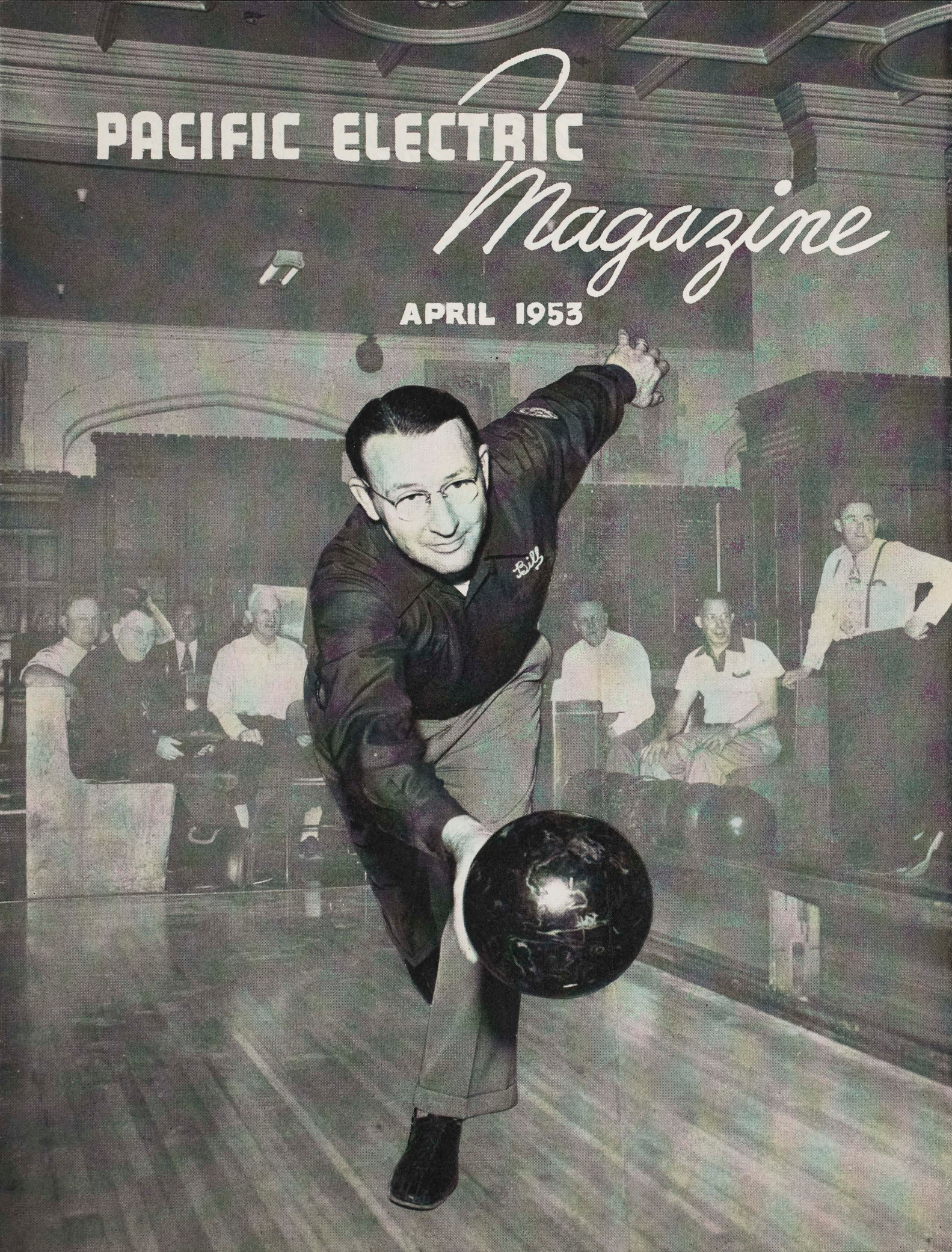


PACIFIC ELECTRIC

Magazine

APRIL 1953



PACIFIC ELECTRIC Magazine

APRIL, 1953

Vol. 34

No. 5

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Paste it inside your medicine cabinet!

Our Cover

HIGHEST AVERAGE BOWLER in the PE League this season is Wilson F. ("Bill") Cowell, Captain of the Motor Transit team and a PE Operator working out of El Monte.

Bill also has the highest average for the season of any member of the PE team that bowls in the Steamship League.

For news of the Annual Bowling Banquet, see Charlie Hill's column, page 29.

ASSISTANTS

Sam M. Akers	Special Assignments
A. L. Bristow and Ralph P. Murphy	System Garages
John S. Burton	You Be Earnest and I'll Be Frank (West Hollywood Terminal)
Louise Byrd	Hospital Association
Milton R. Clark	Mechanical Dept., Western District
Mervin J. Davidson	Masonic Club
Jack DeLaney	Long Beach Freight Station
Byron P. Heath	Post 321, American Legion
Anna Rose Herring	Special Assignments
Charles P. Hill	Bowling News
Ray Lightfoot	Butte St. Freight
Bernard G. Madrid	Northern District
Walter G. McBain	Motor Transit District
Francis J. Oriva	Senior Employees Fellowship
Arlie Skelton	Rod and Gun Club
Suzanne M. J. Smith	Los Angeles Terminal Freight Station
Louis N. Velzy	South Passenger District
Gertrude C. Cornice	Agency Briefs

Copy deadline for the June issue will be May 25

Published Bimonthly

by

**PACIFIC ELECTRIC
RAILWAY COMPANY**

O. A. SMITH

President

OFFICES

610 South Main Street
Los Angeles 14, California

★

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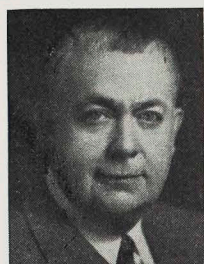
AL ROMMEL

Photography



Freight Is Our Future

INTEREST in developments regarding the sale of our passenger service shouldn't blind us to new developments in our freight service.



G. F. SQUIRES

More new industries are being located on our lines this year than in any other postwar year.

Freight dieselization is being pushed forward by the expected addition of six new diesel-electric locomotives to our present

fleet of 21.

A new line is being built by Southern Pacific from Puente to Los Nietos, in order to speed freight hauls between Colton and the Harbor by as much as a day. Much of this freight will be turned over to PE at Los Nietos.

The Industrial Department has been carrying on studies to improve our team tracks, so that industries which are not large enough to have their own spurs may find our team tracks convenient to use.

Another activity of the Industrial Department which looks toward an expanding future is that its representatives try to induce people who own property near our lines to reserve it for industrial development rather than to sell it for other purposes.

With all this activity going on, or contemplated, it's time for all of us to become more freight conscious than ever. Freight is going to be our future.

G. F. Squires
Vice-President

April, 1953

PACIFIC ELECTRIC MAGAZINE

3

PRESIDENT O. A. SMITH:

"WE'LL KEEP YOU INFORMED"

AT MY REQUEST, Mr. Jesse L. Haugh, President of the Western Transit Systems, Inc., purchasers of the Pacific Electric passenger service, has prepared a statement to employes concerning his general plans for the new company. You will find it on the next page.

The facts as stated by Mr. Haugh concerning the new company represent all that can be said with definite assurance at this time. In a situation of this kind, so many details must be considered that in the short interval since the purchase, only policies of the most general nature can be stated with any assurance.

Both Mr. Haugh and I regret that more specific answers cannot be given at this time to numerous questions we know are in your minds. We promise, however, that if and when new developments of importance occur, you will be informed as soon as possible.

I'm sure you will be interested in Mr. Haugh's biography on pages 5 and 6. His life has been not only a colorful one, but a life dedicated to the service of others. Knowing him as I do, I am confident that Pacific Electric employes who go with the new company will find themselves treated with the utmost consideration.

Rest assured it is our desire that the transfer in operations be made with a minimum of disturbance to employes.

FACTS . . . Concerning the sale of PE Passenger Service

1. The purchaser is Western Transit Systems, Inc., a holding company of which Jesse L. Haugh is President. Western Transit owns and operates lines in Fresno, Calif.; Butte and Great Falls, Mont.; Everett, Wash.; and the Vancouver-Portland Bus Co.
2. The price is approximately \$8,000,000.
3. The property transferred by the sale includes: Macy Shops; Venice, West Hollywood, and Pasadena Garages.
Service and storage facilities at Van Nuys, Sunland, Morgan Ave. (Long Beach), and Echo Park Ave. (Los Angeles.)
Stations at Pomona, Whittier, and Riverside.
Thirty-nine motor coach routes; the present fleet of 660 motor coaches; 35 new 48-passenger coaches now on order.
4. Property to be leased includes:
Office space and station facilities at the Sixth and Main Station.
All other passenger facilities throughout the system, including the Los Angeles St. Motor Coach Terminal, the Subway Terminal, and stations at such large cities as San Bernardino.
The seven existing rail passenger lines and passenger rail cars now in use. It is expected that all passenger rail lines will be replaced by motor coach lines as soon as possible and within two years from the date of final approval of the sale.
5. Mr. Haugh hopes to take over the operation by July 1, 1953, but this date is subject to approval of the terms of the sale by regulatory bodies.
6. Pacific Electric retains and will operate as Pacific Electric Railway Company all existing freight lines and facilities.

PASSENGER SERVICE BUYER SAYS:**“Same Or Comparable Benefits Planned”****TO PACIFIC ELECTRIC EMPLOYEES:**

THE SEPARATION OF the passenger from the freight service of Pacific Electric is an inevitable development brought about by the changing times. I am pleased and honored that my company will become the successor operator of the passenger service, and I shall devote my time and energy toward making it a successful company of which the employes and the people served by it may be truly proud.

Naturally, you are interested and concerned about the effect of the separation upon you. Mr. Smith and I have the interests of the employes very much at heart and we will work out the separation of the two services so as to be as favorable to the employes as possible.

It will be the purpose of the new passenger company to make up its entire roster of personnel from the present employes of Pacific Electric, insofar as possible.

Certain rights accumulated under the Railroad Retirement Act will be preserved to employes transferring to the new company, while other rights will be transferred to the Social Security Plan. While the present Railroad Retirement Tax is assessed on the basis of 6¼% of the first \$300 of each month's earnings, the Social Security Tax will be considerably less in that it is assessed on the basis of 1½% of total earnings not to exceed \$3,600 per year which is the maximum taxable earnings.

Present indications are that the employes transferring to the new company may continue under the Pacific Electric Hospital Plan, as at present.

An adequate plan, similar to the present Group Life Insurance, will be maintained for employes of the new company.

Free transportation will be granted, to employes transferring, over passenger lines of the new company in the same manner and to the same extent that it is presently granted.

I am fully aware that a fine employe-employer relationship is essential to a fine public relationship and that the two are prime requisites to a

successful company from the standpoint of the employes, the public and the investors. With these objectives in mind, we will seek in every way to provide the very best in passenger transit service to meet the public need.

A new light shining in the public mind emphasizes the importance of public passenger transit service for the movement of people in great numbers in order to relieve traffic congestion and private car parking difficulties. With the use of freeways for express service and other streets for local service, it will be possible to improve substantially the scheduled time, the safety, the comfort and convenience of the passengers.

We will standardize equipment to one type of coach — the best one — and thereby keep the cost of maintenance low and inventory of parts at a minimum.

We will work toward the end of having regular daily and mileage inspections of equipment. We also plan to set up about eight major points for cleaning, inspection, servicing and making light repairs. All coaches will terminate at these points and schedules will be written based upon these points as termini for the operators.

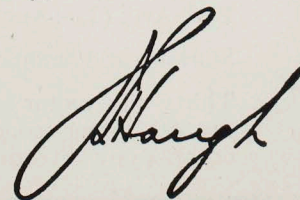
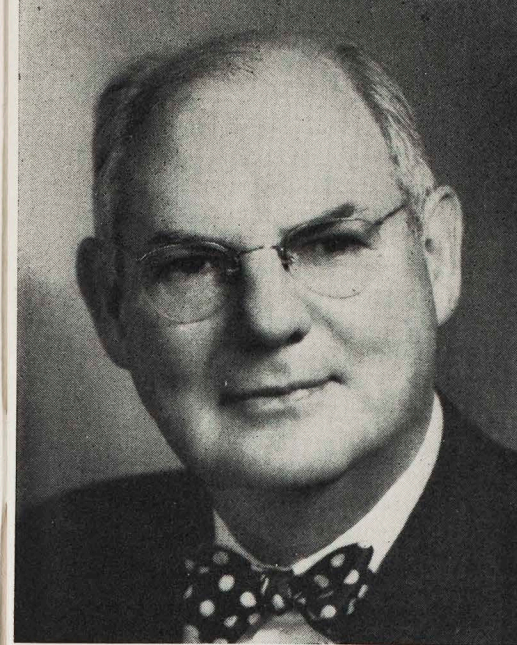
We will endeavor to substitute motor coaches for the remaining rail lines so as to keep costs down and live within a reasonable fare structure.

We will keep abreast of industrial and residential development with new lines and changes in lines so as to provide consistently adequate service.

Our future headquarters will be in the Pacific Electric Building at Sixth and Main Streets.

I look forward to a future association of friendliness and good will with mutual benefit.

Sincerely,

JESSE L. HAUGH

JESSE L. HAUGH likes people. In front of his desk at San Diego are a dozen or so chairs forming a big arc, and a steady stream of visitors fills them from morning till night. His office is nearly always “open” to those who wish to see him. Anyone can call him on the telephone and talk to him personally without having to go through his secretary.

How on earth he can ever get any work done under such an arrangement is a puzzle to his associates. While you are in his office, he is constantly poring over the papers on his desk, making notations here and there, and yet he hears every word that goes on in the conference and the comments he makes and the questions he asks are always to the point. He doesn't miss a bet.

He is very employe-minded. Before he came to San Diego, the company used to have an annual safety dinner for those Bus Operators who had perfect records during the course of a year, usually from 100 to 150. Not long after he took over the San Diego property, the time arrived for the annual safety dinner. He wanted to know how many would be there.

“About a hundred,” was the answer.

He replied that there ought to be more.

“But the other Operators don't have perfect safety records!”

“Invite them anyway,” he replied, and so, present at that first dinner were 500 Operators, plus all the mechanics and the people in the office.

However, the party still wasn't

Meet

JESSE L. HAUGH

President, Western Transit Systems, Inc.

big enough, so the following year he invited the wives too. This year there were more than 1200 at the affair. What's more, Mr. Haugh was out in the lobby shaking hands with them and talking to them before and after the meeting.

Mr. Haugh values his association with the operators and mechanics a great deal. He visits the shops and trainmen's rooms frequently, meeting and talking to people.

He also believes that employes should make reasonable wages, because only good wages can attract the high caliber of people needed to render the public the best in service. That idea of “excellent service” is paramount in his mind.

Jesse Haugh was born in Sodus, near Benton Harbor, Mich., Oct. 17, 1887. The original family came to America from Scotland in 1772, settling in Frederick County, Maryland. Jesse's father was a farmer and lumberman who pioneered the development of Berrien County, Michigan. Unfortunately, his father passed away when Jesse was only one year old, and his mother took in boarders to keep the home together.

“Everyone around town always thought we were well off,” says Mr. Haugh in recalling those early days. “The interesting part of it was that we didn't have any money, but it was certainly true that Mother gave us the best of homes. Mother believed that if we worked hard and gave to charity the Lord would take care of us; and that is exactly what happened.”

Mr. Haugh first entered railroad work at Wabash, Indiana, in 1904 as a Rodman at the age of 17 for

the Big Four Railroad (New York Central Lines). From 1905 to 1918, he became successively Draftsman, Instrumentman, Topographer, Assistant Engineer, Locating Engineer, Office Engineer and Assistant to the Chief Engineer with the Chicago and Northwestern Railroad. From 1918 to 1920, under the government control of the railroads, he was Engineering Assistant to the Regional Director, Western and later Northwestern Region, United States Railroad Administration, Chicago.

On Jan. 1, 1920, he became Assistant to the President of the Union Pacific System, and from Sept. 13, 1929, to February of 1942, Vice-President, in addition to continuing his duties as Assistant to the President. He planned and developed industrial properties for UP at Omaha, Kansas City, Denver, Salt Lake City, Los Angeles, Portland, Spokane, Seattle, and other cities.

With respect to Los Angeles, he assisted in the location of such firms as U. S. Rubber, Goodrich Rubber, and Sears, Roebuck & Co.; was instrumental in the construction of the Overland Terminal Warehouse at 9th and Alameda Sts.; worked jointly with representatives of the Southern Pacific and the Santa Fe during the construction of the Union Station; and was responsible for the construction of UP's East Los Angeles Station near Atlantic Blvd. and Anaheim-Telegraph Rd., and the substitution of bus for rail passenger service from that station to Glendale, Pasadena, Long Beach and Anaheim.

(Continued on Next Page)

Meet Jesse L. Haugh

(Continued from Page 5)

He organized, developed and managed the Union Pacific Bus Lines that operate extensive bus service between Chicago and Kansas City to Los Angeles and Portland.

