

PACIFIC ELECTRIC *Magazine*

JUNE, 1953



CAHUENGA PASS COACH CARAVAN
HERALDS P.E. 'AIR RIDE' ERA

PACIFIC ELECTRIC Magazine

JUNE, 1953

Vol. 34

No. 6

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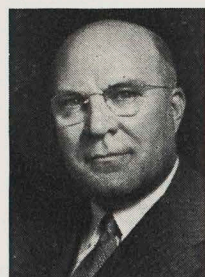
AL ROMMEL

Photography



The Air Ride Era Comes

ENTHUSIASTIC COMMENTS that have been reaching me from passengers confirm my own feeling that the 35 new 2900-class motor coaches placed into service June 1 on the Van Nuys and West Hollywood Lines herald an entirely new era in transit riding comfort.



H. O. MARLER

Air suspension and improved ventilation are the chief reasons. Try riding one of the new busses (I rode in the caravan shown on the cover) and I'm sure you'll agree that seldom, if ever, have you ridden as comfortably in any automobile. (See the air suspension story on page 11.)

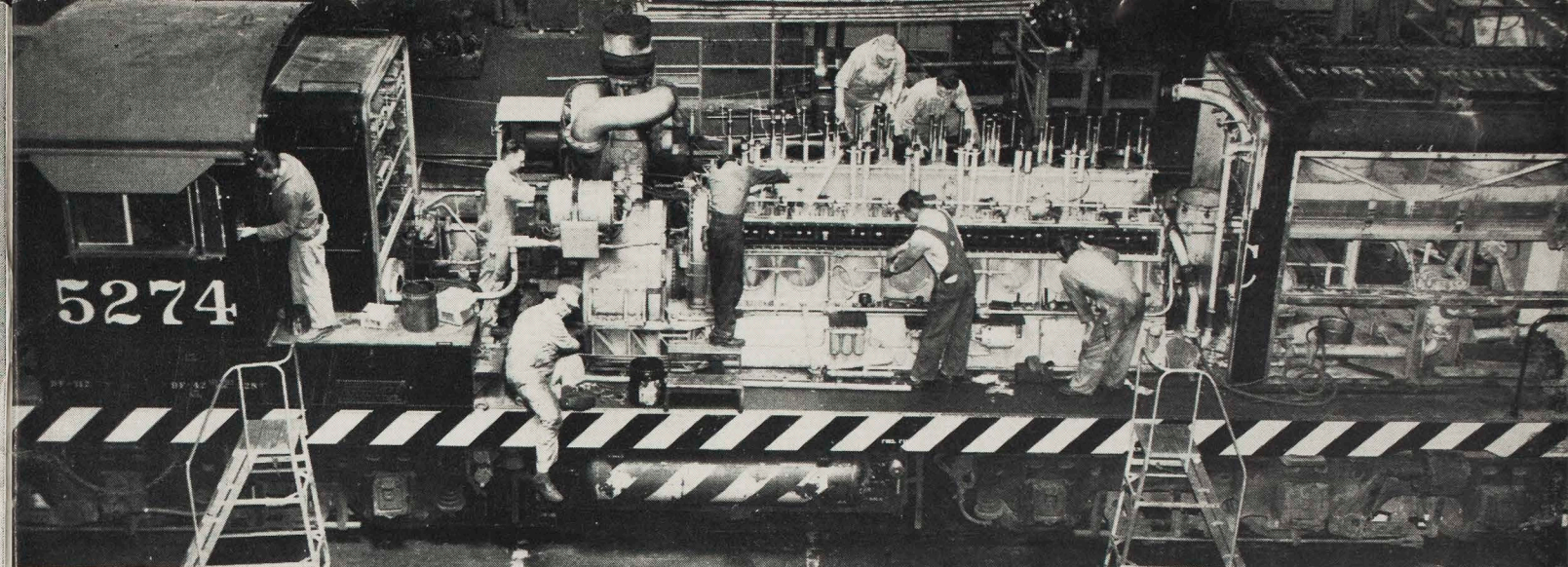
The ventilation is greatly improved over that of the 2700 and 2800-class models. In addition to the pressure ventilation on the earlier GM diesels, two powerful fans have been placed in the top, and filtered vents above the windshield permit fresh air to sweep back along the ceiling.

