employees whether retired or still working. It costs nothing to join and we have no dues, so come when you can. You will meet many of your old friends you have not seen for years and you will be pleased that you attended. Those present at the meeting elected Lloyd H. Covell President for the next three months.

Retired Motorman Frank Howe has just returned from a trailer trip with his wife and their dog, Tippy. The Howes visited friends and relatives in northern California, Oregon and Washington. Their trip took them to Mt. Shasta, Bonneville Dam, Mt. Rainier, Grand Coulee Dam, Boulder Dam and four of the National Parks, Glacier, Yellowstone, Bryce and Zion—a distance of 4,743 miles. Frank is back in harness to do all he can for the betterment of the Senior Employees Fellowship.

Retired Conductor Art Engle has bought a new cabin at Cedar Pines, Calif., for his recent bride. Anyone up that way stop and say hello. Address: Box 44, Cedar Pines.

Retired Conductor J. Le Claire writes that he enjoyed receiving a card signed by many of the members of the Senior Fellowship and would be glad to have any of them call on him when they are up his way in Lake County. He says the fishing has been very good this summer and that there is plenty of room for more retired employees on the lake, which is 22 miles long and 12 miles wide. He can be reached via the Star Route, Lake Co., Nice, Calif.

Brinker, G. F. Brumagin, R. L. Buda, F. W. Burk, L. L. Chapman, W. S. Churchill, R. G. Cody, S. M. Collins, G. T. Coltrane, James Conly, E. F. Connaster, Herbert Cox, C. E. Crawford, J. C. Crawford.

W. H. Daigle, Edward Delmar, G. W. Demarest, E. N. Denton, L. S. Dodge, A. E. Einert, W. R. Farmer, E. J. Filek, L. A. Finley, A. W. Freas, D. G. Garlock, H. A. Gaskill, W. J. Gerhardt, J. E. Gerst, T. R. Gordon, G. R. Grantz, D. C. Grayson, P. E. Greschke, E. R. Griffin, T. D. Griffin, F. A. Griggs, M. F. Guinn.

J. W. Harp, J. F. Hatton, H. R. Heidelberg, R. W. Hightower, D. O. Hines, C. P. Hornback, J. W. Howard, R. E. Ikes, M. W. Johnston, F. M. Keathley, Howard Keene, J. D. Keeney, James Keiler, H. R. Kerley, A. E. King, D. O. King, W. I. Kivett, F. V. Lemaster, A. E. Landers, F. G. Lane, T. W. Lane, J. G. Latimer, K. E. Leonard, B. M. Lundin.

John Manfroy, Jack McGilvray, J. A. McGowan, William O'Hern, R. A. Osborn, R. W. Owen, K. R. Pedder, H. L. Raney, G. W. Reed, E. D. Sale, G. L. Sanders, Marvin Smith, B. B. Starr, M. J. Stephan, L. R. Stevens, D. E. Stewart, M. R. Stroud, F. H. Taylor, E. A. Thoman, L. F. Thompson.

H. B. Van Sandt, C. P. Wagner, J. H. Walker, L. E. Ward, K. G. Weinmann, C. A. Wheeler, L. M. Wolfenbarger, E. E. Wright, I. M. Wyrick.

SHORT LINES

Novel Ticket Office

FIRST OF ITS KIND in the nation, a new SP ticket office, designed in modern tempo to preclude standing in line by prospective travelers, had its grand opening in the waiting room of the Sixth and Main Station on Monday, Sept. 15. The design was made by PE's I. L. Johnson under the supervision of Structural Engineer Albert de Pfyffer.

The new Ticket Office features solid glass entrance doors, solid maple paneling in light finish inside, Philippine mahogany paneling outside, a green textolite counter, and colorful modern upholstered furniture.

As the tourist enters the office, he is directed to one of 12 telephone booths. When he picks up the receiver, a voice from SP Telephone Sales on the fourth floor inquires as to his traveling needs.

He then takes a seat on a comfortable chair in the lounge, and within a few minutes his name is called over a discreet public address system. From the Ticket Agent behind the counter he picks up his reservation, which has been sent down by way of a delivery tube whose installation was supervised by Assistant to Structural Engineer Reuben F. Gies.

PE Engineers redesigned the PE Station waiting room during World War I, and were therefore familiar with the style. This fact, together with the fact that PE owns the Station, induced the SP authorities to choose PE men to design the new Ticket Office.



LOOKING AT PLANS—Structural Engineer Albert de Pfyffer, right, and Design Engineer I. L. Johnson, designers of novel SP Ticket Office in waiting room of 6th & Main Station.

Suspect Nabbed

A STAKE-OUT at the Hill St. Station by PE Special Agents in cooperation with Post Office Inspectors last Aug. 17 resulted in the capture by PE Patrolman A. W. Bacon of ex-convict Perry Stover, wanted by Post Office authorities on charges of impersonating a federal officer.

Bacon, who had seen a man answering a description of Stover put something in a locker the night before, waited until the suspect returned to the locker at 5 a.m., and nabbed him for the postal authorities.

Chief Special Agent R. J. McCullough received a letter from the Post Office Inspector's Office commending Patrolman Bacon for his assistance.

CD Test Oct. 2

NO PE TRANSIT MOVED on public thoroughfares on Thursday, Oct. 2, between 9:33 and 9:36 a.m., in Los Angeles County, as a full-scale civil defense test, with warning sirens, was put on by the County Civil Defense authorities.

Every PE Operator was given confidential instructions to watch his time piece and stop regardless of whether he heard the siren or not. Accompanying the instructions was a mimeographed form on which each Operator told where he was at the time and whether he heard the siren. This information was passed on to Civil Defense authorities.

Freight operations were not stopped.

Fall Golf Tourney Starts Oct. 26

"GOLFERS, remember the Sundays of Oct. 26, and Nov. 2, 9, and 16. Those are the dates of the Fall Golf Tournament of Santa Anita Golf Course," says Joe Shafer, Tournament Committee Chairman.

The man to beat is going to be Frank G. Mayzak, winner of the Spring Tournament, says Joe. If Frank wins the Fall event, he wins the Vice-President's cup. If he doesn't win, the winner will still have to play him for that trophy.

Trophies will also be given for second, third and fourth places, plus cash prizes for the next six or eight positions, according to Shafer.



TEACHER TO TEACHER—Mail and File Clerk James C. Thompson, a prospective teacher, left, delivers bundles of the booklet, "This Is Pacific Electric," to A. J. Stoddard, Supt. of Los Angeles City Schools, for use in school libraries. President O. A. Smith made the formal presentation last July 25.

Tigers Sign Sisemore

DARRYL SISEMORE, 18, son of Lineman Raymond D. Sisemore, has signed a contract to play baseball with the Detroit Tigers. After training next spring in Florida, he will report to Davenport, Iowa, in the Class B Three I League for his first year of professional play, according to his dad.

Darryl will be remembered by PE MAGAZINE readers as 1951 representative of the PE Post, American Legion, at Boys' State, Sacramento. Then a senior at Lynwood High School, he played center field on the varsity baseball team, and was selected all-conference end in the San Gabriel Valley football league last year. This summer he batted .423 in the Golden State Senior League of Lynwood.

"Sheepskins" for 9

CERTIFICATES OF COMPLETION were given nine PE employes in station service who attended the summer conferences on passenger traffic matters presented by the SP Educational Training Bureau of the Southern District.

Completing the course on Basic Passenger Tariffs were Byron Hauser, Assistant Agent, El Monte; Raymond Hillier, Relief Agent; Alice McDougall, Station Clerk; Stanley Rea, Ticket Clerk, Torrance; and Theodore Sorensen, General Clerk, El Monte.

The course on Passenger Salesmanship was completed by Bill Adams, Ticket Clerk, Whittier; Helen Brewbaker, Ticket Clerk, El Segundo; Jack Ferrier, Relief Clerk; and Harold Hall, Relief Agent.

AAR Pats Our Back

A CONGRATULATORY LETTER from Director C. A. Naffziger of the Association of American Railroads was received by E. F. Harrison, Supervisor of Freight Protection, in connection with the article on freight protection which appeared in the August PACIFIC ELECTRIC MAGAZINE. Said Mr. Naffziger, in part:

"I want to take this opportunity to congratulate you, your magazine and your railroad for the splendid article on loss and damage prevention.

"Material of this kind placed in the hands of railroad people through the employe magazine will certainly help us all in our prevention efforts."

Fast 220 for Pepper

MORE HONORS have been bestowed upon Lou Pepper, Secretary to President O. A. Smith, for his skill in taking shorthand.

In August, Lou was awarded shorthand's highest honor, the Gregg Diamond Medal, for having successfully passed an examination at 200 words per minute. The presentation was made at a meeting of the Los Angeles Board of Education, with the local press carrying stories of the award.

Lou was also presented with certificate for having passed a speed writing test at 220 words per minute, nearly four words per second.

On August 16, Pepper was featured on the Board of Education's TV program over KNXT, Channel 2, which showed the educational activities of the Los Angeles Metropolitan Junior College.—By Sam Akers.



LOU PEPPER, Secretary to President, shown with medals he has won in shorthand competition. In plaque center is Gregg Diamond Medal.



LIKE FINDING MONEY—First beneficiaries of the new Group Plan of hospital insurance—Jim Lewis, left, Assistant to General Chairman R. V. Rachford, BRC, and Ken Pomeroy, right, Clerk in Miscellaneous Accounts—receive Provident Life and Accident Insurance Co. benefit checks from Hospital Association Business Manager George Perry. Both men were pleased over the savings the Plan gave them when family members needed hospitalization.

New Hospital Plan Pays Off!

BENEFITS TOTALING \$4,113.62 had been paid 34 subscribers to the new Hospital-Surgical-Medical Plan for dependents of employes from its inception Aug. 1 through Oct. 10, according to George Perry, Business Manager, PE Hospital Association.

The first two to benefit—Jim Lewis, Assistant to R. V. Rachford, General Chairman, BRC; and Ken Pomeroy, General Clerk, Disbursements Accounts—were loud in their praise of the plan.

Lewis, whose 3-year-old daughter required an eye operation, figured he saved around \$125, and stated, "I'm grateful for the plan and can certainly recommend it to any employe."

Pomeroy, whose daughter, Gayle, needed a tonsillectomy, said he'd saved at least \$75. "I got immediate service from the hospital and received a check the next day from the insurance company through Mr. Perry," he said. (Benefit payments are made through the office of the PE Hospital Association Business Manager.)

Other employes who have presented claims have also been pleasantly surprised by the prompt service they have received and by the absence of red tape.

