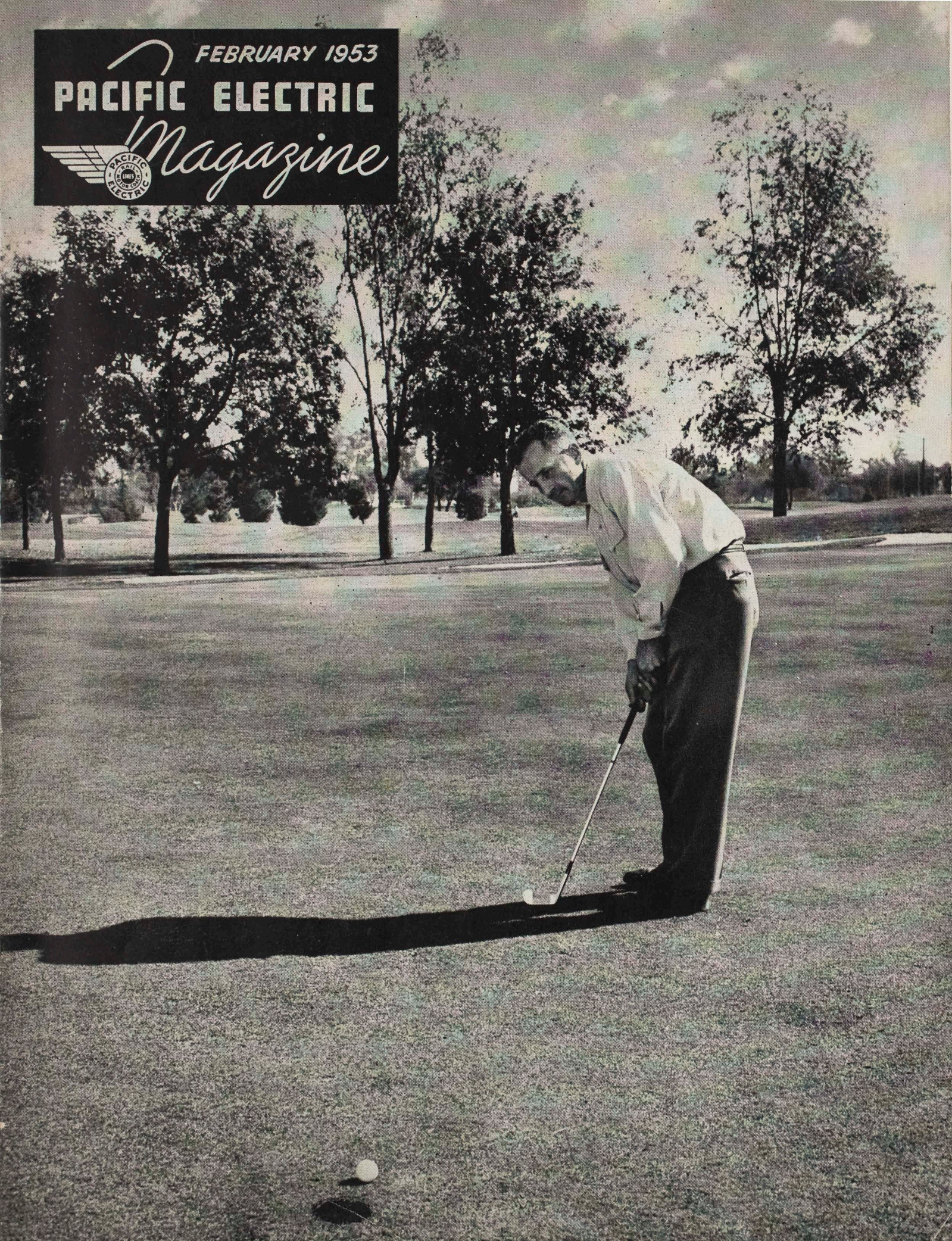


FEBRUARY 1953
PACIFIC ELECTRIC
Magazine



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Copy deadline for the April issue will be March 23

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by

PACIFIC ELECTRIC RAILWAY COMPANY

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Teamwork Pays

THANKS to the splendid cooperation of you men and women throughout the Pacific Electric organization, seven important passenger service changes have been accomplished during the past two months with a minimum of inconvenience to our customers.



O. A. Smith

These changes were carried out smoothly in spite of holiday travel and an unusually heavy rainy spell.

The change-over from rail to motor coach operation on the Los Angeles-North Hollywood-Van Nuys via Hollywood Line required some adjustments in the first few weeks. Improved service is now attracting additional business.

Other changes which were worked out in cooperation with cities and districts involved, in order to provide better transportation in those areas, included re-routing and new stops in Beverly Hills; re-routing in Panorama City, Monterey Park, along Huntington Drive, and on the Ramona Freeway in the vicinity of Fremont Ave.; operation of the Sunset Blvd. Line on a portion of Hollywood Freeway.

Here is further evidence of your teamwork and ability to adapt yourselves to changing conditions. My hearty congratulations for a job well done!



The Stores Department Is a Bank!



Every Time You Handle an Item from One of the PE Stores, You're Really Handling Cash, Says Our Purchasing Agent

By E. L. McCall, Purchasing Agent

IT MAY BE A SHOCK to many of the readers of this article to learn that Pacific Electric has been operating a bank in the Stores Department.

Yes, sir! A bank with assets of 900,000 big round silver dollars — a bank where all you have to do is get your Foreman or Supervisor to sign a check to cover the withdrawals.

So you say to yourself, "Where have I been all this time? Why didn't I know about this 'soft touch'?"

Well, fellow employes, you may not realize it, but every time you issue a requisition on the Stores Department, regardless of the location — Torrance, Macy Street, West Hollywood, or the Stationery Store — you are withdrawing from the Bank *Big Round Silver Dollars*. Perhaps you had never looked at store materials in that light before. The thought may never have occurred to you that the thousand and one items of material you see on the floors or benches in the Shops and Garages and the various items of stationery and other supplies in desk drawers all represent actual dollars paid out of the company treasury.

To better acquaint the material-using personnel of the company — and that includes everybody — with some of the facts regarding costs and thereby perhaps make them more conscious of the cash outlay necessary to furnish materials, the following figures are offered:

Total purchases for the year 1952 amounted to \$3,477,000.

Total issues for the same period amounted to \$4,128,000.

Purchases for the year 1952 represented 10% of the railway operating revenues for that year.

So that you may better understand material cost, and the volume necessary for company operation, the following examples should be carefully studied:

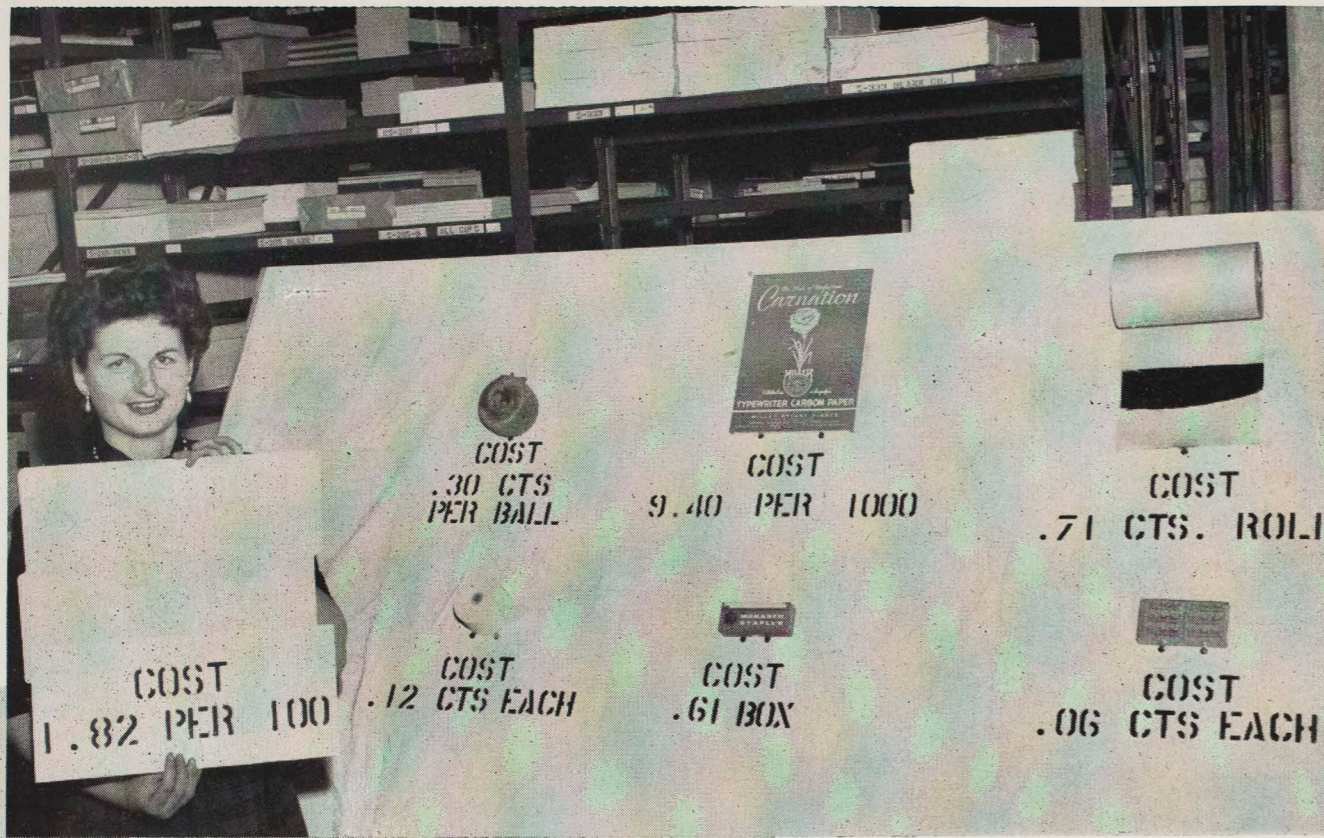
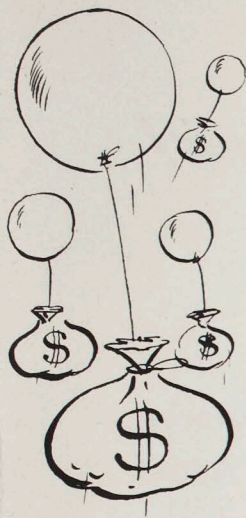
- We issued from store stock last year:
- 18,000 special Mazda lamps at 25¢ each.
- 3,840 fluorescent lamps at 71¢ each.
- 470 diesel pistons at \$9.59 each.
- 136 sets diesel piston rings at \$16.59 a set.
- 2,700 gross fuses — average at \$14.66 a gross.
- 239 signal rectifiers at \$72.20 each.
- 66,000 creosoted crossties at \$3.52 each.
- 470,000 sheets of carbon paper, total cost \$5,000.
- 2,800 typewriter ribbons, total cost \$1,568.
- 37,000 pencils at total cost of \$800.

These are but a few samples selected from a stock of approximately 35,000 items and to continue would only be monotonous.

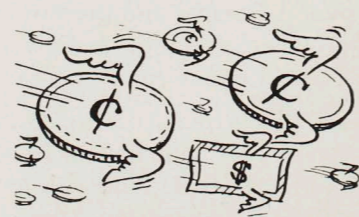
As soon as possible, photographs applicable to various departments will be posted on bulletin boards so that we may keep the material-using employe conscious of the fact that actual cash is being used rather than pencils, carbon paper, or machine bolts.

Our Cover

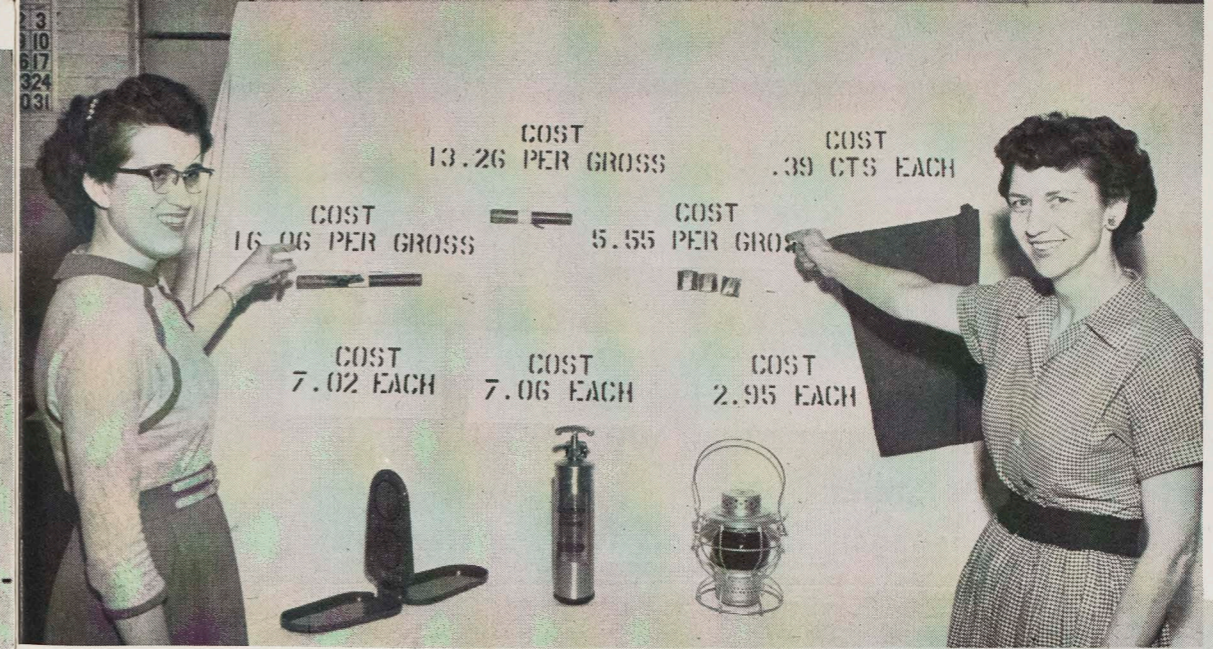
FRANK G. MAYZAK, system golf champion, sinks a putt at Santa Anita Golf Course on a beautiful February afternoon. He urges PE devotees of the sport to polish up their games—and especially to turn in their scores to Tournament Manager Joe Shafer—in anticipation of the Spring Tourney coming up in April. Other golfing news, page 23.



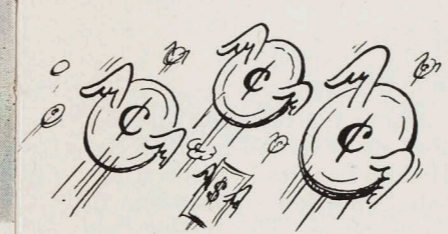
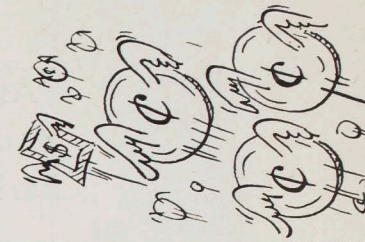
STATIONERY ITEMS, as shown by Typist-Helper Phyllis Sehrer of the Stationery Store, don't cost much individually, but the trouble is, they're used in large quantities. Illustrated are file folders, string, carbon paper, teletype rolls, adding machine tape, staples, and erasers.