Other new features passengers like are a front stepwell two inches lower than in earlier models; stanchions for greater security of riders; a shorter turning radius; and dual mufflers, which provide greater exhaust silence without reducing power.

We old-timers may drop a nostalgic tear at the passing of the old West Hollywood Rail Line—there are now six rail lines left, and 40 motor coach lines—but we must confess that, in addition to their economy and practicality of operation, the new coaches have an appeal all their own.

H. O. Marler

Passenger Traffic Manager



TORRANCE EMPLOYEES AT WORK ON DIESEL-ELECTRIC LOCOMOTIVE OVERHAUL

Diesel-Electric Locomotive Overhaul

It Takes 10 Days to Make a "Light" Inspection on a 5200

By P. A. NOYES

TO HAUL an average string of 50 loaded freight cars between the yards at State Street and San Bernardino requires a locomotive of tremendous power. Pacific Electric has three such locomotives: 1600-horsepower diesel-electric giants numbered 5273, 5274, and 5275—in addition to 50 units of lesser power, including 26 electrics, 6 steam, 16 diesel-electrics, 1 diesel, and 1 gasoline.

Because each of these 5200-class units costs a quarter of a million dollars, such an investment must be protected by careful inspection and maintenance—a big job requiring the skill of Machinists, Electricians, Air men, Pipefitters, Car Repairers, Sheet Metal men, Carpenters, and Painters.

On the diesel-electrics, there are four classes of inspection, designated "A," "B," "C," and "D," and ranging in scope from extremely heavy and complete overhauls made only once in eight years (Class "A")

down to the relatively light—but still extensive—Class "D" inspection made every year. Since the three 5200-class locomotives have been operating for only a year, the first inspection was of Class "D," made on No. 5274 at the Torrance Shops in April under the general supervision of Supt. of Rail Equipment *Frank H. Markley*, and the direct supervision of *Carl L. Cross*, Automotive Foreman since 1951. It required 10 working days.

Even in a Class "D" inspection, the 164-ton locomotive is gone over with what seems to the layman to be a fine-tooth comb.

We have room to describe only major steps in the procedure.

The eight cylinders, each of which is responsible for 200 of the necessary 1600-horsepower, are thoroughly worked over. Because the crew responsible for the cylinder checks have at their disposal the finest tools and the latest know-how, the cylinder heads, if found to be

defective, are not, as they were in the past, discarded, but skillfully repaired and returned to service. To buy a new cylinder head costs \$285; to repair one costs approximately \$60.

While this operation is in progress, other members of the repair crew are working on the radiators, located one on each side of the engine. These radiators, when in operation, are cooled by the use of electric fans controlled by thermostats in the engine cooling system. Shutters are closed until the water temperature reaches 180 degrees. The shutters then open and will remain open until the temperature cools to 140 degrees, at which time they automatically close. This arrangement keeps the proper operating temperature for the engine, and to insure its functioning, the entire cooling system is completely inspected by the maintenance men.

To prevent dust and dirt in the air from reaching the engine, the



HAMMER TEST on air reservoir tank being demonstrated by Pipefitter Joseph Berdelle with ball-peen hammer. Actually, the test must be performed when tank is removed from locomotive.



TORQUE WRENCH being used by Auto Machinist Robert Gish to tighten cylinder head stud nuts. Each and every bolt in the entire engine assembly is also subject to torque wrench test.

37 air filters installed on the locomotive are cleaned. This operation is performed not only during the annual inspection, but also once a week during the entire year.

Testing for stresses and strains is of great importance. All nut and bolt assemblies are carefully checked with a torque wrench, which measures the degree of tightness.