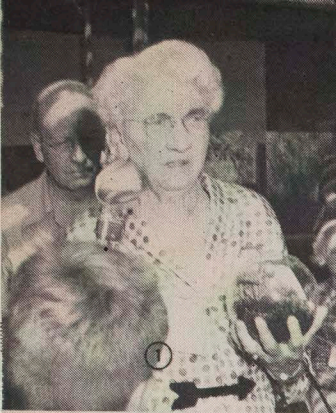
During the initial enrollment conducted by representatives of the Provident Life and Accident Insurance Co., a sizable majority of PE employes with eligible dependents subscribed for the plan, which started

Aug. 1 giving protection against the financial hazard of hospitalization and surgical service for their dependents. Since then, a large number have also enrolled.

Those who have eligible dependents but have not yet enrolled may still do so by contacting Mr. Perry on extension 2736.

"The greater the number of employes participating in the Plan, the greater will be its benefits to all," advises the Business Manager. "Enrolled employes are urged to recommend that others join as quickly as possible, since each new participant adds strength to the plan and thus increases its opportunity for greater protection and service."

Names of employes whose dependents have so far benefited include Raymond F. Albrecht, Joseph B. Astengo, Sammie Atchison, Alfred L. Bailey, Thomas G. Chapman, Albert de Pfyffer, Albert E. Fader, Edward E. Gilleland, Leon Gillis, Herman R. Grenke, Russell C. Hollinger, Moises C. Hernandez, Melton W. Hockenberry, Alcinus Hough, Clarence E. Humphrey, William H. Jones, Leo Leriget, James A. Lewis, Dan G. Lutman, Paul B. McDonald, George E. Meyers, George F. Mutton, Kenneth W. Pomeroy, Meyer Slevin, Claude L. Smith, Fred M. Strom, Carl A. Tingler, Elvis V. Todd, Wilbur L. Turpen, John Vander Zee, Louis H. Veyhl, Santiago N. Viramontes, Oscar Vleerick, Oscar E. Wheeler.



BUSMAN'S HOLIDAY at the Pomona Fair. On the elephant train, from left, B. E. Edwards, W. K. Dunn, Paul Sivia, P. B. Holle, and M. J. Colores take in sights between runs. Elephant Train Driver L. C. Garris was a PE Operator for seven years long ago. In picture at right, Yum-Yum Holle corners a big mouthful of that spun pink candy. These and other Operators carried 78,000 people in coaches to or from fair this year.



PHOTOPICS



TORRANCE BLOOD BANK—Lower photo: Group of prospective Torrance blood donors awaiting their turn at the blood bank Sept. 30. Mrs. Henry Dorner, Motor Car Driver for the Red Cross Motor Corps, stands with group. In all, 36 pints were donated by PE workers. Upper photo: Sheet Metal Worker Gene F. Moreno receives his blood test, etc., from Red Cross Nurses Loretta Stronks, left, and Margaret Fox.

NORTHERN DISTRICT PICNIC—Mode Frasure took these two pictures of some of the 50 "retired—and tired" employes who picnicked at Ganesha Park, Pomona, Aug. 31. They decided to make it an annual affair there the last Sunday in August.

VIGNETTES OF THE AGENTS' PICNIC

(1) Mrs. Della Wiebers, of Santa Monica Freight Station, with prize of glass-enclosed potted plant. (2) Traveling Freight Agent Verle Walker's daughter, Verla, walks off with chair she won. (3) Guest R. Mosher of Aerojet holds up hand of Margaret Ingram, who with Brenda Cornelius, right, won the (12) egg-throwing contest. (4) Women's 50-yard dash. (5) Azusa Agent Bill Cunningham, left, emceed in his usual stentorian tones, while Compton Agent A. R. Crowe, President of the Agents Association, supplied the music. (6) Typical family groups at table were those of Mel Soper, center rear, Agent, Garden Grove, and his guests, the Stukey family. (7) Two heart-win-

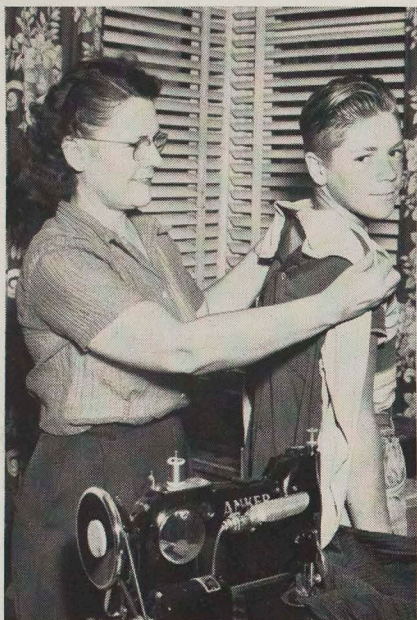
ners: Gayle Weatherly, niece of Clerk Louis Calidonna; and Rickey Carson, nephew of Ticket Clerk Edward DeMascio—both of El Monte. (8) Wayne Anderson, 12, son of Torrance Agent K. L. Anderson, won both pie-eating and watermelon-eating contests! (9) Steno-Clerk Eleanor Fawley, Subway, being crowned Queen at picnic by General Manager T. L. Wagenbach. (10) Dancing was enjoyed to the music of (11) A. R. Crowe's Six Beats, including, from left, El Monte Agent R. L. Besett, Inglewood Clerk Art Gallagher, Mr. Crowe, Mrs. Crowe, Compton Clerk Roland Haugen, Mrs. Gallagher, Butte St. Clerk Johnny Zamudio (vocalist). Picnic was held at Swiss Park, Duarte, Sept. 21.

ROD AND GUN CLUB members and families enjoyed outing, chowder party at Los Patos last July 19.



SOMETHING FOR THE GIRLS

Helper Opal Rears Four Sons



JUST FOR SIZE—Opal Smith, Torrance Shops Helper, holds up a sport shirt she is making to see how it fits 11-year-old son, Sanfred.

Thief Tappendorfed

FOR THE SECOND time within a few weeks, Information Clerk Elsie D. Tappendorf, on Sunday afternoon, Sept. 14, caught a pickpocket.

While busy with information seekers, she noticed a man's left hand coming out of the right-hand pocket of another man sleeping beside him on a waiting room bench. Elsie rang the bell calling the Special Agents, but as she did so, the pickpocket rose and walked rapidly toward the Sixth Street door.

Too busy to follow, Mrs. Tappendorf motioned to her co-worker, Mrs. Florence Spaulding, who followed the man out, and at the same time motioned to two Patrolmen, F. M. O'Farrell and W. A. Korton, who had instantly shown up, to follow her.

The Special Agents arrested the man, Mrs. Tappendorf identified him, he was given a shakedown, and was found to have not only the wallet belonging to the sleeping man, but also six boxes of stockings, a sport coat, a knife, a shirt, and other merchandise from nearby drug stores.

A check at police headquarters revealed a long record of thievery.

"Scared? No, I was mad to see that pickpocket rolling a sleeping drunk," vehemently declared Elsie. Florence echoed her sentiments.

SPRIGHTLY Sadie Opal Smith, Helper in the Torrance Repair Shop, has two full-time jobs. She makes air-brake hoses for streetcars, issues tools from the "tool crib" in the morning, checks tools back in at the end of the day, cleans off air compressors, and makes herself willingly useful in a variety of ways.

Her other job is bringing up four sons at her Torrance home with the help of her husband, Otis, who works for the Los Angeles Department of Water and Power at Wilmington as power switchboard operator.

Weldon is 17; Frank, 15; Sanfred, 11; and Kenneth, 10. Add four boys of those ages together and you have a big job in any language. But Opal is equal to the task. She not only manages the regular home chores of cooking, house-cleaning, and making beds, but makes her own dresses, slacks, and blouses, as well as sport shirts for all the boys. The day we saw her on the job at the Shops she looked trim, girlish, neat in a well-fitting pair of blue slacks and a blouse she had made with the use of her portable sewing machine.

She's been sewing ever since Weldon was born, but last year, in order to brush up on her technique, she took a sewing course at Torrance night school. Not content with that, she also took—at the same time—a course in woodworking, as a result of which she has a fine professional-looking set of bookshelves in her living room, and another book case built as a head-piece for her bed.

Somehow this dynamic little mother also finds time to act as den mother for Den Four of Cub Troop No. 728, to which Kenneth belongs. She took over this pleasant civic duty last January, and thoroughly enjoys it. Her experience in bringing up her four boys stands her in good stead as she tackles the problems of Cub Scouting.

As a Pacific Electric employe she's a credit to the company, in the opinion of Pipe Shop Foreman Nick Blume. With company service since April, 1945, when she started as Laborer at Torrance, over the years her ability to get things done well and fast, and her good humor and cheery, hail-fellow-well-met attitude toward her co-workers, have earned her deserved popularity. "You never find her complaining," says Nick.

Pre-Election Tips For TV Viewers

THE TV FANS undoubtedly will be glued to their sets these evenings rooting for their favorite candidates. To make life easier, the smartest thing to do is plan a buffet supper on a table near the set or serve the dinner on trays.

The menu should be something that can be prepared beforehand, such as a casserole, a salad, hot rolls and a simple dessert. You can set an electric coffee maker to work while you serve the supper, or if it's warm, have cold beer or iced tea. After all, the cook is just as interested in the coming election as the man of the family and this is one time when Junior will have to skip Howdy-Doody while you listen to Ike and Adlai.

Here is a casserole dish that can be whipped up in a hurry, just in case the cook is a working gal.

SAUERKRAUT VIENNA

Add one grated raw potato to a large can of sauerkraut and stir with a fork as you cook it until the potato is tender. Sprinkle with 1 teaspoon of caraway seeds and mix in 1½ cups of sour cream. Heat thoroughly. In a separate pan brown 4 cans of Vienna sausages. To serve, pile the sauerkraut in the center of a warm casserole, sprinkle with grated Parmesan cheese and paprika and surround with the sausages.

PERSONALS

Charles and Betty Fox have a "first-born" heir—Charles Dyer Fox II—residing with them at Winston-Salem, N. C. Betty (Demmerle) formerly worked for R. G. Culverwell, in the Claim Department.

What do you think of the new chain-letter earring craze? Gals like Suzanne ("Margot") Smith are lucky to have pierced ears. They can wear all kinds of new "bangles." Received any "novel" earrings in the mail yet, gals?

Mary and Neal Breese have a new address, 403 Avondale Ave., Monterey Park. Why not stop in and say hello? Mary is on sick leave.

Future Field Engineer

MICHAEL EARL is the name of the first child born to Field Engineer and Mrs. Earl Leroy Nelson Sept. 13 at Centinela Hospital, Inglewood. He weighed 7 lbs., 1 oz.

Mike was named after a favorite child for whom Mrs. Nelson (Audrey Halderman) used to baby sit, reports the proud father.

HERE AND THERE WITH THE WOMEN'S CLUB

By The Reporter

FRIENDLY GREETINGS! We welcomed members old and new on Sept. 11, the opening meeting of the 1952-53 season.