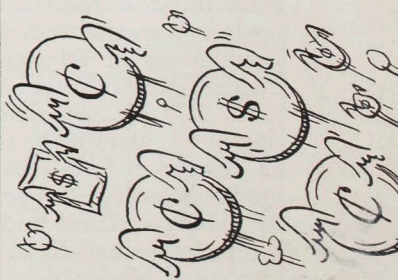
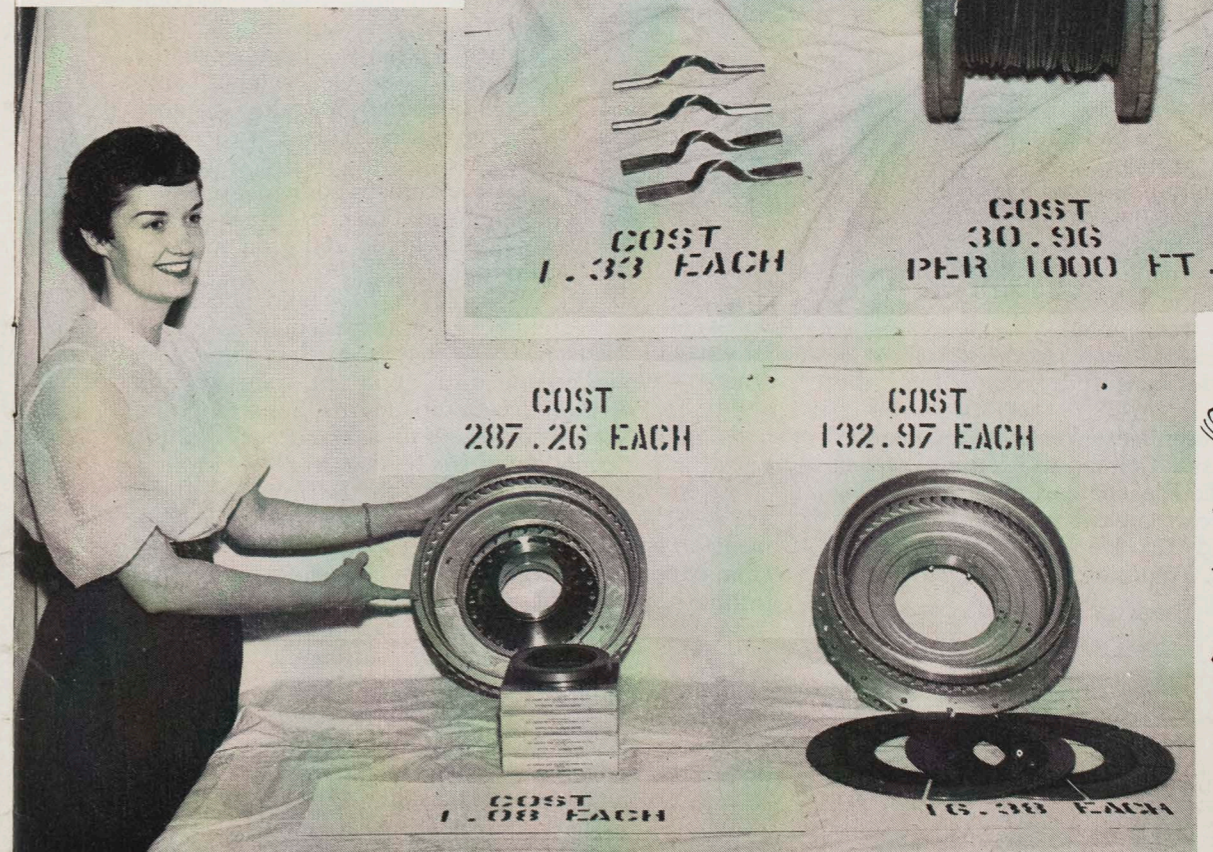
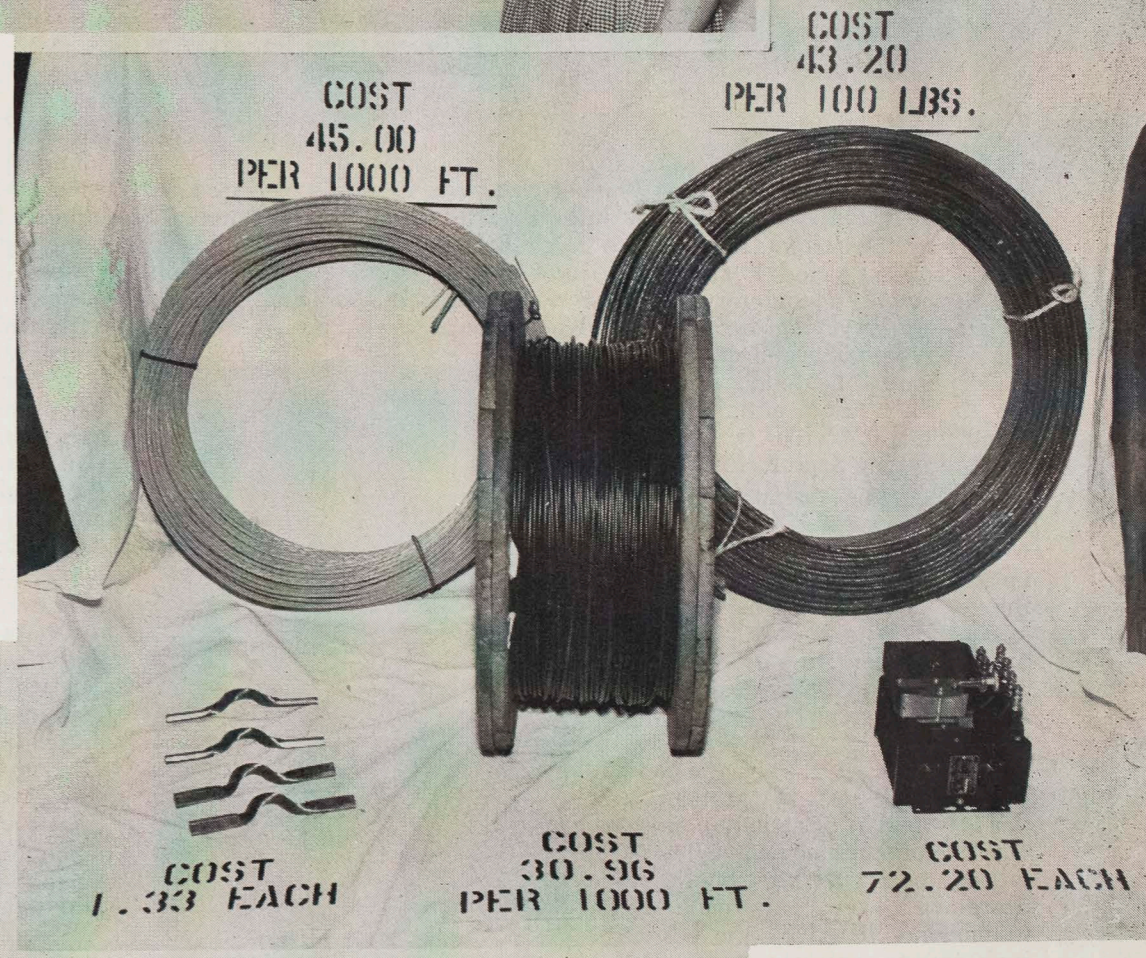
BUS MATERIAL — cylinder heads, for instance, as indicated by Maxine Anderson of the Torrance Shops office—comes really high. You could buy a good steak for the price of a piece of ordinary brake lining.



OPERATORS USE PLENTY of these items—fuses, torpedoes, flags, fire extinguishers, flares, and lanterns—here being shown by Shirley Lyles, left, and Rose McTague of the Torrance Store.



SIGNALMEN use lots of wire, plus trivial-looking gadgets like track bonds that cost \$1.33 each, or relays at \$72.20.



TORQUE CONVERTER parts come mighty high. Clerk Pat Goggin, of Macy Garage, points to one part that costs \$300.

How To Get Ahead

"Assume Responsibility, Get Along With People, Apply Yourself, and You'll Stand Out From the Crowd," Says Earl Van Dusen, Manager, Land and Tax Department.

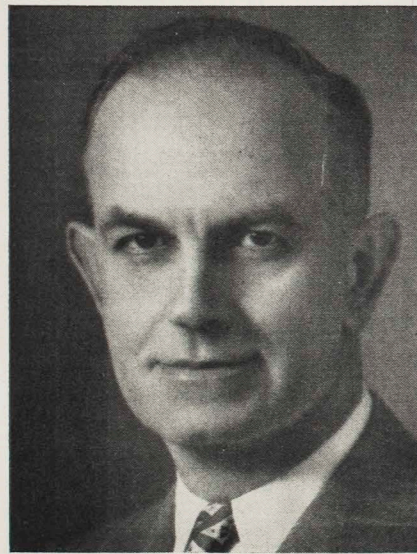
(Fourteenth in a series of interviews with PE Executives)

AS A BOY, *Earl Van Dusen*, Manager of the Land and Tax Department, had visions of becoming a civil engineer. It therefore seemed a little strange that after graduation from Los Angeles High School he should become a clerk in a wholesale jewelry business.

This was only a temporary job, however. Determined to get into surveying, he soon found an opening as chainman with a local firm. Within a few months, he found a similar job in PE's Engineering Department. Thus his career with Pacific Electric began, Sept. 5, 1917.

Studying the technical side at night, and getting the practical work in the day time, he worked in various capacities in the Field Bureau gaining knowledge that was to serve him in good stead in the years to come. He was chief of a survey party in 1920 when he was asked to fill a newly created job that had to do with street assessment work in *C. H. Burnett's* Land, Taxes, and Resorts Department. In this new field he became acquainted with street improvement laws, the procedure under which public improvements were being made, and the manner in which the cost of such improvements was spread against properties benefited. He worked with city representatives of 58 cities and four counties on the Pacific Electric system.

In 1930 Mr. Van Dusen's excellent work as watch dog of the assessment situation led to his appointment as Tax Agent for Pacific Electric and nine other affiliated companies. Ten years later he was made Assistant to Manager, Land and Tax Department, and, upon the retirement of *E. L. Young* on March 1, 1949, was appointed Manager.



EARL VAN DUSEN

Under his jurisdiction are various federal, state and local taxes affecting Pacific Electric. The bill for 1953 is estimated at \$2½ million. He also handles franchises, bonds, city licenses, the registration of all automotive equipment, and 19 kinds of insurance. The buying, selling, leasing, and rental of PE property is done under his direction — a task which requires him to keep up constantly on property values.

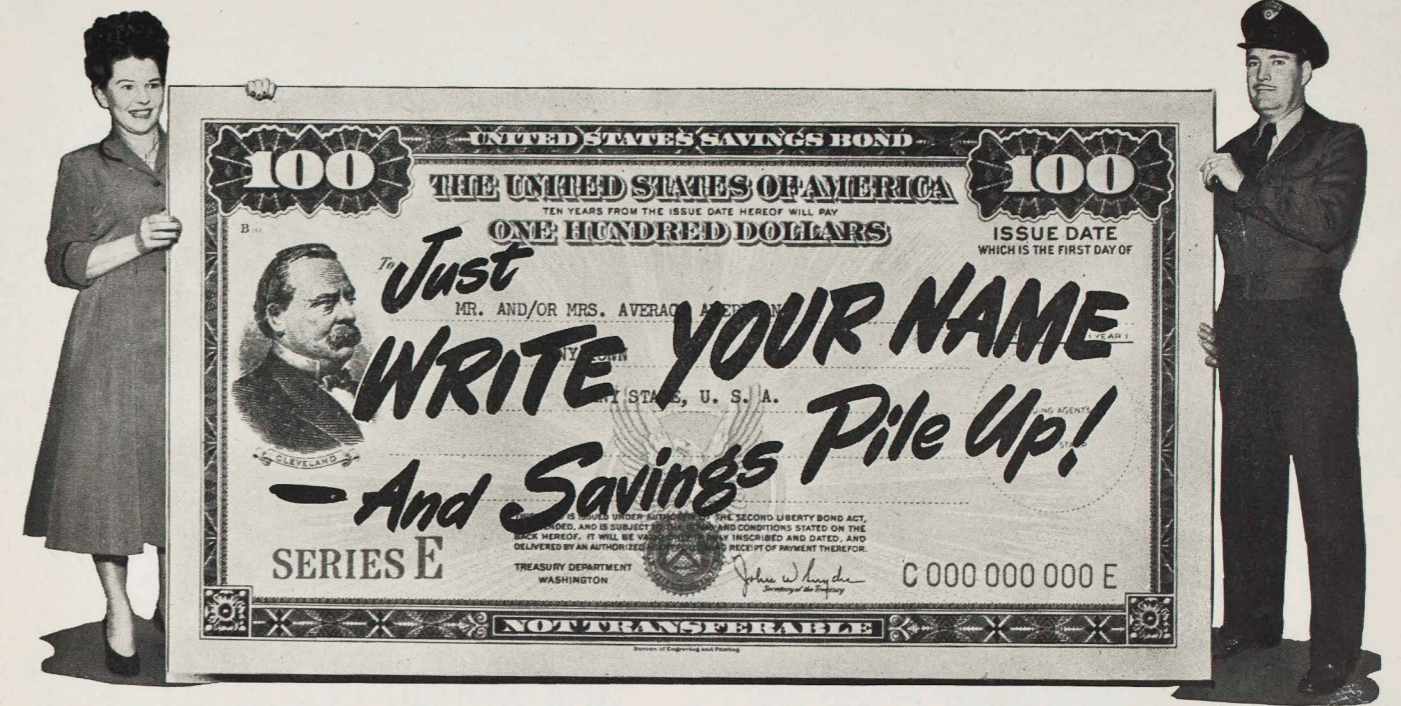
Although he has 13 employees to help him directly in carrying out these responsibilities — not to mention 50 employees in the Office of the Building responsible for maintenance — it is small wonder that he has little time for his gardening hobby or non-professional reading.

For department heads, moreover, a certain amount of civic and committee work is always in order, and Mr. Van Dusen is a member of the State and Local Government Committee of the Los Angeles Chamber of Commerce. This committee studies expenditures by state and local government bodies, and makes recommendations as to how the Chamber should stand on such expenditures.

Asked how he would choose an employe for advancement, Mr. Van Dusen said, "Personality — that is, getting along with others — willingness to do a good job, industry, and ability. All of these characteristics are important, and make individuals who possess them stand out from the crowd in our economy of free enterprise.

"As for opportunities, although the frontier of the axe and the rifle may have disappeared, new developments in science and industry, especially as a result of atomic research, are establishing many new intellectual frontiers to challenge adventurous young minds."

Next Issue: *F. W. Spencer*, Chief Engineer



Pay Roll Savings

CONVINCED that the Pay Roll Savings Plan of buying U. S. Defense Bonds is a fine, safe method of saving money and making it work for them at the same time are the two employes holding the big Defense Bond pictured above.

Gladys O'Connor, Assistant Head Clerk, Disbursements Accounts, has been buying three \$25 Bonds a month for the past four years, and was buying them long before that.

Says Gladys: "The Pay Roll Savings Plan is the best way in the world to save. — No, I'm not buying them for any special reason except to have a nest egg."

A goodly share of the proceeds from matured Bonds bought on Pay Roll Savings enabled *Joe E. ("Johnny") Roubison*, North Operator, to make the down payment on a home in Temple City last May. For the past four years he's been buying two \$50 Bonds a month; before that, he had been buying those of other denominations for a long time.

Johnny echoes the opinion of Miss O'Connor. Says he: "You know you've got it saved in Pay Roll Savings, and you never miss the money that's taken from your check. Pay Roll Savings is the greatest thing that ever happened!"

Gladys and Johnny are but two of over 1100 employes who find Pay Roll Savings a good plan. But there are 3800 other employes who

would help our nation as well as themselves by joining the ranks of the Pay Roll Savings Bond buyers.

You, also, may join the ranks of these thrift-minded purchasers merely by writing your name on a pay roll deduction authorization card. How much you want to save is for you to decide, but from the time you sign, your savings will be automatic.

Let's not think of the Plan in terms of deductions. Let's keep in mind that your authorization card is really an order to lay aside, without the trouble of your going to the bank, a certain amount of money regularly, which will come back to you with compound interest if you hold your bonds to maturity in 10 years — still more if you hold them for another ten.

There's nothing really binding about signing the card. You can discontinue the plan at any time

you wish, and the money you put into the Bonds is readily available.

But just remember this: In most instances, the money you save through the Pay Roll Savings Plan is money that otherwise — be honest, now! — you would probably not save at all.

Look for a letter on the subject of the Pay Roll Savings Plan in your home mail soon. The letter is signed jointly by President *O. A. Smith* and Chairman *R. V. Rachford* of the Advisory Board, Standard Labor Organizations.

Look also for a visit soon from a Labor - Management representative in your department. The Labor-Management Council is sponsoring a drive beginning early in March to build up participation in the Pay Roll Savings Plan.

If you're already in on the Plan, consider increasing your purchases.

REGULAR SEMIMONTHLY SAVINGS THROUGH IMPROVED E BONDS						
SAVE TWICE A MONTH	AND YOU WILL HAVE				MATURITY VALUE 9 years and 8 months from issue date	EXTENDED MATURITY VALUE 19 years and 8 months from issue date
	In 1 year	In 5 years	In 9 years and 8 months	In 19 years and 8 months		
\$3.75	\$90.20	\$472.60	\$981.60	\$2,365.40	\$1,150.00	\$3,164.98
6.25	150.40	788.40	1,635.85	3,945.01	1,925.00	5,286.19
7.50	180.50	946.15	1,965.35	4,736.35	2,300.00	6,329.96
12.50	300.80	1,576.80	3,277.55	7,895.87	3,850.00	10,572.38
18.75	451.50	2,367.70	4,919.65	11,855.80	5,800.00	15,892.24

FREEWAYS AREN'T FREE—

**BUT SOUND PLANNING—
INCLUDING BUS TURNOUTS—
MAKES THEM WORTH WHAT THEY COST**

IF FREEWAYS are to accomplish their purpose of moving the maximum number of people, facilities must be provided on them to make possible fast and convenient transportation by modern motor coaches.

As has often been pointed out, one motor coach during peak traffic carries a load equal to that of 40 automobiles, yet requires street space equivalent to that occupied by less than two automobiles. Therefore, to reduce traffic congestion so that people may be speeded to and from central areas in the shortest possible time, it must be made easy for motor coaches to use the freeways and for people to board and leave the motor coaches at various points on the freeways.