All connecting rods, bearing caps, rocker arms, valves, etc., are closely inspected for cracks or fissures by either the Magnaflux or the Dy-Chek method.

In the Magnaflux test, all parts which respond to magnetism are cleaned and passed through a magnetic field. Once a part has become magnetized, powdered iron oxide is

sprinkled on the metal, and any cracks or fissures will be outlined by a pattern formed in the powder. Defective parts are, of course, replaced.

Parts which cannot be magnetized are cleaned and subjected to Dy-Chek. The object to be tested is sprayed with a red dye which will penetrate up to a millionth of an inch. The penetrant is then washed off with a cleaner and the metal sprayed with a developing solution. Any cracks appear as a thin red line.

The micrometer plays an important part in the ten-day overhaul. It is used to check bearing sizes, piston diameters, cylinder liner wear, etc., in order to determine whether enough life remains for another year's use.

(Continued on next page)



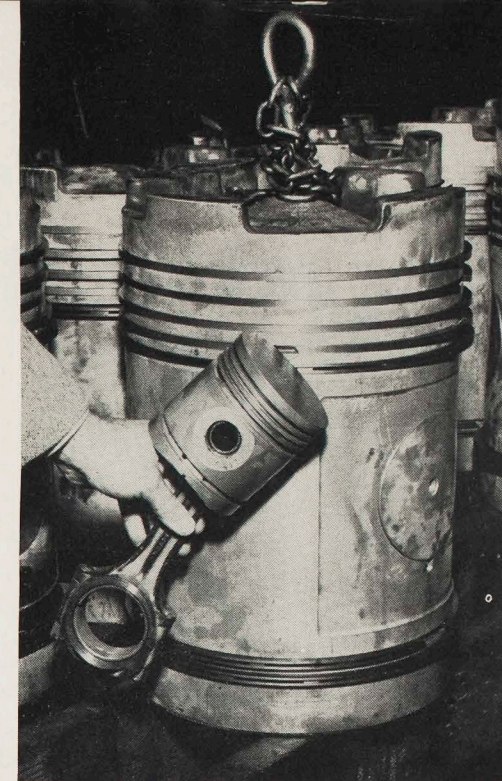
MAGNAFLUXING diesel valve for hidden defects is Auto Machinist Vernon Bliss.

TORRANCE MECHANICS who overhaul PE's diesel-electric locomotives. Back row, left to right: George Foster, General Machine Shop Foreman; Joseph Vivoda, Leader, Machine Shop; Clarence Black, Leader, Carpenter Shop; James Finley, Sheet Metal Worker; Ernest Dernberger, Carpenter; Wesley Hammerli, Auto Machinist; Earl Harrison and Joseph Berdelle, Pipefitters; James Sisco, Auto Machinist; Claude Stubblefield, Raymond Hines, and Barnett Brazille, Electricians; Douglas Ludovic, Welder; Vernon Bliss, Auto Machinist; Anthony Zahradnik, Leader, Air Shop;