Highlighting the occasion was the Flag Ceremony by Miss Jo Ann Weber, Senior Girl Scout (and granddaughter of the President, Mrs. Florence Gramling), who led us in the Pledge of Allegiance. This was followed by group singing of patriotic songs led by Editor Warren Silliman with Mrs. Maxine Eaton at the piano.

Mrs. Viola Hendricks, Vice President and Program Chairman, presented Mr. James G. Shea, Director of Public Relations, who spoke to us briefly on some phases of Public Relations, which gave us an insight in that particular department. His message gave us just the impetus we needed to bolster our spirits and encourage us for the work ahead.

We thank these gentlemen, as well as Mrs. Eaton, and do appreciate their interest in the Women's Club.

Following the business meeting we retired to the Tea Room, where Mrs. Ruth Leatherman, assisted by Mrs. Katherine Hasty and Miss Jo Ann Weber, were hostesses. Refreshments of ice cream, cookies and tea or coffee were served at beautifully laid tables with matching service in pink and white—with a touch of silver, bearing decorations of silver bells and best wishes. A corsage of three miniature orchids marked the President's place at the officers' lace-covered table. Carnations and baby dahlias in pastel shades were used in the lounge and tea room.

The potluck picnic in Torrance Park, on Aug. 14, was enjoyed by all who attended. Those who were not able to come missed a good time.

Mrs. Gertrude Columbus, Card Chairman, reports fine card parties during the summer months. She invited all players to the Club Rooms on the first and third Thursdays at 1 p. m. for bridge. Canasta will also be played if enough come out for it.

On Thursday, Sept. 25, first recreation of the season, a potluck luncheon at 12 noon in the Club Rooms enabled us to get better acquainted with our new members.

Plans are already made for the annual bazaar scheduled for Thursday, Nov. 20—see announcement.

We anticipate a large patronage. The booths will feature items suitable for Xmas gifts—with a surprise or two—we hope. Do your Xmas buying at the PE Women's Club Bazaar! Thank you! We'll be seeing all of you there.



CHINESE DINNER—Fourteen girls met Sept. 9 at Man Jen Low's in New Chinatown for a dinner which preceded a return visit for 25 PE girls on the "America Votes" television program. Left to right, seated: Margaret Koopman, Frances Hudock, Marjorie McNeil, Theresa Gamino, Nancy Reid, Carolyn Catudal and Jessie Eaton. Standing: Helen Semnacher, Jean Pratt, Ruth Wilson Stafford, Marge Zimmer, Helen McFarland, Joan Greenwood and Martha Brown.

Grand Tour

THE ENGLISH CROWN JEWELS, the execution block of Anne Boleyn, and Sir Walter Raleigh's prison quarters in the Tower of London are among the sights Chief Information Operator Edna Tilley saw recently on her two-month tour of Europe, which began Sept. 5. She described these and other memorials of English history in a letter from London dated Sept. 11.

Mrs. Tilley flew all the way to London by way of New York and Newfoundland with a party of Travelarians—travel agents around Los Angeles—with whom she is making the tour.

Honest Rider

ANOTHER honest man has been found!

Not long ago Mrs. Dean H. Koch, Information Clerk, was approached at her counter by a passenger who wanted to give a dollar bill to a Ticket Clerk.

"I don't see him on duty," said the passenger, "but a few days ago he must have been short a dollar.

"With a dollar bill in my hand, I asked for two 30-cent tickets. He gave them to me, along with the change. When I reached my bus, I found I also still had the dollar. Will you please see that he gets it?"

YOU ARE INVITED

By the

PE WOMEN'S CLUB

To Attend Its Annual

BAZAAR and LUNCHEON

DO YOUR CHRISTMAS SHOPPING HERE!

Fancywork—Baby Accessories—Candy Aprons—Miscellaneous

OPEN 11:00 A. M., THURSDAY, NOV. 20

PE Club Rooms, 8th Floor, Pacific Electric Bldg.



SIDNEY SMITH
Air Brake Machinist
Macy Garage
29 Years a Railroader

JAMES E. DAVIS
Box Motorman
Subway & 8th St. Yard
40 Years a Railroader

WALTER SCARTH
Operator
Subway Terminal
29 Years a Railroader

MORRIS STEINBERG
Machinist
Torrance Shops
10 Years a Railroader

Retirements

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

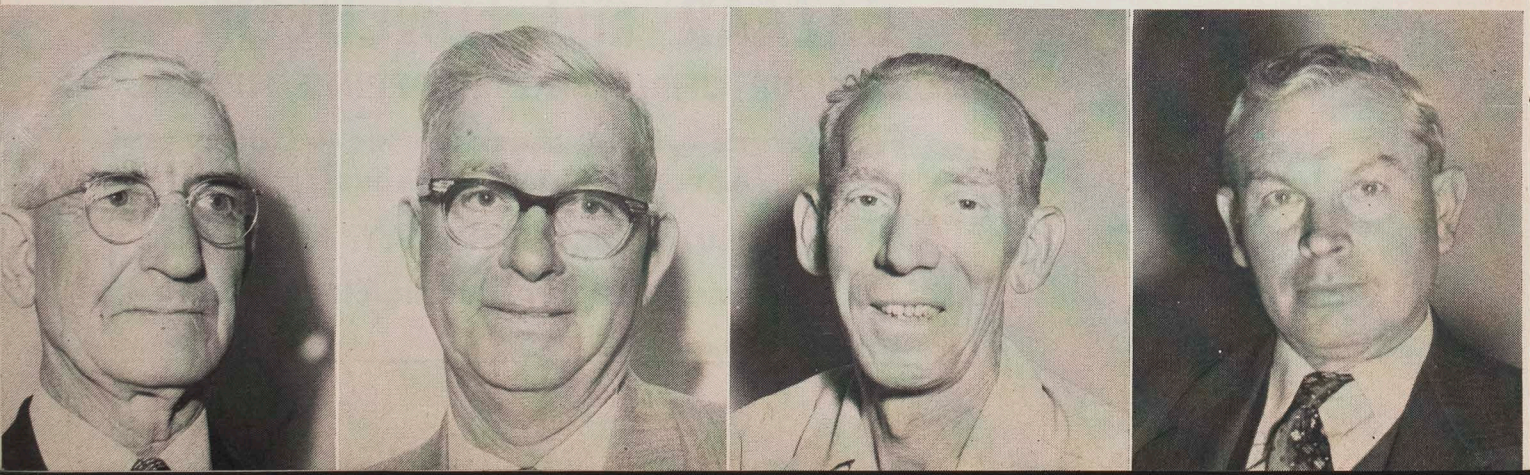
NAME	Occupation	Department	Years Service
Carle H. Belt	Genl. Supt. Frt. Service	Transportation	45
James R. Davis	Motorman, West	Transportation	37
Harold R. Dearborn	Terminal Foreman	Transportation	37
Thomas M. Haymond	Conductor, South	Transportation	29
Earl W. Lyman	Substation Operator	Engineering	30
William S. McGraw	Service Director	Transportation	29
Raymond C. Milnes	Dispatcher	Transportation	22
Eugene C. Rivet	Machinist	Mechanical	40
Walter Scarth	Operator	Transportation	29
Sidney Smith	Air Brake Machinist	Mechanical	29
Albert J. Steele	Bonder & Welder	Engineering	31
Morris Steinberg	Machinist	Mechanical	10
Charles W. Stock	General Storekeeper	Purchasing	47
Eric H. Vannoy	Operator	Transportation	9
Henry S. Watson	Motorman	Transportation	32

HENRY S. WATSON
Motorman
Van Nuys Line
39 Years a Railroader

E. D. ("TEX") INGRAM
General Line Foreman
Engineering Department
39 Years a Railroader

RAYMOND C. MILNES
Dispatcher
6th and Main Terminal
32 Years a Railroader

CHARLES W. STOCK
General Storekeeper
Purchasing Department
47 Years a Railroader



TO NEW EMPLOYES

A CORDIAL WELCOME is extended to the following new employes listed by the Personnel Department as additions made in August and September:

ACCOUNTING DEPARTMENT

Calculator Operator: Alice M. Schaul.
Office Boy: William M. Buchholz.
Sorter Clerks: Joyce C. Cawley and Rosemary L. Wood.
Sortergraph Operator: Robert E. Dougan.
Stenographer: Helen L. Everett.

ENGINEERING DEPARTMENT

Apprentice Lineman: Thomas G. Finnegan.
Assistant Bonders & Welders: David A. Coons, William J. Herbert, Jr. and James J. Hade.

Assistant Signalmen: Delbert K. Atwell, Harold S. Baznette, Marvin L. Johnson and Paul L. McDaniel.
Bonders & Welders: Leonard S. Lahti, George T. Shaver and Carl E. Swain.

Carpenter: Alfred O. Lastra.
Chainmen: James L. Clark and Richard E. Kronenberg.

Electrician: Erling A. Olsen.
Lineman: Eugene C. Goetsch.
Linemen's Helpers: Arthur J. Benji and William E. McCann.

Locomotive Crane Operator: Leo G. Clark.

Painters: Hugh K. Carson, Travis G. Fain, Donald J. Moore (B&B), Robert E. Smith (B&B) and Evert Wood.

Time and Material Clerk: Charles E. Wright.

Truck Drivers: James F. Devyor and Robert D. Dittimore.

FREIGHT TRAFFIC DEPARTMENT

Steno-Clerk: William L. Clifford.

GENERAL CLAIM DEPARTMENT

Claim Agent: Wain L. Provost.
Stenographer: Irma D. Atkinson.

LAND AND TAX DEPARTMENT

Steno-Clerk: Theresa Gamino.

LEGAL DEPARTMENT

Attorney: Roger M. Sullivan.

MECHANICAL DEPARTMENT

Car Cleaners: James Frazier and Julian T. Leyva.

Carpenters: Rene A. Mathis (re-employed), Norman C. McLeod, Wallace G. Musgrove, Martin J. Truso and Vaun Whittington.

Crane Operator: Victor L. Mantlo.

Electricians: Lawrence O. Beman, Burnett C. Brazell, Harry Y. Kella, Lewin E. Lambert and Howard E. Scharf.

Freight Car Inspector: David R. Tuchalski.

Helpers: Apolina L. Espinoza and Ricardo Hidalgo.

Laborers: Inosencio Ramos.

Painters: Phillip M. Barela, Roque Durazo, Charles L. Hensley, Richard N. Masse, William M. Phelps and Elmer A. Thayer.

Sheet Metal Workers: James A. Byrd, Lewis Hughes and Edward J. Souza.

Steno-Clerks: Elizabeth A. Robinson and Adrienne M. Upton.

Typist-Clerk: Harry Blusteen.

PASSENGER TRAFFIC DEPARTMENT

Turnstile Operator: Richard J. Rutter.

PE BUILDING DEPARTMENT

Janitors: Julius Adams, Jr., Emmit B. Cotton, Richard T. Kimbrough, George W. Hyman and James D. Washington.