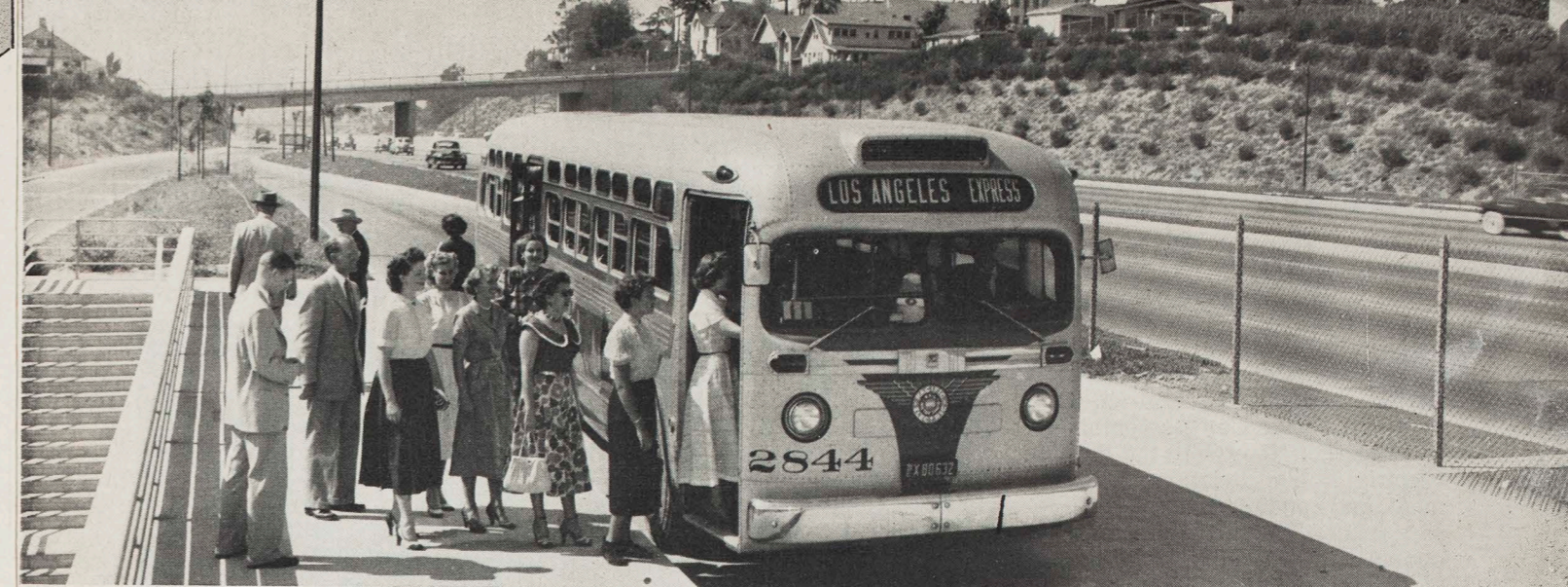
The most important step in this direction is the construction of easily accessible bus turnouts on the freeways. Only through such turnouts for loading and unloading can maximum use be made of the beautiful, expensive new thoroughfares.

Motor coach lines are scheduled to operate as nearly as possible with full loads; otherwise, schedules must be reduced until reasonably full loads are available. In no other way can lines be operated at a profit. Only by building turnouts on the freeways can profitable loads and frequent schedules be maintained.

It is impractical, as some suggest, to expect busses to load and unload on streets off the freeways. The time spent in maneuvering on

and off the freeways would slow up service intolerably, with consequent loss of patronage. Furthermore, unless a stop were required at every loading point off the freeways, operators would be often unable to see whether passengers were waiting, and would be likely to pass many of them up.

It must be constantly borne in mind that public transportation finds vastly increasing competition with the private automobile. For the sake of the mere convenience of walking the few steps to his garage and jumping into his ready automobile instead of walking a longer distance to a bus stop and perhaps waiting some few minutes for a public conveyance, Mr. Average Citizen will pay a premium price



BUS TURNOUT at Alvarado St. on Hollywood Freeway. Coach safely enters road apart from other traffic and picks up passengers who have climbed steps from lower street level transfer point. Additional safeguard is fence between coach road and freeway.

in gasoline, parking fees, and liability to accident. Hence, if freeway planners are not to defeat their own purpose of reducing traffic congestion so as to move more people faster, they must use every available means of enabling the carriers to gain more passengers.

BUS TURNOUTS NOT PLANNED

Yet the plain fact is that with two exceptions, no freeways are being constructed in the Los Angeles area with any attention to easy access by mass transportation facilities. In fact, some cities are discovering that with the freeways they have even less public transportation than they had before. One highly developed area which has made this discovery is that just east of the Los Angeles business district along a section of the Ramona Freeway. Another city, Long Beach, alarmed at possible loss of public transportation service to thousands of its citizens, has urged freeway planners to provide at least three stops on the proposed River Freeway.

The only freeway on which bus loading and unloading facilities have been built is the Hollywood Freeway, with bus turnouts at Alvarado St., Vermont Ave., and Western Ave. The only freeway on which such turnouts are contemplated is the Harbor Parkway. In both cases, financing is being provided by the City of Los Angeles, which expects to be repaid through franchise fees assessed against the carriers.

FINANCING INADEQUATE

Why aren't more bus turnouts being planned? Largely because of inadequate financing. The present State law vaguely empowers the Highway Commission to install mass transportation facilities, but does not require such installations nor provide sufficient funds for building them as the freeway construction progresses. Not more than \$1,000,000 may be outstanding for mass transportation facilities on freeways at any one time. Rather than hold up freeway construction, therefore, until more funds become available, the State, feeling that mileage is the essential factor, continues to build freeways without turnouts.

Bus turnouts are relatively inexpensive when compared with the staggering costs of the freeways themselves (and would be still less expensive if installed at the time of the basic freeway construction). But to private transportation companies, assumption of the costs of turnout construction would be overwhelming. Moreover, such companies feel that the taxes they are already paying for the use of public thoroughfares should be the limit of their liability in connection with turnout construction. A bus, for instance, uses five times the gasoline that a passenger auto uses, and therefore contributes five times as much to the gasoline tax, which, together with Federal funds, is used for highway construction. Even most cities, with the exception of the very largest, like Los Angeles

which after all expects to be repaid through franchise taxes on the carriers — cannot afford to finance the turnouts.

STATE LAW SHOULD BE AMENDED

Informed students of the problem are of the opinion that the present state law should be amended to specify that bus turnouts are a part of the freeway construction, and should be financed in the same manner as the freeways themselves. The law, they say, ought to state that the Public Utilities Commission should, after public hearings, fix the general location of any mass transportation facilities to be included as a part of any freeway, wherever the cost of such facilities can be justified. The State Department of Public Works should then determine detailed plans of such facilities.

In short, unless provision is made to construct bus turnouts on freeways, mass transportation — the lifeblood of the modern city — can never be made adequate. Without it, increased use of the private automobile will so congest the streets and parking lots as to strangle business in central areas. Improved transit, on the other hand, means more sales, higher real estate values, less traffic and parking congestion, better preparation for national security, happier and more prosperous communities — and happier and more prosperous employees. Let's all raise our voices for bus turnout construction!

Public Relations Department Expands

**James G. Shea Appointed Manager, Joint SP-PE Department;
Fred Woodward, Brad Atwood, Appointed Assistant Managers**

IN A MOVE to augment and consolidate public relations activities in the Southern District, the Southern Pacific Co. has combined its Bureau of News with the Pacific Electric Public Relations Department, and appointed *James G. Shea* as Manager. The reorganization, announced by *O. A. Smith*, President of PE and *K. C. Ingram*, Asst. to President, SP, became effective Jan. 1.

H. Brad Atwood, PE's Assistant Director of Public Relations, and *Fred Woodward*, SP's Manager, Bureau of News, have both received the titles of Assistant Manager.

"The establishment of the new joint department is in no sense intended as a step to reduce the efforts of other departments to increase the good will of the public," declares President Smith. "Every department and every employe has as great a public relations function as ever and should continue to exercise that function with increasing fervor so that the work of the Public Relations Department proper may be fully effective."

Other men in the department include *Pete Noyes*, Mr. Woodward's assistant in the News Bureau; *Robert W. King*, News Editor; and *W. Warren Silliman, Jr.*, Editor, PACIFIC ELECTRIC MAGAZINE.



SP-PE PUBLIC RELATIONS DEPARTMENT FORMED — Men, standing, left to right, include Manager *James G. Shea*, Assistant Manager *Fred Woodward*, News Bureau's *Peter A. Noyes*, Assistant Manager *H. Brad Atwood*, PE Magazine Editor *W. Warren Silliman, Jr.*, and News Editor *Robert W. King*. Girls, from left, are Steno-Clerk *Claire Primeau*; Secretary *Frances Hudock*; and General Clerk *Nancy B. Reid*. Messrs. Woodward and Noyes constituted the former SP News Bureau, and will maintain their offices at 455 PE Building until the main office at 817 Building has been altered and enlarged.

Frances Hudock continues as Secretary to the Manager, with *Claire Primeau* as Steno-Clerk and *Nancy Reid* as General Clerk.

When facilities in Room 817 have been enlarged, the SP News Bureau staff will move from present quarters in Room 455.

OUR PUBLIC BE SERVED

THE CONDUCT of American business has changed a great deal since, a century ago, one tycoon of big business (he happened to be in the transportation business) blurted out the now-famous phrase, "The public be damned!" That attitude was typical of much of the business of his day.

Not any more. Successful business today is and must be dedicated to the opposite philosophy, "Our public be served!" The modern concept of public relations as a profession has had much to do with accomplishing this change.

Although it is a popular term misused and misunderstood in some quarters, public relations is not new. Even the businesses which took the public-be-damned attitude practiced public relations—bad public relations. As a Pacific Electric employe you practice public relations every time you deal with a customer and even when you comment on your job to friends and neighbors at home.

The public relations of a company is the sum of all the impressions made by a company and the people connected with it. It embraces any situation, act or word which influences people for or against our company. In the final analysis it is the Golden Rule in action, and the Golden Rule works in business as well as private life.

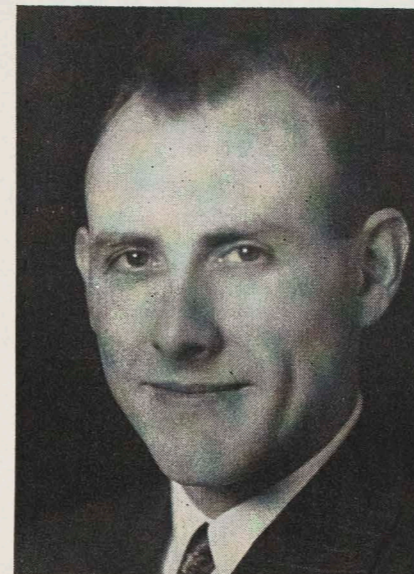
We believe that good publicity and advertising improve but do not whitewash poor public relations. We believe that good public relations begins at home, requiring all of us in the company to work well together before we can do a good job for the public. We believe, of course, that public relations is a way of life for the entire company and not a job for our department alone.

We urge the cooperation of every Pacific Electric employe in the practice of good public relations because it will make all of us happier and more secure in our respective jobs while we build a bedrock of good impressions for our company.

... By James G. Shea

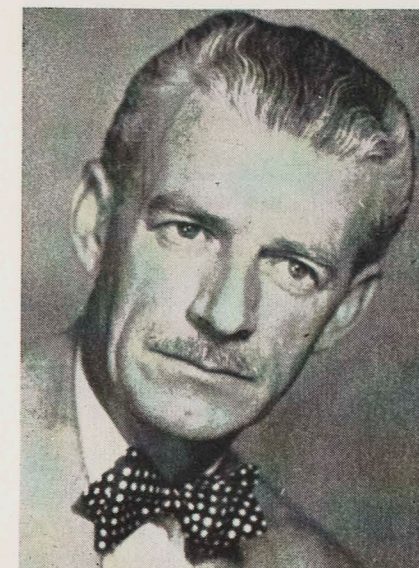
FREIGHT TRAFFIC PROMOTIONS

**J. E. Blackburn Appointed SP District Freight Agent;
A. M. McDonald Succeeds Blackburn as PE General Agent**



J. E. BLACKBURN
SP District Freight Agent

THE PROMOTION of General Agent *Joseph E. Blackburn* to a field of larger service as Long Beach District Freight Agent for the Southern Pacific, and the appointment of Traveling Freight Agent *A. M. McDonald* as General Agent in his stead, both effective Jan. 1 have been bringing these capable men the congratulations of their many friends.



A. M. McDONALD
PE General Agent, South

Mr. Blackburn succeeds *C. F. Smurr*, who has been appointed Southern Pacific General Agent at Salt Lake City.

Two other promotions in the PE Freight Traffic Department have followed: the appointment of City Freight Agent *Paul H. Smith* as Traveling Freight Agent, with headquarters at Long Beach; and the appointment of Rate Clerk *Ken-*

neth G. Rolfe as City Freight Agent, succeeding Mr. Smith.

A resident of Long Beach, Blackburn joined PE in 1936 as Stenographer in the Freight Traffic Department, and has been in Long Beach since 1944. He has been an outstanding leader in civic and service activities there, including the Red Cross, Community Chest, YMCA, Chamber of Commerce, Optimist Club, Harbor Transportation Club, Travelers Aid Society, and Community Welfare Council.

Mr. McDonald, a resident of Bellflower, joined Southern Pacific in Los Angeles in 1937 as OS&D Clerk, went to Long Beach as joint SP-PE Claim Inspector, in 1943, and had been PE's Southern District Traveling Freight Agent since 1945. He is active in the Harbor Transportation Club, the PTA, the Cub Scouts, and adult education activities, and has just been elected to the Travelers Aid Society Board of Directors.

Both Mr. Smith and Mr. Rolfe began as Registration Clerks in Freight Claims, Smith in 1946, and Rolfe in 1945.

Paul Babcock, Junior Rate Clerk, has been appointed to the Rate Clerk position.

WHY SO MUCH TALK ABOUT SAFETY?

By H. L. YOUNG, Supt. of Safety and Instruction

PEOPLE WHO ASK THAT QUESTION either don't know, or fail to remember that 18,000 people are killed while at work in the United States every year and that approximately 1,500,000 others suffer permanent or temporary injuries.

The most effective means to prevent one from being listed among the unfortunate victims is to realize fully the importance of safety during every waking minute.

On the job, every employe should be fully aware of the hazards in connection with his particular work and continue to remember that safety is of the first importance in the discharge of duty. A job best done is done safely.

The practice of safe thinking directs the Operator to exercise the greatest degree of caution when operating his train or motor coach through blinding fogs, or over slick, congested highways; the Mechanic to

be ever cautious around moving machinery; the Lineman to inspect his climbing gear and poles before climbing and to be ever alert to hot wires; the Trackman to be alert for approaching trains and cautious in handling rails, ties, etc.; the Freight Trainman to know the necessity for caution in boarding or getting off moving equipment, for giving prompt and clear signals, and for responding promptly to signals received.

Regardless of our jobs, there are hazards which challenge the practice of safety and it is when we fail to recognize the existing hazards or fail to keep our minds on the things that we are doing that we become victims of accidents.

Always remember that the time required to insure safe performance of a job is far, far less than the time lost in the event there is an accident. Let us all make 1953 a safe year, both on and off the job.



IN ACTION—L-R, Edward Mason, Don E. Bowman, Charles Sein, of Speakers Bureau.

They Talk Before Real Audiences!

ALMOST ANY TIME, if you're a member of a civic, social, or professional club, you may be surprised at some meeting by finding a fellow PE employe as speaker of the day.

He's likely to be a member of the Pacific Electric Speakers Bureau, formed last August from the membership of the Speakers Forum. And he's likely to talk on some topic connected with PE or the transportation industry. It will be a capably delivered speech, too, for the Speakers Forum, organized in 1949, has accomplished a great deal in teaching its earnest members how to talk well before an audience about things they know.

The Speakers Bureau has a standing agreement with the Program Exchange Service of Southern Calif. to supply speakers upon request for numerous organizations.

Among Bureau members who

have already given talks at club meetings are *Ed Mason* of Freight Traffic, who has talked before the Bellflower Kiwanis Club about the services PE does and could perform for citizens and shippers of that area.

"Pacific Electric is not just a train or a bus passing through your community," remarked Ed. "It is a part of your community, just like the butcher or the baker."

Don E. Bowman, Staff Engineer of the Mechanical Department, not long ago told the 20-30 Club of East Los Angeles an interesting tale, leavened with appropriate humor, about the comprehensive system of maintenance used to keep PE's 660 motor coaches up to snuff.