During his last period with Union Pacific, he advocated and enlisted national interest in the construction of manufacturing, processing and storage plants in the West for defense purposes. Also during his term as Vice-President, the Union Pacific's famous fleet of streamlined trains was inaugurated. As special representative, he headed the tour of the nation with the "Train of Tomorrow"—the first streamlined train with diesel power in America.

In March, 1942, he became President and Chairman of the Pacific City Lines in Oakland; and in 1946, President of the Key System in Oakland and San Francisco. In 1947, he became Director in the Airport Limousine Company of San Francisco and Oakland, and developed the business from a dilapidated outfit into an efficient operation.

On Feb. 1, 1946, he organized and headed the Western Transit Systems, Inc., a holding company which bought and which operates bus lines in Butte and Great Falls, Montana; Everett, Washington; Fresno, California; and Vancouver-Portland, Oregon. On July 26, 1948, in addition to the above, he became President of the City Transit System, which operates the San Diego Transit System and the San Diego and Coronado Ferry Company.

Mr. Haugh has always been very active in civic work. In Omaha, he served as President of the Omaha Chamber of Commerce, President of the Community Chest, Chairman of the Christmas Seal Drive, Director of the Omaha Florence Home for the Aged, Regent of Omaha University, Director and Treasurer of the Omaha YMCA, Director of the American Red Cross and Director of the Nebraska Tuberculosis Association.

In San Diego he has been a director of the San Diego Hospital Association—which is about to build a new hospital; Chairman of the Great Southwest Tunnel Project to

put a tunnel under the mountains from San Diego to Imperial Valley, a member of the Board of Directors of the San Diego Chamber of Commerce, a member of the Board of Directors of the Community Chest, Regional Director of the Labor-Management Committee for Defense Manpower, President of the California Transit Association, a member of the Board of Directors of the American Transit Association, 1952 Chairman for the Christian Committee for the United Jewish Fund, and Chairman of the American Red Cross Drive for 1950.

Mr. Haugh is a member of the First Presbyterian Church of San Diego. During his many years in the City of Omaha, he was an active member of the Dundee Presbyterian Church. Prior to his departure from that city, the publication of the Church "Dundee News" paid tribute to him and commented that he had been a member of the Dundee Presbyterian Church for twenty years and was Chairman of the Board of Trustees and Building Committee during erection of the \$225,000 church edifice which was completed in 1929. Again, he was Chairman of the Building Committee in 1941-42 during the construction of a \$150,000 addition. Also, he served as Vice-Chairman of the Board of the Presbyterian Theological Seminary.

He was married June 4, 1912, to *Edith Melissa Applegate*. The Haughs have three children. Their daughter, *Dorothy Lee*, studied music at Juilliard. She is now *Mrs. Waldo Greiner*; Mr. Greiner is an attorney. Both sons, *Richard*, 35, and *James*, 33, are associated with their father in the transit business. Richard is Vice-President and Treasurer of the Western Transit Systems as well as Secretary to the City Transit Systems of San Diego. James is Vice-President and General Manager of the Western Transit organization. All three children now reside in San Diego.

It was while assisting the Union Pacific officers to arrange a stamp exhibit in Omaha in 1934 that Mr. Haugh became interested in his hobby of stamp collecting. Intended at first to be of interest only to Omaha citizens, the stamp exhibit grew to national magnitude, and a special stamp was issued in honor of the event.

Today he has 175 volumes of books filled with stamps, including many "first day covers" (envelopes addressed to himself and mailed on round-the-world flights, first airplanes to serve new territories, maiden trips of new liners and trains) commemorating many important historical events.

Mr. Haugh likes to read. He enjoys fiction but seldom has the opportunity to pursue it any more. Most of his reading is in the business and political fields. He also receives a great deal of inspiration from reading the Bible, having once taught Bible classes in Omaha.

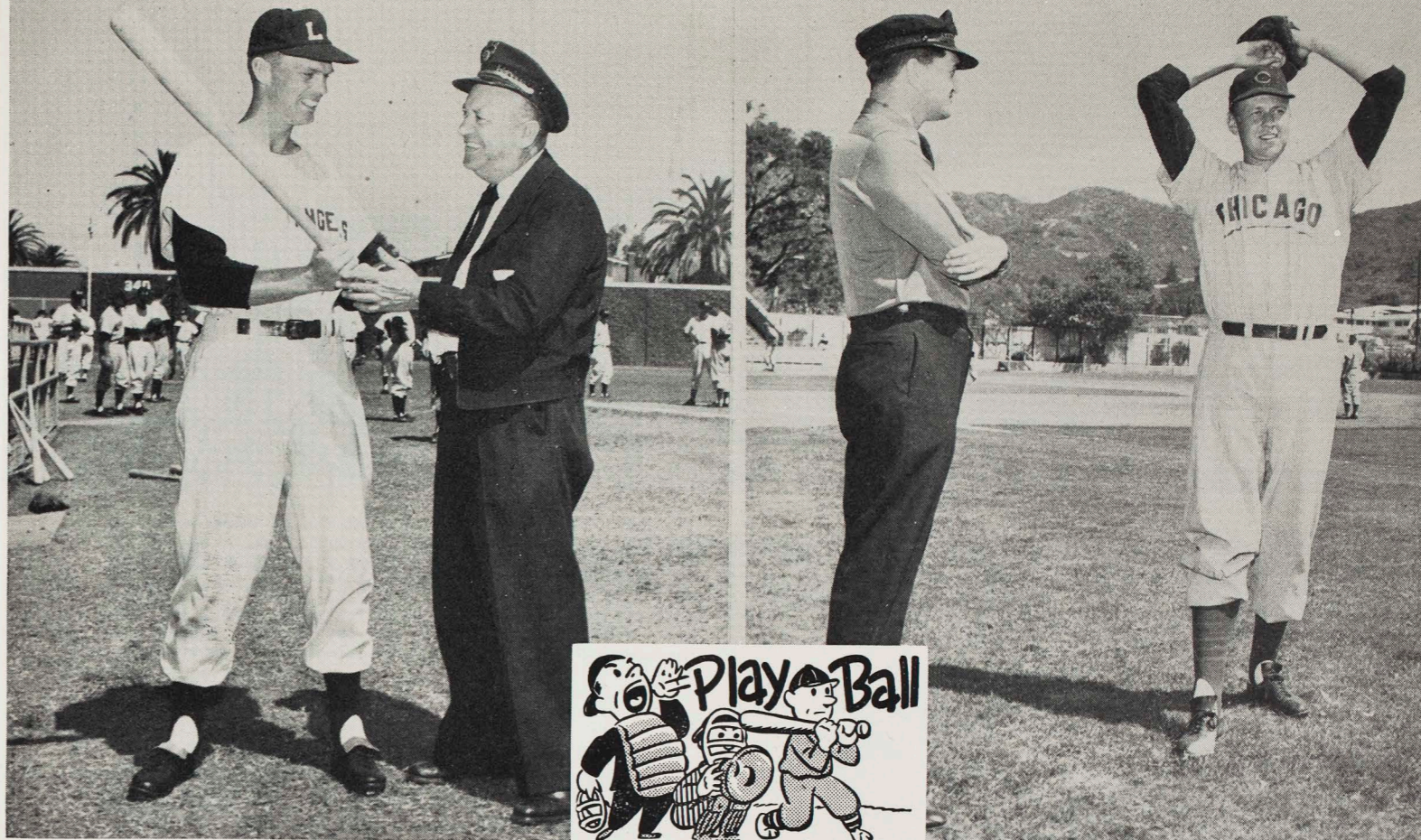
"This sounds trite, but it is nevertheless true: Mr. Haugh's hobby is transportation," says one of his San Diego associates. "I have seen him working at his office on weekends. I have driven down Broadway late at night and have looked up at his window to see him bending over his desk. Such a steady grind would wear most men out, but when you have an opportunity to run into him on such occasions, he looks fresh and relaxed, as if he had just come to work.

"I'll never forget one afternoon. It was late, around 6:30 or so. All of us had been working several days on a particularly knotty problem—a problem in which the future of the company hinged on making the right decision. There was a group of us in Mr. Haugh's office. We had been there most of the afternoon and we were tired. Mr. Haugh looked up at the clock.

"Well! Look how late it is! he said. 'Let's eat!'"

"With that he cleaned up his desk, put his papers in the drawer, locked it, and that was the last we heard of the knotty problem. For the rest of the evening, he laughed and talked as if he didn't have a care in the world. How a man can be so relaxed in a serious crisis is something that is hard to understand.

"That is why I say that I think transportation is his real hobby," continued his associate. "He seems to be happiest when he is working at it; and the tougher the problem, the happier he seems to be. Perhaps it all goes back to the philosophy of his mother: 'Work hard and never worry.'"



GOOD BATTING STANCE is shown H. N. Chambers, Motor Coach Operator for the Angels, by L.A. Centerfielder Bob Talbot.

WARMING UP is Chicago Cubs Pitcher Bob Rush, while Russell Colt, who drives Cubs during spring training in L. A., watches.

BUSSES FOR BALL PLAYERS

SPRING BASEBALL TRAINING for the Chicago Cubs and the Los Angeles Angels means pleasant special assignments for Operators *Hugh N. Chambers* and *Russell Colt*.

For the past five years Chambers, an old semipro player himself, has been driving special PE busses for the Angels. This was Colt's second season doing the same thing for the Cubs. Both men like the job, which gives them a chance to meet and talk to men of fame in the baseball world.

Because both Chambers and Colt are known by name to team officials, and because both men have made themselves popular and useful, they are always asked for by name when team managers request transportation.

Colt made four trips with the Cubs this spring, between their headquarters at the Los Angeles Biltmore and Fullerton, Pasadena, San Bernardino, and Glendale.

Chambers carried the Angels between their headquarters at Fullerton and Wrigley Field, San Bernardino, Long Beach, and Glendale.

PE has handled the Cubs for 14 seasons, and the Angels for 10 or more. The company has also handled the St. Louis Browns, the Pittsburgh Pirates, the New York Giants, the Chicago White Sox, and numerous Coast League teams. Operator *Barney Rudd* made many baseball specials until he accepted a regular assignment.

Years ago when the Cubs had headquarters in Pasadena, they used to hire the PE business car for a rail trip to Venice and Hill, whence they would walk to the ball park at Washington and Grand.

"HE'S DOING A GREAT JOB WITH THE KIDS"

GUS EINERT, PE Freight Conductor with 30 years of service, was a solid puncher in his younger days as a boxer (see the Dec. 1952 issue of the PE Magazine). Now, he's a solid citizen out in Beverly Hills, doing his part in promoting community betterment.

Currently, Gus is teaching boys the manly art of self-defense out at the Beverly Hills YMCA. Donating his time and services, he says, "I really enjoy working with the boys. Not trying to make professional fighters of them—just showing them how to take care of themselves."

Cap Dix, Beverly Hills "Y" associate physical director, is lavish in his praises of Einert: "We think a lot of Gus. He's doing a great job with the kids. Knows how to handle them. His high standing in the community and fine character make him a fine example for the lads, who idolize him."—*Sam Akers*

Chief Engineer's Career

DECIDED BY THE FLIP OF A COIN

(Fifteenth in a series of interviews with PE Executives)

THE FLIP OF A COIN decided the career of *Fred-eric W. Spencer*.

"I was equally interested in both medicine and engineering," says PE's Chief Engineer, "and when the time came for a final choice, I flipped a coin with a school friend of mine to see which it should be."

It's interesting to speculate on what would have happened if the coin had turned the other way. Talk to Fred Spencer for awhile, and you'll probably decide he could have achieved equal success in whatever career he picked out for himself. In addition to his scientific interests, he also has a turn of mind for philosophy, loves concerts and other forms of music, and has even been known to write a sprightly limerick! At the age of 13 he had read Dr. Eliot's entire Five-Foot Shelf of Harvard Classics!

He was born, the eldest of six children, including one brother and four sisters, in Port Morien, Nova Scotia. His father, purchasing agent for the Maritime Fish Corporation, at a later period went into the ship chandlery business.

As a boy, Fred enthusiastically divided his time between reading anything he could get his hands on, and taking an active part in sports, while he went to grammar school and high school in his home town.

When it was time for college, he attended Acadia University, near Grand Pré, whence (after the coin flipping episode) he received a B.S. degree in applied science—mainly civil engineering. During summer vacations he got his first taste of railroading by working in the Engineering Department of the Sydney and Louisburg Railroad at Cape Breton as Chainman, Rodman, and finally Transitman.

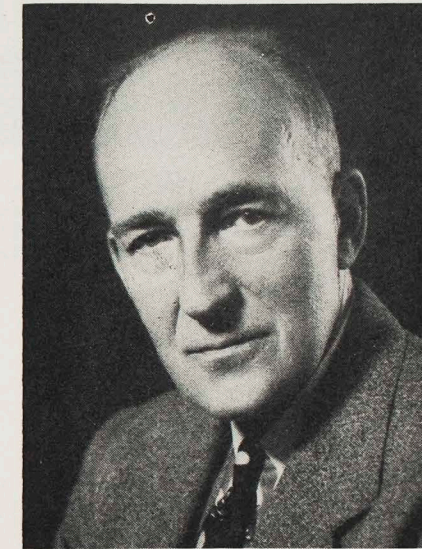
Upon graduation he joined his father in the ship chandlery business—outfitting boats with engines, salt water fittings, etc.—but decided after four years he didn't like it.

Coming to California on an extended vacation in 1920, he made up his mind to stay. Perhaps it was the mild climate—or perhaps the climate was further improved by the presence of a Los Angeles girl he met and married that same year—*Esther Bancroft Campton*. At any rate, completely unknown, he applied for a job in the Pacific Electric Engineering Department. *C. K. Bowen*, who a few years ago retired as Assistant to President, gave him a job as Computer in April, 1920.

He moved up the ladder—meanwhile becoming a naturalized citizen—as Structural Inspector, Estimator,

Chief Estimator, and Assistant Engineer, and was in charge of the Field Bureau from 1932 to 1945, when he was appointed Engineer of Planning and Development. In this latter capacity he was a quasi-public relations officer so far as the freeway program, then under study, was concerned. As a member of the Metropolitan Traffic and Transit Committee, he studied with great care the Los Angeles freeway program, on which he spoke—and still speaks—with authority. His work was chiefly to coordinate Pacific Electric's postwar planning with that of the city, county, and state.

On Jan. 1, 1951, Mr. Spencer was appointed Chief Engineer upon the retirement of *E. C. Johnson*. Although the title of Engineer of Planning and Development was then abolished, he still continues to carry out its functions, in addition to his regular duties. His has been the difficult job of adapting the physical property of the largest inter-urban rail passenger system in the world to the needs of a growing motor coach system, and at the same time maintaining a reduced system of rail mileage in condition to handle a growing freight and



FREDERIC W. SPENCER

heavier motive power.

In addition to his membership on the Metropolitan Traffic and Transit Committee, Mr. Spencer is a member of the American Society of Civil Engineers, the Los Angeles Athletic Club, the Los Angeles Chamber of Commerce, and PE's Industrial Development Committee.

Mrs. Spencer has distinguished herself in work with women's clubs. For the past four years she has been State Chairman of Youth Conservation for the California Federation of Women's Clubs. In 1950 she represented the California Federation in the Mid-Century White House Conference on Children and Youth, at Washington, D. C. She is also Executive Vice-President of the United Cerebral Palsy Association.

The Spencers have one child, *Richard*, 31, who is on the engineering staff of the International Business Machines plant at Endicott, N.Y.

A gentleman of culture and attainment, the Chief Engineer is likewise easily approachable, and has a way of putting others at their ease by his easy, friendly manner of conversation. He enjoys a chuckle, too, and can tell a good story with a sparkling wit and humor that is calculated to draw smiles from his hearers.

Next Issue: **Russell Moebius, General Superintendent**



↑
TRAINS KEPT MOVING even though the PE bridge over the Santa Fe tracks just west of San Bernardino was in process of being raised. While the train pictured was crossing, bridge had been raised 9 inches, but was not allowed to rest on jacks.

←
CLOSER VIEW of one of the bridge supports, showing 100-ton jack under wooden framework near steel bents. Workmen are measuring distance bent has been raised from concrete base.

Trains Keep Going While Bridge Rises

FREIGHT TRAINS kept running across the PE bridge over the Santa Fe tracks near San Bernardino last March 25 even while the 500-ton, 225-foot bridge was in process of being raised 22 inches to give more head room for higher Santa Fe cars.

It was a one-day job to jack up the bridge, although preparatory work required several days. B & B Supervisor *Burleigh Manley* supervised the work done from plans devised by the Structural Department.

Before the actual raising started, the roadbed on each side of the bridge had been raised 22 inches without removing or disconnecting any of the rails.