Janitresses: Carrie Felder and Mary E. Riley.

PURCHASING AND STORES DEPARTMENT

Steno-Clerks: Patricia R. McLeod and Bess M. Nyardy.

Laborers: Norberto S. Alcala, Jose G. Alonzo, Jesse M. Andrade, Earl W. Matthews, Leopoldo G. Ramirez and Felix L. Vasquez.

Requisition Clerk: Lila M. Swanger.

TRANSPORTATION DEPARTMENT

Brakemen—Harbor Belt: Louis M. Faucette, Elzick L. Goad, Jack I. Grant, Eugene J. McMahan, Jack R. Ormes, Charles T. Pigott and Foy C. Sartor.

Brakeman—North: Frank B. Dorsett.

Brakemen—South: Albert M. Brannan, Raymond P. Brodnick, Howard R. Campbell, Charles D. Corneal, Robert T. Cox, Jr., Charles W. Fliegel, Jay A. Foley, Charles A. Gohlke, George E. Hitch, L. V. Hubbard, Elmer R. Kesterson, Russell E. Leftwich, Lloyd N. Mineer, James J. Shore, Robert J. Yourkovitch and Lawrence L. Wilson.

Mail Handlers: Allen R. Duffany, Lawrence R. Pietila and Robert B. Stephens III.

Motor Coach Operators—LAMC: Jack H. Baker, Merton L. Bartlett, Thomas H. Daily, Ralph E. Fitzgerald, Stanley J. Saunders, Herbert G. Snyder and G. Howard Todd (re-employed).

Motor Coach Operators—West: Charles L. Blogin, David T. Powell, Francis W. Hall, Henry W. Miller, Louis H. Richards and Raymond Weatherly.

Motor Coach and One-Man Car Operators: Robert J. Barta, Carlos E. Beall, Russell K. Davis (re-employed) Gilbert R. Genet, Harry E. Gaddy, Roger D. Huckstead, Oliver C. Pruess, Wallace M. Schwer, Ernest E. Seehoffer and William H. Wandtke.

Station Clerks: Cecil C. Beck, Dema L. Blake, Robert S. Crist.

Ticket Clerk: Glenn W. Mills.

Typist-Clerks: Stanley E. Deckelman and Theodore R. Wyatt.

Yard Clerks: Roy C. Brewster, Walter W. Bordasch, Claude M. Cleveland, Tony C. Garcia, Richard E. Gehr, Charley S. Hudson, Alonzo F. Hutchens, Robert J. Smith and Ernest Truesdell, Jr.

C. W. Stock Retires

AFTER 47 YEARS with Pacific Electric, Charles W. Stock, General Storekeeper at Torrance, retired last July 31. Announcement of his retirement reached the Magazine too late for inclusion in the August issue.

He began his service as a young Stevedore at Redondo Harbor on July 1, 1905, just three years after PE was founded by Henry Huntington. Mr. Stock recalls that it was a common sight in those days—before San Pedro Harbor was developed—to see 15 or more vessels standing off Redondo to discharge cargo.

At the time of the 1911 consolidation, he became Store Clerk at Redondo, moved to Sherman (now West Hollywood) in that capacity in 1914, and to Torrance similarly in 1919. Here he remained until the end of his career, with promotion to General Storekeeper in 1948.

Mr. Stock's entire working life was spent solely with Pacific Electric. Born in Warrenton, Mo., he came to California fresh from school in 1904—at a time when the Los Angeles and Redondo RR had just changed over from steam to electricity.

Music & Barbecue

LOVER JONES, PE Building employe, and his Music Birds will present a Southern style barbecue and two programs of religious quartets at Maryland Baptist Church, Ascot and Vernon Ave., Los Angeles, on Sunday, Nov. 23. The barbecue will start at noon, and the two identical musical programs at 3:30 p.m. and 8:45 p.m.

All employes are invited. A free-will offering will be taken.



ALWIN D. OAR

Oar Killed in Korea

ALWIN D. OAR, 32, Ocean Park Operator who was called to military service in February, 1951, was killed instantly by shrapnel from an anti-personnel mine somewhere in Korea last May 12. Confirmation of this report reached the Magazine too late for inclusion in the August issue.

A first lieutenant of infantry, Alwin was sent to Korea in December, 1951. He expected to be home last June 14, and would have been eligible for immediate discharge from the Army upon his return to the States, according to his widow, Mrs. Jeanne Marie Oar, of Eugene, Ore.

Funeral services were held at Wilamette National Cemetery, near Portland, Ore., July 26.

EDWIN ARNOLD RILEY

EDWARD ARNOLD RILEY, Agent at Santa Monica Freight Station, passed away on Sept. 19 after suffering a stroke over the Labor Day week-end. He had not been very well for the past several years, and had been confined to the Santa Fe Hospital since the stroke.

Though only 60 years of age, Mr. Riley had been an employe of Pacific Electric for 41 years.

Born March 28, 1892, at Orange, N. J., he graduated from Santa Monica High School with the daughter of Mrs. Della Wiebers, General Clerk at Santa Monica. He started with PE on Sept. 16, 1911, working at Sawtelle under G. F. Squires, now Vice-President. Later he worked at the old Venice Freight Office, Ocean Park Freight Office and the Hollywood Station. He became an Agent on Dec. 1, 1917, working in this capacity at Hollywood and West Los Angeles before going to Santa Monica on July 9, 1944.

Mr. Riley was an active Mason, having been past Master of the West Los Angeles Lodge. He was also a Committeeman of the PE Club for Agents.

Masonic funeral services were held at 3 p.m., Tuesday, Sept. 23, at the Gates-Kingsley-Gates Westwood Hills Mortuary in West Los Angeles.

Mr. Riley is survived by his wife, Florence, 1532 South Brockton Ave., West Los Angeles, and by one sister living in Van Nuys.

In addition to his widow, surviving are their three children: Cherris Le Jeanne, 11; David Le Roy, 9; and Kenneth Paul, 2. Mr. Oar is also survived by his mother, three brothers, and two sisters.



E. A. RILEY

B. F. KING

THE PASSING of South Conductor B. F. King of a heart attack last Aug. 22 was the culmination of a year-long series of fatal events that have brought untold grief to his wife Rosina and their three married daughters, Marie, Loretta and Maud.

The 51-year-old Conductor died on the eve of the funeral of a four-year-old grandson who was struck down by polio. Mr. King was the eighth member of his family to pass on within a year—all of natural causes.

Even efforts by fellow-Trainmen to assist the family financially by contributions received a set-back when a thief stole \$51 from a collection box at the cafe at San Pedro Station. Sympathy proved so great, however, that the afflicted widow nevertheless received a generous contribution, greatly in excess of the money taken, from men at the San Pedro and Los Angeles Terminals.

Pallbearers at the funeral were Pacific Electric Trainmen, including J. B. Davidson, J. R. Hefferin, S. B. McLemore, J. H. Shelton, W. E. Smith and L. N. Velzy.

JAMES L. KINCAID

JAMES L. KINCAID, 81, father of Superior Court Judge Clarence L. Kincaid, passed away on Sept. 16. Mr. Kincaid started with PE in 1903 as a Motorman and retired in 1940 as Stationmaster at the Hill Street Station.

He is survived by his widow and his son. Funeral services were conducted at the Hollywood Cemetery Chapel with the following PE men as pallbearers: Lloyd H. Covell (retired), H. R. Dearborn (retired), F. L. McCulley, William Schmidt, C. O. Snodgrass (retired) and C. A. Thomas.

System Freight Makes History: No Reportable July Accident!

By H. L. Young
Supt. Safety and Instruction



MAKES HISTORY—Because System Freight men had no personal injuries reportable to the ICC during July, Vice President G. F. Squires, left, presented this framed report to System Freight Supt. D. W. Yeager on behalf of the men. The record is believed unparalleled in PE history.

WHAT'S NEW In the Safety Dept.

THIS MAGAZINE recently carried an article stating that functions dealing with safety of our personnel and the property in general have been coordinated with the duties assigned to the department responsible for instruction of certain employes. This department is now designated as the Safety and Instruction Department.

The purpose of this article is to acquaint you with some features of the program now being placed into effect.

REPORTABLE INJURIES

Our General Manager recently issued a general letter outlining the procedure to be followed in handling and reporting personal injuries.

For information of all concerned, a reportable injury is defined as follows:

The party injured must be disabled from performance of his ordinary duties, and for more than 3 days (72 hours) during the first 10 days following date of accident. Holidays, Sundays, and rest days must be included.

The phrase, "during the 10 days immediately following the accident," means the 240 consecutive hours immediately following the moment the accident occurs.

It must be borne in mind, however, that each and every accident must be reported, in regular, manner, regardless of duration or disability.

SAFETY SHOES AND GOGGLES

A program has been initiated having to do with protective equipment, such as goggles, safety spectacles,

FOR THE FIRST TIME in the history of PE operations, according to available records, System Freight was without a single reportable injury during the month of July. Its personnel are to be highly commended for this clear record.

Reportable casualties have been on the downward trend, there being reductions of 44.1% for April, 1.7% for May, 20.5% for June, 90% for July, 54% for August, and 67% for September—for all departments. For the nine months of 1952, compared with the same period in 1951, there was a reduction of 24.5% in reportable casualties for all departments.

Safety performance for October, 1952, is encouraging, and with continued cooperative efforts by all of us, as now being sincerely displayed, we cannot help but produce excellent results, especially in reduction of unnecessary accidents and incidental unnecessary human suffering.

REPORTABLE EMPLOYE CASUALTIES PER MILLION MAN-HOURS									
Nine Months, 1952 — Nine Months, 1951									
All Departments									
DEPT.	Rank*	1952			1951			Percent	
		Killed	Injured	Ratio**	Killed	Injured	Ratio**	Inc.	Dec.
System Freight RAIL PASS.	8	—	37	39.2	8	1	48	51.3	24.0
South District	7	—	12	32.0	5	—	15	23.2	38.0
West District	5	—	6	16.5	6	—	11	26.1	37.0
MOTOR COACH									
East	4	—	9	11.0	3	—	9	11.9	8.0
West	2	—	4	4.4	2	—	9	9.9	56.0
Total Trans.	(2)	—	68	20.0	(2)	1	92	25.2	21.0
Engineering	6	1	25	21.1	7	—	28	26.9	22.0
Mechanical	3	—	11	9.0	4	—	23	18.6	52.0
All Other Depts.	1	—	8	4.0	1	—	7	3.4	18.0
TOTAL NON-TRANS. (1)	1	44	10.0		(1)	—	58	13.3	25.0
GRAND TOTAL	1	112	14.2		1	150	18.8		24.4

*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.

safety shoes, etc. Most of the details concerning these articles have been made available to all concerned.