After laying the groundwork for his story by pointing to the traffic accident rate among automobile drivers and the steps taken by va-

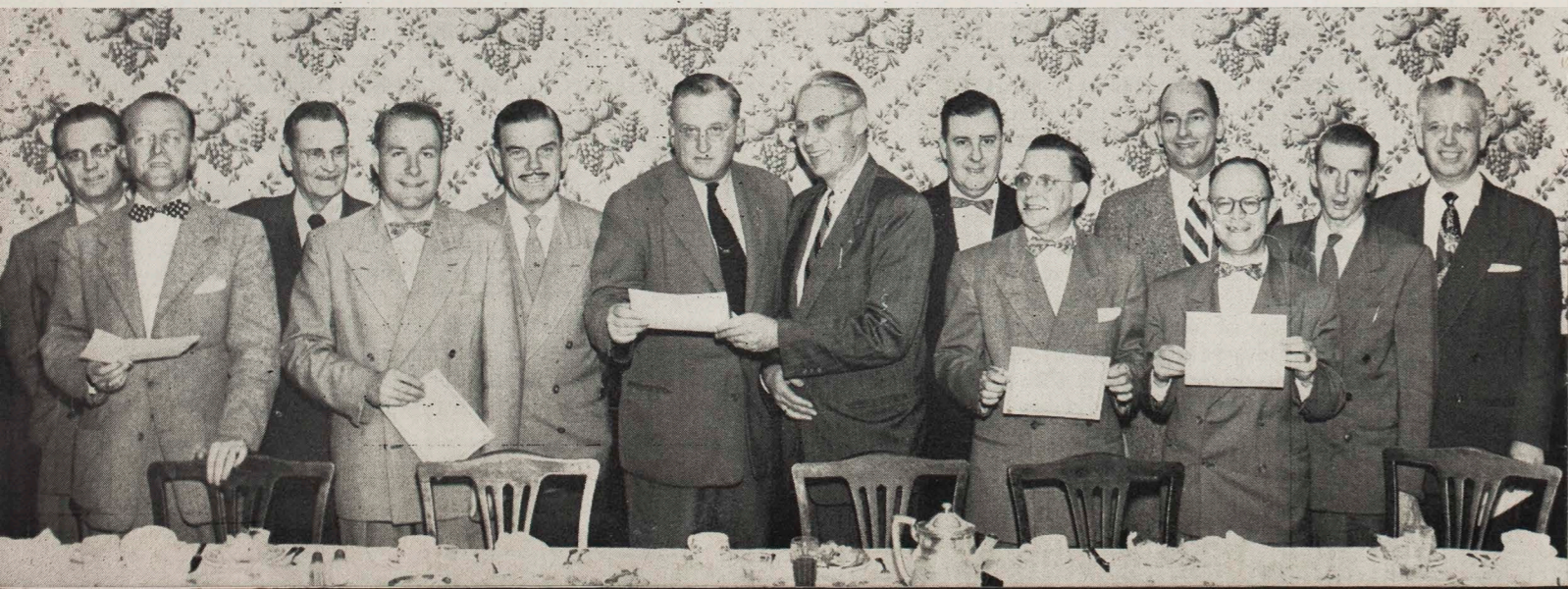
rious agencies to reduce accidents and to educate motorists to an awareness of the potential destructive power of their cars, Instructor *Robert L. Woodrow* described the thorough system of training given PE's Motor Coach Operators, in a talk to the Bellflower Kiwanis Club.

"Almost without exception, the older communities can date their spectacular growth from the time Pacific Electric's 'big red cars' reached their sites," declared Field Engineer *W. R. Wilkinson* in a talk on the history and problems of Pacific Electric to members of the Church of the Nazarene in Alhambra.

Other well received speeches have been made by Supervisor *Charles Sein*, Tax Agent, *E. O. Miller*, the Hospital Association's *George Perry*, Attorney *Randolph Karr*, and other members of the Speakers Forum.

"This is only a beginning," says *Louis N. Velzy*, President of the Forum, with big-voiced emphasis. "Members are fascinated with the combination of real practice in public speaking and a function as public relations representatives of the company. — Why don't you come in and give the Forum a whirl?"

SPEAKERS FORUM PRESIDENTS, NEW AND OLD—The new one is *L. N. Velzy*, seventh from left, who is presenting a Past President's citation of merit to outgoing President *H. F. Fortner*. Mr. Fortner, in turn, had earlier in the evening presented citations to the other men in the photo — all Past Presidents. Left to right are *Tom Bristow*, *Woody Honold*, *Al Bristow*, *Don Bowman*, *Henry Stone*, *Fortner*, *Velzy*, *George Perry*, *Ed Mason*, *Cliff Ferguson*, *Charlie Sein*, *Fred D'Arcy*, *Reed Christiansen*. Unable to be present were *Jim Lewis* (founder and first President), *Earl Miller*, *Jack Stewart*, and *Howard Beardsley*. The new Prexy, *Lou Velzy*, installed that evening of Jan. 7, will be the first to hold office for six instead of three months—as result of a new Constitution.



"'Twas the Night Before Christmas"

AN OVERFLOW CROWD filled the Pacific Electric Theater on Dec. 24 to hear a personal word of greeting at Christmastide from President *O. A. Smith* and listen to the beautiful music of the season as performed by the PE Glee Club, an orchestra, and several soloists.

Master of ceremonies was *James G. Shea*, Manager of Public Relations, SP-PE.

For the first time in at least many years, if not ever, the Christmas party was a joint affair attended by Pacific Electric, Southern Pacific, Pacific Motor Trucking, Pacific Fruit Express, and Cotton Belt employes.

They entered to the orchestral Christmas music of the Six Beats, under the management of Agent *A. R. Crowe*.

George Richter, Rate Clerk in SP Freight Traffic, opened the program with a marimba solo, "Schoen Rosmarin," by Kreisler.

Don McLeod, Asst. Car Distributor, SP, accompanied by his wife, followed with a baritone solo, "O Holy Night."

With *Harry Shea* and *Ed Waterhouse* as soloists, the Glee Club then sang the Fred Waring arrangement of "'Twas the Night Before Christmas."

GLEE CLUB KEEPS BUSY

Its performance in the Theater was but one of seven Christmas programs given by the Glee Club, highlight of whose season was a



AT PE THEATER CHRISTMAS PARTY—Upper left, *Don McLeod*, SP Freight Traffic, sings "O Holy Night." Upper right, *George Richter*, also of SP Freight Traffic, plays a marimba solo. Lower photo, the Six Beats—only there are eight of 'em. Left to right are Pianist *R. L. Besett*, El Monte Agent; Drummer *Arthur Gallager*, Rate and Bill Clerk, Inglewood; Electric Steel Guitarist and Manager *A. R. Crowe*, Agent, Compton; his wife, *Hazel*, Saxophonist; Trumpeter *Roland Haugen*, Rate and Bill Clerk, Compton; Violinist *Rose Marie Besett*, daughter of the pianist; Violinist and Director *Ginny Gallager*, wife of the drummer; and Vocalist *Johnny Zamudio*, then of Claremont Agency.

company-sponsored trip to Palm Springs on Saturday, Dec. 20, with dinner and a concert at the Desert Inn. On the way the group sang carols at the San Bernardino Station.

Concerts on schedule in the near future include the Santa Barbara

Ave. Methodist Church on March 3 and St. Paul's Cathedral April 22.

"There are openings now for good voices in all parts, particularly first sopranos, second altos, first tenors, and second basses," says Director *Warren Silliman*.

AT THE DESERT INN—Pacific Electric Glee Club singing for guests in lobby of the Desert Inn, Palm Springs, Dec. 20, after de luxe dinner in the diningroom at left. Accompanist is *Helen Everett* of SP District Timekeeping. Photo by courtesy of the Desert Inn.



PE Carries 14,883 To Rose Parade, Bowl

APPRECIATION for the spirit of cooperation shown by Pacific Electric in furnishing motor coach service to the Tournament of Roses was expressed by *Orrin W. Fox*, Chairman of the Post Parade Committee, to Passenger Traffic Manager *H. O. Marler* in a letter of Jan. 13.

PE played an important part in the success of the parade — pronounced one of the most successful in years — and the football game by transporting 14,883 passengers from many points in Southern California to Pasadena on Jan. 1.

Extensive planning by Passenger Traffic and operating departments of the company enabled PE to furnish 251 coaches — many of which made more than one trip — to carry passengers to and from Pasadena as well as to and from Santa Anita Race Track.

Congestion on highways, always terrific on New Year's Day, would have been far worse had it not been for the passenger-carrying capacity of public carrier vehicles.

Sunset Line Change

SUNSET BLVD. LINE motor coaches began operating over the Hollywood Freeway on Feb. 1, by authority of the California Public Utilities Commission.

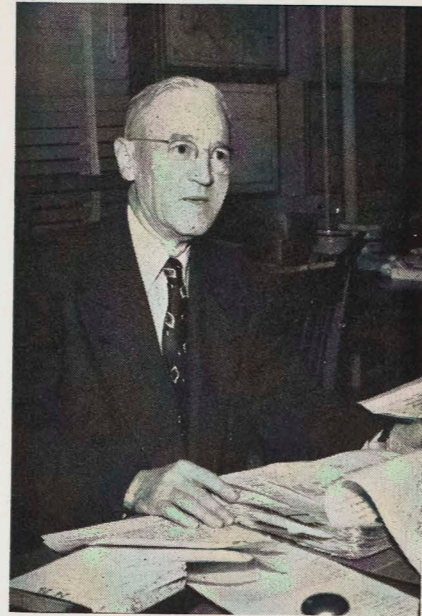
Inbound coaches enter the freeway at Vermont Ave. and leave it at the Hope St. exit ramp; outbound coaches enter the freeway by way of Grand Ave., and leave it at Vermont Ave. The only stop on the freeway is at Alvarado St., which has a specially constructed bus loading facility.

Concession Expands

OPERATORS in a hurry for a cup of coffee between schedules will be glad to know that enlargement of the food concession in the Los Angeles St. Terminal is planned in the near future, according to a work order approved Jan. 22.

The inside counter will be increased in capacity, more electrical circuits will be provided, and glass partitions will replace the present overhead doors.

The magazine stand will be replaced by a stainless steel unit.



40-YEAR VETERAN—L. A. Biehler, Contract and Agreements Clerk in the Engineering Department, completed 40 years of PE service, all Engineering, on Jan. 11. He started in 1913 as Chairman in Maintenance of Way under E. C. Johnson.

Radio Interview

FOR THE FIRST TIME in two years, Voucher Clerk *George Meyers*, of Freight Claims, heard the voice of his son, *David*, from far-away Honolulu over the radio at 1:55 p.m., Dec. 31.

David, 26-year-old Yeoman, 2c, in the Communications Department of the U. S. Navy, was interviewed on the "Pass the Word" program on Catalina Station KBIG. Father George listened in at the PE Club.

After spending a year in the Navy just before V-J Day, David re-enlisted in October, 1950, and was sent to Hawaii, where he married a Hawaiian girl, *Charlotte Kunane*, an accomplished organist and stenographer who was working at the time in the office of the Mormon Church in Honolulu. As a wedding present, Charlotte's mother, an employe of Dole Pineapple Co., gave the couple a lovely home. Last April their first child, *Hensley*, was born.

David expects to bring his wife to the U. S. in April, 1953, for six months and introduce her to the family, and then plans to return to Honolulu to study chemistry at the University of Hawaii, according to his dad.



THANKS FOR GIVING!—This little miss takes time off during play at a Red Feather day nursery to pass along a smiling tribute to you who cared enough to share enough. Because you helped the Community Chest make its goal for the first time in eight years by contributing through MECCA or at home, Red Feather health, welfare, and youth services will be able to continue their important work all during this year.

MECCA Dividends

TWO DIVIDENDS were authorized by the Executive Committee of MECCA at a meeting Jan. 29.

A contribution of \$2,500 was authorized for the March of Dimes, and a check for \$500, for the Arthritis and Rheumatism Foundation.

The Committee also approved setting apart \$2,000 from MECCA for a Provident Fund for members of MECCA who may need money for medical care under certain conditions.

Gift Tour of Europe

AS A GIFT from her sister and brother-in-law, a two-month trip to Europe is currently being enjoyed by *Eleanor Cohen*, General Clerk, Personnel Department. She left with them on New Year's Eve for New York City, where, on Jan. 7, they boarded the American Export Line steamship *Independence*, arriving in Gibraltar Jan. 13. Since then they have been visiting points of interest in Spain, Italy, Switzerland, Austria, France, and England, by rail, plane, automobile, and steamer. They are scheduled to leave Southampton, England, on Saturday, Feb. 28, on the liner *United States*, for the return ocean voyage.

Agents Banquet

THE ANNUAL BANQUET of the PE Agents Association will be held this year on Tuesday, April 28, at Rodger Young Auditorium, according to a decision of the Banquet Committee at a meeting held Feb. 20.

Members of the Committee are *J. G. Shea*, *C. P. Hill*, Chairman; *A. R. Crow*, *C. A. Stein*, *R. H. McLaughlin*, *W. A. Cunningham*, *L. M. Duke*, *George F. Jehl*, and *E. L. Rea*.

Turks Visit PE

BECAUSE the Pacific Electric Railway Co. had been chosen as a good example of proper management practices, officials of USC's School of Public Administration last Dec. 23 brought three Turkish visitors to the property to observe methods used in offices and shops.

Appointed by their government to study American management, the Turks, teachers at the University of Ankara, Turkey "will soon be hard at work in their own country on the rugged and difficult task of introducing changes in management philosophy and practice," according to Prof. *W. H. Church* of USC's School of Public Administration.

On their observation tour, the guests heard *L. R. McIntire*, Personnel Manager, discuss the history and current application of the Railway Labor Act and the differences between this act and the Taft-

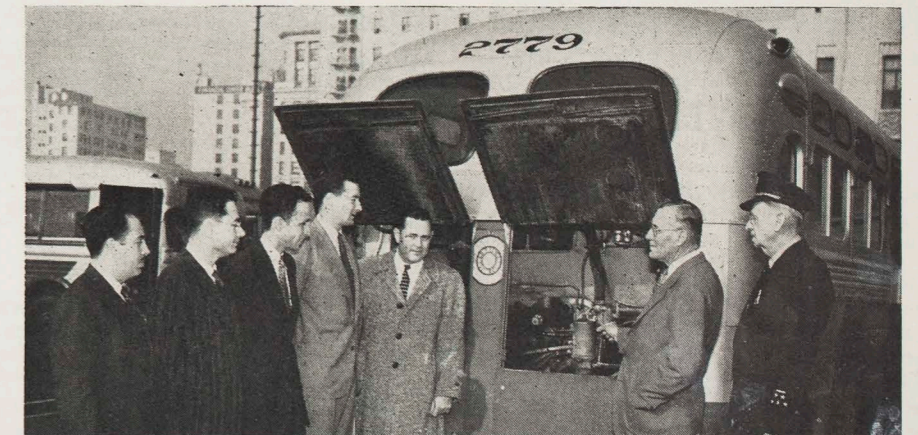


CHRISTMAS REUNION — For the first time in six years, the family of retired Automatic Substation Inspector *Frank M. Hart* gathered for Christmas at his home. He and his wife are shown seated in center. Standing l-r, are Mr. and Mrs. *Bill Hart*, of King City; Mr. and Mrs. *George Hart*, of Venice; Mr. and Mrs. *Hal Grundig*, (she is the former *Marguerite Hart*), of Salinas; Mr. and Mrs. *Noel Hart*, of the Crenshaw District; Mr. and Mrs. *Robert Bramer* (she is the former *Betty Hart*), of Los Angeles. Grandchildren, l-r, are *Bobby* and *Barbara Bramer*, *Ronald* and *Michael Hart* (sons of the *Noel Harts*), and *Bradley Bramer*.

Hartley Act. This talk "was a very important contribution to the background of the participants on this project," wrote Dr. *Church* to General Manager *T. L. Wagenbach* in a letter thanking PE officials for their courtesy in arranging the tour. Dr. *Church* particularly mentioned the helpfulness of Assistant to General Manager *Robert W. Forcier*, who spent the entire day as a guide.



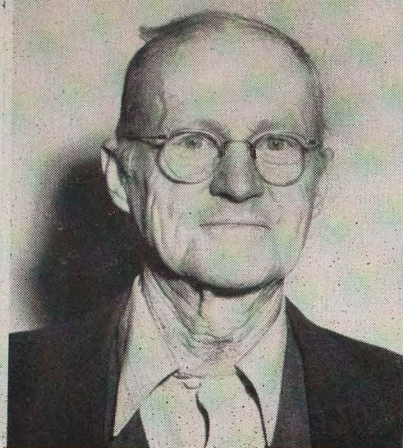
TO MAKE 160 CHILDREN HAPPY at Christmas time, these three Operators volunteered their services to drive three busloads of orphans from their fostering institutions to a party at the Fox La Brea Theater. Left to right are *E. N. Beezley*, *L. C. Kimrey*, *O. W. Brown*.



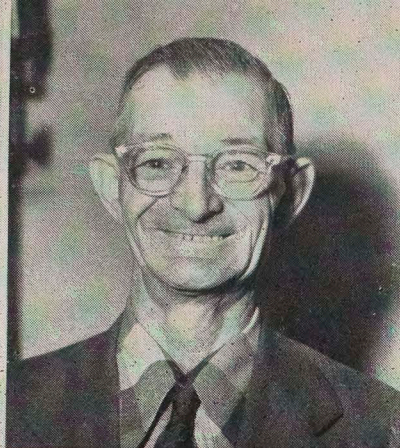
TURKS VISIT PE — General Manager *T. L. Wagenbach*, second from right, assisted by Operator *Ralph E. Sanders*, shows Turkish students of American methods (in their own country they are on the faculty of the University of Ankara) the engine of one of the new PE busses. From Left: *Erol Bilik*, Assistant Professor of Administrative Law, particularly interested in personnel management; *Behic Hazar*, Assistant Professor of Political Science and former governor of a Turkish province containing approximately 110 cities, especially interested in the administration and operation of natural resources; *Cemal Mihcioglu*, Assistant Professor of Public Finance, especially interested in the study of supervision from the human relations angle. The other two men are from the School of Public Administration, USC: *H. G. Morton*, Assistant to the next man, *William H. Church*, Visiting Professor of Public Administration. Mr. *Church* is also in charge, for USC, of Mutual Security Agency's Technical Aid to Turkey, which sent these men over.