Also before the raising of the bridge began, its connections at each end were severed, and the steel bents supporting each span were unbolted from their concrete bases.

The entire bridge was raised in one piece by use of heavy wooden posts and eight 100-ton hydraulic jacks placed as in the accompanying photos. The rails, still connected, rose with the bridge. There was sufficient slack between joints to permit the rise.

Steel beams, called grills, were placed criss-cross beneath each column base, welded, and bolted.

When trains came along, they were not permitted to pass until the weight of the bridge was off the jacks and on temporary supports.



TROLLEY BELLES



PAST PRESIDENTS—Present at the Silver Anniversary meeting of the PE Women's Club were these Past Presidents: Left to right, front row: Mmes. J. B. Green ('28-'30), W. A. Bishop ('31-'32), Clifford Curle ('34-'36), Lloyd Murphy ('37-'38),

Frank Hart ('39-'40), William Shoup ('41-'42); rear row: Mmes. William Hasty ('42-'43), Ralph Howe ('43-'44), Avery Andrews ('44-'45), William Smart ('45-'46), Frank Palmer ('46-'48), Clare Leatherman ('48-'50), C. Wheeler ('51-'52).

Women's Club Celebrates:

SILVER ANNIVERSARY

ITS SILVER ANNIVERSARY was celebrated on Thursday, March 26, by the Pacific Electric Women's Club, with Mrs. Carl Gramling, the incumbent and 20th President, presiding. Exactly 50 members were present, including five charter members and 13 Past Presidents.

The first President, Mrs. J. B. Green, wife of the retired General Garage Foreman, was present, as was also Mrs. Fred E. Geibel, who, with her husband, formerly Supt. of Equipment as well as President of the Pacific Electric Club, founded the Women's Club back in 1928.

Reassurance (as if they needed any!) of the increasing importance of women to the world was given the ladies by Speaker-of-the-day Earl O. Miller, Tax Agent and prominent member of the Speakers Forum, who chose as the title of his speech, "Women in This Changing World." He was introduced by the Program Chairman, Mrs. Viola Hendrick.

Other entertainment was provided by Mrs. Freda Patterson, who sang two lovely soprano solos.

A large, beautifully wrapped box of chocolates was presented to the

Club by H. Brad Atwood, Asst. Manager of Public Relations, on behalf of President O. A. Smith and the executive staff. Mr. Atwood substituted early in the meeting for Manager of Public Relations James G. Shea, who arrived later after an unavoidable delay due to an important conference. Mr. Shea briefly reassured the ladies as to the effect on employes of the looming sale of the Pacific Electric passenger service.

Other special guests were PE Club Manager Sam Newcomer and PE MAGAZINE Editor W. Warren Silliman, Jr. Mr. Silliman led the meeting in the pledge to the flag and in singing "America," and Mr. Newcomer spoke a word of friendly greeting.

After the program, the ladies adjourned to the Tea Room, where refreshments of ice cream, cake and tea awaited all.

General Chairman of the party was Mrs. Clare Leatherman. Assisting her were Mmes. William Shoup and Viva Juett, who arranged flowers in green and white, the Club colors; Mrs. Dora Murphy, who made the attractive silver and white



CHARTER MEMBERS—Among those present at the festive Silver Anniversary meeting were these five ladies, who were also at the first meeting, May 12, 1928. Left to right: Mmes. Harry Pierce, Jonas Frownfelter, Henry Bell, J. B. Green, and Fred E. Geibel.

25th anniversary table decorations; and Mmes. Edith Thomas, William Fisher, Joseph Adams and Anne Grogan, who poured tea.

Early history of the Women's Club was told by Mmes. Green and Geibel.

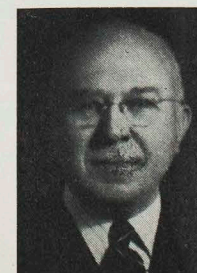
"The women used to go together to the former PE Camp at Lake Arrowhead," said Mrs. Geibel, "and I suggested to my husband that it would be nice to keep together as a club. He then, as President of the PE Club, called a meeting of interested women. Only a relatively few were present at the organizational meeting, which was held at 514 E. 8th St., where the PE Club then had quarters."

"First name of the club was the Ladies' Auxiliary," recalls Mrs. Green, "but the name was changed during my term of office to the present one."

Mrs. Green recalls as an outstanding event in the club history that at the installation of her presidential successor, Mrs. George Miles, in 1930, a huge wooden "cake" was made at the Torrance Shops and assembled on the stage of the PE Theater. Inside this cake were the new officers, who stepped out as their names were called.

Among well-known speakers who have addressed the Women's Club are Rabbi Edgar F. Magnin, Sheriff Treager (predecessor of Sheriff Biscailuz), John S. McGroarty, Mrs. Anna Green (one-time Chairman of the State Federation of Women's Clubs); as well as numerous railroad officials such as A. T. Mercier, D. W. Pontius, O. A. Smith, Clifford Thorburn, F. E. Geibel, N. B. Vickrey, Ed Thomas, etc.

At one time the Women's Club had branches in Torrance and Riverside, each with its own group of officers. The all-time high in membership was during the administration of Mrs. W. A. Bishop, third President, 1931-32, when the roster showed 232 members, 50 of whom, it is said, joined due to Mrs. Bishop's efforts.



FRED E. GEIBEL, late retired Supt. of Equipment, who helped organize the PE Women's Club.

To Attend Convention

MILDRED BATES (Accounting Dept.), First Vice-President of the RBWA in Los Angeles, and Jean Pratt (Auditor's Secretary), Editor, RBWA HILITES, have been elected as delegates to accompany President Marjorie Heyer (Santa Fe), to attend the Railway Business Women's Association National Convention in St. Louis May 15, 16 and 17. Another delegate, Anna Koks (Southern Pacific), Recording Secretary of the Association, was also elected to attend.

The RBWA is the second largest club for women in the country. One of its purposes is to establish a home for retired railroad women which these delegates will support at the Convention.—Anna Beseman.

PE Transfers

CATHERINE MELI, formerly H. O. Marler's Secretary, has taken over Bea Rowe's desk in the President's Office while Bea takes a 90-day leave of absence. Catherine reports that a small luncheon was held at Al Levy's on March 19 honoring Bea. The gals gave Bea a corsage of pink rose buds and were vastly amused when the luncheon was mistaken for a bridal shower—Bea having been married for 20 years! Those attending included Jesse Eaton, Helen Semnacher, Clara Doll, Ellouise Nauman, Patricia Van Dusen and Catherine Meli (the gals all missed Ilma Bateman, who unfortunately was home ill). Bea is planning a trip east to visit her family in Ohio. She has joined classes in pattern making and sewing which leave her "more confused after the first lesson than before," she says. But she should return with a beautiful "trousseau"!

Ambitious Bea worked hard the first week doing her spring house cleaning, but is now spending considerable time leaning over the back fence exchanging notes on knitting stoles (see the August PE MAGAZINE, page 20).

Incidentally, when you go into the Passenger Traffic Department these days, you will find Margaret Koopman replacing Catherine Meli and Jeanne Day from the Transportation Department behind Margaret's desk!

First 1953 Baby?

THE HONOR of being parents of the first New Year's baby born in a PE family seemingly now goes to Signalman and Mrs. Harry J. Allston, Jr., who challenged Asst. Terminal Foreman A. M. Brouwer's grandson, David Floyd Thomas, born Jan. 4, for the title.

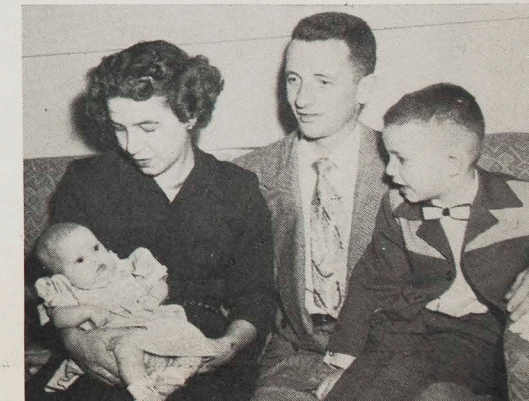
Judith Marie was born to the Allstons on Jan. 1 at 8:43 p.m. in Monte Sano Hospital. She weighed 6 lbs., 7½ oz., and has a little brother, Jerry, who was 5 on Jan. 14.

Declares Mrs. Allston: "I was in the same room with a mother who won all kinds of prizes for having the first baby of the New Year in Los Angeles—her baby was born just a second after midnight New Year's Eve. I don't think it was fair, though, because our baby had a normal birth and the other was born by caesarian section."

Says Father Harry: "I knew about the prizes, and kept telling her, 'Come on, let's go!'"

Nevertheless, the Allstons won a set of baby silver from the "Queen for a Day" program, which offered such a gift, according to Mrs. Allston, to the family of any baby born in Los Angeles on New Year's Day.

WINNERS—Signalman and Mrs. Harry J. Allston and son Jerry, 5, think Judith Marie, born Jan. 1, 8:43 p.m., wins honors as the first PE baby for 1953.





NOW HOUSE ON WHEELS—Remodeled Coach 315, with new owner, Pasadena Industrialist F. J. Machovec, at extreme right, and two PE Operators who used to drive the coach out of West Hollywood—Harry Sweet, left, and Gordon Jackson, now of Pasadena.

HOUSE on WHEELS

Former PE Bus No. 315 Purchased and Remodeled as Traveling Home by Wealthy Pasadena Businessman

OLD FRIENDS gathered at the 6th and Main Bus Deck one spring morning to see what had happened to Old 315.

Amid a lineup of sleek new 2800's this 12-year-old former PE Motor Coach 315 drew all the attention.

"She sure got a face-lifting, or would you call it reincarnation?" ran the comment from President O. A. Smith, staff executives and other employes who looked her over. "She's a real beauty."

For 315 had changed from PE bus to Private House Car of F. J. Machovec, Pasadena industrialist.

The transformation started in May, 1952, when 315 was acquired by Machovec after the bus had been retired following 11 years on Pacific Electric lines. With Earl Ogden, retired PE mechanic, doing much of the work, 315 got a thorough going-over.

Seats were removed. Collapsible doors were replaced by solid ones. Sides and ceiling were insulated with rock wool. Some windows were replaced by

metal. The floor was tiled and carpeted. The exterior got a silver paint job, the interior a blue one.

The coach was equipped with a 2000-watt automatic generator supplying electricity for cooking, heating, lighting, refrigeration and radio. Heat is piped through the original heaters. The system also heats water and operates an automatic water system maintaining pressure of 20 to 40 pounds at all times.

Furnishings include electric stove and refrigerator, sink, lavatory, shower, toilet, bunk and chair beds, tables, plenty of cabinet space for one month's supplies for two persons — everything found in the longest, most luxurious auto trailers, and then some. The House Car is spacious enough to sleep four persons comfortably.

Machovec, who heads the Modern Manufacturing Co., 160 N. Fair Oaks Ave., Pasadena, has spent approximately \$6,000 on the coach so far and expects to spend another \$1,000 before pronouncing his home-on-wheels in final shape.

KITCHEN of house-on-wheels being inspected by President O. A. Smith, left, who made no report on contents of the refrigerator.

DINING AREA—Passenger Traffic Manager H. O. Marler tries out the comfortable upholstery around the folding dining table.



HE COMMUTES 116 MILES A DAY!

"I WOULDN'T DRIVE in this traffic."

That's why Earl Ledbetter, Terminal Electrician at the Los Angeles Union Station, has been commuting by PE bus to and from Riverside for the past 6½ years. The one-way bus route measures 58 miles.

He leaves Riverside at 1:45 p.m. to get to his job, which begins at 4 p.m. and ends at midnight; and catches the 12:40 a.m. bus, which gets him to Riverside at 2:38 a.m.

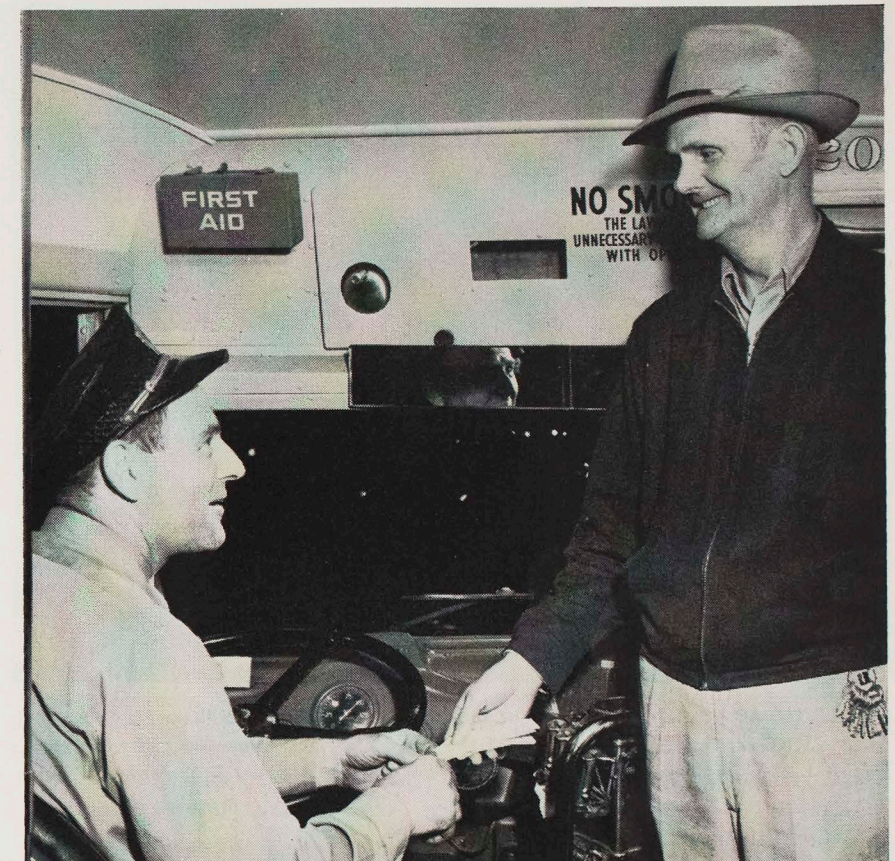
"I spend most of my time at home sleeping," he cheerfully admits.

"Why don't you move closer to your job?" we inquired.

"It's cheaper to live in Riverside, and the air is better!" was the quick reply. "Some day we might build in Pomona, but I'd still ride the bus. Why don't I get a job closer home? Because I prefer to work where my seniority rights hold good."

Mr. Ledbetter buys one 30-ride commutation book a month, at a cost of \$35.63, and says one book is enough because he rather frequently rides into Los Angeles on the trains of his employing company, the Union Pacific.

On his home-bound PE trip, Mr. Ledbetter has become well acquainted with PE Operator Owen Whittaker, who he says, "has been on the outbound run ever since I



MARATHON COMMUTER—Earl Ledbetter, right, gets his commutation ticket, good for a ride between Los Angeles and Riverside, punched by PE Operator Owen Whittaker.

have." The LAUPT employe is usually the last passenger to leave Whittaker's run.

Operators on inbound trips vary,

though Herman Schemm usually drives from Riverside to Pomona, where he is ordinarily relieved by E. A. Anderson.

A FEW MORE STEPS -- TO SAFETY

IF EVERY NEW EMPLOYE could be followed up in his daily work until every move he made was a safe one; if every new employe could be taught to think of the safe way first at all times, we would have no need for safety campaigns.

Railroad supervision is safety-minded, but its problem is to impress upon every employe that the safe way is the only way. Probably all of us at some time or other have heard a railroader being corrected for indulging in some unsafe practice, and have heard his reply (or later comment): "Why, I've been doing it that way for umteen years and never got hurt." This may be so, but how about the new man who sees the "old head" working in an unsafe manner without realizing the risk? Isn't the new man pretty liable to get

hurt the first or second time he tries the same dangerous practice, thinking all the while that because the "old head" did it that way, it must be safe?

We can do our work in either of two ways: the safe or the unsafe. The safe way may take a bit longer or involve a few more steps than the other, but if we learn the safe way first and then always use it we know we will never have to pay back time "saved" by lying in hospital beds wishing we hadn't taken that chance. If we develop the safety habit, we will soon find that we are doing our work just as easily as the unsafe worker.

The man who got hurt didn't think he was endangering himself — he just didn't think. — From "Safety Flashes," the B&O Railroader.



LETTER HOME—Here's how Wingfoot Industry Clerk and Mrs. William M. Green look when a letter arrives home from one of the handsome sons shown at right. At top is Robert J., 20, Fireman, 3/c, Navy; and William R., 18, Airman, 3/c, Army Air Force.

BILL GREEN, TRANSPORTATION HOBBYIST

TRANSPORTATION of all kinds seems to interest Industry Clerk William M. Green of Wingfoot Station.

When he started with PE on Dec. 16, 1925, as a Messenger at Butte St. Yard, he rode a bicycle on Alameda St.