SAFETY FILMS

It has been found that a subject can be very impressive through the medium of visualization. Consequently, the Safety and Instruction Department will make available to the various crafts such safety movies as are applicable to their respective duties. Also, those of a general nature will be shown to all employes, on dates, time and places to be announced later.

SAFETY SUGGESTIONS WANTED

Safety suggestions are respectfully solicited. They should be submitted through the regular channels, safety meetings, immediate supervisors, etc.

They will be duly acted upon and carried out, or explanation will be furnished if they are found not feasible.

SAFETY QUESTIONS ANSWERED

There will be questions which will arise from time to time concerning matters relating to personal injuries and accidents. If the parties concerned will contact the Safety and Instruction Department by telephone or letter, effort will gladly be made to answer the inquiries.

JOHNSTON SEEKING NEW IDEAS

Assistant Supt. of Safety J. T. Johnston spent the week of Oct. 20 in Chicago attending a National Safety conference from which he hoped to bring back new safety ideas which may be put into practice on PE.

Vital Statistics

PACIFIC ELECTRIC RAILWAY COMPANY

RECORD OF VITAL STATISTICS

July 21, 1952, to September 20, 1952

DEATHS

NAME	OCCUPATION	Died	Insurance	Mortuary
Robert, Henry A.	Retired Rec. Cashr.	7-21-52	Yes	Yes
Denio, Elon C.	Attorney	7-28-52	No	No
*Cline, Harold M.	Retired Operator	6-22-52	No	No
*Smith, Charles L.	Retired Agent	7-11-52	No	No
Bottoms, James	Carpenter	8- 4-52	No	No
Hislop, Thomas S.	Retired Elect. Mach.	8-16-52	Yes	Yes
King, Benjamin F.	Operator	8-22-52	No**	No
Tipton, Bert R.	Retired Car Repairer	8-23-52	No**	No
Scott, Walter J.	Retired Supt. of Emp.	8-30-52	Yes	Yes
Owen, Leo C.	Frt. Car Insp.	9- 8-52	Yes	No
Kincaid, James L.	Retired Station Master	9-16-52	Yes	Yes
Riley, Edward A.	Freight Agent	9-19-52	Yes	Yes

*Reported subsequent to last publication.

**Employe declined to accept Group Insurance.

The Public Appreciates

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

NORTHERN DISTRICT OPERATORS

H. V. Beeson, R. A. Crabill, B. E. Edwards, L. J. Heim, Bruce Holbrook, G. D. Jeremiah, C. W. Knight, G. W. Lautenschlager, H. L. Lockshaw, F. H. Rider, L. L. Shores and Ernest Thommes.

MOTOR TRANSIT DISTRICT OPERATORS

D. L. Anderson, H. E. Anunson, G. F. Bahr, E. W. Barnett, L. R. Cox, S. F. Dispennette, P. D. Jenkins (2 letters), L. S. Larson, James Marlo, C. D. McCollum, W. A. Merriweather, Alexander Peterson (2 letters), H. B. Sandgren, H. W. Wheeler and E. L. Worsham.

SOUTHERN DISTRICT OPERATORS

T. A. Dinkins, E. A. Gschwind, A. C. Henderson, A. F. Klein, M. R. Klein, B. M. O'Brien (2 letters), L. R. Robinson (2 letters), R. J. Shackelford, U. L. Smith, U. B. Squier, W. E. Smith, C. H. Underwood, H. G. Wedel (2 letters), W. H. Woolman and E. E. York.

WESTERN DISTRICT OPERATORS

R. L. Alcock, J. W. Aguirre, A. J. Bahr, F. H. Belk, W. E. Books (4 let-

ters), L. M. Bowman, G. J. Brancato, C. J. Brown, Arthur C. Carano, C. A. Cardwell, C. C. Dalzell, R. J. Donnellan, E. J. Filek, E. L. Finley, J. B. Fisher, G. C. Grayson, L. R. Gray, J. E. Gerst, F. E. Harris, T. G. Harrison, J. P. Harlow, T. E. Holmes, George A. Howard, H. C. Hunten, H. R. Kerley, C. D. Kidd (2 letters), A. E. King, T. J. Koskey, P. A. MacDonald, John Manfroy, E. F. Morgan (2 letters), W. R. Morris, G. W. McElwee, C. W. Neel, E. A. O'Connor, J. G. Pollard, F. G. Poppleton, L. H. Richens, E. F. Rogers, E. E. Rodgers (2 letters), A. E. Stowe, G. E. Souders (2 letters), J. H. Schmitt (3 letters), W. O. Toenjes, H. E. Tooker, R. C. Van Hook (2 letters), Arthur Venlet, J. A. Warren, H. J. Warnock, Harry Watson, J. W. Watts and Joe Wolf.

OTHER COMMENDATIONS

W. C. Hawkins, Service Director, for being "consistently courteous, efficient, helpful and kind far beyond the call of duty" while working on the loading platform at the Main Street Terminal during a recent hot spell.

A. M. Beekman, Chief Clerk at the Joint PE-SP-PMT Freight Station in Wilmington was commended by Mr. Paul H. Schull of Case Swayne Co., Inc. for his efficiency and untiring efforts in supplying this company with satisfactory handling and service.

R. W. Jackson, Chief Car Clerk, L. C. Maloney, Asst. Chief Clerk, R. R. Savoie, Station Clerk at Watson, H. A. Studebaker, Agent at Watson and J. W. Walsh, Car Distributor, were cited by Lt. H. O. Kemp, Officer in Charge, Tank Car Regulating Office, Department of the Army, Office of the Chief of Transportation, for numerous instances of cooperation with that office in regard to the movement of loads and empties.

"Without this assistance it would be impossible for the Los Angeles Office to operate efficiently," said Lt. Kemp.

Freight Traffic Manager W. G. Knoche and General Agent Harry Williams of Ocean Park joined in commending Trainmaster E. W. Daniger for his cooperation with shippers in the Western District. He has been instrumental in routing more traffic

COMMENDATION Of the Month

HIS ABILITY to put himself in the other fellow's place by sensing a need for a thorough explanation of tariff regulations drew for Terminal Freight Agent L. M. Duke a letter of commendation from an important shipper who hadn't been able to understand a diversion charge on a lumber shipment.

Enclosing applicable portions of the tariff regulations, Mr. Duke wrote an extensive letter of explanation closing with this appeal: "I hope this satisfactorily explains the basis on which this charge was made and trust you realize that we had no alternative but to apply the charge in this case."

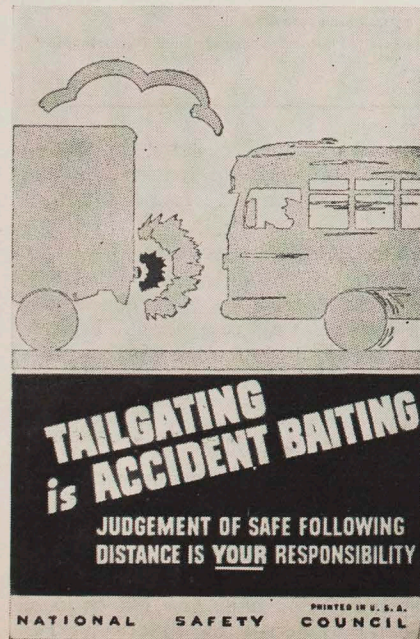
He promptly received a warm letter from the shipper thanking him for his "very constructive effort" and commending him "for the service you render your shippers."

to System lines, as well as in enhancing relations with particular shippers.

Also cited for having routed an important shipment via System lines was Charles Mullins, Agent at Beverly Hills, whose assistance and prompt action was appreciated by the Freight Department.

Miller Claunch, Carpenter-Mechanic, B&B, was highly commended by H. O. Marler for his honesty in returning \$50 in \$5 bills which he discovered in one of the strong boxes removed from the Ticket Office, Main Street Station, for repairs. In checking the accounts of various Ticket Clerks on duty at Main Street Station, it was discovered that this money constituted a shortage of one of the clerks, who would have been required to personally withstand the loss in the event the money was not found.

J. H. Sandman, Agent, West Los Angeles, was commended by Freight Traffic Manager W. G. Knoche for securing shipping favorable to System lines.



WITH OUR CONTRIBUTORS

SOUTHERN DISTRICT NEWS

By L. N. Velzy

BRAND NEW MEN are R. J. Shackelford, D. W. Pierpoint, W. R. Kerr and Gordon West. In addition we have from the Northern District such men as Ted Harrison and George Lautenschlager, while Paul Hill, I. L. Wood, E. E. Gilliland, D. T. Compton, R. R. George, T. A. Russell and E. E. ("Tennessee") Wright forsook the Western Division for a home on the South. After a month of the South all but Wright claimed it as their home. "Tennessee" went back to Redondo Terminal.

Of the new men, R. J. Shackelford was awarded a Bronze Star Medal for meritorious service with the Third Military Division, while he was serving in Korea as corporal.

September shake-up in Bellflower found Johnnie Hallock, Bill Brewington, Bill Clements, Joe Elsmore, Vic Bagby, Cliff Lamb and Orville Gooding making this terminal their home for the following year. Newport claimed only two new faces for the coming year, D. T. Compton and Ray Collins.

Attention, sport fishing fans! Cleve Dowdy went out with a bunch for a fishing trip minus a hat, so that night Earl Jardell and his wife made up a new style fishing hat for Cleve, which incidentally he wore with pride on the next outing.

Paul Sanno has built himself a new home in Malibu and has gone west to Ocean Park Terminal. Wish him lots of fun and rest in his new home above the rolling sea, and success on his new run from Ocean Park.

The entire Southern District extends deepest sympathy to Chris Caywood in the recent passing of his wife.

NORTHERN DISTRICT NEWS

By Lucille A. Brann



RELIEF Terminal Foreman R. G. Curnutt joined Dispatchers L. C. Bartula and P. A. Enders on an interesting hunting trip covering the vicinity of Alturas, Calif., for their vacation. At this writing their luck was in doubt.

Jack Ferrier, Relief Cashier, Macy St., left Sept. 14 on a very extensive vacation leaving Southern California to Suchiate, Mexico, which is the most southern point reached by rail in North America. The trip will take him over twenty-eight different railroads (this being Jack's hobby) covering some 17,000 miles. He will then proceed up the Hudson Bay area to Churchill, Canada, and back to Southern California Nov. 1 in time to make the coming election.

The Northern District wishes to express its deepest sympathy to Temple City Operator and Mrs. J. A. Cowper in the loss of their 21-year-old daughter Louise in a water skiing mishap Sept. 7 at Hansen Dam.

Gradual but definite improvement is reported in the condition of T. M. Lloy, who sustained severe injuries last March 26 and has been off since that time. An old-timer of 30 years' seniority, Mr. Lloy, now a South Trolleyman, is a former North Passenger Conductor.