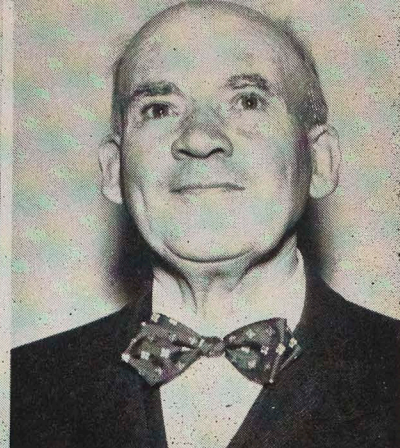
ALONZO V. MILLER
Towerman
Transportation Department
37 Years a Railroader



WASHINGTON C. ROBERTS
Freight Motorman
Northern District
35 Years a Railroader



LACY KING
Air Brake & Pipe Foreman
Torrance Shops
38½ Years a Railroader



JAMES FETTIS
Motorman
Southern District
33 Years a Railroader



MARTHA ELLEN LEEPER, third from left, receives gift of luggage from Foreman Dirk C. F. Anraad on the occasion of her retirement Dec. 31 as Car Cleaner at Fairbanks Car House. Mr.

Anraad presented the gift on behalf of employees. Mrs. Leeper had 33 years of service, all on the South, mostly at San Pedro, and all on rail cars as Car Cleaner. She plans to take it easy.

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

NAME	OCCUPATION	DEPARTMENT	YEARS SERVICE
Joseph Adams	Car Repairer	Mechanical	32
Robert Buford	Janitor	Transportation	16
James H. Carter	Paving Foreman	Engineering	28
James Fettis	Motorman, South	Transportation	32
Herman A. Gaskill	Trolleyman, West	Transportation	32
Fred E. Giers	Engineer, South	Transportation (PEGHB)	11
Pat J. Hannan	Bushelman	Transportation	8
Lloyd C. Hart	Mgr. Uniform Dept.	Transportation	36
Albert J. Hirt	Cashier	Transportation	9
Ernest L. Jones	Electrician	Mechanical	30
Albert T. Karr	Substation Operator	Engineering	40
Lacy King	Assistant Foreman	Mechanical	39
Alfred Kirkbride	Operator, West	Transportation	24
Adam W. Klug	Janitor	PE Building	10
Ellen Leeper	Car Cleaner	Mechanical	33
Lloyd L. Louderback	Conductor, West	Transportation	28
Alonzo V. Miller	Towerman	Transportation	33
Harry N. Mustard	Check Clerk	Transportation (HB&PE)	30
John C. McGuire	Trolleyman, South	Transportation	10
Edward L. Nelson	Car Repairer	Mechanical	29
Fred W. Nichols	Assistant Trainmaster	Transportation	37
Washington C. Roberts	Motorman, North	Transportation	35
George W. Spencer	Conductor, North	Transportation	10
Claudius O. Stout	Conductor, South	Transportation	14
Ora D. Warfield	Operator, West	Transportation	26
Earl H. Wheeler	Operator, West	Transportation	25
Edgar M. White	Blacksmith	Mechanical	33
Albert W. Wise	Conductor, West	Transportation	24



NO MORE UNIFORM DEPARTMENT— Lloyd C. Hart, left, Manager, PE Uniform Dept., and his helper, Pat J. Hannan, Bushelman, retired last December as the department Mr. Hart founded 32 years and 70,000 uniforms earlier was closed. Pat had been with him for about eight years. Both men plan to take life easy.



FRED W. NICHOLS, center, Asst. Trainmaster in charge of Box Motor Operations, receives a Retirement Commendation from General Manager T. L. Wagenbach on the occasion of Mr. Nichols' retirement last Dec. 15 after almost 40 years of service. Others in photo, left to right, are W. O. Baker, Local Chairman, South and West Freight, BRT; A. L. Robertson, Trainmaster; Don Sheets, General Chairman, BRT; Russell Moebius, General Supt.; and D. W. Yeager, Supt. of Freight Operations. A veteran of World War I, Mr. Nichols is an active Legionnaire—Chaplain and Past Commander of the PE Post, and greatly interested in hospital work for veterans. He'll continue his hospital visits.



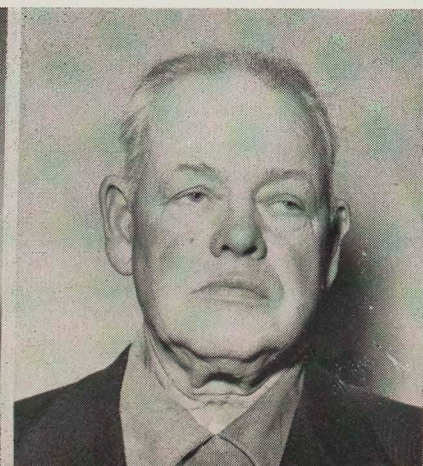
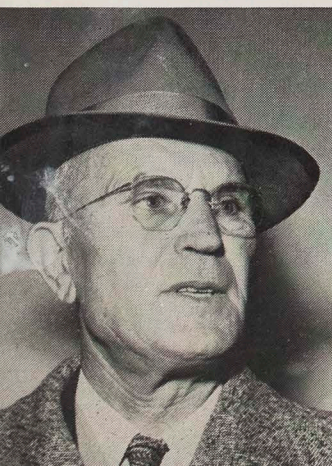
ADAM W. KLUG, extreme right, Lead Janitor, Office of the PE Building, receives Retirement Commutation from Manager J. C. Rankin and luggage from his co-workers on his retirement day, last Dec. 31. He came out of retirement in 1943 to go to work for PE, an essential industry; has an amazing civic record.

TRIPP MIJANOVICH
Motorman
Southern District
34½ Years a Railroader

OLAF E. NORDBERG
Trolleyman
Western District
34 Years a Railroader

EDGAR M. WHITE
Blacksmith
Torrance Shops
42½ Years a Railroader

HARRY N. MUSTARD
Check Clerk & Supervisor
Harbor Belt Line
30 Years a Railroader



GOIN' FISHIN' is Locomotive Engineer Frank M. Milburn, who started for PE in 1926 helping tear down Redondo Pier, switched to freight, and retired Feb. 3.

EARL H. WHEELER, West Operator, with wife and grandson. Earl retired Jan. 16 after 25 years with PE. He'll fish, too.





USC STUDENT'S HANDBOOK being looked over by Harbor Belt Brakeman M. A. Bailey, Mrs. Bailey, and their daughter Carol, winner of a USC scholarship she's making use of starting this February. Scholarship is renewable each year if her work is good, says Carol, 17.

Brakeman's Daughter Wins Scholarship

AN AVERAGE OF "A" for her entire high school career, a list of school activities as long as your arm, and a jet-propelled personality have won 17-year-old Carol Bailey, daughter of Harbor Belt Brakeman and Mrs. M. A. Bailey, a scholarship to the University of Southern California.

Mr. Bailey, a PE man since 1941, was assigned to the Harbor Belt in 1942.

President of the Scholastica Society, a member of the Student Council, and a candidate for the Ephebian Society, Carol graduated from Frémont High School, Los Angeles, Jan. 30, and has enrolled at USC, where she will major in sociology with the intention of taking up youth work as a career—possibly with the Camp Fire Girls.

Last summer she was one of two girls chosen from Southern California and Arizona to attend a triennial conference of Camp Fire Girls in New York City.

One of the best recommendations for Carol was her membership in the Frémont Al-Per-Le (Altruism, Personality, Leadership) service organization, open only to outstanding girls whose names are suggested by several teachers and students and passed on by a vote of the club.

She was also active in the Girls' Athletic Association as bowling manager, and drill team, and a member of the Gym Jems, an honorary society of girls active in the GAA for three years.

T R O L L E Y B E L L E S

OMNIBUS

HER FRIENDS were sorry to learn that Wilma Reid, Ticket Clerk at Pomona, was hospitalized on Jan. 19 and will be off work for about a month. . . . And our sympathy goes out to Catherine Meli, Secretary in the Passenger Traffic Department whose father passed on unexpectedly just before Christmas. . . . Fran Hudock, Secretary in the Public Relations Department, reports that she and her sister, Pat, had a wonderful vacation over the holidays in Buffalo, N. Y. where they visited their parents, Mr. and Mrs. Adam Hudock. . . . Notice to all cooks: New kitchen helper, — just use the little gadget which cleans and deveins shrimp with one stroke and may be bought at most fish dealers. . . . And how about you gals sending in your favorite recipe for the Recipe-of-the-Month? The Editor promises to give you a "by line." . . . Cupid Rings Twice! Loretta O'Donnell, Secretary in the Law Department, will be married to Eugene V. Easterly sometime in July. It's really a family affair too, because Loretta's sister, Catherine, has been married to Eugene's brother, Howard, for three years. Eugene is with Lockheed Aircraft in the Electronics Division. . . . On Jan. 1, the Research Bureau welcomed back Gladys Black, Steno-Clerk, after a six months' leave of absence.

Stork Song

A STORK SHOWER was given Accompanist Maxine Eaton, B & B Secretary on maternity leave, by members of the Glee Club Jan. 27 in the PE Club. Elna Harper was in charge of arrangements. Dinner, singing, and dancing added to the fun.

Incidentally, the prospective Glee Clubber checked in at Hollywood Presbyterian Hospital at 5:30 p.m., Monday, Feb. 2, weighing 8 pounds 2½ ounces and in very good voice. Although not certain he will be a tenor, Maxine and Bill named him Dennis, — Dennis Lee Eaton.

With The Women's Club

A CHRISTMAS TEA featuring a card exchange followed the regular business meeting Dec. 11.

To be different we began the new year in reverse. On Jan. 8 we had a program tea. Mrs. Viola Hendricks, Program Chairman, introduced Mr. Otto Snoffer, Department of Water and Power of the City of Los Angeles, who presented a very fine picture (the Bureau's newest) "Twin Titans," in Technicolor, depicting the water story of Los Angeles up to date. The picture was preceded by a lecture and concluded with a question period. Wish more of the members could have been present to enjoy it.

Our hospital work continues — weekly visit to the Santa Fe Hospital.

Mrs. Mabel Hasenyager, substituting for Mrs. Gertrude Columbus, Card Chairman, invites attendance at the card parties on the first and third Thursdays at 1 p.m. in the Club Room.

The good news that Mrs. Columbus is home from the hospital and improving has been reported. She hopes to be with us before long.

Sorry so many of our members have been ill and indisposed. We were glad to see Mrs. Ruth Leatherman and Mrs. Victoria Thompson able to be present again. On the sick list at this writing were Mrs. Mary Childs, Mrs. Edith Thomas, Mrs. Grace Bishop and Mrs. Sarah Chaplin. Do get well quickly, — we miss you!

Come March we will really celebrate our 25th birthday.

A Goodman Is Born

REMEMBER THE PICTURE of E. E. Goodman holding a baby blanket—gift of a group of his passengers—in the December Magazine?

Well, use for the blanket materialized in the shape of Michael Elliott, born to Mr. and Mrs. Goodman Dec. 30 at 10:50 p.m. in the Seaside Hospital, Long Beach.

Freight Traffic Is Her Hobby

NOT ONLY is Marjorie Radcliffe Lindstrom that California rarity, a native daughter, but she is that even rarer phenomenon, a third generation PE employe. Marjorie, Receptionist of the Hospital Association, is the daughter of the late Jesse Radcliffe, who was a PE Steam Engineer for over 30 years. Her grandfather, V. B. Radcliffe, retired, was a Roadmaster in the Engineering Department for more than 40 years.

Marjorie began her own career in the transportation industry as Chief Telephone Operator at the Harbor Belt Line in 1943. While with the Harbor Belt, she joined the Long Beach-Los Angeles Harbor Women's Traffic Club, and it has since become one of her most important interests. The Club is a chapter of the Associated Traffic Clubs of America. It is made up of women in the Harbor area who work in all branches of the freight traffic and transportation business. The 70-some members work for steamship lines, railroads, trucking concerns, airlines and related businesses, including stevedoring concerns and the Traffic Division of the L. A. Sheriff's Department.

The group holds dinner meetings on the first and third Fridays of the month. And once every two months they have a guest night at which time the members may invite friends who also work in the transportation field. Further social activities include two dinner dances a year. The spring dance is Steamship Night and honors the maritime members, while the fall event honors the airborne and the landlubbers!

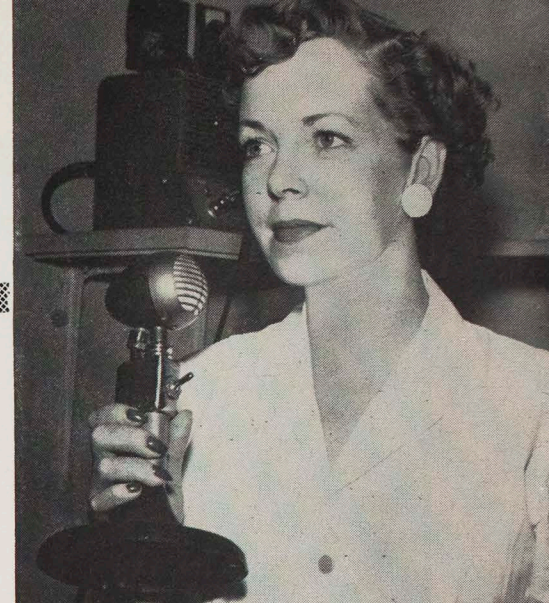
On the serious side, the club joins with the Long Beach-Los Angeles Harbor Men's Traffic Club in sponsoring an evening study course in freight transportation at Long Beach City College. The course is open to both men and women and is accepted for college credits. It is

given each semester and covers varying phases of freight transportation on a global scale. As the course has progressed, its scope has been enlarged to include all the latest developments in freight traffic. Marjorie completed a course last year, attending the two-and-a-half hour classes twice a week from February to June.

To this educational program, the Club adds charity work in the form of year-round assistance to needy families. As social workers in the area can tell you, this is a very worthwhile project.

In February of 1952, Marjorie joined the PE Freight Traffic Department as a Steno in the Long Beach General Agent's office, transferring in April to the Engineering Department in Los Angeles when she was "bumped" by a returning serviceman. Last Oct. 1, she became the Receptionist of the Hospital Association, and if red hair, green eyes and a trim figure mean anything, the patients of the Hospital Association never had it so good!

Despite the fact that she is now working in Los Angeles, Marjorie still lives in San Pedro and retains her membership in the Traffic Club. The girls are currently preparing to assist the Los Angeles Chapter in hostessing the Western Conference of the Women's ATC which takes place this month in Los Angeles. At the national ATC convention in 1951, the Long Beach-Los Angeles Harbor Women's Traffic Club won second prize for their triennial publication, "Trade Winds." The Western Conference includes California, Oregon and Washington. Marjorie finds all this activity stimulating and enjoys working with the girls. It keeps her up on current trends in the transportation industry and widens her contacts in this field. All in all, a very satisfactory hobby for a third generation PE employe!—By Nancy Reid.



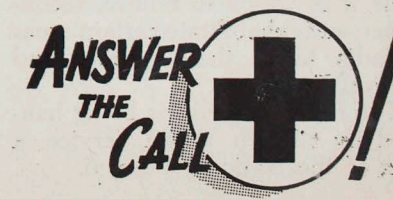
ON THE JOB—Marjorie Lindstrom, Receptionist, Hospital Association, on the job calling out the names of waiting patients.

MOTIVE POWER

PERFECTLY SUITED for lenten menus is the Bayou country dish suggested by the Shrimp Association of the Americas. It is made as follows:

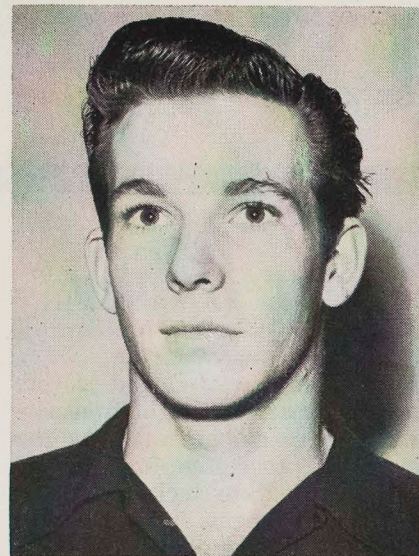
SHRIMP JAMBALAYA

Shell and clean 2 pounds of shrimp, let 1 quart of water come to a boil, place shrimp in boiling water, let come to a boil again and cook shrimp 2 to 5 minutes, never longer. Drain. Heat ¼ cup salad oil in a very large skillet. Add 2 chopped onions, ½ cup diced celery, 1 clove of garlic, and 1 crumbled bay leaf; cook until onion is tender and slightly brown. Add 2 cups uncooked rice, stirring constantly, and cook until browned. Dissolve 3 chicken bouillon cubes in 3 cups boiling water; add ¼ teaspoon saffron. Add ¼ cup chopped stuffed olives (with juice) to rice mixture. Stir in ½ teaspoon thyme. Cover skillet and let cook, stirring occasionally, about 30 minutes, until rice is cooked. Add salt, pepper and cayenne to taste. If mixture becomes too dry, add more water. Stir in shrimp, pour mixture in casserole and garnish with a few extra shrimp. Place in hot oven (425°), just long enough to heat shrimp, about 10 minutes. Makes 6 to 8 servings.