Up to about four years ago, when the family moved into a neighborhood which forbade the raising of pigeons, Bill's hobby was flying racing birds, some of which were imported from France and were valued at as much as \$150 each. He has several cups his birds won for him.

And, of course, he works for a transportation company!

At the present time, his two sons are also in the "transportation" business. Robert James, 20, has been in the Navy for two years at a destroyer base in San Diego, and by this time is doubtless on his way to Korea on the destroyer McKean. He is a Fierman 3/C. Robert, in-

cientally, played center on Fremont High's city championship football team in 1950.

William R., 18, is an Airman 3/c in an Air Force C-97 and jet squadron at Palm Beach International Airport, West Palm Beach, Fla. He's been in service a year. A 1952 graduate of George Washington High School (and its B-team quarterback), he served as an extra Station Clerk for PE before entering military service.

Father Bill's other "transportation" interest is bowling on the BRC Railers team with his half-brother, Bob Rachford. Bill loves to see a bowling ball transport itself down the alley for a good solid strike!

He's also interested in communications. His red-haired wife, Marie, better known as Pat, who looks too young and acts too animated to be the mother of grown sons, is a Supervisor of directory compilation in Pacific Telephone's classified ad department!

Stork-tistics

Twins for Ferrises

AN ILL-CONCEALED SWAGGER was noticed about the attitude of Asst. Head Clerk Frank Ferris, of Pay Roll Accounts, when he came to work on Monday morning, April 6.

The cause was twins, Kathleen Nancy and Kevin Christopher, born at 4:15 a.m. at Downey Community Hospital the previous Saturday, to Frank and his wife.

The mere fact of twins would have been sufficient to account for the swagger, but Frank adduced still further reasons—without urging.

"The aggregate weight of the twins—16 lbs., 11 oz.—set a hospital record," said he with pride. "Furthermore, the doctor told us only 40 cases of twins aggregating such a weight have ever been reported in all medical history."

Kathleen weighed 9 lbs., 3 oz.; Kevin, 7 lbs., 8 oz.

Frank is still seeing double. The Ferrises have one other child: Michael, 17 months.

Laseter Grandchild

DEBI LYN, 6 lb. 1½ oz. first grandchild of Venice Garage Carpenter and Mrs. James L. Laseter, and daughter of Lt. and Mrs. James W. Laseter, made a marine landing in a hospital in Honolulu March 14.

Debi's father, a first lieutenant in the Marine Corps, is a jet pilot stationed in Honolulu at the present time. For a few months before his military career started in 1948, he worked as a PE Chainman. He has a record of 112 missions in Korea as a member of the "Checkerboard" Marine Corsair Fighter Squadron.

Lt. Laseter and his family are expected to return to California this spring.

Grandpa Cooper

HAL DAVID made Assistant Supervisor Charlie Cooper a grandfather for the sixth time by being born March 18 to Mr. and Mrs. Jack Peterkin at Beverly Hospital, Montebello.

The fifth grandchild came in February, when David Rolls was born to Mr. and Mrs. William J. Bryan of Barstow.

"Life-Giving" Plan

APPRECIATION for the "life-giving services" of the Hospital Association is expressed in the following letter from Ernest V. Stevens, South Freight Trainman afflicted with a serious throat ailment, to Dr. E. C. Heringman, Chief Surgeon. Says Mr. Stevens:

"I would like to express my very sincere and heartfelt appreciation for all you have done for me during my illness and convalescence this past year.

"For Dr. Abbey's untiring determination to find the cause of my illness, [and] for his guidance, comfort and friendship through the whole ordeal. [Dr. Abbey is a staff throat specialist].

"For securing the services of Dr. Sam Perzik [also a specialist].

"For the wonderful care and service at the Santa Fe Hospital, [where] my every desire was granted.

"For the consideration and help during my convalescence and readjustment. Had I not been fortunate enough to participate in a medical plan whereby each employe contributes a monthly sum, I would never have been financially able to obtain all the life-giving services that your department secured for me.

"In closing, I have appreciated your wonderful services to the fullest extent, and shall never forget all you have done for me."

Benefits Paid 67

BENEFIT PAYMENTS to employes for dependent hospital benefits from Jan. 1 through March 31 totaled \$8,157.06. These claims were paid to 67 employes by the Provident Life and Accident Insurance Co., through the PE Hospital Association.

Most were first-time claims; however, three were third-time claims, and 12 were second-time claims.

Largest individual claim was for \$432, a second claim paid to South Brakeman Arthur Preston, Jr., for the benefit of his daughter.

The five sons of South Brakeman Joseph R. Gillilan were benefited to the tune of \$358.45.



PHARMACY ENLARGED—Drug Clerk Lucy Bernal and her customers look pleased over the lengthened counter. The storage and work room has also been considerably enlarged.

Bennett Inducted

PHILIP A. BENNETT, Assistant Bonder and Welder, Engineering Department, was called into active service in the Naval Air Force March 25, following his enlistment a few weeks earlier. This will be his first tour of military service.

A graduate of Alhambra High School in June, 1952, he had been with the company since July 17, 1952; is single; and has been living with his parents, Mr. and Mrs. W. B. Carrier, 6126 Kauffman St., Temple City.



PHILIP A. BENNETT

Bennett has several uncles connected with Pacific Electric, including Fred T. Middleton, Chief Valuation Estimator; R. V. Rachford, General Chairman, BRC; William Green, Industry Clerk, Wingfoot Station; and Bryan B. Loftin, retired Substation Maintainer. Phil's brother-in-law, Victor Riesau, is a Typist in the Schedule Bureau.

Singing Commuters?

GENTLEMAN from Glendale who says he has been a daily commuter on PE transportation for years writes to President O. A. Smith suggesting that in "the spirit of good will" PE should "instigate a 'singing fest' car or cars for the ones who are interested."

He points out the friendships that would develop among many commuters who, though they see each other every day, yet are strangers.

Although Mr. Smith was forced to discourage the idea on the ground that "not everybody is musically inclined," he declared in reply to the Glendale gentleman that "it is too bad that everyone does not feel the same as you do about music and good fellowship."

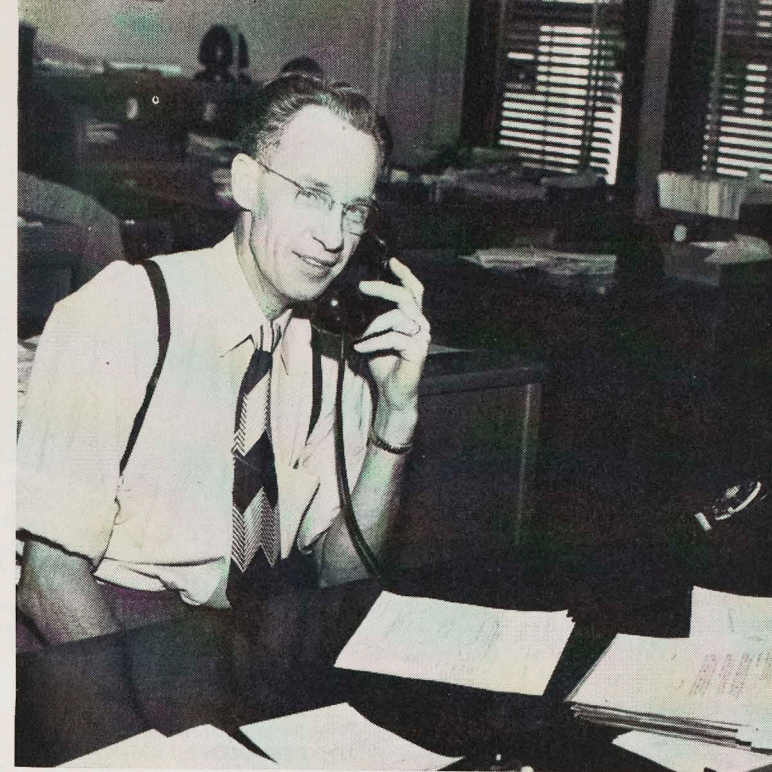
Sure is—look at all the Conductors on PE trains!



AIRY JOB—From left, Lineman Ed Morgan and Jim Corley prepare to install transformers on a pole at 8th St. Yard as the result of a dock fire last Feb. 1.



MR. FIXIT—Lee Merriman, Mechanical Department Leader on the Sixth and Main Viaduct and a PE man since 1919, inspects the journal box of a car. He goes around every car that comes in on his shift and repairs or reports any kind of trouble.



CHEERFUL SPENDER—James G. Wageley, Buyer, Purchasing Department, buys electrical material of all kinds for all departments, diesel-electric material (pistons, for example), and cleaning materials of all types.



TAXPAYER—Tax Clerk Theresa Gamino, Land and Tax Dept., sees that company taxes are paid on time, thus saving numerous costly penalties to the company.

ALONG PE LINES . . . *Vignettes of Employees on the Job*

CONTROLS TRAINS—Paul G. Crunk, Towerman at Watts, estimates that he controls 250 train movements during his day-time shift from 7 to 3. All-electric Watts Tower controls the Torrance-El Segundo, Santa Ana, Long Beach, San Pedro, and Watts lines.



BY THE NUMBERS—Art Hall, Station Clerk at Fontana, keeps track of car numbers, sells tickets, keeps demurrage records (records showing how long beyond the authorized time a car may have stayed in the yard), etc.



INSPECTS RELAYS—Signalman John Huber has been maintaining the interlocking plant at Watts since 1925. These are the intricate relays without which the plant couldn't work.



Cameras for Claim Prevention

AN ACCIDENT involving a streetcar had just happened in St. Louis when a supervisor of the transit company came along. Chancing to have a camera in his car, he took pictures of skid marks and the relative positions of the colliding vehicles. When the case came up in court, things began to look bad for the transportation company until somebody remembered that Supervisor X had taken some on-the-spot pictures. These saved the company a pretty penny, by proving conclusively that the blame lay elsewhere.

The story, appearing in a transportation journal, appealed to General Supt. Fred C. Patton, recently retired, whose passion for safety has brought him wide recognition as an authority in the field. He felt strongly that claim costs might be cut and much verbal and written description eliminated if cameras

were provided so that Supervisors, Station Agents, and Claim Agents could take on-the-spot pictures of possible sources of injuries and damage claims. The management agreed.

Hence, the company has purchased 30 cameras with flash attachments for the use of Claim Agents of the General Claim Department and Supervisors in the Transportation Department.

Station Agents and supervisory personnel in station service already have cameras with which they take photographs of damaged shipments, etc.

Photographer Harley B. Talbott, of the Joint SP-PE Duplicating Bureau, has given instructions to both Station personnel and Claim Agents in the proper use of camera equipment.



CAMERA LESSON—These Claim Agents have just received a lesson in the art of taking pictures from Photographer Harley B. Talbott, who's looking at you through the range-finder of his Speed Graphic. Kneeling or sitting, left to right, are Bill Lockhart, Richard Dunlap, Paul Kari, and Bob Voss (Chief Investigator); standing: Charlie Schwertfeger, Paul Zook, Jim Cragin, Henry Jackson, Ed Hodges. Their new cameras had just arrived.



WINS NATIONAL AWARD—Bob King, News Editor, Public Relations Department, was informed early in March that PE's take-one folder, PERYSCOPE, which he edits, had won "Mass Transportation" Magazine's nation-wide contest for 1952 among publications of similar type.

Bring the Ladies

PRESIDENT O. A. SMITH will be the guest speaker at the Annual Ladies' Night meeting of the Speakers Forum to be held at the Rosslyn Hotel Dining Room on Wednesday, May 6, at 6 p.m., announces Charles H. Cooper, Chairman of the Ladies' Night Committee.

"Pacific Electric employes and their wives will be welcomed," says Mr. Cooper. "Be sure to make reservations with George Perry by telephone on Extension 2736, or by calling at his office, 924 PE Building."

Toastmaster will be Tom Bristow.

President's Letter

"I want to express my feelings toward you and the PE Ry. for the nice letter which I received today," wrote Butte St. Janitor Fred M. Schubarth to President O. A. Smith on March 7.

"I do hope that the change of ownership of the Pacific Electric passenger service will not do the PE employes any damage.

"I have worked for a good many employers and can say that I never was treated better by any of them than I have been by Pacific Electric. As for me, PE is tops."

Patrolmen Praised

LAST JUNE 10, PE Patrolman John F. Roberts was called by an employe of the Mail Room at Sixth and Los Angeles Sts. who had found a parcel post package unaccountably lying on the ground on the wrong side of the fence near that location.

For some time, the Mail Room men had been suspicious of a Mexican who had been loitering near the Baggage Room very early on many mornings, claiming that he was a PE janitor.

On Aug. 9, Patrolman Roberts, observing the same man loitering around the Mail Room at a very early morning hour, chased and caught him, and called the police. The suspect, Carlos Mora, was discovered to have a record for burglary and narcotics. He was booked on suspicion of burglary.

On Sept. 17, at 2:55 p.m., PE Patrolman R. V. Mott and his partner, William B. Southard, saw Mora, carrying a package, run across Los Angeles St. from the Baggage Room toward the cab stand. Apprehending him, the two officers found that he had a parcel post package which did not belong to him. Joe Shafer, then Assistant to Chief Special Agent, opened the package and discovered 8½ dozen pairs of hosiery destined to a Los Angeles firm. Unable to account for his possession of the package, Mora was turned over to the police and held in the County Jail until his trial, Sept. 29, and subsequent sentence.

On Monday, Feb. 23, Postal Inspectors G. A. Dunning and J. G. Hudson presented Roberts, Mott and Southard with commendations from the Chief Postal Inspector in Washington, D. C.



COMMENDED—From left, Patrolman J. F. Roberts, W. B. Southard and R. V. Mott receive commendations from Postal Inspectors G. A. Dunning and J. G. Hudson, as well as letters of commendation from the Chief Postal Inspector, D. H. Stephens, of Washington, D.C., for helping arrest Carlos Mora, ex-convict who stole parcel post from PE Mail Room.

Bus in PT&T News

A PE BUS figures in the March issue of the "Pacific Telephone Magazine," and will figure in a prospective booklet to be issued by the telephone company to girls graduating from Los Angeles area high schools.

The bus and an Operator were lent to the PT&T so that their photographer could take a picture of a telephone operator boarding it for her daily trip to work.

"Lupe" Passes On

ALAN B. COBBETT, Harbor Belt Switching Foreman who retired in 1948 on account of an injury to his leg, informs us that his dog, Lupe, whom he picked up at the Pier A Yard Office 19 years ago, died on Lincoln's Birthday.

For years, says the retired man, the men around Pier A would inquire about the dog.

An Irishman named Charles Noonan with whom Cobbett had been working a switching job had picked up the little, lost, sick pup on a cold, wet, windy evening somewhere between Los Angeles and the Harbor, and had brought him to the warm radiator in the Yard Office. Cobbett wrapped the pup in a sweater, took her home, and nursed her back to health—with the aid of his wife, and a veterinarian.

Mr. Cobbett, who came to PE in 1923, was assigned to the Harbor Belt June 1, 1925, date the line was opened for service.



LUPE with master and mistress, Mr. and Mrs. Alan J. Cobbett. Lupe died at 19.

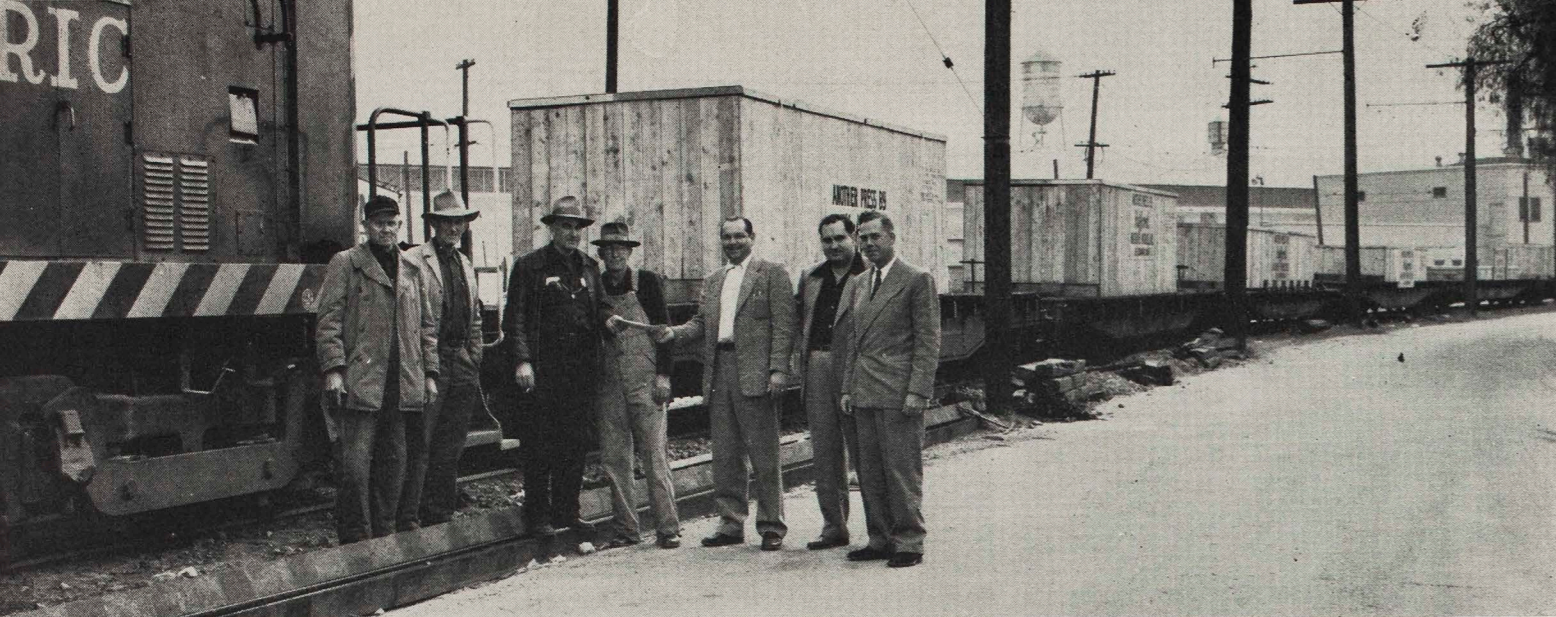
EMBA Re-Elects

AT THE SEVENTY-THIRD Annual Meeting of the EMBA, held Tuesday, February 3, 1953 in the offices of the Association, 564 Market Street, San Francisco, California, all officers of the Association were re-elected for the year 1953.