M. R. Shobe, Operator, Pasadena, and his daughter-in-law, Rosemary, motored to San Francisco Sept. 10, to meet his son, her husband, Sgt. Hollis M. Shobe, aboard the Navy Transport U.S.S. Eugene Collins. Sgt. Shobe has been in Japan and Korea for 18 months serving on the central front south of Kunsong in Korea, with the 140th Tank Battalion. Sgt. Shobe will return to his job as Fireman on the Santa Fe Railroad.

Here's news! A girl reporter for men! The girl? LUCILLE BRANN, Macy Cashier; the men? The men of Macy and Pasadena Terminals. So, men, as you turn in your cash, give Lucille the lowdown. And don't be surprised if she asks you some questions to make her story complete. It's just the mark of a good reporter. With PE since 1943, Lucille has worked as Ticket Clerk and Freight Clerk, and six months ago she married ROGER BRANN, Motor Transit Operator. She and her husband spend much spare time motorcycling, a pastime which he turns to account by reviewing his PE routes from time to time.

OCEAN PARK TERMINAL



By C. L. Robbins

THERE ARE no easy runs at OP any more.

All wish old-timer F. J. Douglas the best of luck in his retirement.

The girls by now know that H. A. Wilks is back from the service. How is the army going to get along without him?

Bill Kennedy has moved and is thinking of equipping his car with another gas tank as it is hard to make a round trip on one tank of gas. He ran out one morning on the way to work.

T. E. Holbrook returned from a trip east with a new Studebaker. This is the last time I'll be writing this article as I have accepted a job in the church that will take up all of my spare time. I have tried my best, and I know you will get someone else that can do a better job.

I leave you with this thought:

And I say unto you, it is easier for a camel to go through the eye of a needle, than for a rich man to enter into the kingdom of God.—Matthew 19:24.

Your Wallet Is Unsafe!



THE WORLD'S WORST PLACE for your money—is your wallet! It is the place where your money can do you the least good and where it is in the most danger. You see, money you carry around with you is unproductive. It is not working for you, earning more dollars for you and your family to enjoy. And there's always the chance that you'll get careless and spend it for something you don't actually need. That's the reason so many thrifty, farsighted Americans are investing in U. S. Defense Bonds on the Payroll Savings Plan. Payroll Savings helps you save your money before you spend it. It's sure savings because it's automatic savings. It's safe, convenient and best of all—profitable. So—stick with Payroll Savings. There's no surer way to get ahead!



FOND FAREWELL—Retirement party at West Hollywood for Terminal Foreman H. R. Dearborn (seated in chair, also shown in circle) was attended by many of his friends, including Vice-President G. F. Squires (in light suit, right foreground), other company officials, and Operators. Operator J. S. Burton (tallest man standing at right rear in front of wrapped package containing a rug) acted as master of ceremonies, presented Mr. Dearborn with the armchair and the rug on behalf of employees, and introduced several officials who made short speeches of appreciation and friendship. Seated on arms of chair are Mrs. Harry Dearborn, Sr., right, and their daughter-in-law, Mrs. Bette Dearborn, whose husband, Harold R. Dearborn, Jr., stands directly behind his father's chair.

**YOU BE EARNEST
AND I'LL BE FRANK**

By J. S. Burton

IT WAS LIKE bidding a member of the family adieu when Harry R. Dearborn retired Sept. 1, 1952, as Terminal Foreman at West Hollywood. Harry had endeared himself to the men because of his consistent fairness and impartiality. He made friends because he did not have any special friends. No matter what your problem was, you could always depend on him to give you the right kind of advice.

Harry was born in North Woburn, Massachusetts, in 1887. His desire to become a railroader met its fruition in November, 1910, when he started to work for the Bay State Street Railroad, in Boston. He was a Motorman for them until August, 1911.

At this juncture, the wide open spaces allured, and he went to Craig, Montana. From September, 1911, until April, 1912, he was a cattle rancher (or rustler) until the ring of the rails began to hum in his ears again.

In April, 1912, he became a motorman for the Spokane Inland Empire Traction Co. and continued in such capacity until February, 1916.

It was Feb. 16, 1916, that Harry started with the Pacific Electric Family as Motorman. He worked for only a few months until he heard the "Call of the Wild" again, and June 16, 1916, he retraced his steps into Montana to round up some more yearlings. Again he found an empty void in roping, branding, mending fences, etc., etc. and once more started his bowed legs toward Los Angeles and Pacific Electric.

His second start with our big family was in the capacity as Passenger Motorman on the Western District, from Sept. 2, 1916, until he became Terminal Foreman on May 8, 1919. He was West Hollywood Terminal Foreman for 33 years, or until his retirement. Naturally, he had the Terminal Foreman's job worked down to a routine that he could do with both eyes closed.

In all of his service, he has been an exemplar of perseverance and punctuality.

Nothing I could say would properly express the feeling held by all the men towards Harry, but it will suffice to say that we wish him all the enjoyment that life can deal to him in the many years that remain for him in retirement.



GETS BIG MELON—West Hollywood Operator H. P. Davis holds a 106-lb. watermelon sent him from Hope, Ark. West Hollywood Freight Agent Floyd Carper took the picture—probably in hopes of getting a juicy slice of melon.

Everything grows BIG in Arkansas! If there is a traceable doubt in your mind as to the veracity of this statement, just take a look at this watermelon (see cut) weighing 106 pounds. The Arkansan holding the melon in position is demure H. P. Davis, Motor Coach Operator at West Hollywood Terminal.

Hope, Arkansas, has long held the record of producing the largest watermelons in the world. Hope's reputation, its place on the map, is due not to industrial advantage, or good schools, or civic advancement, but wholly to the ability of the soil to produce giant watermelons. In 1930, one of the farmers of this region produced a 164¾-pound giant watermelon to establish a new record in melon growing. In 1935, he outdid himself and his 1930 champion by producing the melon which now holds the world's record—a 195-pound world champion.

The melon pictured was sent from Hope to Mr. Davis and family by his brother-in-law, Theo. Long.

**MOTOR TRANSIT
DISTRICT**

By W. G. ("Whitey" McBain

LEAPING into a moving, driverless newspaper truck on the Sixth and Main Bus Concourse during the afternoon rush hour, Service Director Jasper Moreno, who saw the vehicle start rolling, set the brakes and thereby prevented what might have been a serious accident. Congratulations, Jasper!

Let's hear of more such stories Motor Transit men! They make good reading.

Congratulations also to W. R. Bashor, elected First Vice-Commander of the PE Post 321, American Legion. Says W. R.: "Let's have some more applicants for membership in the Post from among Motor Transit men—and others. See me for application papers."

Understand Mr. Bashor recently made an extended "good will" tour of several Southern States.

Congratulations of another sort are hereby extended to Operator and Mrs. P. B. Holle on the occasion of the birth on Aug. 31 of their third child, Elizabeth. She weighed five pounds, five ounces. The Holles have two other children: Michael, 6, and Marilyn, 3.

August is a favored month for birthdays in the Holle family. Mike was born Aug. 13, Mrs. Holle Aug. 16, Marilyn Aug. 25. Elizabeth makes it nearly unanimous.

BUTTE STREET NEWS



By
Ray
Lightfoot

WE HAVE a lot of new Brakemen around now and all seem to be good fellows. We welcome F. Y. Duncan, D. G. Lutman, J. A. Massey, M. E. Barnhart, R. E. Baldwin, R. J. Barta, L. V. Hubbard, C. P. Golke, A. M. Brannan and R. T. Cox.

W. F. Silvers, after being off five months with an injured hand, is now back on the job.

L. G. Wait has been very ill in Santa Fe Hospital. Roger Rogers had a lot of spare parts taken out at the same hospital, so R. R. Gath reports to me. E. L. Elliot was hospitalized again for a short time but is home now.

Conductor F. G. Mayzak shot a hole-in-one—152 yds.—on the Western Ave. Golf Course with five witnesses—not that I would doubt his word but to me that is amazing.

Had a nice vacation trip to Texas and saw most of my kin. My first time back in 23 yrs. On the trip we visited Carlsbad Caverns, Meteor Crater (near Winslow, Ariz.), Hoover Dam and Las Vegas on the way. To visit any one of these places is well worth one's time. I will gladly give some good advice to any one that might be visiting any of these resorts, so that their trip will be more enjoyable.

Don't forget to vote Nov. 4. If you fail to vote, don't complain later if things seem to be all wrong. Enough people fail to vote in most elections to cause any party to win or lose—so your vote does count. Be sure to cast a ballot.

**LOS ANGELES TERMINAL
FREIGHT STATION**

By Suzanne M. Smith

OUR SYMPATHIES are extended to the families of Louis and Seymour Lipschultz on the passing away of their mother, Mrs. Sadie Lipschultz, on Sept. 8. . . Jacob Anderson spent a leisurely vacation in Big Bear with his son and family. . . Milo Seiglar changes jobs so rapidly that it is hard to keep up with him. First Wing-foot Station, then to the Station Supervisor's Office, and now he is working for L. M. Becker in the Accounting Department. . . Gerald E. Ferris

is working an Industry Clerk's job at our station. . . James Warren answers to the call of "Cashier" at Inglewood Station and John Foore works at Hawthorne. . . Glen Barkhurst says he gets all the breaks—three good-looking young ladies are working in his office: Jeanne Thompson, Ruth Stafford, and Dema Blake. . . Cecil Reed's three kiddos, 8-year-old Lois, 9-year-old Nancy and 11-year-old Gordon, were an exception to the rule and were thrilled to get back to school. . . Margaret Seymour returned from her leave of absence on Sept. 22. She displaced Kinyoun Smith, who is working various temporary jobs. . . Louis Davila is planning his annual trip to Mexico City to visit relatives. . . Albert Fife, a native of Canada, believes he'll settle with his family here in the States. . . Normand Lefebvre is on a leave of absence but expects to return to California from his home state of Massachusetts. . . Ray Grafius bagged a deer the first day he went "shooting". . . Phil Durant and his wife enjoyed the wonders of Canada and spent some time with relatives in Olympia, while on vacation this year. . . Sey-

mour and Virginia Lipschultz brought their only grandson, Dennis Allen Virgin, in to show him off, and he surely did cut up for his Grandpop. . . Vern Dutton vacationed in "The Dalles," Oregon, and believe me, that's a beautiful country. . . After an injury, Marjorie Freedlander has been on crutches. She went to Detroit, Michigan (her home town), to (sort of) recuperate. . . Joe Peeler had a hectic month with celebrating a birthday, moving away to Montebello, visiting New Orleans, Texas, Arkansas, etc. . . Frederick Leininger is giving Toledo, Ohio, a whirl this October. . . Edith and Art Tellechea's 4½-year-old son, Jeffrey, helps Pop and Mom with the chores—and don't think he can't help (?) with painting and stuff like that there. . . Bonnie Jean Thompson returned to work, from leave of absence, with pictures of her handsome children—3-month-old Larry and Lynda, who is 'most 2 years old. . . Frederick Marshall is still on the sick list and would enjoy hearing a word or two from his friends. He resides at 435 South Marguerita Ave., Alhambra. Fred's been working for the company since 1946.