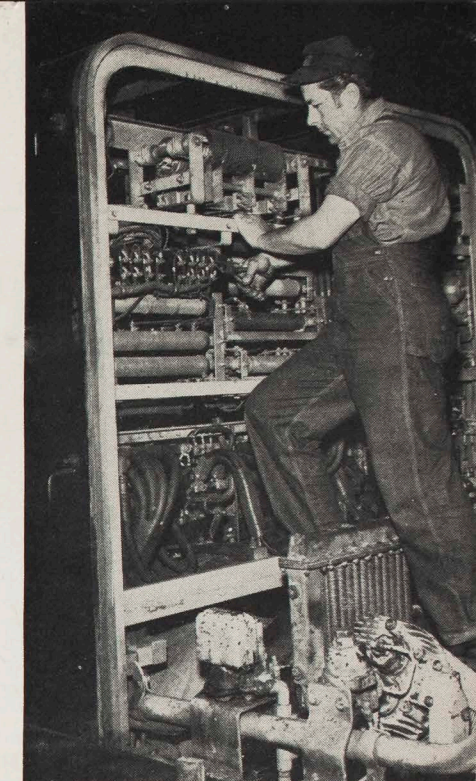
Jonathan Dunmyer, Air Brake Machinist; Carl Cross, Automotive Foreman. Front row: Albert Masse, Painter; Victor Johnson, James Daniel, and Harold Meyer, Carpenters; David Wilkes, Auto Machinist; Vinton Waldorf, Machinist; Robert Gish, Auto Machinist; Louis Hensien, Automotive Leader; George Misitz, William Griffiths, and James Supple, Machinists; William Oja, Electrician; Sam Humer, Leader, Electrical Shop; Joseph Astingo, Auto Machinist; Niculae Cristea and Charles Benson, Machinists. Men pictured also perform many other duties besides diesel repair.



VISA-GAUGE, which indicates number of gallons of diesel fuel remaining in 1000-gallon tank, being demonstrated by Auto Machinist James E. Sisco. Lucite material carries flashlight beam along the gauge.



COMPARE the big locomotive piston with that from bus. Bus piston, 4-1/8" in diameter, and actually bigger than pistons in your automobile, looks small beside 12-3/4" piston of Locomotive 5274.



MAIN CONTROL PANEL'S contact switches being adjusted by Electrician Claude B. Stubblefield. Remotely controlled by engineer's throttle, these switches control speed and power of locomotive.

DIESEL-ELECTRIC LOCOMOTIVE OVERHAUL

(Continued from preceding page)

In accordance with ICC regulations, two interesting and extremely important tests are made against leaks in the air reservoir tanks: the hammer test and the hydrostatic test. A Pipefitter performs the hammer test by striking the empty tank with a ball-peen hammer to locate weak spots in the metal. Hammer marks not more than an inch apart are visible all over the tank. If no weak spots are revealed by the hammer test, the hydrostatic test is given, by filling the tank with water at a pressure of 175 pounds and inspecting for water leaks. If none exist, the tank, as a result of these two tests, is considered safe for re-use.

Particular attention is given to inspection of the fuel trip valve. This safety mechanism, when tripped, cuts off all fuel to any part of the engine in case of fire, etc. The valve

can be tripped from the outside of the engine or from the engineer's control stand.

During the final hours allotted to the Class "D" inspection, shop workers are busy checking wheels for bad flanges or flat spots, while Electricians are busy cleaning electric motors, checking commutators for high mica, and cleaning and re-setting all electrical contact switches, relays, and throttle lever contacts.

Finally, after all inspection and repairs are completed and the diesel engine is reassembled, alignment of the crankshaft with the generator is tested. This rather complicated procedure involves the use of air pressure in the cylinders and the application of special gauges to the crankshaft. Suffice it to say that the alignment must be within .003 of an inch of perfection.

This done, the reassembling of the locomotive is completed, the final OK's are given by Messrs. Cross and Markley, and the Transportation Department is notified to send a crew down to pilot the rumbly monster away.

"When a company like ours invests hundreds of thousands of dollars in equipment, as well as in men to operate the equipment, every care must be taken toward the preservation of the lives of both men and machines," points out E. A. Stevens, General Supt. of Motive Power.

"A thorough-going maintenance program insures more profitable and safer operation by reducing the likelihood of equipment failure and prolonging the life of the equipment," he added. "We strive to keep detention—or out-of-service—time at a minimum, and at the same time guarantee good workmanship."

General Supt.'s Life Proves:

You CAN Succeed Without a College Degree

(Sixteenth in a series of interviews with PE Executives)

SHOULD A MAN go to college in order to achieve success in his life-work?