President H. I. Benjamin announced that the membership of the Association had reached an all-time high, namely 13,197. Of these, 206 are Pacific Electric employes. In January, the Association purchased an additional \$80,000 U. S. Savings Bonds and the total reserves for death benefits is now approximately \$3,000,000. All reserves are invested in Government bonds or are in cash.

Since the Association was founded in 1880, more than \$5,000,000 has been paid out in death benefits, and since 1880 there has been no increase in the monthly dues.

Annual income from dues now totals \$295,000, an increase of over \$12,000 from 1951. The cost of solicitation, including the cost of doctors' examinations, which the Association pays for, is \$21.90 for each new member. The cost of handling the business of the Association has been kept at a minimum, the total cost being \$2.17 per annum for each member. Continued success of the EMBA is dependent upon its membership and President Benjamin urges that all efforts be made to secure new members.



STARTS ITS JOURNEY—Torrance Agent K. L. Anderson, third from right, hands waybill to Conductor J. G. McKinney as big hydraulic press requiring six flat cars starts on its long trip from

Torrance to Ohio. Left to right are Brakemen R. L. Horn and C. S. Burgess; McKinney; Brakeman S. P. Paul; Anderson; and two men from the Hufford Machine Works, press manufacturers.

B I G S H I P M E N T

THE HELPFULNESS of PE employes recently secured a system routing for a hydraulic press weighing 411,740 lbs. and requiring six flat cars to carry it in sections from Torrance to Port Columbus, Ohio, declared Freight Traffic Manager W. G. Knoche. The routing could just as easily be given to foreign line railroads, according to the Freight Traffic Manager.

An entire afternoon in conference over the blueprints of the machinery was spent by E. F. Harrison, Supervisor of Freight Protection; R. M. Tracy, General Foreman of Freight Repairs; and Joseph E. Blackburn, SP District Freight Agent, with factory representatives and a government inspector. Detailed discussion was held regarding the proper manner of loading

and securing machinery to flatcars so as to comply with AAR loading regulations and insure safe arrival at the destination.

Evidence of the helpful advice of the railroad men was the fact that all cars arrived with their loads in perfect condition, over PE, SP, T&NO, SSW, A&S and B&O lines. Both loading and unloading were without mishap.

—Allocations

HOW CONTRIBUTIONS of PE employes to the Community Chest will be distributed to 160 Red Feather services in 1953 has been determined by the 230-man Budget Committee of the Welfare Federation of Los Angeles.

Through MECCA, employes gave \$9,420 to Los Angeles County Chests of which the Greater Los Angeles Community Chest received \$6,880.

To safeguard contributors' gifts, this volunteer budget committee of civic and business leaders (PE's Auditor, Ino. J. Suman is a member) spent thousands of hours holding conferences covering all services, and then determining allocations after study of their needs in

MECCA

relation to community problems and needs.

The allocation of \$6,880 to the Community Chest of Los Angeles Area by MECCA will be distributed as follows:

Youth services, such as Boy Scouts, Girl Scouts, YWCA, and boys' club, 28%.

Family and adult services such as Salvation Army, Legal Aid Foundation, and Travelers Aid, 19%.

Hospitals, clinics, health education and disease prevention agencies, 25%.

Child care services for homeless and neglected children, 18%.

—Dividend

A DIVIDEND of \$2,500 to the American Red Cross was voted by the MECCA Administrative Committee at its meeting of Feb. 26.

The contribution was distributed to counties and cities in proportion to the number of PE employes residing therein. Los Angeles County Red Cross Fund received \$2,370.78; San Bernardino County, \$60.11; Orange County, \$43.28; and Riverside County, \$25.83.

—Thanked

THANKS to members of MECCA for their contribution of \$500 has been expressed by the Arthritis and Rheumatism Foundation, Southern California Chapter.

USO and United Defense Fund, 10%.

WELCOME - New Employees!

WE ARE GLAD to have with us the following new employes, as listed by the Personnel Department. They bring the total payroll as of March 15 up to 4,582.

Accounting Department

CALCULATOR OPERATORS: Muriel Carlson, Geraldine Robertson and Malvin F. Stoll.

MAIL AND FILE CLERK: Ralph E. Dean, Jr.

SORTER CLERKS: Betty L. Becker, Viara Trojan and Ida R. Vesco.

SORTERGRAPH CLERK: Harold L. Macrum.

STENOS: Nancy J. Benham and Virginia L. Eckland.

STENO-CLERK: Sara L. Bustle.

TYPISTS: Barbara G. Adler and Estella Bakula.

Engineering Department

ASST. BONDERS AND WELDERS: George Bozaan and Donald McOwen.

ASST. SIGNALMEN: Lawrence Alva, William J. Brogan, Frank G. Burkhardt, Jr., James B. Carpenter, Lee E. Coffey, Arthur F. Fitzgerald, Bruce Jenkins, Paul E. Moody, Anthony R. Ruffles, Robert N. Simard and Carl H. Smith.

CARPENTERS: Louis Arrighi and Henry D. Carnaghan.

DRAFTSMEN: Francis G. Rector and James M. Wilson.

ELECTRICIAN: Burke W. Medlin.

GROUNDMAN: Henry G. Casteel.

HELPER: J. D. Harris.

LINEMEN: Richard W. Archer, James J. Corley, James W. Daeges, J. R. Jackson, Jacob F. Keels, Edwin S. Morgan and James T. Share.

LINE HELPERS: Karl F. Fisher, Loren Gladwell, Jr., Robert M. Moses, Anthony Olsen, Peter O. Share and Edward Wood.

PAINTERS: Woodrow Case, Arthur W. Rohwer and Henry W. Sparks.

SIGNALMEN: William E. Clark and Floyd N. Steed.

STENO-CLERKS: Bette R. Fitch and Betty Pollard.

TRUCK DRIVERS: Louis R. Amaro, Frank G. Davis, Elwood E. Eves and Anthony Welk.

Freight Traffic Department

CALCULATOR OPERATOR: Margaret B. Grace.

General Claim Department

CLAIM AGENTS: Paul A. Kari and John P. King, Jr.

CLERK: Carl W. Berenschot.

Hospital Association

EXAMINING PHYSICIAN: Albert Saxon, M.D.

PHYSICAL THERAPISTS: Betty L. Brandt and Ilanon V. Dycer.

PHYSICIAN: Steven G. Boyen, M.D.

Law Department

FILE CLERK: Josephine S. Coules.
RECEPTIONIST: Gloria M. Tiedtke.

Mechanical Department

AUTO MACHINISTS: Rex M. Grasinger, Francis J. Haley and William H. Morrell.
AUTO REPAIRERS: Vincent T. Bongiorno, Michael A. DeBellis, Helge J. Heimdahl, Abel J. Herrera, Harry W. Lindquist, Herbert O. Link, Sol D. Rosenberg, Roderick B. Sanderson, George L. Scott, Yoshito Tamura and Palmer J. Williams.

CARPENTERS: Samuel J. Butler, John M. Metzler and Harold M. Meyer.

CLEANER-OPERATORS: Alfred Anderson, Ernest R. Calton, Porter W. Channel, Fred G. Greene, Roy Hart, Raymond J. Hunter and Alfred L. Proffit.

ELECTRICIANS: John K. Hoccom, Raymond G. Hines, Earl L. Mowry, Clarence R. Perry, Jerry Rodgers, Robert L. Scott, Frank J. Sersen and Keith E. Vandervort.

HELPERS: Jerry G. Henderson, Carlos Olguin, Carlos A. Sahagun, Kenneth D. Singleton and Marion R. Stebal.

PAINTERS: Wallace E. Dowdle, Edward J. Gass, Albert W. Masse, Edward R. Stanoszek and Dominick Ward.

SHEET METAL WORKERS: Frederick W. Harrington and Rogalio M. Rodriguez.

Office of the General Supt.

TYPIST-CLERK: Virginia M. Fees.

Office of the PE Building

ELEVATOR OPERATOR: Hilary S. Paquette.

JANITRESSES: Hazel S. Capra, Ellen D. Mercer and Bernice Parker.

JANITORS: Doursie Luckett, Roy P. Sarpy and Friederich Weinstock.

Passenger Traffic Department

EXTRA CLERK: Woodrow A. Hutton.

GENERAL CLERK: Forrest C. Guyant, Jr.

RELIEF RECEIVING CASHIER: Robert W. Holme.

Public Relations Department

STENO-CLERK: Claire Lois Primeau.

Purchasing and Stores Department

LABORERS: Louie R. Asencio, Edward C. Tovar, Fred P. Gonzales, Francisco R. Molino, Augustine M. Garcia, John T. Hovis, Florentino T. Lopez, Joaquin R. Rique, Humberto Espinosa, Jesus C. Perez, William D. Daniel, Jr., Cecil E. Satterfield, Glenn E. Caron, Antonio Rodriguez, Felimon P. Mendez and Juan Ortega.

PRICE CLERK: Betty M. Fahey.

REQUISITION CLERK: Helen E. Bradshaw.

STENO-CLERK: Rose M. Matusiewicz.

TYPIST-CLERK: Phyllis A. Sehner.

Special Agents Department

GUARD: David A. Gehrs.

SPECIAL AGENT: Winston S. Hutchins.

Transportation Department

BRAKEMEN - HARBOR BELT: Joseph T.



Kuehn, Andrew A. Sauer, Kenneth E. Vaughn, Sam E. Walters and Albert R. Whipple.

BRAKEMEN - SOUTH: Joseph Alkire, Edward A. Baldwin, Robert M. Baun, Charles R. Beebe, Richard R. Brooks, Clyde B. Brown, Leo E. Byrnes, Harry D. Cornwell, Walter Emerson, John L. Hancock, Leslie D. Harness, William J. Hogan, Joseph C. Kahoun, Frederick P. Keller, Joseph L. Lyons, Guy C. Richardson, Benjamin Rosenberg, Doremus P. Scudder, Dick G. Shurtliff, Wright T. Stevens, Charles F. Stoker, Lyle E. Sutton and William G. Wood.

EXTRA CLERK: Arthur L. Mays.
FREIGHT RATE CLERK: James H. Richey.

MOTOR COACH OPERATORS - MOTOR TRANSIT: Paul E. Myrick, Robert L. Odiorne, William L. Roosevelt, Ernest N. Troub, Ronald M. Truesdell and Robert M. Welborn.

MOTOR COACH OPERATORS - WEST: R. Dee Banner, Jay G. Beshires, Glenn R. Bowman, Lewis C. Bradley, Eulus R. Brown, Robert L. Duffiny, James B. Garcia, Vernon L. Mathis, Robert O. Nawrocki, Aaron M. Pascal, Basil J. Piazza, Norman C. Rigney, Raymond C. Rothermel, Glenn L. Sadler, Charles F. Schiedel, John F. Shea, Raymond Weatherly and Lee Wise.

ONE-MAN CAR AND MOTOR COACH OPERATORS - WEST: Byron H. Darst, Jr., D. A. Fox, Cecil F. Haines, John F. Harrington, William B. Idleman, Robert N. O'Neill, George L. Rae, Loren L. Spring and John A. Worsley.

RATE AND BILL CLERK: Richard E. Stark.

STATION CLERK: Mary C. Shumaker.

STENO-CLERK: Jacqueline Gannon.

TICKET AGENT: Thomas M. Mason.

TOWERMEN: George S. Hall and Ernest W. Odom.

TYPIST: Richard Newquist.

YARD CLERKS: Harold R. Lakin, Elmer A. Johnson, Alonzo F. Hutchens, Neville A. Scott and Thomas J. Neely.



LAST RUN—Conductor D. G. Garlock, fourth from left, ended his last run at 2:45 p.m. Jan. 31. Left to right are Motorman W. R. Farmer, Brakeman R. V. Schupback, Trolleyman G. F. Brumagin, Garlock, Assistant Trainmaster E. W. Daniger, Supt. of Freight Operations D. W. Yeager, and Brakeman A. J. Gallacher. A luncheon at Lyman's Restaurant was later given Mr. Garlock by General Manager T. L. Wagenbach, with General Supt. R. Moebius and Messrs. Yeager and Daniger attending. Garlock served 34 years.



FRED C. PATTON
General Supt., Passenger Service

General Supt. Retires

FRED C. PATTON, who in his long and colorful career made as much transportation history in Southern California as perhaps any other man, retired March 1. He had served as General Superintendent of Passenger Service since Nov. 1, 1948, after starting in 1918 as a PE Ticket seller.

One of his most outstanding contributions has been his influence on safety in transportation. Much of his transportation career was spent with the Los Angeles Motor Coach Lines, a joint operation established by the Los Angeles Railway Co. and Pacific Electric back in 1923. Mr. Patton was Assistant Manager from its inception until 1936, when he became Manager.

When Mr. Patton came over to PE as General Superintendent six months before the dissolution of the Los Angeles Motor Coach Lines, he was instrumental in organizing the existing tests of reaction time and driving ability for all who apply for positions as PE Motor Coach Operators.

From 1942 to 1950 he was Chairman of the Fleet Transportation Division of the Greater Los Angeles Chapter, National Safety Council, and in this time he energetically promoted bus and truck fleet safety contests which have helped materially to reduce accident frequency in Los Angeles.



PARTING GIFT from fellow-workers was given Asst. Freight Trainmaster Ivan W. Erhardt (right center and inset) by General Manager T. L. Wagenbach when Mr. Erhardt, a veteran of 41 years of railroading, retired Feb. 1. He came to PE in 1933 after 21 years of previous transportation experience starting with the Great Northern in 1911. From 1936 to 1948 he was Chief Clerk and then Office Manager of PE's Transportation Department; '48-'50, Chief Supervisor of Schedules; '50-'52, Service Inspector. Ivan says he enjoyed his PE associations from "top to bottom."

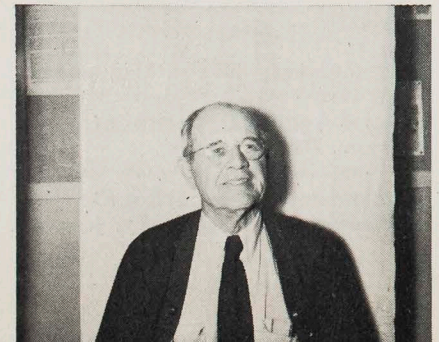
Retirements

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

NAME	OCCUPATION	DEPARTMENT	YEARS SERVICE
John W. Buchanan	Chief Draftsman	Engineering	41
Alonzo M. Butcher	Motorman, South	Transportation	26
Benito Covarrubias	Laborer	Engineering	33
Enoch DeGarmo	Conductor, South	Transportation	34
Ygnacio Delgadillo	Groundman	Engineering	32
DeWitt G. Garlock	Conductor, West	Transportation	34
John A. Karlson	Carpenter	Mechanical	13
John D. Keeney	Motorman, West	Transportation	32
David Q. Kennedy	Line Foreman	Engineering	32
Ralph A. Kewish	Substation Operator	Engineering	29
Edward P. McNerney	Switchman, South	Transportation	10
John R. Metz	Electrical Inspector	Engineering	35
Tripp P. Mijanovich	Motorman, South	Transportation	33
Frank M. Milburn	Engineer, South	Transportation	27
Olaf E. Nordberg	Trolleyman, West	Transportation	34
Fred C. Patton	General Supt. Passenger Service	Transportation	35
Francisco Raygosa	Laborer	Engineering	17
Burt B. Starr	Engineer, West	Transportation	37
Perry T. Strader	Freight Car Repairer	Mechanical	27
William J. Teahan	Yard Clerk	Transportation	8
James H. Toland	Cash Receiver	Passenger Traffic	17
Reuben T. Underwood	Towerman	Transportation	8
Arthur E. Wood	Brakeman, North	Transportation	30

LAST TURN-IN—Burt B. Starr, veteran of nearly 45 years of transit and railroad service, turns in his Locomotive Engineer's wrench and switch-key to Miss Helen M. Freedle, Supt. of Personnel Records, as he retires March 13. "I was never held responsible for an accident," says he. He's moved to his ranch at Grants Pass, Ore.