For Courtesy and Neatness

West Hollywood Proudly Presents
ARTHUR VENLET

THIS MONTH we take pride in presenting one of our newer men for his efforts in keeping himself neat



ARTHUR VENLET

and for his courteous treatment of his passengers.

Art Venlet started his railroading with Pacific Electric on March 19, 1951, after working as a patrolman for the Guard Protection Company.

It is no more than commonplace to see Art every morning in a clean, neat uniform, with every detail taken care of. His amiable personality makes the handling of passengers an easy task. On several occasions I have boarded his car and paid particular attention to the manner in which he operates. It is no wonder that he has had two letters of commendation from the traveling public.

Here is a comparatively new man who has taken enough pride in himself and the company for which he works to make himself a reputable representative. Some of our older men might learn from Art in this respect.

If we just take a look in the mirror before starting the day's assignment, we can see ourselves as others see us, and probably have time to make the necessary corrections before it is too late. It takes only a few minutes to brush our shoes, or straighten our tie, or some other detail that needs attention, and the results are amazing.

LET'S PROVE WE ARE SHIPPING EXPERTS

By E. F. Harrison
Supervisor, Freight Protection

IT HAS BEEN CONSERVATIVELY ESTIMATED that the freight loss and damage claim bill for the United States rail carriers for the year 1952 will be in the neighborhood of \$115,000,000. This will be an increase of approximately 9% over 1951 claim payments.

Research has developed that between 70 and 80% of loss and damage to freight is due to over-speed impacts that shipments receive in yard switching, or in other words, to "rough handling."

Rough handling can be corrected, but only through the combined efforts of everyone concerned. The rough handling or careless switching of cars is classified as defective or faulty workmanship. Careful switching and car handling requires the coordination of every member of a crew if this rough handling condition is going to be corrected (and if it is not, I hesitate to think what the rail industry will be reduced to in a few years' time). Every member of a yard or switching crew should make it his individual business to see that he does everything within his power to do his job in a manner which defies criticism. By so doing, he can have a feeling of satisfaction that he is doing his part in retaining valued traffic on the rails.

Yard supervisory officers should constantly be observant of any unsatisfactory handling of cars in the yard during their tour of duty, and promptly

handle with the men responsible for correction. Older employes must not lapse into inattention, and new employes must be properly educated by these older employes in the art of careful switching and car handling.

I am certain that no employe wants to be referred to as one of the weak links in an otherwise solid chain. No employe wants to see traffic now being handled by rail carriers diverted to other means of transportation because of dissatisfied shippers and consignees who find shipments arriving at destination in damaged condition from rough rail handling. Everyone responsible for any reduction in freight loss and damage is actually a qualified traffic representative. A traffic solicitor can secure business for a railroad, but if the shipments he has secured through his efforts are subjected to rough handling while in the carriers' possession, and arrive at destination in a damaged condition, the shipper is going to think twice before he favors us again with the same routing of another shipment.

Let us all do our part in the proper handling of shipments entrusted to us for transportation. Let us prove to the shipping public that we are experts when it comes to handling their shipments in a proper manner, and that they can depend on us for the type of service to which they are entitled.

LONG BEACH FREIGHT STATION

By Jack DeLaney

VACATIONS are just about all over at the station. Everybody is back to work and things are running along at about normal now.

Pleased to report that Eddie Davidson, Demurrage Clerk, and Normand Galloway, Yard Clerk, are proud fathers. Congratulations are in order to you new dads. We will accept cigars any time now.

Charlie Couts, local Yardmaster, vacationed to Missouri where he and his wife visited Charlie's parents. Charlie expected to do a lot of fishing back there when he wasn't eating fried chicken. He was relieved here by capable D. O. Kennedy.

The Freight Station was quite well represented at the safety meeting at Los Angeles Sept. 18 by Agent and Mrs. T. L. Sheffer, Mr. and Mrs. J. M. Connors, C. M. Jolly, Fay Stirn,

Edna Taylor, Verne Brechner, Vic Watson, L. Kahlman, Allen Taylor and Jack DeLaney. We didn't win any prizes but we enjoyed the party anyway.

Fay Stirn, member of the Executives' Secretaries, Inc. and representative of the Southern Pacific from here, attended the San Diego chapter Friday, Sept. 19. It was quite an affair, with a musical program topped off by a wonderful dinner.

AGENCY BRIEFS

By Gertrude W. Cornice

C. H. BELT, retired General Superintendent of Freight Service, as a result of a fall cracked bones in his wrist in two places and scraped his leg quite badly. He wore a cast on his wrist at the party held in his honor on Aug. 27, 1952, but now only has a small bandage on it. What a time to do a thing like that—just when fishing, golfing and touring

plans were being made. By the way, have you seen Mr. Belt's tie with the real fishing flies on it?

Agent H. G. Hammond of Claremont is back at work after a long illness, we're glad to report.

J. B. Black, Agent at Orange, is still not back to work after that serious operation. May be off about 6 months. He gets around, but is still weak.

Jack Young, our former Agent at La Habra, who is now 83 years old, has been on the sick list for some weeks. Seeing his old associates would boost his spirits very much. He lives at 124 W. Rose, La Habra.

Ruth Wilson, Cashier at Wingfoot, became Mrs. Calvin Stafford on Aug. 17, 1952. Merging took place in Reno, Nevada. Mr. Stafford is a dental technician.

Agent A. R. Stevan at Hollywood traveled many miles on his recent vacation. Took a train ride to Chicago, New York, West Point, Boston, and Portland, Maine.

SYSTEM GARAGES

By Al Bristow and
R. P. Murphy

WHEN Marion Gillett went on her vacation this year we all got a very pleasant surprise announcement stating that she had married Operator Walter Schneider in Reno, on Aug. 23, 1952. Seems this romance got started three years ago when they were both playing in the Pacific Electric Bowling League. They spent their honeymoon traveling through north-east California, Oregon, Washington, Idaho, Montana and Wyoming to Yellowstone Park, and covered 4,000 miles of the most scenic country.

When Marion got back to her job she had a great big pleasant surprise awaiting her. Her fellow employes contributed generously toward buying her a Sunbeam Mixmaster with all the additional parts. There was money left over with which she says she is going to buy an electric roaster.

We all are very happy for Marion and wish her all the success and happiness that marriage can offer her.

Pat Goggins just can't understand why things sometimes can happen so quickly. She was knitting—with the speed and agility of a lumberjack climbing a tree—a jacket for an expected niece or nephew in Omaha when a nephew arrived prematurely just in the middle of all her hard work.

Ludvig Otterstedt recently received an interesting letter from his niece, Inga-Britt Quist, a student at the University of Stockholm, describing her impressions of visits in 1951 and



INGA-BRITT

1952 to Germany and Switzerland, where she went to gain fluency in the German language. Switzerland she found clean and wholesome, with prices about like our own. In Tubingen, Germany, where she stayed with a professor and his family, her impressions were less favorable. Germany she found grey and worn, with low wages and low living standards. The professional classes are having a difficult time.

Inga-Britt, who is studying to be a teacher or librarian, figures prominently in the diary Ludvig published of his 1948 summer tour of Sweden and Iceland. She acted as his companion and guide while he was in Sweden.

A high-octane gasoline truck hanging from a bridge provided some interesting moments for Bill Richards



THEY KNEW SHE WAS COMIN', so they brought her a brand new mixer (plus attachments), a box of cake mix, and patiently awaited the cake. The occasion was the wedding of Macy Garage Clerk Marion Gillett, left, to Motor Transit Operator Walter Schneider, Aug. 23. Presenting the gifts on behalf of the folks at Macy is Clerk Pat Goggins, Marion's co-worker.

on his vacation trip by train to El Paso, Tex. Just beyond the freight yards at Tucson the 16-car train ground to a halt as the fire-breathing steam locomotive approached a high-way bridge over the track. A gasoline truck was hanging straight down from the bridge, with only its trailer to prevent a complete fall. Gasoline was spraying from a leak in the tank all over the track. Seems that the truck had hit a moving van and skidded on wet pavement—rain was coming down in a deluge at the time. The train finally had to back up for miles and make a detour that delayed Bill's arrival in El Paso by 10 hours. "That engine stopped too close to that spraying gasoline for me," says Bill. "I thought I wasn't going to come back to work."

Read the December issue of the Magazine for a fully illustrated feature describing the new method of Diesel cylinder head repair invented by Dan Teleky and Dan Lowe, of Ocean Park Garage.

PACIFIC ELECTRIC HOSPITAL ASSOCIATION

By Louise Byrd

DR. EMIL RAVDIN, Ophthalmologist, passed around cigars on Aug. 24. Mrs. Ravdin had presented him that day with their second daughter, little Kathy, who weighed in at 8 lbs. 4 oz.

Carl Campbell, Chief Clerk, and his wife Frances entertained the employes of the Hospital Association at an outdoor party at their home in Sierra Madre on July 27. We all enjoyed playing volley ball, Patecka,

darts, pingpong, canasta and chess, most of us barefoot. Mary Arroyo, Sales Clerk, gave instruction in the mambo and samba and had willing students, though the temperature was 93 degrees and the humidity high.

On the eve of leaving on a wonderful trip to Europe, Nurse Ethel Ayres, we are sorry to report, instead of becoming a traveler, became a bed patient at Santa Fe Hospital and had to cancel her reservations. For the benefit of her many friends, the latest report is that she is now at home and doing very well.

Mrs. Bertha Kraft, Nurse, is filling Mrs. Ayres' position until her return. Mrs. Kraft previously was a private nurse at Santa Fe Hospital.

Theresa Bernal, Switchboard Operator, and Mary Howey, Assistant Pharmacist, and the latter's parents, took a week-long automobile trip to Carmel, Monterey, and San Francisco in August. It was for a few hours a busman's holiday: they visited the pharmacy at Ft. Ord!

Lucy Bernal, Assistant X-ray Technician, is helping out during vacation time in the X-ray Department. Lucy suffered a fractured jaw recently and the poor girl couldn't eat solid food for six long weeks.

"It just about knocked the family over to stand near a Minah bird and hear it suddenly say, 'I'm a tough guy,'" says George Perry, Business Manager, who took his family to Catalina where there are cool breezes and no smog or fog.

Rita Tefft, Nurse, left us on Sept. 3 to await with her husband the arrival of an heir. Her position has been filled by Mrs. Irene Wolf, mother of three children. Mrs. Wolf's husband is superintendent of a children's home in Los Angeles.