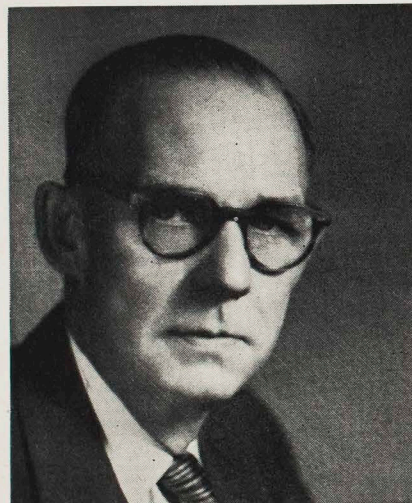
General Supt. *Russell Moebius* didn't. "I had a chance to go to college, but I turned it down because it seemed to me that if a man had the will, he would learn things as he needed them," he remarked. "I preferred to go to work and see money coming in."

Born in Salt Lake, Utah, in 1898, he started earning money at an early age by selling newspapers and *The Saturday Evening Post* while attending grammar and high school in Murray, near the city of his birth. When he grew old enough, he drove hacks for a livery stable, and at the age of 16 operated the projection room in the local movie theater. He didn't have to go to work: his father, *William A. Moebius*, retired in easy circumstances as General Manager of the Singer Sewing Machine Co., after rising from a position as door-to-door salesman.

It was more or less by accident that young Russell became a railroad man. He had no special leaning that way—in fact, he was more interested in communications than in transportation. But his brother, who was in agency work for the Denver and Rio Grande, got him to take a job as Car and Yardmaster's Clerk for that road at Durango, Col., in August, 1916, when Russell was about 18. He stayed six months, learning station work and telegraphy, and working 12 hours a day, six days a week for \$50 a month. "If the cattle came in on Sunday, I worked that day without pay," he chuckled. The telegraphy came easy because Russell had assembled a 10 k.w. transmitter and learned to operate it; he was one of the early hams.

In April, 1917, he took a job as Telegraph Operator and Relief Agent with the Salt Lake and Utah Railroad, which ran for some 60 miles between Salt Lake City and Payson, Utah. By 1920 he had served as Agent, Agent-Yardmaster, and Assistant Trainmaster—invaluable training for his later career.

Dissatisfied with his prospects of advancement on



RUSSELL MOEBIUS

such a small railroad, however, he resigned in 1920, and came to Los Angeles looking for work.

"Railroad jobs in those days were plentiful," he says, "and I knew I wouldn't have much trouble finding one. But after visiting all the railroads in town, I discovered that while they had plenty of jobs, all of them were out in the desert except for PE.

"I was hired as Car Clerk at 8th St. under *Bob Rachford*, then Chief Car Clerk, and worked at 8th St. and Butte St. for a couple of years. One day *Charlie Hill*, then Chief Clerk of the Transportation Department, called me up, said he'd heard I'd had agency work, and asked if I'd like to become a Relief Agent. I said I would."

By 1922, Mr. Moebius had become Agent at Beverly Hills, and he remained there for 21 years.

"There was plenty of activity at that agency, especially in the express business," he says, "but I finally had so much to do that I had to hire six people. That took all the profit, so I wasn't unhappy when, in 1943, I had a chance to take a job as Assistant Box Motor, Mail, LCL Freight, and Express Supervisor. I discovered then that my experience as a Yardmaster and Trainmaster on the Salt Lake and Utah RR came in mighty handy."

The story of his rise in the past ten years is well known: to positions as Supervisor, Acting Trainmaster, Assistant Trainmaster, Trainmaster, Supt. of Rail Passenger Operations, and (since Dec. 1, 1952) General Superintendent.

He got his "college education" on the way. Between 1922 and 1930 he studied both night courses and ICS courses in freight traffic management, and also took a business English course to improve his vocabulary and grammar.

"When I've needed other information, I've simply gone to the proper source to find it," he remarks.

He's glad he got into the railroad business. "It's been fun," he declares. "If I had my life to live over again, I'd probably do it the same way."