NOW AT OCEANSIDE—Eric Harry Vannoy sends us this snapshot of himself from Oceanside, where he went after retiring as Motor Coach Operator at Ocean Park last September. He railroaded for 48 years. Father of nine, grandfather to 16, four of his sons saw military service in World War II, and a fifth is now serving in Korea.



Glimpses of Some Retiring Employes

"TO TREASURE in my heart every kind of smile and handshake of every chief of mine (and it is gratifying to look back and see only smiling faces). May God bless them! I only wish that my heart could be a sort of mirror where they could see the reflection of their kind souls!"

Thus replied retiring Section Laborer *Benito Covarrubias* when asked about his hobby. Now confined to his bed, Mr. Covarrubias has not been able to work for nearly a year, and filed application for his annuity in February.

After spending nearly 33 years in PE service, he was still able to say, with all sincerity:

"The kindness and privileges of PE inspired my loyalty and grati-

tude. All my knowledge and humble happiness, as well as that of my family, I owe to PE."

As to his plans for the future, Mr. Covarrubias said he plans to "sit and look back at the uphill struggle I had all the way, and pray that God reserve for my beloved children better education and more understanding [than I have had], so that their road will be free of obstacles and hardship."

The retiring Laborer was born in Mexico in 1888, and says that the necessity to earn a living "closed the door of the school" to him. "I merely had time to teach myself to read and write in Spanish," he relates.

Some day the former Track-walker hopes to write his memoirs

under the title, "My Red Jacket, a Red Flag and My Shovel."

YGNACIO DELGADILLO, Groundman, Electrical Engineering, also filed application for retirement annuity in February, after spending 39½ years in Pacific Electric service. He was born in Jalisco, Mexico, in 1888.

RALPH ANGUS KEWISH, Substation Operator applying for retirement after 30 years with PE, plans to "take it easy" on account of his health. His hobby is cabinet work, which he plans to carry on at his home in Pomona.

JOHN R. METZ
Electrical Inspector
Engineering Dept.
49 Years a Railroader



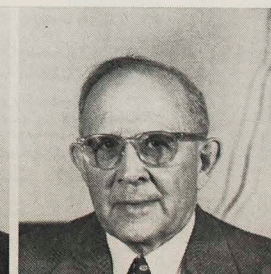
JOHN C. McGUIRE
Trolleyman
Southern District
10 Years a Railroader



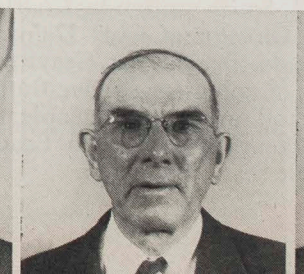
AUGUST J. POLACH
Motor Coach Operator
Northern District
30 Years a Railroader



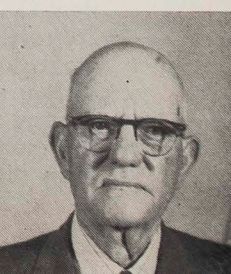
JAMES H. TOLAND
Cash Receiver
Passenger Traffic Dept.
17 Years a Railroader



ALONZO M. BUTCHER
Motorman
Southern District
26 Years a Railroader



PERRY T. STRADER
Freight Car Repairer
Mechanical Dept.
36 Years a Railroader



★ Commendations ★

FOR THEIR COURTESY, alertness, skillful operation and initiative the following PE employes have received commendations:

NORTHERN DISTRICT OPERATORS

I. M. Cammack, T. A. Dinkins, J. F. Glines, L. M. Hacker, T. J. Huyler, C. H. Stanford and B. A. Williamson.

SOUTHERN DISTRICT OPERATORS

J. R. Hefferin, L. P. Helms, C. E. Humphrey, C. B. Huscroft and William Werner.

MOTOR TRANSIT OPERATORS

R. L. Bacchus, C. E. Davidson, J. W. Kipp, R. M. Melton, F. H. Richart and J. C. Robb.

WESTERN DISTRICT OPERATORS

R. D. Banner, C. H. Bull, E. L. Burton, J. W. Church, D. L. Correll, C. E. Crawford, E. H. Dickerson, H. E. Gaddy, P. B. Greet, A. E. Grey, O. D. Hanson, J. F. Hatton, G. P. Hayes, J. O. Lucas, R. J. Monday, E. A. O'Connor, J. I. Pearson, F. G. Poppleton, C. A. Ravens, E. F. Rogers, M. D. Rogers, W. D. Rupert, J. H. Schmitt (3 letters), R. R. Scott, P. G. Seide, J. E. Storey, W. L. Wells (2 letters), E. F. Williams and T. J. Zito.

OTHER COMMENDATIONS

General Manager T. L. Wagenbach and Freight Traffic Manager W. G. Knoche commended J. V. Antista, Agent at Newport Beach, for his efforts in securing a System Lines routing from a previously unobtainable account.

West Operator Don C. Grayson was commended in a letter to President O. A. Smith written by Charles Stewart, Director of Civil Defense at Redondo Beach, for Grayson's 47 hours of volunteer service transporting and evacuating people in the emergency at Redondo Beach from high seas, Jan. 11-18.

Passenger of the Month!

PASSENGERS sometimes show outstanding courtesy, too. We nominate as the finest passenger of the month a gentleman (we'll omit his name, for obvious reasons) who wrote the company in order to apologize to, and commend, Operator W. L. WELLS of the Van Nuys Line.

Wrote the passenger, in part:

"Very often situations develop which tax the patience of operator or passenger and my sympathy in the past has been with one or the other. Last evening such a situation occurred. The courteous manner and restraint with which this particular driver handled the complaint of an angry passenger would have been impossible even of me had I been in his place. I know whereof I speak, for I was that passenger.

"I will be grateful if you would convey my apology to this man [Mr. Wells]."

Employee Injuries Down 36%

REPORTABLE EMPLOYEE INJURIES for the first two months of 1953 as compared with a like period for 1952 show an over-all decrease of 36%, according to Safety and Instruction Department figures.

Three divisions, West Passenger Rail, and both East and West Motor Coach, show a 100% decrease, with no reportable injuries in January and February of 1953.

Most significant increase has been System Freight's 35%. This group shows 15 reportable injuries for January and February of this year as against 11 in 1952.

The tabulation:

REPORTABLE EMPLOYEE CASUALTIES PER MILLION MAN-HOURS

DEPT.	1953				1952				Inc.	Percent Dec.
	Rank*	Killed	Injured	Ratio**	Rank*	Killed	Injured	Ratio**		
All Departments										
System Freight	6	—	15	72.9	8	—	11	54.1	35.0	—
Rail Passenger										
South District	5	—	2	27.9	5	—	3	35.7	—	22.0
West District	1c	—	—	—	6	—	3	36.8	—	100.0
Motor Coach										
East	1b	—	—	—	4	—	3	15.2	—	100.0
West	1a	—	—	—	2	—	2	10.0	—	100.0
TOTAL TRANS. (2)			17	23.5	(2)		22	28.7		18.1
Engineering	4	—	3	10.3	7	1	10	43.9	—	77.0
Mechanical	3	—	2	7.6	3	—	4	14.6	—	48.0
All Other Depts.	2	—	2	4.6	1	—	1	2.2	109.1	—
TOTAL NON-TRANS. (1)			7	7.1	—		15	16.4		57.0
GRAND TOTAL			24	14.0	(1)		37	21.8		36.0

*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.

In Memoriam

KENNETH L. SALMON, retired Secretary to President, and husband of Mrs. Katharine M. Salmon, Pass Clerk, Transportation Department, died Feb. 18.

Born Oct. 3, 1883, in Somerville, a suburb of Boston, Mass., Mr. Salmon entered PE service as Stenographer in the Transportation Department, Aug. 25, 1921; became Assistant Chief Clerk in 1927; transferred to the Executive Department as Secretary to A. T. Mercier in 1929; was Secretary to O. A. Smith from the time the latter became Vice-President and General Manager, 1939, to 1949; and retired April 1, 1949. When Mr. Smith became President in 1937, Mr. Salmon remained his Secretary for 12 years.

Mrs. Salmon has sent the following note to be included in the Magazine:

"To My PACIFIC ELECTRIC FRIENDS:

"Your many acts of kindness to me following the death of my husband, Kenneth Salmon, on Feb. 17, are all greatly appreciated by me, and as it will not be possible to send a message to each of you separately, I am using this means of saying that I thank all of you sincerely."

OLIVER W. FRENCH, retired North Motorman, died of a stroke last April 4. Funeral services were held at Turner, Stevens and Turner, Alhambra, April 7, and were followed by interment at Rose Hill Memorial Park. Mr. French is survived by his wife and a daughter.

ADAM K. FORBES, Interlocking Maintainer who had been with Pacific Electric since 1920, died of a heart attack on Easter Day, April 5.

He leaves his wife, Ruby, of 6335 Benson St., Huntington Park; a son, Adam K. Forbes, Jr., of South Gate; a daughter, Mrs. J. C. Clement, of Rivera; and four grandchildren.

Thanks

MRS. MALLIE C. GLENNY, wife of retired Towerman Ernest E. Glenny, who passed away Feb. 12, wishes to thank her husband's friends and co-workers for their bouquets of flowers and their kindness at her time of sorrow.

JOSEPH W. GATES, retired Night Watchman in the PE Building and a Southern California pioneer, died March 9 at his home in Los Angeles. He is survived by his wife, Annie E.; and two daughters.

BERT L. BRADLEY, retired Trolleyman who had been with PE for 28 years, died Feb. 15. He is survived by his wife, Emma L., of Bellflower, and two daughters, Mrs. Helen Whittaker of Chico and Mrs. Minnie Struck of Los Angeles.

WILLIAM C. DOUGLASS, 81, father of Traveling Freight Agent Paul S. Douglass, died at Paul's home in Long Beach, Wednesday evening, Feb. 18. The elder Douglass was born in Oxford, Ohio, but had lived in California for 40 years.

Sister Kenny Fund

THE SISTER KENNY FOUNDATION beginning May 1 will seek, in Southern California, donations totaling \$425,000, that more polio victims may walk again. The money will be used to build a 65-bed annex to the present 65-bed Sister Kenny Hospital in El Monte; to finance the Out-Patient Clinics at El Monte and at 3808 Ingraham St., Los Angeles; to create six scholarships for Kenny Therapist trainees; and to maintain and operate the hospital.

The importance of more polio treatment facilities is pointed up by Los Angeles City Health Department figures showing that 76 new cases were reported during the first 12 weeks of 1953 as against 34 for the same period in 1952, although health authorities were careful to point out that their experience teaches them predictions on polio early in the year are always dubious.

City Health authorities warmly endorse the Sister Kenny Foundation.

Vital Statistics

January 21, 1953 to March 20, 1953

DEATHS

NAME	OCCUPATION	Died	Insurance	Mortuary
Hawley, Harold T.	Operator	1-25-53	Yes	Yes
Henning, Leonard F.	Operator	1-25-53	Yes	Yes
Hoge, Daniel W.	Retired Engineer	1-26-53	Yes	No
Weber, William L.	Retired Chief Surgeon	1-30-53	Yes	Yes
Sufficool, Roy L.	Operator	1-31-53	No*	Yes
Adame, Fidel G.	Laborer	2- 3-53	No*	No
Price, David H.	Retired Compressor Operator	2- 4-53	Yes	No
Mason, Harold E.	Clerk	2- 5-53	Yes	No
Squier, Ulysses B.	Operator	2- 7-53	Yes	Yes
Glenny, Ernest E.	Retired Towerman	2-12-53	Yes	Yes
Bradley, Bert L.	Retired Motorman	2-15-53	No*	Yes
Brown, Franklin L.	Operator	2-15-53	No*	Yes
Salmon, Kenneth L.	Retired Secretary to President	2-17-53	Yes	Yes
Hall, Anson L.	Operator	2-18-53	No*	Yes
Adams, Joseph	Retired Car Repairer	2-19-53	Yes	Yes
Crosby, Ralph U.	Retired Carpenter	3- 1-53	Yes	Yes
Gates, Joseph W.	Retired Watchman	3- 8-53	Yes	Yes
Daniels, Edwin R.	Retired Foreman	3- 8-53	Yes	Yes

*Employee declined to accept Group Insurance

WITH OUR CONTRIBUTORS

SENIOR EMPLOYEES FELLOWSHIP

By FRANCIS J. ORIVA

ATTENDANCE at the March meeting was the largest to date . . . 138 members, plus 11 new members. General Supt. Fred Patton, who retired March 1, said he paid our club a visit to see many of the old-timers he used to work with.

Also present were George Perry, Business Manager of the Hospital Association, and R. V. Rachford, General Chairman of the BRC. They attended in order to question our speaker of the day, President Billy Engles of the Medical Foundation of America. Mr. Engles spoke on behalf of the Medical Foundation's medical, surgical and hospital service plan which enables retired employes to obtain protection for \$3.00 a month. He is hopeful that many of the retired men who were present will look into the plan.

It's moving day this month for several of the Senior Fellowship. . . . Ray B. McDougall, Motorman North, is leaving Glendale for Long Beach. . . . W. C. Richardson, Motorman North, is moving to Banning and would like all the boys to call on him when up that way. . . . Sam Mason, Stationmaster, who sold his home here and moved to Shreveport, La., is getting homesick, and it wouldn't surprise his friends to see him move back to Los Angeles.

Sorry to report that Claude Laytham, Motorman North, who had not missed a meeting, was laid up with a bad cold. At 83, Claude is the oldest member of our

club. We miss him and hope he has a speedy recovery.

Running Claude a close second is Ben Hershey, Conductor West, who recently celebrated his 82nd birthday. Good wishes, and many more of them!

The latest bulletin from those two Conductors, Charles Rost and Joe Le Claire, up at Clear Lake, has them catching a lot of catfish. Charlie has the foundation laid for his new home and ought to have it finished before too long.

Dispatcher and Mrs. Frank Ford have been on a long vacation in Florida. They left over a month ago and when last heard from were still there, so they must be enjoying themselves.

In contrast is the case of Jesse Hanselman, West Terminal Foreman, who had to leave his cabin at Big Bear because of the heavy snowfall. Jesse is planning to return soon and would like some of the boys to visit his cabin when up his way, he said on a recent visit with us.

H. A. Wilkerson, Conductor North, who rarely misses a meeting, had a slight heart attack but is getting along very well and will be at the club soon.

Asst. Trainmaster Fred Nichols will visit all the sick men on the hospital list and give us a report at our next meeting.

Mrs. H. L. Wiggam, wife of Trainmaster H. L. Wiggam who died in 1935, recently gave Harry Pierce, Mill Leader at Torrance, a gold watch that had belonged to her husband. Mr. Wiggam won the watch in a trap shooting contest staged by the PE Rod and Gun Club in 1922.

AMERICAN LEGION PE POST NO. 321

By BYRON P. HEATH

THE AMERICAN LEGION semi-annual school awards were presented to the outstanding students of Robert Louis Stevenson Junior High School in East Los Angeles by A. W. Bone and F. W. Nichols, Past Commanders of PE Post, and K. M. Smith, school Principal, at a recent meeting of the 1500-member student body. The two winners were Patsy Olazabel and Eugene Miyahora, while Doris Veronin and Ralph Najera received the runner-up awards. Walter Hume is Chairman of the School Awards Committee, which has been making awards at this school for a number of years.

Commander Robt. N. Anderson, Post 321, was married on St. Valentine's Day, Feb. 14, to Mildred R. Trevor. The ceremony took place at the home of Mr. Anderson's parents in Gardena. Those attending from the Post were Mr. and Mrs. Fred Nichols, John Foore, James McNaugh, and Al Poddi. A reception followed the wedding. (See cut, page 30.)

Lloyd H. Martin, Towerman and World War I Army veteran, is the newest addition to the rolls of PE Post and brings the membership up to 86. William R. Bashor, First Vice Commander and Membership Chairman, is very busy trying to round up some more members. Anyone interested in the Post is invited to come to the next meeting whether contacted by Mr. Bashor or not. Meetings are Tuesday nights at 8 p.m. in the PE Club rooms at 6th and Main.