CHARLES R. BARNES



WILMER HUGGINS

TWO PE EMPLOYEES INDUCTED

CHARLES R. BARNES, Relief Car and Bill Clerk, Graham Yard, went on military leave Jan. 14 following notice of induction into the armed forces. He hopes to get into Navy service, inasmuch as he had naval service during World War II in Washington, D. C.

Charles is a legislative representative for the BRC, Lodge 1315. He has been carrying a full-time law course at Loyola University for two years, having secured his A.B. degree at USC in 1950.

Single, he lives with his father and mother, Mr. and Mrs. Charles A. Barnes, of 11101 S. Budlong Ave., Los Angeles 44. His dad is an LATL Operator.

Charles has been with PE since September, 1946, following his discharge from the Navy after World War II.

"One Great Hour Of Sharing" . . .

will be observed at Sunday services on March 8, by Protestant and Eastern Orthodox churches throughout the United States.

Sponsored by the National Council of the Churches of Christ, this hour is being set aside by churches to appeal for funds and contributions with which to relieve, reconstruct, and rehabilitate certain areas in India, Korea, the Near East, and Central Europe.

The relief program is being handled by Church World Service, a part of the National Council.

WILMER HUGGINS, Apprentice Lineman, was inducted into the armed services after taking military leave effective Friday, Jan. 30. With PE since last July, Wilmer is entering his first tour of military duty. He hopes to enter the U. S. Army Signal Corps.

Married only last November, he leaves behind his bride of two months, *Ilene*, who will live with Wilmer's parents, Mr. and Mrs. Wilmer Huggins, Sr., 614 E. Badillo St., Covina, have since moved to Glendora, where they took over a 40-acre orange grove in February.

Mason Wins Commendation Ribbon

THE COMMENDATION RIBBON has been awarded *Edward Mason*, Junior Rate Clerk in Freight Traffic, by direction of the Secretary of the Air Force, for Ed's meritorious service as Technical Sergeant in charge of the transportation section of the 452nd Bombardment Wing between August and December, 1950.

"[His] aggressiveness and outstanding devotion to duty reflect great credit upon Sergeant Mason, the United Nations and the United States Air Force," says the accompanying citation.

Mr. Mason returned from overseas duty in Korea last March 8 after 19 months of service. His wife, *Iola*, works in the General Claim Department.

Appreciation

IN A LETTER from Munich, Germany, where he is stationed as Chief of the Special Services Branch of the 12th Air Force, Major *Joe S. Beckett*, son of the late *Doc L. Beckett*, Macy Garage Night Foreman, expresses his appreciation of the kindnesses and courtesies of employes toward his father and mother.

"My father's service with the company was really his life," Joe wrote to General Manager *T. L. Wagenbach*. "His association with the personnel at Macy St. and throughout the entire organization was 'food and drink' to him. I am glad that he was able to enjoy that association virtually right to the end and I am sure that he would have had it no other way . . ."

Major Beckett is a former Senior Rate and Bill Clerk at Los Angeles Terminal Freight Station, and also a former PE MAGAZINE correspondent.

Burton to Direct Music

JOHN S. BURTON, West Hollywood Operator and Terminal Foreman, will take leave of absence between March 22 and April 4 to go to Tucson, Ariz., where he will direct the music in a city-wide revival lasting two weeks.

Mr. Burton, who directs the Hollywood Southern Baptist Church Choir, was at one time director of the Orpheus Club, a 125-voice men's chorus, at Phoenix. He is also a composer, and the men's chorus of the PE Glee Club sings the lovely "Hushed Are the Winds," which is one of Mr. Burton's songs.

SP Veteran Retires

J. S. CUNNINGHAM, Secretary, Board of Pensions, Southern Pacific Co., for the past 27 years, retired last Nov. 30 after almost 50 years of loyal and efficient service, according to an announcement by *J. W. Corbett*, Vice President in charge of Operations, and Chairman, Board of Pensions.

Mr. Cunningham was succeeded by *H. E. Alsing*, with headquarters in San Francisco, according to the announcement.

Mayzak Wins VP's Golf Trophy

TIED with Operator *Jack Gerhardt* at the end of 72 holes, Freight Conductor *Frank Mayzak* won the golf championship of the PE Railway Co. on the 75th hole in the fourth and final round of the Fall Tournament played Nov. 23 at Santa Anita Country Club.

Auditor *John J. Suman* defeated Trainmaster *Don Houston* in a play-off for third place, thereby leaving Houston in fourth position.

Gerhardt, after shooting three rounds in the 70's (scratch) and enjoying a six-stroke lead after the third round, took 90 strokes in his final round to push himself out of the championship play-off. Jack blew his chance in this round by taking a disastrous 10 on the seventh hole, resulting from two out-of-bounds shots. This was a tough break for Jack, but he says, "Wait till next Spring."

Mayzak, readers will recall, also won the spring tournament, with Gerhardt as runner-up.

Eighteen golfers competed. Mayzak won the Vice-President's championship trophy. The next three places won individual trophies. Other prizes were also awarded the first seven places.

Mayzak's is now the third name to be inscribed on the champion-



VICE-PRESIDENT *George F. Squires*, right, presents championship golf trophy to *Frank Mayzak*, Freight Trainman who won the Fall Golf Tournament. Holding individual trophies are the other winners. From left, Chief Special Agent *Joe Shafer*, Tournament Manager, proxy for Trainmaster *Don F. Houston*, 4th place winner; West Operator *Jack Gerhardt*, 2nd place winner; and Auditor *John J. Suman*, 3rd place winner. Finals were Nov. 23.

ship trophy, the others being Gerhardt, 1945, and *Ralph A. Sweatt*, 1951.

Manager *Joe Shafer* announces that the Spring Tournament will be held in April, with an organizational meeting to be held early in March. Exact dates will be bulletined.

"Those interested in competing should turn in their names to the PE Club as soon as possible," urges Shafer.

Likes PE Magazine

Jan. 6, 1953

EDITOR, PE MAGAZINE

Dear Sir:

Just a comment on your wonderful magazine.

I surely look forward to my copy of the Magazine with a relish.

Thanks a million.

E. E. BARKDULL
P.O. Box 461
Terra Bella, Calif.

(Mr. Barkdull is a retired Air Brake Machinist. — ED.)

Back to the Farm

DOROTHY KVAPIL, Tax Clerk, Land and Tax Department, resigned Dec. 31 to go back to the farm with her husband, *Joe*, who has 160 acres in strawberries and livestock at Hardy, Ark. She had been with PE for seven years.

Farming won't be new to Dorothy — she was reared on one in Wisconsin — but it will be a new experience for their children: *William*, 14; *Arthur*, 13; and *Marvin*, 4.

At a gathering in the Land and Tax Office, Dorothy was presented by her co-workers with a food mixer with attachments, as a farewell gift.



FAREWELL GIFTS—When *Dorothy Kvapil* (third from left, front row) left the Land and Tax Department, co-workers gave her a mixer and a cake inscribed "Good Luck, Dorothy." Left to right are *E. O. Miller*, Tax Agent; *L. J. Pinnell*, Rental Clerk; *Katherine Timmerman*, Steno-Clerk; *Dorothy Pearson*, Secretary to Manager; *Mrs. Kvapil*; *Maye Ritterhoff*, Steno-Clerk; *Wm. C. Clarke*, Right of Way Agent; *Frank Converse*, Asst. to Manager; *Theresa Gamino*, Tax Clerk; *Earl Van Dusen*, Manager; *Cecil J. Bordner*, Asst. Tax Agent; and *B. W. Carrington*, then Draftsman, now Chief Draftsman, Engineering Department. The farewells, with coffee and cake, were last Dec. 31.

★ Commendations ★

IT IS HEARTENING to report the following commendations which PE employees have received for their courtesy, alertness and pleasant cooperation:

NORTHERN DISTRICT OPERATORS

R. E. Coe, G. S. Martin, J. P. Page, H. E. Sweet, and E. P. Thommes.

SOUTHERN DISTRICT OPERATORS

Paul Candwol, Cecil Coombs, J. R. Hefferin (2 letters), W. K. Holsberry, C. B. Huscroft (2 letters), Danny Menicucci (2 letters), A. R. Picking, L. R. Robinson, J. B. Stott, D. L. Graadt van Roggen and William Werner (2 letters).

MOTOR TRANSIT OPERATORS

E. L. Bellah, E. L. Combs (2 letters), L. R. Cox, M. A. Martel, W. B. Rumsey, H. D. Shannep and R. D. Young.

WESTERN DISTRICT OPERATORS

Louis Baca, A. B. Bogartz, C. H. Bull, L. L. Chapman, W. S. Churchill, M. B. Cleveland, E. F. Connat-

ser, R. G. Corl, Eddie Delmar (2 letters), V. E. Delmar, (2 letters), O. J. Donnelly, E. H. Dickerson (2 letters), E. J. Filek (2 letters), Harold Fish, L. P. Gappae, M. W. Hansen, J. F. Hatten, G. P. Hayes, O. B. Hotchkiss, C. H. Jones, W. J. Kreslin, V. L. LaFrance (2 letters), J. G. Lamb, J. M. Lindsey, E. R. Lowe, L. F. Monday, A. L. Ogle, W. L. Park, Jr. (2 letters), A. M. Pascal, William R. Patterson, J. H. Schmitt (2 letters), E. M. Sheperd, W. A. Smith, L. A. Snyder, E. L. Stover, S. C. Swanson, M. D. Rogers (3 letters), R. G. Seymour, G. H. Shoun, Tom Slack, E. E. Smith, P. E. Stiller, M. D. Tafoya, A. D. Venable and E. J. Warburton.

OTHER COMMENDATIONS

Starter Francis Srack of the Subway Terminal was commended for his invaluable assistance in making Mr. Oscar Blakestad of Tulsa, Okla. a very happy and well-informed visitor to Los Angeles.

Industry Clerk William Green's efforts in behalf of System Lines routing were noted with appreciation by Freight Traffic Manager W. G. Knoche in a letter to Agent G. P. Barkhurst at Wingfoot. Mr. Knoche also commended the good work of all the Wingfoot staff.

Tommy O'Connell's services in taking care of the 10-year-old daughter of Assistant Director Roscoe Lyda of San Bernardino Co. Welfare Dept. were appreciated by Mr. Lyda who says it was his daughter's first bus trip alone.

Principal Hans A. Mayr and several students of the Lexington School for Cerebral Palsied Children at El Monte wrote the management to thank officials for their efforts in reducing train noises near the school, thus making conditions for the children as comfortable as possible.

Mrs. Cora Wilson and Mrs. Elsie Tappendorf of the Information Bureau have been commended by patrons for their helpfulness and courtesy.

Mr. Dave Swanson, a former driving instructor with a Montreal, Canada transit company, wrote the management to compliment the PE Operators on their neatness, politeness and skill in driving in fast traffic. He also remarked on PE's "good fleet of busses."

General Manager T. L. Wagenbach and Land and Tax Dept Manager Earl Van Dusen expressed their appreciation for the assistance and information they received from Agent R. L. Besett of El Monte with regard to the recent formation of the Mid-San Gabriel Valley Hospital District and the proposed El Monte Parking District.

Mrs. Clara L. Miller of Canoga Park wrote Passenger Traffic Manager H. O. Marler to congratulate PE on the new motor coach service to the San Fernando Valley.

Mr. George A. Goldsmith wrote Mr. Marler to express his appreciation for what he calls the "wonderful improvement" on the Los Angeles-Santa Monica line in the last two years.

BUTTE STREET NEWS

By RAY LIGHTFOOT

ROBERT LEE CLAASSEN, son of Brakeman S. W. Claassen, joined the Air Force Dec. 12. He is now stationed at Parks Air Force Base, Oakland, Calif., for 12 weeks of basic training. We wish him luck.

Motorman Bill Fielder (retired) was visiting the boys at Graham Yard the first week of January. He looks well and seems to be enjoying retired life.

Trolleyman W. H. Bond was in at Butte Street Yard visiting for a few minutes Jan. 22. He has not retired as yet—just on sick leave. His rest at home is making him look like a young man again.

Oliver T. Estes is home from Santa Fe Hospital. One of the boys that visited him reports that Oliver had suffered a broken hip. I have not been able to get the details.

Robert Hosford, Trolleyman, as of Dec. 29th was in Santa Fe Hospital.

Our friend, Fred T. Nichols, Engineer, passed away Nov. 30.

A. S. McNapp's mother-in-law passed away in December. The entire Southern District extends deepest sympathy to the family.

R. R. Gath, Brakeman, had an attack of polio, but I am very proud to report that he is home now and everyone is hoping that he will soon be on the job again.

L. C. ("Chief") Maloney, former Assistant Chief Clerk in the freight Service Department, is now back with the old gang at Butte Street. His new job is Assistant Chief Clerk, supervising per diem and car records.

John R. ("Jack") Fraser, Pacific Electric's champion fisherman, who last summer caught a 15-lb., 6 oz. German brown trout while vacationing at Convict Lake, has just been informed by Carol Gorton, Secretary of the National Spin Fishing Association, that his fish has won first place in the Brown Trout division of this nation-wide derby.

In addition to winning a record reel valued at \$27.50 and a \$45.00 Silaflex rod, he qualifies for one of three all-expense-paid trips being given by the National Spin Fishing Association. Six division winners qualify for these trips. Judges will decide which three of the six were the most outstanding catches and award them accordingly.

Jack is also awaiting results of the Field and Stream Spinning and open division contests, and has recently received a check from Charlie Herron, Bishop, Calif., sporting goods dealer, for fourth place in the Owens Valley derby which was open to anglers using all types of tackle. A picture of Jack and his record size trout is in the previous issue of this Magazine.

The Track Gang have been doing some very much needed work in the yard. They have quite a time, however, as there is almost too much business to allow them time to work.

When do you want your vacation to start this year? They are going to begin asking you soon. The time it starts cannot be changed, so be sure and pick the date you want the first time.

LONG BEACH FREIGHT STATION

By JACK DELANEY

A. M. MACDONALD, newly appointed General Agent, expects to be kept quite busy with civic work in addition to his railroad career. He is Treasurer of the Traveler's Aid Society and serves on the Industrial and Transportation Committee in this city. See more about Mr. MacDonald on page 11.

His Secretary, Bill Clifford, in addition to heavy office duties, manages the Hotel Naples at Belmont Shore. When you PE folks want a week-end at the beach, call on Bill. He'll take good care of you—for a reasonable fee.

C. H. McCarrell, former Steno-Clerk for Joe Blackburn, was promoted to the position of City Freight Agent on Jan. 1. He recently returned from naval service.

Our sympathies are with Switchman Edward P. Mc Nerney, whose arm required amputation after a switching accident a few weeks back.

Elmer Redfern relieved Warehouseman Elmer Hall while the latter was on sick leave for several days.

Earl Rowlands, who recently came here from the P & LE RR where he had been employed for 30 years, relieved Eddie Davidson on the Demurrage Desk during vacation period.

Trainmaster's Clerk Curtis Johnson, recently from Los Angeles, keeps busy with correspondence and other heavy duties of his position.

A serious operation two months ago took Norvel Knox away from us and he is now recuperating at home. He expects to be back soon.

We have our coffee and doughnuts situation pretty well in hand now. Instead of running out for it, we have it served right in the office, thanks to official coffee-makers Jimmy Connors, Claim Inspector; Harry Maxwell, Claim Clerk; Louis Fisher, Car Clerk and Midge Sheffield, Expense Clerk.



FIRST PE NEW YEAR'S BABY? Anybody challenge the right of David Floyd Thomas, born Jan. 4, grandson of Macy's Asst. Terminal Foreman A. M. Brouwer, to be recognized as the first PE baby of 1953? From left: Mrs. Brouwer and the pup; Father David Thomas holding baby; Mother Carol Thomas (nee Brouwer); and Grandpa Brouwer.

NORTHERN DISTRICT

By B. G. MADRID

JUSTLY PROUD of their distinguished son, Vernon L. Moore, Jr., are Operator and Mrs. V. L. Moore. Vernon, a senior at Pepperdine College, will be listed in the 1953 publication of "Who's Who in Colleges and Universities of America." Young Moore is student body president; chaplain of the Knights, a national educational fraternity; chairman of the Religious Forum; a member of the Bill of Rights board; and a member of the Tri Fives, a national ministerial group.