**PACIFIC ELECTRIC
ROD AND GUN CLUB**

By Arlie Skelton

**1952 PRIZE LIST
PE ROD AND GUN CLUB
SALT WATER DIVISION**

- Corbina**
1. Glass surf rod.
2. Thermos kit.
3. 150-yd. Surfmaster reel.
4. 200-yd. Ashaway 25-lb. test line.
5. Rod holder.
- Croaker**
1. Glass surf rod.
2. Thermos kit.
3. 150-yd. Surfmaster reel.
4. 200-yd. red thread line.
5. Sand spike.
- Yellowfin**
1. Glass surf rod.
2. Penn No. 160 reel.
3. 150-yd. red thread line.
4. Chamois reel case.
- Surf Perch**
1. J. A. Coxe reel, 150-yd.
2. 150-yd. red thread line.
3. 2-cell flashlight.
- Yellowtail**
1. Deep sea glass rod.
2. Penn Senator reel.
3. 150-yd. red thread, 12-strand.
- Albacore**
1. Deep sea glass rod.
2. Coxe reel—No. 625.
3. 200-yd. red thread line.
- Barracuda**
1. Coxe reel—No. 315.
2. Aluminum tackle box.
3. 150-yd. red thread line.
- Salt Water Bass**
1. Coxe reel—No. 315.
2. Union tackle box.
3. 150-yd. red thread line.
- Halibut**
1. Coxe reel—No. 315.
2. Union tackle box.
3. 150-yd. red thread line.
- Largest Fish on 9-Thread Line**
1. Deep sea glass rod.
2. Penn Senator reel.
3. 150-yd. red thread line.

FRESH WATER DIVISION

- Stream Trout Fly Only**
1. Granger fly rod.
2. Tapered fly line.
3. 25-yd. level fly line.
4. 2-cell flashlight.
- Stream Trout—Bait or Lure**
1. Granger fly rod.
2. Automatic reel.
3. G.I. stove.
4. 2-cell flashlight.
- Lake Trout**
1. Grange casting rod.
2. Ocean City, No. 970 casting rod.
3. Coleman G.I. stove.
4. Aluminum tackle box.
5. Fish net.
6. 1 Davis spinner.
7. Combination fish knife.
- Steelhead**
1. Granger casting rod.
2. 150-yd. Coxe reel.
3. 200-yd. Cortland line, 27 lb.
- Salmon**
1. Glass deep sea rod.
2. Ocean City reel, No. 936.
3. 200-yd. Cortland line, 26-lb.
- Fresh Water Bass**
1. Wright & McGill casting rod.
2. 100-yd. trolling line.
3. 2 Bomber plugs.
- Deer Heads**
1. 100% wool blanket.
2. 3-burner Coleman stove.
3. Coleman lantern, single.
4. Hunting knife.
- BOYS' PRIZES**
Stream Trout—fly rod.
Lake Trout—steel casting rod.
Corbina—Coxe reel, No. 315.
Croaker—Del Mar reel, 150-yd.
- LADIES' DIVISION**
Albacore—deep sea rod.
J. A. Coxe reel—150-yd.
Lake Trout—steel casting rod.
Stream Trout—fly rod.
Corbina—Del Mar reel.
Croaker—Coxe reel, 150-yd.

FLASH

As the Magazine went to press, the sad news reached the editorial office of the passing on Saturday, Oct. 18, of Special Agent WILLIAM D. PARKER, immediate Past Commander of PE Post 321, American Legion. Mr. Parker had been with the company since 1921, beginning in the Mechanical Department. He transferred to Special Agents in 1944.



LEGION OFFICERS URGE YOU TO VOTE—In anticipation of Nov. 4, new Legion officers stood last Aug. 27, installation night, under the mural illustrating the American principle of the free ballot. Front and center, William D. Parker, left, congratulates the new Commander, Robert N. Anderson, upon the latter's election to office. Others, left to right, are J. A. McNaugh, Sergeant-at-Arms; F. W. Nichols, Chaplain; J. W. Foore, Finance Officer; F. W. Starkey, 2nd Vice-Commander; A. W. Bone, Executive Committeeman; W. R. Bashor, 1st Vice-Commander; H. F. Sayles, Jr., Executive Committeeman; and B. P. Heath, Historian. "Get out and vote Nov. 4," was the message of the new Commander to all Pacific Electric employees.

**AMERICAN LEGION
PE POST 321**

By Byron P. Heath

ROBERT N. ANDERSON was installed as Commander for the year 1952-53 at Patriotic Hall on August 27 by Tracy C. Hicks, Past Department Vice-Commander, and the Morningside Park Post No. 398 Ritual Team.

William D. Parker was presented with his Past Commander's button for fulfilling a very successful year as Commander. Other officers installed were Wilbur R. Bashor, 1st Vice-Commander; Floyd W. Starkey, 2nd Vice-Commander; James A. McNaugh, Sergeant-at-Arms; Fred W. Nichols, Chaplain; Byron P. Heath, Historian; John W. Foore, Finance Officer; and O. R. Newhouse, A. W. Bone and H. F. Sayles, Jr., Executive Committee. Bashor, Chairman of the Member-

ship Committee, announces that dues for 1953 are now due and he would like to have as many as possible paid up by Armistice Day, Nov. 11, in order to qualify for a national citation. Checks may be sent to John W. Foore, Adjutant, at 739 Venice Way, Inglewood 3, Calif., or still better, bring them out to the next meeting.

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

GLEE CLUB:

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

PE 1952 FALL GOLF TOURNAMENT:

Dates—Sundays, October 26, November 2, 9 and 16. Starting times—between 9:30 and 10:30 a.m. Location—Santa Anita Golf Course, Arcadia.

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.

Business Meeting and Program are held the second Thursday of each month.

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

Thursday, November 20th—P.E. Women's Club Annual Bazaar in Ladies' Lounge—Doors open all day. Proceeds to help cheer the unfortunate and employes confined at the hospital.

Bowling League Season Opens Wide

By Charlie Hill

THEY'RE OFF! Without speeches, bally-hoo, or what have you, but with the glamour that always glows when there is a bevy of good-looking girls on the bowling alleys, the 1952-53 season of the Pacific Electric Bowling League started off with a bang on Friday evening, Sept. 19, at the Arcade Recreation Center.

Eighteen teams lined up, ten in the Six O'clock Branch, of which four are all ladies, and eight in the Eight O'clock Branch. Many of the old veterans were on hand and it was noted that we had some new faces along with a few of the old-timers who have been sitting out during the past season or longer. Among them were Robby Robertson and the Jimmies Rankin and Latimer. We also welcome back to our ranks Bill Jennings, who recently returned from the Korean theatre and is now back to normalcy again.

The Six O'clock Branch roster consists of the BRC Railettes, Law-ettes, Wolverines, and Dee-Tee-Bees, all lady hold-overs from last season; and the BRC Streamliners, Atomics, PE Club, Rod and Gun Club, BRC Rainers, and the Remnants, of which each member is a piece left over from some previous team.

In the Eight O'clock squad the Motor Transit, Glendale, BRC Aces, Subway Terminal, and PE Agents, all on last season's roster, and Pit Bulls, Maple Smashers, and Lucky Seven, three new teams with familiar and old faces as well.

The PE Club and BRC Rainers got

off to good starts by knocking off their opponents for all four points; the Pit Bulls, BRC Aces, and Atomics garnered three points, while the Remnants managed to hold the Dee-Tee-Bees to a two-two draw. Pit Bulls (and I have not been able as yet to decipher the significance of such a name) were the high series scorers (2634) the first night and also had the high team game (946). Bill Kresin of this team had the high individual game (254) and also high series of 589. Looks as though the Bull Pitters is the team to be reckoned with in the early branch.

Bill Papeika, of the Atomics, was hot as he rolled 550, including a 213 game. Jimmie Lafranchi's 529 series and 224 game, Rusty Fligge with a 523, and Ray Cockrell's 530, were also outstanding for the curtain raiser. Eileen Dillon, Marge Zimmer, Edna Fligge, and Betty Hutchinson were the girls who shone most brilliantly.

Ernie Donaldson, of the PE Agents, in the opening game came up with six straight splits, or two pawn shop emblems, and had a total of seven before the game ended,—a fair bid for the title of "champ splitter" for the season. I recall that last season a certain chap had eight splits in one game, and to equal that Ernie has his work set out. Eight was the record last season. Only one with Ernie's personality could smile through such an ordeal.

At the annual meeting of the Pacific Electric Bowling League, held August 15, Gene Harrison was re-elected President and Beach Rogers

was re-elected First Vice President. Betty Hutchinson is the new Second Vice-President, Jimmie Lafranchi, Secretary, and Floyd Carper, Treasurer. Burleigh Manley and Ole Swanson were retained as League Managers, Six O'clock and Eight O'clock Branches, respectively; and Charlie Hill is still on the job as League Scribe. Our best wishes are extended to the officers for the ensuing year, and we know they will do their jobs well, and prove big assets to our league.

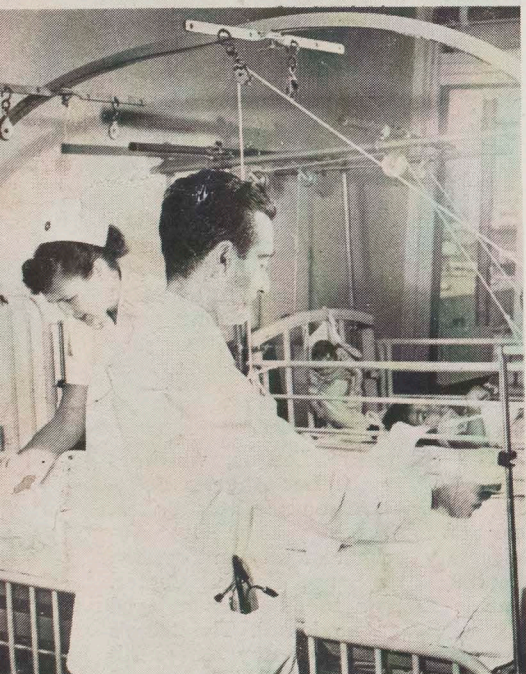
STEAMSHIP LEAGUE

The Steamship League, which is the oldest in the Los Angeles Bowling Association, and is this season celebrating its 25th year or Silver Anniversary, got under way on Tuesday, Sept. 9, at the Sunset Bowling Center. Pacific Electric to date has enjoyed six wins and no losses. The team's personnel consists of Ray Jones, Bill Cowell, Preston Jones, Ted Wolfe, and Charlie Hill (Captain), with Beach Rogers as the alternating substitute bowler on the team. Incidentally, your scribe was elected President of the Steamship League for the ensuing year.

TRANSPORTATION TOURNAMENT

The Fourth Annual Transportation Tournament will be held at the Sunset Bowling Center, the tentative dates being set for Nov. 16 for the team events and Nov. 23 for the doubles and singles. Last year seven of the Pacific Electric League teams participated in this tournament, and the individual members came out well in the prizes offered.

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