WHAT'S NEW IN THE SAFETY DEPARTMENT

DECREASES in accidents on PE property for the first two months of 1953 as compared with the same period in 1952 are very encouraging.

During the period mentioned above, there have been 542 group safety meetings conducted with an attendance of 5,387.

It is these group safety meetings, held at intervals, that keep employes safety minded. The safety-mindedness of PE employes is reflected by the decrease in accidents and disabilities.

Our program stressing the use of steel-toed safety shoes, safety hats, and ground-to-prescription glasses and goggles is proving its value by the reduction of toe, head and eye injuries.

With the cooperation of all employes, 1953 can be the most successful year in our safety program.

Four new safety pamphlets produced by the Safety and Instruction Department are being distributed to employes concerned. The titles are: "Why All the Shouting about Accident Prevention?", "Why I should be a Smooth Driver," "How to Lift Safely," and "How I Can Work without Falling."



LEGION AWARDS—A. W. Bone, extreme right, Past Commander, PE Legion Post, presents award to Eugene Miyahora, winner for boys of the Post's awards to outstanding students of Robert Louis Stevenson Junior High School. Others in photo, left to right, are Ralph Najera and Doris Veronin, runners-up; Patsy Olazabel, girls' winner; Fred W. Nichols, of PE Post; and Kenyon M. Smith, school principal.

SYSTEM GARAGES

By AL BRISTOW AND R. P. MURPHY

WITH WINTER OVER—the quickest winter we have had in Southern California for many a year—Spring makes us have that desire to ride, walk, or run away from it all and live with nature.

Several have taken their vacations, but some interesting vacations are coming up. C. Garrett is going to Florida to sample the competitive sunshine — Clyde Schwarz and J. L. Harshbarger are going to Indianapolis to see the 500-mile speed classic. They are planning a detailed trip by auto right down to the last ounce of gasoline. We don't know what O. R. Patton will do this year but we do know he is still coasting along on and talking about his last year's trip to the Deep South.

With the Pacific Electric Railway going through all the changes contemplated for the future, some of us like to reminisce over the past.

For our inspection, William Richards pulled out a picture of the old Torrance Mechanical Department Shop Band (see cut). The picture was taken, according to James Tarbit, in the year 1925. The band played at all baseball games, played at Torrance Shops, Pacific Electric Railway Co. picnics held at Redondo Beach, and in some of the many parades that were held in Los Angeles in years past.

Old-timers might be interested to learn that out of the original group in the band picture only three remain in the company —James Tarbit, drummer; Stanley Ruse, French horn; and Tony Zahradnik, clarinet, according to Mr. Tarbit.

Bill Richards' son-in-law is a warrant officer in electronics for the Navy.

The lad was on a naval ship off Guam in the early part of World War II, when three Jap planes began dropping bombs. The third bomb fell on Bill's son-in-law's radio shack. The ship was disabled and the result was capture. The next three years he spent in the various Jap prisoner-of-war camps, behind sizable barbed wire fences. He discovered, however, that a Jap soldier guarding him was one of his school buddies. From this friendship he managed to receive Spam, U. S. chocolates and other delicacies.

A month in England is the happy prospect for Watts Carpenter and Mrs. Harry Pearson, who plan to sail on the Queen Elizabeth from New York in April. We understand that they won't see the coronation ceremonies—that it's strictly a visit to relatives Harry left there 30 years ago when he came to America.

Best wishes for a speedy recovery to Walter Buckmaster, Venice Garage Car Repairer now in the Santa Fe Hospital.

"Red" Connell of Venice Garage came within 15 miles of a tornado when he made a vacation trip back to Oklahoma at a time when tornadoes back there were frequent. However, he managed to dodge them safely.

Alonzo Longware, Laborer at Venice Garage, has fond memories of the days when he used to play professional baseball with the Indianapolis ABC's and Detroit State Baseball Team. He also played with the Shreveport and Monroe, La., baseball



BATTED .300 —Alonzo Longware, Venice Garage Laborer, who used to play pro baseball.

teams. Alonzo was in baseball from 1910 to 1933, and says his batting average was "300 and better." He was a member of the only colored team in the AEF league overseas representing Base Section No. 4 at St. Nazaire, France, during World War I.

Joe Seubert enjoys going to Apple Valley and roughing through the back country behind Big Bear Lake.

Patricia J. Goggins went to Omaha by plane for her vacation. The weather was fine—a little cold, she says, but the plane ride was smooth both ways.

Dale C. Andrus had a blessed event in his family; a baby son, David Clifford, born Feb. 27, 1953. Congratulations, Dale.

MECHANICAL DEPARTMENT WESTERN DISTRICT

By MILTON R. CLARK

WE EXTEND our deepest sympathy to the loved ones of Joe Adams, recently retired from the Hollywood C. H., who died in February.

Cigars were in order when Herbert Hybarger, of the Subway Terminal, announced the arrival of his 8-lb., 10-oz. baby son, born March 20. Mother and baby doing fine.

Bill Papeika and his bride of only a few months spent their vacation visiting his wife's relatives in Texas.

Jack Hawks is very pleased with the new electric razor he received from his family on his birthday in March.

Tom Green plans to spend his vacation with his son and family in El Paso, Texas.

I understand Vernon Williams spent his vacation in the hospital. Our very best wishes for a speedy return to good health.



TORRANCE SHOP BAND, 1925—Remaining in active service today are Drummer James Tarbit, third from r., standing; French horn player Stanley Ruse, seated at l.; and Clarinetist Tony Zahradnik, front row, second from r. See System Garages column for details.

BUTTE STREET NEWS

By RAY LIGHTFOOT

TUESDAY EVENING, March 31, everyone on duty at Butte St. Yard was looking for the Irish to arrive. No, not the Notre Dame football team. It was retirement day for J. B. Riley, Motorman with 34 years of fine service behind him. Trainmaster A. L. Robertson acted as Master of Ceremonies. After a fitting speech, congratulations and many handshakes, John was given a beautiful traveling bag, inside which was a purse with some change in it (another surprise for J. B.). He is planning on moving to New York State, near Lake Placid. We all wish for him and his wife the best of everything. As for myself, I wish he would stay in California.

"Hank" Holmes is breathing prayers of gratitude since his son, Dale, who is in the Navy Air Force, came through safely after a thrilling crash landing at sea with an engine afire, in a pea soup fog 35 miles northwest of Point Loma. Through radar, two seaplanes, a Coast Guard Cutter and a helicopter, the rescue was made within 27 minutes. There were 10 other lucky crew members with Dale.

Brakeman R. R. Gath, victim of a polio attack, is up and around. He is not able to work yet, but it is mighty nice to see him on his feet again.

S. E. Hogue, Relief Yardmaster, is home from the hospital but not yet able to return to work.

Motorman and Mrs. O. D. Holt moved into their new home in Rivera, Thursday, January 5.

Frederick A. Dettman, Freight Car Carpenter at Butte Street, became a grandfather for the first time upon the arrival of Dwight David Kloth, on Valentine's Day. Mr. and Mrs. Charles H. Kloth are the proud parents. Mrs. Kloth is a Clerk in the Accounting Dept.

Richard Keith of Hollywood C. H. is sporting a new 1953 Buick. Some class!

Roy Helliwell, who retired several years ago from the Hollywood Car House, recently stopped by to visit his friends at Toluca Yard. Roy is hale and hearty and as jovial as ever.

Alvin York spent his vacation at Pomona. George Shurber spent his in San Francisco and Jim Wilson spent his in Salinas.

West Hollywood Proudly Presents A. B. Bogartz



CONSCIENTIOUS—A truly conscientious worker, Mr. Bogartz is very neat in his appearance and diplomatic in his relations with the traveling public. He's always ready, also, to help new men learn PE routines. He was employed in 1946.—JSB

YOU BE EARNEST AND I'LL BE FRANK

By J. S. BURTON

DURING THE PERIOD from January to June, 1952, the Federal Bureau of Investigation fingerprinted 423,214 persons. There were 1,632 of them under 15 years of age; 34,413 from 15 to 18; 43,021 from 19 to 21 years of age. The highest age bracket was 25 to 29 years, with 71,076 persons fingerprinted. Drunkenness led in causes of arrest with 99,396 fingerprinted.

Now all these figures may seem to bore you, but to me they are something to be reckoned with. To think that 79,066 young people under the age of 21 years have caused society to deal with them by recourse to the law is a sad commentary on the American home and its influence. During this same period of time, major crimes in the United States increased 6.4%. Robbery showed the greatest increase of 13.8%. Auto thefts increased 8.8% and murder 3.4%.

Can it be possible that parents today don't care what becomes of their children? On every hand you see instances in your own neighborhood, read about others in the paper, where one or the other of the parents have forsaken their children for various causes.

Night life flourishes with parents' participation, while Junior is home by himself or in the company of some other child acting as baby-sitter. This is a far cry from the days when I was growing up. The children in our family knew bet-

ter than to be out later than 10 o'clock at night, and even then our parents knew where we were and the phone number where we could be reached. In the evening, we enjoyed each other's company; we read a good book; we listened to Mother as she read from that old tattered Bible. And do you know that not a one of us has been arrested for anything worse than running a red light? Don't get the idea that I'm taking on a halo, or a "holier than thou" attitude, because the same thing is probably true in respect to your early childhood. But don't you wonder sometimes what has happened to those days, and why they have gradually disappeared?

Pacific Electric lost two staunch friends in the passing of W. A. Gibbons on Dec. 11, and L. Truman Baker on Dec. 29, 1952. Mr. Gibbons had been retired for some time, but had a host of friends who mourned his passing. Mr. Baker was active on the job in freight service up until his death. One only had to become casually acquainted with him to recognize the qualities of true friendship, which were inherent with his personality. We miss him.

NORTHERN DISTRICT NEWS

By B. G. MADRID

WE HAD a very interesting and enjoyable visit the other day from Corporal R. B. Whitney, brother of Operator H. E. Whitney of Monrovia Line. Corporal Whitney, himself a former Northern District Operator, has recently returned from service in Germany, and is now stationed at the U. S. Army Recruiting Service in Los Angeles. His German wife, Hilda, likes America very much and is happily and rapidly getting adjusted in her new country.

Corporal Whitney told us of the language and customs of the German people; their schools, their work, their home-building, etc. It was all very interesting, especially since he gave us the German expressions for everything as he went along. We were amazed at how well he has grasped a foreign tongue.

We are glad to see Lucille Brann, former Cashier at Macy, back from the hospital where she underwent an operation. She is night Ticket Clerk at El Monte, where she will continue her duties as soon as she recuperates.

Others who are recovering after being recently on the sick list are Meyer Slevin, L. M. Straley, F. H. Rider, and J. P. Trainor.

We are sorry to know that Operator F. R. Cummings is (at this writing) seriously ill at the Santa Fe Hospital, and we wish him a speedy recovery.

Relief Terminal Foreman Johnny Kipp has been recalled for duty in the armed forces. His temporary destination is Ft. Lee, Va., where he will attend officers school. Johnny is a warrant officer and has seen service in various fronts, particularly in Japan.

Our deepest sympathy to the family of Operator H. T. Hawley, who passed away last Jan. 25. His funeral was attended by 70 PE employes, representing BRT Lodge No. 390.

MOTOR TRANSIT DISTRICT

By W. G. McBAIN

J. D. TERRY of El Monte was the winner of a quarter mile drag at the new Pomona race course in February. A field of 31 stock cars competed in an elimination contest. Terry and his Olds 88 took the race by a car length over his final opponent. The average speed for the quarter mile straightaway was 82.34 m.p.h. from a standing start. Terry received a very nice trophy for his efforts.

Anyone who thinks he has a speedy stock car, contact Terry for information about these drags.

Hugh Chambers has returned to work after 4½ months. He says his hand is getting well and usable again. Red Howell, off six months, has recovered from his back ailment and says he missed the daily contact with his fellow operators. Frank Pilkerton is back at work after an 18-months siege of arthritis. Frank has been with MT for 16 years and says, quote, "One doesn't appreciate his job until one can't work at it."

R. A. Sweatt and yours truly took a little trip to San Felipe, Mexico, to do a little fishing. In fact, what turned out to be very little! While there we met C. W. Butler and wife and spent a day fishing with them.

J. T. Scruggs and his wife, Elinor, have a little bundle of cheer at their house. They adopted a baby girl when she was at the ripe old age of four days. It was a big surprise to the Montrose operators, who wish the Scruggses the best of luck! Incidentally, they have named the baby Jonnell Sarah. Jonnell is a combination of John and Elinor.

As this is published your correspondent should be at Santa Fe Hospital having an operation on the old back. Would like to hear from you guys with the news from Motor Transit.



STOCK CAR RACER—J. T. Terry, El Monte Operator, with stock car racing trophy won at ¼-mile Pomona race course.

AGENCY BRIEFS

By GERTRUDE C. CORNICE

WEDDING BELLS rang on March 12 for John W. Olson, General Clerk at West Hollywood, and Florence Schaffer. The knot was tied at the Little Brown Church in North Hollywood, and they are now residing in Alhambra.

The 31st Annual Agents' Banquet will be held on April 28, 1953, in the Coral Room of the Rodger Young Auditorium, 936 West Washington, Los Angeles. Master of Ceremonies will be T. L. Wagenbach, General Manager. Carleton B. Tibbetts, President of the Los Angeles Steel Casting Company and a Past President of the Los Angeles Chamber of Commerce, will be the guest speaker. Entertainment is to be provided via the Glee Gates Girls, a charming trio.

Frank V. Markonis, former Rate and Bill Clerk at Culver City, is now working in the Schedule Bureau, and Arthur H. Innes, former Rate and Bill Clerk at West Los Angeles, bid into the Auditor's office.

While Harry M. Pierson, Demurrage Clerk, El Segundo, is on leave of absence to do some ministerial teaching, Fred Hurley is holding down his job. Mr. Pierson is Pastor of the Faith Church, 319 Richmond Street, El Segundo, and conducts Bible school classes on Tuesday and Wednesday at 7:30 p.m.

The March Agents' meeting drew a crowd of over 100 to hear Personnel Manager L. R. McIntire discuss the sale of PE's passenger business and its effect on employes and properties.

El Monte Agent R. L. Besett became a grandfather on Saturday, March 21, when William Bryant, 7½ lbs., was born to Mr. and Mrs. William T. Connors at Ft. MacArthur Hospital. Mr. Connors, El Monte Demurrage Clerk on military leave, left Korea March 16 after several months overseas. Mrs. Connors is the former Jo Anne Besett.

J. C. Stockberger, Chief Clerk, Transportation Department now has supervision over the "Extra Board" formerly handled by Geo. F. Jehl. Office is in Room 211.

PACIFIC ELECTRIC ROD AND GUN CLUB

By ARLIE SKELTON

GREETINGS, Rod and Gun Clubbers!

With thoughts toward the future welfare of our club and the recent sale of our Company's passenger division, several changes in our rules and by-laws are being proposed for the club's benefit and to conform with changing conditions. Harold Smith proposes changes to include a greater prize list budget for our women folks and junior members. B. F. Manley, W. G. Knoche, J. B. Rogers, J. R. Johnston and several others spoke in favor of retention of membership by members who might be absorbed by the new passenger company, so long as they remain in the employ of the new company. It was also suggested that our membership be broadened to include Southern Pacific employes of California. The many advantages our club has to offer new members are worth a substantial raise in initiation fees for new members in the future. These and several other proposed changes are now in the hands of our Rules and By-Laws Committee for study and recommendations.

Congratulations are in order for our own Dave E. Porter, Past President for two terms and a very popular one, on his appointment to the Board of Directors of the Southern California Ocean Sport Fishing Derbies, sponsored by the State Junior Chamber of Commerce.

William M. ("Bill") Edwards, Traveling Freight Agent, has received a fine commendation for his Junior Chamber work in connection with the Fishing Derby. Writing on March 11 to President O. A. Smith, Robert Van Buskirk, President of the Los Angeles Junior Chamber, said that Bill "has just completed a great service for our Organization. He is largely responsible for the development of the new Seventy-five Thousand Dollar Fishing Derby, which will be conducted for the first time this summer by the Junior Chamber and the Los Angeles Examiner to reconcile the varying opinions of the people concerned. It required patience, understanding, and administrative skill. . . . This is not the only service Mr. Edwards has performed for the Junior Chamber."

PACIFIC ELECTRIC BOWLING NEWS

By CHARLIE HILL

THE FINAL CLIMAX to the season of 1952-53 was, at press time, still some days in the future. The League championship was to be decided on April 17 between the BRC Aces, winners of the Eight O'Clock Branch, and the PE Club, winners of the Six O'Clock Branch. The champion team receives the President O. A. Smith trophy.

The BRC Aces scored an all-time PE League record with 82 wins and 26 losses. The previous record of 78-30 was set by the PE Club team, captained by Ted Cuccia, during the 1941-42 season. This year the PE Club team had 65 wins and 43 losses.

Congratulations to both branch winners.