Assistant Terminal Foreman and Mrs. A. M. Brouwer are rejoicing over the arrival of their first grandson, David Floyd Thomas. Their daughter Carol and her husband, Floyd Thomas, are the proud parents. David Floyd was born on Jan. 4, 1953, at Park Ave. Hospital in Ramona. He weighed seven pounds one ounce.

Operator and Mrs. M. Slevin wish to announce the marriage of their daughter, Florence, to Airman 2nd Class August H. Comte, Jr. The wedding and reception took place on Feb. 8, 1953, at the home of the bride's parents, 233 S. Alexandria St., Los Angeles, Calif.

Janitor Henry J. West has returned to Macy after an absence of 18 months.

Operators A. L. Luckie and C. W. Alexander report a profitable trip while vacationing through Las Vegas, Nev., last November. One of these boys claims he is usually "Luckie" everywhere he goes!

Operator and Mrs. G. S. Le Roy returned recently from visiting relatives in Phoenix, Ariz. The Le Roys have just moved into their new home on Mission Drive.



FOR OUTSTANDING SERVICE in promoting contributions to the Community Chest through MECCA, Charles P. Skouras, Chairman, Campaign Public Relations Committee, Community Chest of the Los Angeles Area, awarded this certificate to your PACIFIC ELECTRIC MAGAZINE. The 1952-53 campaign was "the most successful one conducted in eight years," according to Mr. Skouras. "You will be interested in knowing that 649,867 contributions—almost 50,000 more than in the previous campaign—were received for a total of \$8,091,026. This represents 101.13% of the 1953 goal."

SAFE FOREMEN COMMENDED

THE SAFETY AND INSTRUCTION DEPARTMENT wishes to commend the following Supervisors in the Engineering and Mechanical Departments whose employes have had no personal injuries reportable to the Interstate Commerce Commission during 1952:

Engineering Department, Foremen Section and Extra Gang: Juan Chavez, Sam Bonando, Gildardo Soto, Rosendo Ortiz, Wm. DeBellis, Rafael Padilla, Joe C. Goulden, Jose Camarena, Jr., J. T. Auster, Herbert Cook, Wm. Burton, Ysidro Verduco, Walter Pettit, Salome Becerra, Bartolo Leyva, Enrique Ahumada, Jesus Garcia, Jesus Fonseca, Jose Torres, Salvador Arellano, and Rosario Chavez.

Paving Division: James Carter, Adolph Toeper, Dionicio Ortiz, Vivian Osmer.

Overhead Line Crew: T. R. Foyle, A. L. Rust, D. A. Bonar, L. G. Williams, H. W. Larson, and M. E. Larsen.

Leading Signalmen: Walter L. Hume, Floyd A. Benoit, Frank R. Edmonson, Homer D. Carper, Guy Omogrosso, Kenneth J. Bielke, Burton E. Bodine.

Leading Bonders & Welders: Paul W. Turri and Edward R. Farmer.

Bridge & Building Foremen: Geo. L. Redd and A. W. Willis.

Mechanical Department Foremen: Watts Car House, R. L. Mankins; West Hollywood Car House, T. H. Green; San Bernardino-Riverside, Fred R. Soule; San Pedro, Dirk C. F. Anraad; Subway-Toluca, J. A. Hawks; Butte St., R. M. Tracy; Ocean Park Garage, Dan Teleky; West Hollywood Garage, E. H. Harper; Long Beach Garage, Charles Mitchell; Washington St. Garage, Aage Nelson.

Other departments with clear records will be listed in future issues of the Magazine.

of this organization has to do, Mr. Crow says, "If you see a man talking to himself, there's either of two things wrong with him — he's crazy, or else he's a Mason!"

E. F. Harrison, George F. Jehl, Millie Johnston and your scribe, comprising the Freight Protection, Merchandise and Station Service Department, moved to Room 561, Pacific Electric Building, on Dec. 1 and are now quite "at home."

Changes in Agency Personnel: Conrad A. Heath took over the Assistant Agent position at El Monte on Jan. 12, 1953, which was vacated by B. A. Hauser, now Agent at Watts. Harold G. Maxwell bid in the Orange Agent's position, in place of J. B. Black, who has retired. Back at work are Agent C. Whiteley, Monrovia, and Assistant Agent C. F. Heflin, San Bernardino, after being off on sick leaves for some time.

OCEAN PARK TERMINAL

By C. L. ROBBINS

YOU ASKED FOR IT —

I want to thank those who asked me to take the job of writing for OP—especially "Vi" Poppleton, who works at the news stand at the Subway.

Now that Christmas and New Year's are over we can get down to breaking those New Year's resolutions. I still keep one I made last year, not to smoke, but, boy! there are lots of others.

This Christmas was the best we ever had. Our son came home Dec. 13 after 18 months in Korea.

New Year's Day I had one of those Pasadena Specials. I made it o. k., but some didn't. V. D. Frye made two trips, and got lost both times.

OP doesn't seem the same now that E. N. Vannoy has left us. When Van was around there was never any peace and quiet.

As of this writing, Seymour Rona and F. A. Fletcher were on sick leave. Hope to see them back soon.

C. F. Miller took a trip to Philadelphia but had an accident with his car, which he had to leave behind for repairs. His wife was to drive it back to L. A. after it was fixed.

YOU BE EARNEST AND I'LL BE FRANK

By J. S. BURTON

FEBRUARY is an important month, insofar as birthdays of Presidents are concerned. Also, Valentine's Day marks the anniversary of the baby state of the Union—Arizona.

Recently I was in Washington, D. C., on a short vacation jaunt. Of course, I visited the Lincoln Memorial and saw seated there a statue of the Great Emancipator. All across one wall of this shrine is emblazoned his Second Inaugural Address. The letters engraved into the stone are less indelible than the imprint engraved on the reader's mind and heart. I stood there and wept unashamedly, as I realized that there was a man guiding the destiny of our country in earlier days who repeatedly called upon Divine guidance in his administration. His statements were simple and understandable, but unmistakable in their intent and purpose. As you look up at this immense statue of Abraham Lincoln sitting in the huge arm-chair looking out over the heads of all who see him, your first impression is one of awe and reverence.

I caught myself wondering what his reaction would be if he were suddenly thrust into the same high position as President of the United States in 1953. How would he deal with problems of atom power, jet propulsion, and the hydrogen bomb? After reading the address he gave at his second inauguration and remembering the historic speech he made at Gettysburg, we cannot but feel that he could cope with anything confronting us today no matter how seemingly insurmountable.

On Feb. 22, we will be commemorating the birth date of the founder of our country, George Washington. While in the nation's capital, I went up to the top

of the great Washington Monument, pointing like a long finger heavenward. Preserved for all to read who pass that way are historical papers and documents. Visiting monuments such as these, erected to the memory of the great men who built America stirs a patriotic feeling in the spectator and causes a renewed thankfulness to God that one has been permitted to be an American, to grow up into manhood or womanhood in the land of the free and the home of the brave.

Some time ago, I called attention to the cooperation of Mac Willis, the Pacific Electric-approved jeweler at Gardner St. and Sunset Blvd. Once again he had made a sidewalk delivery of a loan watch to one of the operators whose watch had been broken. We take this space to thank Mr. Willis publicly for his helpfulness in these instances.

A very complimentary letter of commendation was received by R. G. Seymour, who drives on the Sunset Blvd. line. The passenger sent Mr. Seymour a gift to let him know that she appreciated his "very courteous, efficient, and ever thoughtful consideration conducted on your bus to passengers, including myself, who depend on the Sunset (83) bus daily." Sometimes a little kindness and consideration go a long way in making friends for the company and for yourself.

West Hollywood Proudly Presents H. D. Crosby



WILLING WORKER—Operator Crosby has been with the company since Dec. 12, 1945. His winning smile and pleasing personality have won him many friends among the traveling public and those who work with him. You will always find him neat and clean in appearance, and ever willing to assist travelers who need help. —J. S. B.

MOTOR TRANSIT DISTRICT

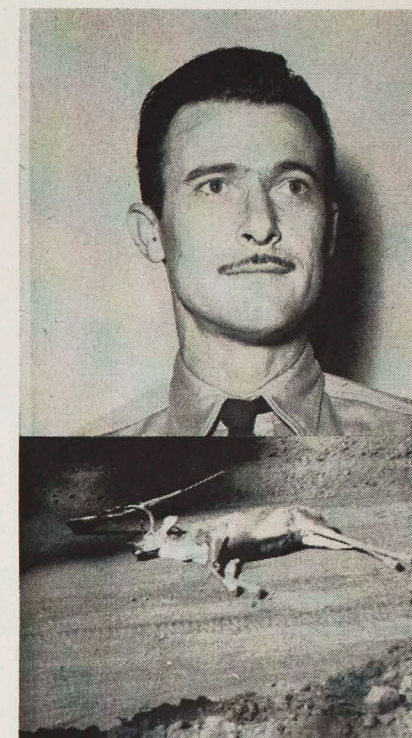
By W. G. McBAIN

"LOOK, FRIEND: I found your wallet. It had \$11.00 in it. I'm going to spend it, but will repay you as soon as it quits raining. I am a plasterer.—Yours, A friend to a friend."

Such were the contents of a letter Operator *Murph Matteson* received after returning to Willowbrook from a vacation trip to his home town, Dallas, Texas, where he lost his wallet. The letter was in a package containing the wallet.

Wonder when the rain will let up so the plasterer can go back to work so he can keep his promise?

A perplexing choice faced Hunter J. T. Scruggs. On his second day up in the High Sierras, he had come upon two bucks standing together. Which one should he shoot? The photo shows his final choice: a five-point buck weighing 150 pounds.



SCRUGGS & DEER
(See Motor Transit Column)

PE HOSPITAL ASSOCIATION NEWS

By LOUISE BYRD

FIRST SERGEANT *Eric Baker*, husband of X-ray Secretary *Dorothy Baker*, was surprised the other day when he was presented with a Bronze Star for meritorious action against the enemy in Korea. Eric is back in civvies again but will not receive his discharge until next May.

Have you noticed our pretty new Sales Clerk at the Pharmacy? Her name is *Lucy Bernal* and she is a sister of *Theresa Bernal*, Switchboard Operator. We are happy to have Lucy with us and consider her an asset to the Association because of her quiet efficiency and friendly personality. Lucy's hobby is sewing and she makes lovely clothes.

Carl Campbell, Chief Clerk, has been elected President of the PE lodge of the Brotherhood of Railway Clerks. Carl attends a joint management-labor class which is studying the Railway Labor Act at the University of California extension school.

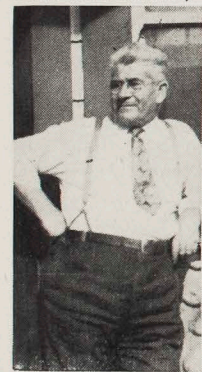
Mary Jane Johnston, Secretary, was married Jan. 24 to *Glenn M. Hayden*, Lt. J.G., U. S. N. *Wilma Wiegand* (Southern Pacific Duplicating Bureau) and this reporter surprised her with a bridal shower at the latter's home. The party was also attended by *Ethel Ayres*, *Dorothy Baker*, *Lucy Bernal*, *Theresa Bernal*, *Lucy Blee*, *Marie Forbes*, *Marty Coen*, *Thelma Hancock*, *Mary Howe*, and *Bessie Chobotsky*.

That nice new doctor in the Hospital Association is *Steven G. Boyen*, M. D. Born in Bulgaria, he obtained his doctor of medicine degree in 1942 from Sofia University in Sofia, the capital of Bulgaria. He did postgraduate work in surgery at Sofia University and in urology at Munich. At the latter city he was physician for the International Refugee Organization and ministered to patients in camps for displaced persons in 1949 and 1950. In July, 1950, Dr. Boyen came to the United States, where he interned all over again in Santa Monica at St. John's Hospital before joining PE in November, 1952. We are glad to welcome this fine physician to the PE Hospital Association.

AGENCY BRIEFS

By GERTRUDE C. CORNICE

IT WAS with deep regret that we learned of the passing of *John Nathaniel Rountree*, former Pacific Electric Agent. Born in Decatur, Texas, April 8, 1887,



J. N. Rountree

Mr. Rountree entered the service of PE on April 23, 1923, and worked as Assistant Agent, Fullerton, Agent at Yorba Linda-Fullerton, and Agent at Azusa before retiring on Jan. 1, 1947. He was 65 years old when he died on Dec. 7, 1952, after enduring a long illness. Funeral services were held at 2 p.m., Dec. 11, 1952, at White's Funeral Home, Azusa, Calif. Among the many friends attending the funeral services were C. Whiteley, Agent, Monrovia; W. A. Cunningham, Agent, Azusa; E. R. Burke, Agent, Fullerton; J. F. Jenkins, retired Covina Agent; and Lee Pulliam, retired Dispatcher. Burial was at Oakdale Memorial Park. Mr. Rountree is survived by his wife, *Callie*, 324 N. Virginia St., Azusa; one daughter; and a son, who is a minister.

Did you know that *Arleigh Crow*, Agent at Compton, is going through the chairs? He was installed, with due ceremony, as Junior Warden of John Marshall Lodge No. 636 F. & A. M., on Dec. 8, 1952, at the Beverly Hills Masonic Temple. Referring to all the memorizing a member

SYSTEM GARAGES

By AL BRISTOW AND R. P. MURPHY

TIME FOR A CHANGE: in our national administration, a new President starting Jan. 20; at the Macy Garage, a change of staff members in mid-January: *Arthur M. Cole*, Auto Instructor, went to Washington St. Garage as Supervisor, Truck Repairs; *Clarence Hatzler* became Auto Instructor; and *George H. Wells*, Leader who worked the early night shift at Macy Garage, was advanced to Supervisor, Motor Service. Seems like yesterday that Arthur came to us from Torrance Shops to be Supervisor of Motor Service. We wish all these men success in their new positions.

An undue amount of illness, which seems to have spread to other parts of the world as well, has caused many of our employes to take vacations early this year so they can recuperate.

Henry Gerhardt as of late January was quite ill. Thought he would probably have to go to a hospital for further treatment. We all hope for his speedy recovery.

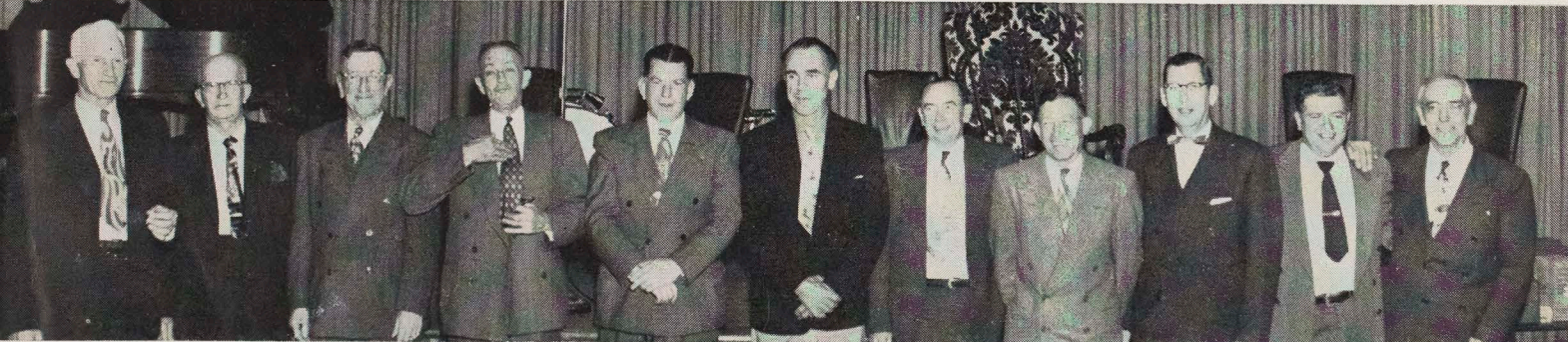
Ed Blusteen tells one about wild quail in the kitchen. He says "Old Shot-gun Bill," W. R. Stosberg, hunter of great renown, shot a hole in his kitchen floor, which is usually considered fry pan reserve, and therefore off limits. Either a throw rug got out of hand and had to be shot before it would settle down, or a 12-gauge shotgun sweeps better than a broom.

M. A. McGinnes, a sure shot in the rail division, transferred over to the Garage and advanced from Auto Repairer to Auto Machinist to Leader in less than a year. Congratulations and success to you, Martin, in your new position.



Rod & Gun Club Banquet

HEAD TABLE—Too long to take in a single photo, it appears here in three sections. Left to right, top: Mr. and Mrs. C. F. Hill, Arlie Skelton, C. G. Gonzalez, Miss Ada Glidden; second strip: Mr. and Mrs. H. L. Young, Mr. and Mrs. O. A. Smith, Mrs. T. L. Wagenbach, Mr. Wagenbach (master of ceremonies), President and Mrs. Lee Wedl; bottom strip: B. F. Manley, W. G. Knoche, J. B. Rogers, Mrs. Joe Shafer, Mr. Shafer, Mrs. D. W. Yeager, and Mr. Yeager. **IN CIRCLE**—At the behest of Master of Ceremonies T. L. Wagenbach, Charlie Hill, oldest charter member of the Rod and Gun Club still an active employee, sings duet with Singing Accordionist Gail Adair.



PAST PRESIDENTS—Left to right are Burreigh F. Manley, 1924 (B & B Supervisor); E. H. Pierce, 1930 (retired Torrance Mill Foreman); W. G. Knoche, 1939 (Freight Traffic Manager); E. L. H. Bissinger, 1941 (Attorney); J. B. Rogers, 1942 (Substation Maintainer); L. L. Loyd, 1943 (Asst. B&B Supervisor); Arlie

Skelton, 1946 (Towerman); Roger Lemelle, 1948 (Signal Maintainer); Carl F. Hill, 1951 (Asst. Supt., News Service, SP Dining Car Dept.); Lee Wedl, 1952, re-elected for 1953 (Roadmaster, North); R. M. Lawrence, 1949 (Substation Operator). Numerous Past Presidents were, of course, unable to be present for photo.

DANCING followed the distribution of prizes.



PRIZEWINNERS, including those in men's, women's, and junior divisions, at the Rod and Gun Club banquet.

PACIFIC ELECTRIC ROD AND GUN CLUB

By ARLIE SKELTON

GREETINGS, Rod and Gun Clubbers! Your new officers for the 1953 Tournament Season remain the same as they were in 1952. The consensus at our December election time was that because of our reorganization and modernization program during the past several months, there still remained much good to be accomplished by holding these same officers in their present positions for another year. Our own handsome Lee Wedl is therefore still President, with Francis Coy and Carl Weatherly as Vee Pees. And of course, since our own conservative Robert Dornor is guarding our finances, you may rest assured we will get the most good for the lowest costs in 1953.

The attendance of so many of our company officials and their good wives at our annual banquet held Jan. 17 at the Old Dixie Barbecue attests to the high esteem our club is held in in the official Pacific Electric family. The photographs shown on this page will testify to these facts. We felt especially honored at having with us President and Mrs. O. A. Smith, and General Manager and Mrs. T. L. Wagenbach. Mr. Wagenbach officiated handsomely as master of ceremonies.

We were glad to see Charlie Hill and Dan Terry, two of our charter members still able to take part in our festivities. One of our Past Presidents, A. V. Miller, has recently retired. While not yet enjoying robust health, he will soon be able, we hope, to man the rod and go forth to catch many more fish and join our meetings again.

The recent epidemic of colds has shown up prominently among our members. B. F. Manley was practically speechless at the banquet, but was able to yet be around a bit, by heck. W. G. Knoche and J. B. (Beach) Rogers were more to be seen than heard.

We were very sorry to hear Car Clerk J. R. Fraser forgot to register that 15½-pound trout in our club for a worthwhile prize. Let that be a lesson to you, J. R., to attend and take part in our club affairs. We need a lot of new blood that can go out and catch fish by the pound rather than by fractions of inches. We are also in need of some big game hunters that can bring in trophies to back up their tall tales. Thanks to R. M. Lawrence

and Lloyd Leary for keeping this department alive. We are hoping for more deer heads to be registered in 1953. Your club is affiliated with the Southern Council of Conservation Clubs, Inc. and Ocean Fish Protective Association, Inc. We play a prominent part, legislative and otherwise, in the conservation of all our state's natural resources, so let's put our shoulders to the wheel and do our bit for the many and tremendous tasks ahead.

We are opposed to the wanton killing of our seed stock of game animals, birds and fish. We support the finer sportsmanship of recreation in the great outdoors, and fishing and hunting where there is a surplus game crop to be harvested.

AMERICAN LEGION PE POST NO. 321

By BYRON P. HEATH

FRED W. NICHOLS, Hospital Chairman, with Mrs. Nichols and Floyd W. Starkey, 2nd Vice Commander, visited Ward 15, Wadsworth General Hospital, Sawtelle, at Christmas time with a gift package for each one which included a writing portfolio with stamps, fruit, cigarettes, matches, candy and nuts.

About 25 post members and their wives enjoyed a delicious ham dinner at the home of Commander Robert N. Anderson at the annual Christmas party. A very good time was had by all present.

James A. McNaugh at a recent meeting received an American Legion Special Rehabilitation Certificate for outstanding service to war veterans and to the American Legion in his position as Service Officer. The certificate is signed by Henry H. Dudley, National Adjutant.

The post membership is 77, according to William R. Bashor, 1st Vice Commander and Membership Chairman. The newest member is John J. Lubak, Bus Operator and WW2 Army veteran. A cordial invitation is extended to all PERY veterans to join PE Post.

F. W. Nichols retired as Assistant Trainmaster in charge of box motors on Jan. 1 after 37 years of service with PE Ry.

James E. Davis, retired Motorman, and long time Historian and correspondent for this Magazine, has been out to the last few meetings.

The annual Post Commanders' Night will be held on March 10 and all Post Commanders are especially invited to be out that night if possible.

SENIOR EMPLOYEES' FELLOWSHIP

By FRANK J. ORIVA

THE CLUB IS DUE to acquire five new members who have just retired, James Fettis (Motorman South), Arnold Pedvin (Conductor South), George Grantz (Conductor West), Roy Roepke (Conductor South) and Fred Nichols (Assistant Trainmaster). We hope to see them at our meetings on the third Tuesday of every month.

A. C. Willmott, retired PE Physician, thanks the Club for the get-well card sent him. He says he would like to visit us, but his heart trouble keeps him pretty quiet.

Notes on retired men from here and there:

John McMillan (Motorman North) is now living on a 2-acre piece of ground at Atascadero, Calif., and will welcome any retired PE boys who happen to be up his way. . . . A. R. Hrabach (Dispatcher) is living at Colorado Springs and looks fine. . . . While Howard Bennett (Conductor, El Segundo Line) is finding plenty to do looking after a chicken ranch at Wasco, Calif. . . . Frank Farnham (Student Instructor) and his wife, Daisy, moved to Houston, Texas, about six months ago. They visited the place where his wife was born and he says that there haven't been many changes, but adds that there is no place like California and they plan to return soon. You can write the Farnhams at 9125 Chatsworth, Houston 2, Texas. . . . Glad to report that Robert J. Miller (Motorman South) paid us a visit in January when he came down from his home in Auburn, Calif., to visit his family. He is feeling fine. . . . Clarence A. Newman (Dispatcher) is planning to retire soon and will make his home in Oregon. . . .

William Bratton (Agent, Torrance) is readying his housetrailer for a long trip to the east coast where he will stop long enough in Florida to do a lot of fishing. He will be gone about six months. . . . At Christmas time, Dean Gardner (Motorman North) came home from the Veterans' Hospital to pay his family a 3-day visit and says he feels fine. . . .

Joseph Ingomar (Passenger Director, Long Beach) would like to hear from the boys he worked with at Long Beach. Write him in care of Cambria Pines, Calif.

PACIFIC ELECTRIC BOWLING NEWS

By CHARLIE HILL

NEWS ITEMS pertaining largely to bowling matters in general will be the subject of this column for February. Our weekly bowling sheets pretty much tell the story as far as our PE League is concerned, happily for at least two teams; i. e., the PE Club in the Six O'Clock Branch, and the BRC Aces in the Eight O'Clock squad. These two teams at the present time appear to be in a walk-away contest.

The PE Club boys had matters left in hand until Jan. 30, when they met the Rod and Gun Club fellows, who, evidently still imbued with ambition derived from their recent banquet, cast and shot their way through for a 3 to 1 win. However, the PE Club team is still eight points out in front of the second-place Law-ettes, the latter taking that position by virtue of a 3-1 win over the Remnants on Jan. 30. *Burleigh Manley*, our "youngest" old veteran, hit his first 500-series (551 the exact score) this season, which was probably a big incentive to his sportsmen team-mates.

On the same evening the BRC Railers gushed out with a 1013 in the opening, to capture the high game of the season; however, *Lyle McKinney* cooled off after his 233, and the balance of the team chilled likewise; but the one big game enabled the Railers to garner two points from the Wolverines.

The BRC Streamliners, last year's champs in their division, but who have been resting, not contentedly, in last place all of this season, finally burst forth with a gust of enthusiasm to take four points on Jan. 30, at the expense of the Dee-Tee-Dees.

The BRC Railettes, without the help of their star bowler, *Edna Fligge*, who was confined to her home with the "flu" on Jan. 30, grabbed three from the menacing Atomics. The Railettes, too, have had quite a struggle all season.

In the Eight O'Clock Branch at this writing the BRC Aces have a commanding lead of 11 points over the second-place Glendale team, and I predict are going to be mighty tough to catch. Motor Transit, sparked by *Bill Cowell*, is in third place, trailing the top notchers by 12 points. We are glad to see Veteran *Johnny Hubener*, one of the Aces, in a nice come-back.

The Christmas Turkey Shoot was a big affair, with 64 entries in the singles and 96 in the doubles. The singles event was won by *Bill Cowell* (664). *Marvel Jones* and *Curt Wisler* came in tied for second (656), and *Jean White* was fourth (651); a very close contest throughout. In the doubles, *Bill Cowell* and *Charlie Hill* won first place (1300); *Charlie Hill* and *Jean White*, second (1287); *Curt Wisler* and *Myron Passon*, third (1247); and *P. M. Jones* and *Bill Cowell*, fourth (1244). A total of \$160.00 was distributed in cash for Christmas turkeys. A lot of fowl!

And, here's news! Our genial General Manager, *Tom Wagenbach*, and Mrs. *Wagenbach* have taken up the sport of kegling, as members of the Rotary Club League. He is very proud of his ABC Membership card, and Mrs. *Wagenbach* recently won a trophy for high series. Two mighty good prospects, folks, for our next season.

We are very much indebted to *Adrian Upton*, a member of the glamorous Railettes team, who during her evening spare time typed stencils for our League's Rules and Regulations. She turned out a fine job and aided immensely in the emergency.

Cupid has again struck our camp, and this time it is *Loretta O'Connell*, Captain of the Law-ettes team. The lucky chap is *Eugene V. Easterly*, who naturally has been of our Friday evening audience. Gene is employed in the Electronics Division of the Lockheed Aircraft Corporation. Our congratulations and best wishes to this happy couple.

Betty Hutchinson, our genial Vice President, has been appointed to represent our lady bowlers in the Los Angeles Woman's Bowling Association. Through her help, we hope that our members will take part in the future activities of that organization.

Incidentally, your scribe has been appointed as a member of the Executive Committee of the Los Angeles Bowling Association, filling the unexpired term of a member who resigned because he moved to the northern part of the state. The Executive Board consists of ten members, and yours truly feels highly honored over his commission.

According to the official bowling magazine, ABC membership for the 1952-53 season is running ahead of last year's enrollment by 20,784 members. At the end of the 1951-52 season there were 326,990

members. In our Los Angeles Bowling Association there is a membership of 470 leagues, representing 20,035 individual members.

The 50th Anniversary, Golden Jubilee ABC Tournament will be held this year. The site will be the Coliseum in the City of Chicago, opening Feb. 21 and running until May 24. While the final figure on entries has not been determined at this writing, it is certain that it will equal or best any previous year.

The Los Angeles Bowling Association's City Championship Tournament will open on March 14 and close on April 19, all contests to be on Saturdays and Sundays. Team events will be held in the Airport Bowl, in North Hollywood, and doubles and singles at the Hollymont Bowl, in Hollywood. A total of 802 teams have entered, including from the PE League, the BRC Aces, Glendale, Pit Bulls, and the Remnants, as well as all ten teams of the Steamship League. Several of the PE bowlers will be among the 2096 individuals in the singles and the 2188 in the doubles.

Burleigh Manley is the Chairman of the Annual Banquet Committee, for which the tentative date of Friday, April 24, has been selected. The affair, which will include after-dinner dancing, will be held in the Old Dixie Barbecue ballroom. Full particulars will be given all concerned in due time, but keep that date open for the funfest.

Old Issues Needed

IF YOU HAVE the following issues of the PACIFIC ELECTRIC MAGAZINE, the editor would appreciate a telephone call on 2934, so that certain volumes of the Magazine may be completed for permanent binding:

- July, 1944, through June, 1945;
 - December, 1945, through June, 1946;
 - July, 1946, through May-June, 1947;
 - September-October, 1947;
 - November-December, 1948.
- Copies should be in good condition.



Last Rail Run, Van Nuys Line

"I'VE BEEN WORKIN' ON THE RAILROAD"—President O. A. Smith (swinging hat) leads group of San Fernando Valley civic leaders in song during special last run on the Van Nuys Rail Line last Dec. 29. From left are Max Schonfeld, President, West Valley Associated Chambers of Commerce; Lee Miller, founder of Reseda; William Lausen, Reseda pioneer; Mr. Smith; W. P. Whit-

sett, founder of Van Nuys; Montie Montana, film star, honorary Sheriff of San Fernando Valley. Crew of car look on in amusement. INSET: Workers on last rail run included, from left, Chef Bethel Deason, Motorman E. A. Abbott, District Passenger Agent A. H. Fidel, Conductor O. B. Hotchkiss, Car Cleaner Carrie Robinson, and Subway Mechanical Foreman Jack Hawks.

A SPECIAL LAST RUN on the Van Nuys Rail Line, with the cars bearing Valley civic leaders and pioneer residents, was made on Monday, last Dec. 29, from the San Fernando Valley to down-town Los Angeles. It marked the end of an era of 41 years in PE rail transportation over Cahuenga Pass.

To Motorman *E. A. Abbott* and *O. B. Hotchkiss* went the honor of

piloting the last train over the rails from the Valley.

The specially invited guests then boarded one of the new busses at the Subway Terminal and made a trip back to the Valley over the new bus route, named the Los Angeles-North Hollywood-Van Nuys via Hollywood Motor Coach Line. This line was the first to use completed portions of the Hollywood Free-

way. Driver was Mr. Abbott.

The last regularly scheduled rail run was made outbound late Saturday night, Dec. 27, with *C. A. Parr* as One-Man Operator. Aboard were numerous members of the Electric Railroaders Association.

First regularly scheduled bus was operated early Sunday morning by *R. L. Fleming*, who left Van Nuys at 4:43.

PACIFIC ELECTRIC BOWLERS' WEEKLY HONOR ROLL

Date	Team High Game	SIX O'CLOCK BRANCH			
		Team High Series	*Individual High Game		*Individual High Series
Dec. 5	Law-ettes 957	Law-ettes 2656	A. L. Robertson 227	W. M. Green 569	
Dec. 12	PE Club 997	PE Club 2690	C. P. Hill 236	S. Fligge 572	
Dec. 19	Wolverines 953	Wolverines 2704	S. Fligge 213	xJ. B. Rogers 609	
Jan. 9	Wolverines 976	Wolverines 2690	W. M. Green 214	P. K. Larson 523	
Jan. 16	Law-ettes 930	PE Club 2650	C. P. Hill 224	C. P. Hill 598	
Jan. 23	xPE Club 946	PE Club 2704	J. G. Latimer 218	H. Rozzen 550	
Jan. 30	BRC Railers 1013	BRC Railers 2725	L. McKinney 233	W. M. Green 573	
EIGHT O'CLOCK BRANCH					
Dec. 5	Pit Bulls 960	xPit Bulls 2759	xJ. H. Rowe 255	W. F. Cowell 596	
Dec. 12	Motor Transit 956	Subway Term. 2661	W. F. Cowell 243	xW. F. Cowell 604	
Dec. 19	Motor Transit 960	Motor Transit 2678	R. L. Cockrell 216	R. L. Cockrell 574	
Jan. 9	xGlendale 895	Maple Smashers 2633	zW. C. Schneider 202	W. C. Schneider 531	
Jan. 9	zMotor Transit 895		zW. E. Adams 202		
Jan. 16	PE Agents 953	PE Agents 2603	J. Hubener 218	W. F. Cowell 571	
Jan. 23	xBRC Aces 1001	BRC Aces 2642	L. Seaman 234	L. Seaman 555	
Jan. 30	Motor Transit 901	Motor Transit 2536	W. F. Cowell 210	J. M. Craft 520	

* — Does not include individual handicap.

z — Tied.

x — Season's high score to date.

Pacific Electric Club Bulletin

- AGENTS ASSOCIATION:**
Monthly meeting, third Thursday of month—7:30 p.m.
- AMERICAN LEGION POST:**
Semi-monthly meeting held at 8:00 p.m. in the Assembly Room of the PE Club on the second and fourth Tuesdays of the month.
- BOWLING LEAGUE:**
Weekly matches on Friday at 6:00 and 8:00 p.m. Arcade Recreation Center—542 So. Broadway. Spectators invited.
- GLEE CLUB:**
Rehearsals held from 4:30 to 6:30 p.m. in the Club Theater each Tuesday of month. Open to any employe or member of his family. Call 2934 for information.
- PE GOLF TOURNAMENT:**
Those interested in entering forthcoming tournaments are urged to submit score cards on private courses to the PE Club for the purpose of establishing handicaps.
- MASONIC CLUB:**
Monthly meeting held at 7:30 p.m. the third Wednesday of the month in Assembly Room of the PE Club. Refreshments after meeting.
- ROD & GUN CLUB:**
Monthly meetings held at 7:30 p.m. the 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.
- 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.

—give!—

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