The Sweepstakes and Head Pin Tournament were scheduled for April 10 and 17. All squads were to participate in the team events, and nearly all of the bowlers entered the singles and doubles, as well as the Head Pin Tournament that follows the Sweepstakes each evening.

The annual banquet and ball will be held at the Old Dixie Barbecue on April 24. General Manager T. L. Wagenbach will be Master of Ceremonies, and Jux Schnatmeier, President, Los Angeles Bowling Association, the guest of honor. Gail Adair, well-known singing accordionist, will furnish the entertainment, and Lou Saunders' Dance Orchestra has been engaged for the light fantastic. Cash and trophy awards will be made, and there will be many door prizes. All, whether members of the league or not, are invited to join us in this evening of fun.

Just room for one personal: Peter Kenneth Larson, of the Remnants team, scored the season's highest game, 257, and the season's highest series, 627, on March 27. Perhaps his game that evening was inspired by the watching eyes of Patricia Peak, of Los Angeles Union Terminal, whom he married on Friday, Feb. 13. At any rate, double congratulations to Kenny.

PACIFIC ELECTRIC BOWLERS' WEEKLY HONOR ROLL

SIX O'CLOCK BRANCH					
Date	Team High Game	Team High Series	*Individual High Game	*Individual High Series	
Feb. 6	Remnants 937	Remnants 2647	M. Northcutt 220	W. Mathias 582	
Feb. 13	Wolverines 995	Wolverines 2727	E. C. Wheeler 234	S. Cornice 544	
Feb. 20	PE Club 982	zRod & Gun Club x2757	J. B. Rogers 234	J. B. Rogers 622	
		zPE Club x2757			
Feb. 27	PE Club 958	BRC Railettes 2739	T. H. Wolfe 212	T. H. Wolfe 562	
Mar. 6	BRC Railers 914	Streamliners 2579	L. E. Swanson 209	S. Fligge 563	
Mar. 13	Law-ettes 914	Streamliners 2680	P. M. Jones 217	M. R. Heinbaugh 557	
Mar. 20	PE Club 939	Rod & Gun Club 2702	J. B. Rogers 224	J. B. Rogers 578	
Mar. 27	Remnants 990	Remnants 2647	P. K. Larson x257	P. K. Larson x627	
Apr. 3	Remnants 912	Law-ettes 2659	W. Mathias 241	W. Mathias 584	
EIGHT O'CLOCK BRANCH					
Feb. 6	Glendale 936	Lucky Seven 2703	E. A. Fitch 219	W. F. Cowell 563	
Feb. 13	Glendale 917	Glendale 2596	W. W. Collette 203	G. Garrison 550	
Feb. 20	BRC Aces 963	xBRC Aces x2786	M. Fleming 252	I. Sutton 574	
Feb. 29	Glendale 900	Lucky Seven 2643	W. J. Kressin 205	W. J. Kressin 568	
Mar. 6	Subway Terminal 954	Lucky Seven 2639	J. H. Rowe 215	J. Rivadelo 579	
Mar. 13	BRC Aces 950	BRC Aces 2656	J. O. Hubener 238	E. S. Donaldson 545	
Mar. 20	BRC Aces 946	BRC Aces 2595	E. W. Swanson 207	E. W. Swanson 538	
Mar. 27	Lucky Seven 956	Lucky Seven 2726	J. Rivadelo 225	J. Rivadelo 616	
Apr. 3	Maple Smashers 973	BRC Aces 2654	I. Sutton 232	I. Sutton 656	

* — Does not include individual handicap.

z — Tied.

x — Season's high score to date.

HOSPITAL ASSOCIATION NEWS

By LOUISE BYRD

EXCITEMENT prevailed at *George Perry's* house the other day when a little boy walked into the house and said "Your house is on fire!" And sure enough it was! How it started is unknown. The roof over one wing was burned, and the ceiling of several rooms destroyed. "The Alhambra Fire Department was really on the ball," Mr. Perry said. "Firemen arrived five minutes after being called."

Arthur Kruger, Chief Pharmacist, left the Hospital Association on April 8. He purchased a drug store, the *Wilshermart Cut Rate Drugs*, at *Wilshire* and *Doheny* in *Beverly Hills*. Arthur says that *Pacific Electric* employes are welcome to the same discount from him as that prevailing at our Pharmacy (except for fair trade items). We are sorry to lose Arthur. He came to work for the Hospital Association four and a half years ago when we opened the Pharmacy and has proved to be an industrious, faithful, cooperative, alert, and highly efficient employe. We wish him all kinds of good luck.

A parting gift of a fountain pen desk set was presented Mr. Kruger by members of the Hospital Association Staff.

The Hospital Association Pharmacy has been enlarged and the counter space doubled. This was done to provide needed storage space and to speed up prescription service to the members of the Association.

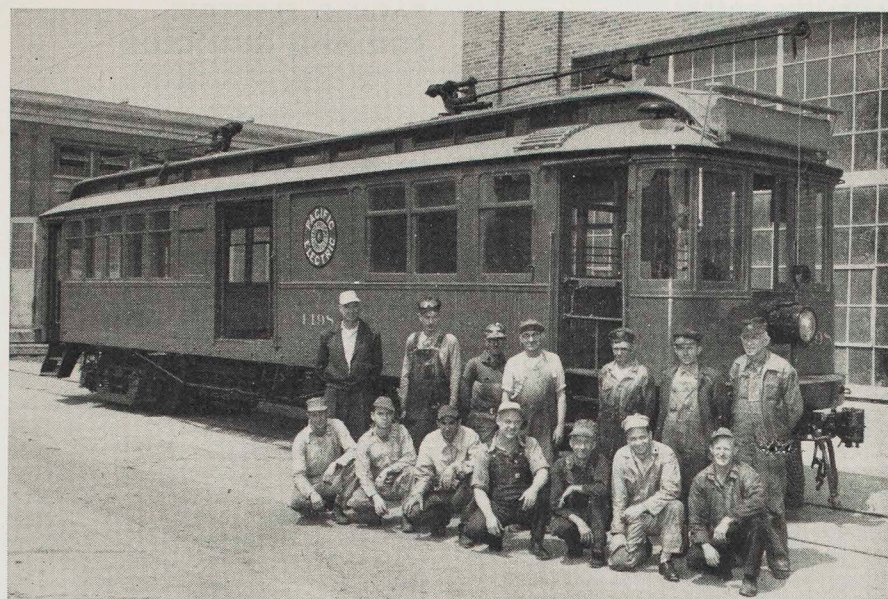


Mary Howey

Mary Howey came back from a vacation trip to *Hawaiian Islands* and *Manila* to take over the position of Chief Pharmacist on April 8.

Thelma Hancock, Physiotherapist, has been very ill. We wish her a speedy recovery and hope to see her back to work soon.

Ilanon Dycer, Physiotherapist, has been taking *Miss Hancock's* place. *Miss Dycer* was born in *Los Angeles* but lived 14



ALL'S SHIPSHAPE—Box Motor 1498 (long ago Passenger Rail Car 846), glistening with new paint but minus her motive power—and the Torrance mechanics who at various times worked to get her ready for a permanent rest in L. A. City Recreation and Parks Department's railroad display in Griffith Park, where Sierra Vista Station is already. No. 1498 was loaded on a big truck and taken from Torrance to Griffith Park Friday, April 10. Left to right, front row: Painters Owen Redding and Frederick Noll; Carpenters Martin Truso, Clarence Partridge, James Daniel, Harold Meyer, Victor Johnson. Back row, left to right: Repair Shop Foreman Carl Peer; Electricians Wm. Hunter, Eric Johanson, Konrad Oefinger (Leader); Car Repairers Winfred Ward, Harry Michener; Carpenter Shop Leader Clarence Black. . . . Visit the Griffith Park "Travel Town."

years in *Alexandria, Va.* She came back to *Los Angeles* to further her education. She graduated from *UCLA* as a physical education major and then trained to be a physiotherapist at the *Children's Hospital*. *Ilanon* is quite the athlete. Her favorite sports are swimming, tennis, badminton and bowling. She has one minor vice—playing the ukulele. *Ilanon's* father was *Charles F. Dycer*, former Chief Administrator of the *Civil Aeronautics Administration* in *Washington*.

Also contributing her good services and warm personality in the Physiotherapy

Department has been *Betty Brandt*, who attended *L. A. City College* and who took her training in Physiotherapy at the *Children's Hospital*. *Betty's* husband, *Ernest*, teaches at the *San Fernando Junior High School*.

Elsie Rash, Receptionist-on-leave, presented her husband with an 8-lbs. 13 oz. boy whom they have named *William*. He was born on Feb. 2 at *Seaside Hospital* in *Long Beach*.

Marie Forbes, X-ray Technician, left on March 26 for a six-week leave of absence because of illness.

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:
Annual Bowling Banquet to be held at Old Dixie Barbecue, April 24. Dancing to Lou Saunders Orchestra.

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

PE GOLF TOURNAMENT:
Those interested in entering forthcoming tournaments are urged to submit score cards on private courses to the PE Club for the purpose of establishing handicaps. Watch for bulletin regarding dates of May tournament.

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 sec-

ond 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.

ANNUAL LADIES' NIGHT, ROSSLYN HOTEL, MAY 6, 6:00 p.m. Call Ext. 2736 for reservations.

VETERANS OF FOREIGN WARS POST:
Semi-monthly meeting held at 7:30 p.m. in the Assembly Room of the PE Club the first and third Tuesdays of the month.

WOMEN'S CLUB:
Afternoon Card Party held at 1:00 p.m. the first and third Thursdays of the month in Ladies' Lounge—Bridge and 500—Prizes to winners.

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

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



WEDDED—Mr. and Mrs. Robert N. Anderson cut the cake at their wedding last Feb. 14. See Legion column for details.

FIRST AID

FIRST AID CHART

Approved by

Los Angeles City Health Department
and
Dr. E. C. Heringman, Chief Surgeon
PE Hospital Association

BITES

ANIMAL BITES—Wash wounds freely with water. Hold under running tap for several minutes if possible. Apply sterile gauze compress and always see your doctor immediately. (Obtain name and address of owner of animal, so it may be held in quarantine.)

INSECT BITES—Remove "stinger" if present. Apply paste of baking soda and water. If swelling is pronounced, apply ice bag or cold cloths over the paste.

BRUISES

Apply ice bag or cold cloths for 25 minutes. If skin is broken, treat same as minor cuts.

BURNS AND SCALDS

Apply white vaseline or picric acid ointment to burned area and bandage lightly with sterile gauze. If burn is deep or extensive, always consult physician.

CRAMPS

Caused by exposure to heat. Symptoms—Cramps in muscles of abdomen and extremities. Heat exhaustion may also be present. Treatment—Same as for heat exhaustion.

CUTS

Apply pressure with sterile gauze until bleeding stops; then apply a mild skin disinfectant such as tincture of mercurin, merthiolate or phemerol. Allow to dry and bandage with sterile gauze.

EYES

Foreign Bodies—Remove by gently touching with point of clean handkerchief or by washing eye with Boric Acid solution. If failure results after one or two attempts, consult a physician. Never rub the eye. **Chemicals**—If any chemical spatters into eyes, wash eye with milk and consult physician at once.

FAINTING

Keep in lying position, with head level. Loosen any tight clothing about neck. Pass Smelling Salts or Aromatic Spirits of Ammonia gently a few inches beneath nose (not too close to nose). Sprinkle face lightly with cold water. If person does not respond within short time, summon physician at once and keep person warm with blankets until physician arrives.

FOREIGN BODIES

Slivers—Apply a mild skin disinfectant such as tincture of mercurin, merthiolate or phemerol. Sterilize needle point by

passing it through flame and use it to "tease out" sliver. Re-apply mild disinfectant, let dry, and cover with suitable bandage.

FRACTURES

Deformity of injured part usually means a fracture. If fracture is suspected, do not attempt to move injured person; summon a doctor at once.

HEADACHE

Headache may occasionally be relieved by one or two aspirin tablets swallowed with water. If headaches are frequent, always consult your doctor.

DON'T

attempt to give anything by mouth to an unconscious person.

use anything from a bottle that is unlabeled.

take medicine from a bottle in the dark.

keep poisonous drugs near other medicines.

give a cathartic or laxative in any case of severe or persistent abdominal pain.

HEAT EXHAUSTION

Caused by exposure to heat—either sun or indoors. Symptoms—Face pale, skin wet and clammy, pulse weak, temperature subnormal. Usually conscious. Treatment—Keep in lying position with head low. Wrap in blanket. Give salt water to drink (teaspoonful of salt to pint of water) in small amounts at frequent intervals. Give a cup of strong coffee or tea or one teaspoonful of Aromatic Spirits of Ammonia, well diluted, as a stimulant. Call physician immediately.

POISONING

1. Always call a physician at once.
2. Induce vomiting by administering 4 to 7 glassfuls of soapsuds or strong salt water. If vomiting does not then occur, gently tickle the back of the throat.
3. After vomiting has occurred, give a dose of Epsom Salts.
4. If the poison is known to have been a sleeping drug, give a cup of strong coffee every half hour.

5. If the poison is known to have been a corrosive poison such as bichloride of mercury or carbolic acid, give several glassfuls of milk or white of egg; then induce vomiting immediately.
6. If breathing has stopped, give artificial respiration.

POISON IVY

Wash exposed part with soap lather five or six times but do not use brush or other rough material. Make a soap-paste (brown laundry soap), apply and allow to dry. If area involved is extensive or seems to be spreading, consult physician.

PUNCTURE WOUNDS

If puncture wound extends deeper than the skin surface, always consult a doctor. Serious infection can arise unless such wounds are properly treated.

SCRAPES

If dirty, sponge off gently with wet gauze, blot dry and cover scraped area with Tincture of Benzoin Compound. Allow a few minutes to dry—no bandage necessary. If scrape is deep and dirty, see your doctor.

SPRAINS

Elevate injured part and apply ice bag or cold cloths for 25 minutes immediately after injury. If swelling is pronounced do not attempt to use injured part until seen by physician.

SUNSTROKE

Caused by exposure to heat—usually sun's rays. Symptoms—Headache, skin hot and dry, red face, high fever, strong pulse. Usually unconscious. Treatment—Keep in lying position with head elevated. Apply cold cloths to body to cool. Call physician immediately.

TOOTHACHE

If cavity is present, moisten small piece of cotton with Oil of Cloves and apply to cavity. If no cavity is present apply ice bag or hot water bottle to cheek for comfort. For any toothache always consult your dentist.

UNCONSCIOUSNESS

Never attempt to give anything by mouth. Put in flat lying position, turn head slightly to one side, loosen any tight clothing about neck. Always summon a physician in every case unless you are sure it is a simple fainting spell.

Return address:
PE Railway Co., 817 PE Bldg.
208 E. 6th St., Los Angeles 14, Calif.
FORWARDING POSTAGE GUARANTEED
Request Form 3547

How to achieve

PERFECT SHIPPING:

"Be as Freight Claim Prevention Conscious as You Are Safety Conscious," Urges E. F. Harrison, Supervisor of Freight Protection

The 1953 Perfect Shipping campaign is now in full swing. This is the 17th Annual Perfect Shipping campaign, sponsored by the National Association of Shippers' Advisory Boards, in cooperation with the Association of American Railroads. This is conducted throughout the year by the 25,000 shippers who are members of these boards, and is intensified during the month of April. All agencies of transportation are cooperating. Everyone involved in shipping has his part—the shipper, the receiver and the carrier.

In 1952, \$107,026,640 was paid out by the carriers for loss and damage claim payments. This was an increase of 6.09% over 1951. However, the new claims received by the carriers showed a decline of 4.07% over 1951. Pacific Electric showed an increase in claim payments for 1952 as against 1951 of 5.6%, which is below the national average; and showed a decrease in new claims received in 1952 as against 1951 of 7%, which is above the national average.

The amount of \$107,026,640 paid out in 1952 by the carriers affects all railroad workers because it represents dollars that have been earned by transportation service, in the performance of which all railroaders play a part. Loss and damage claim payments are a sheer waste of earnings for they cut the money available for employe benefits.

The loss and damage leak could be reduced tremendously in a very short time if every man and woman on the railroads were as freight claim prevention conscious as most railroaders are safety conscious.

Freight station, yard and road service workers are always in position to note conditions and practices that are likely to lead to loss and damage claims.



Roadway maintenance workers, in addition to discharging their duties in keeping roadways in safe condition, may observe and report unsafe conditions on moving trains that may cause accidents.

Car men can help through proper inspection of cars before loading. Car failures are the cause of many claims.

Clerks can help by cooperating in keeping correct and accurate records of shipments; in fact, practically every railroad worker has frequent opportunity to do something or say something that will contribute toward loss and damage prevention.

The greater the number who watch for such opportunities to report unsafe conditions and practices promptly to those who have the direct duty to correct them, the fewer the dollars that will go out in payment of loss and damage claims.—E. F. Harrison.