Agents' Banquet

"Help Industry Grow," Tibbetts Urges

A PLEA for greater cooperation between railroads and the expanding industry of Southern California was voiced by *Carleton B. Tibbetts*, President, Los Angeles Steel Casting Co., and Past President, Los Angeles Chamber of Commerce, as he spoke to the 340 members and guests at the 31st Annual Agents Association Banquet on Tuesday, April 28, in Rodger Young Auditorium.

"We need to get the fact in mind that we're living in an expanding economy," said Mr. Tibbetts. "We may have to work harder, but the rewards are there."

He referred to the present trend toward decentralization of both population and industry, and said that because of the danger of atom bombs, "big industry is not going to locate close to this metropolitan center."

He also urged employes to take an interest in the political life of their communities. "Don't wait until you have an axe to grind before you visit your city council," he suggested.

The meeting was opened by Association President *Floyd Carper*, who introduced General Manager *T. L. Wagenbach* as master of ceremonies. Mr. Wagenbach introduced President *O. A. Smith*, who assured Agents and shippers that, rumors to the contrary, PE would continue despite the sale of the passenger service, and that every effort would be made to improve the freight service.

Among the guests was *Richard Haugh*, Vice-President of Western Transit Systems and son of *Jesse L. Haugh*, purchaser of PE's passenger service.

A tribute to *Charles P. Hill*, Schedule Supervisor who has handled arrangements for 30 of 31 Agents' banquets, was paid by Mr. Wagenbach.

Musical entertainment was provided by the attractive and competent girls composing the Glee Gates Trio. Their songs new and old drew some lusty harmony—mostly on key—from numerous male throats.



HEAD TABLE GROUP: Left to right are *George Blair*, Mayor of San Bernardino; *O. A. Smith*, PE President; *Carleton B. Tibbetts*, President, Los Angeles Steel Casting Co. and speaker of the evening; *T. L. Wagenbach*, PE General Manager and master of ceremonies; and *Floyd Carper*, President, PE Railway Agents Association.



LOTS OF MUSICAL FUN was provided at the Agents Banquet by the Glee Gates Trio—the girls you see in this picture. *Jack Stewart* surprised them by his ability on the string bass, as *J. T. Johnston* danced with the bass fiddler and *J. D. Puffer* and *George F. Jehl* played the part of interested spectators and singers.



RETIRED AGENTS PRESENT—Left to right: *Frank Graham* (Sierra Madre); *J. Frank Jenkins* (Glendora); *Hiram E. Foskett* (Station Supervisor); *Byron L. Livingston* (Inglewood); *Dillard W. Layne* (Industrial Agent); *Henry L. Legrand* (Pasadena); *David W. Holtby* (Newport Beach); and *Joseph A. Pittman* (Inglewood).



"THANK YOU!"—A pleased passenger is grateful for an assist with heavy luggage from Operator Tory Davidson, who smilingly helps her aboard.

To the Public, **YOU** are Pacific Electric

LOOK BACK on your experiences. Isn't it true that you buy where you find courteous, pleasant treatment—even if you have to pay a little more?

Going out for dinner? You can have your choice of restaurants, but you'll go to one where you've found the waitresses pleasant (and the food good).

Going shopping? One thing you know, and that is, you aren't going to go to the store where that clerk was insulting and disagreeable last week.

The person you're dealing with is, to you, the company he represents. Pleasant clerk, fine company; disagreeable waitress, bad restaurant, etc.

Now let's put the shoe on the other foot. Suppose that waitress or that clerk comes to Pacific Electric and deals with you as an employe. What kind of Pacific Electric Railway Company do you reflect? A company that takes pleasure in serving the public well and promptly? A company that's easy to get along with—willing to go more than halfway, sometimes, to prevent or clear up a misunderstanding? A company that treats a customer as you treat a guest in your home? We're sure most readers can answer in the affirmative.

In any case, let's remember this little sentence every time we have contact with the public:

"To this person, I'm Pacific Electric."

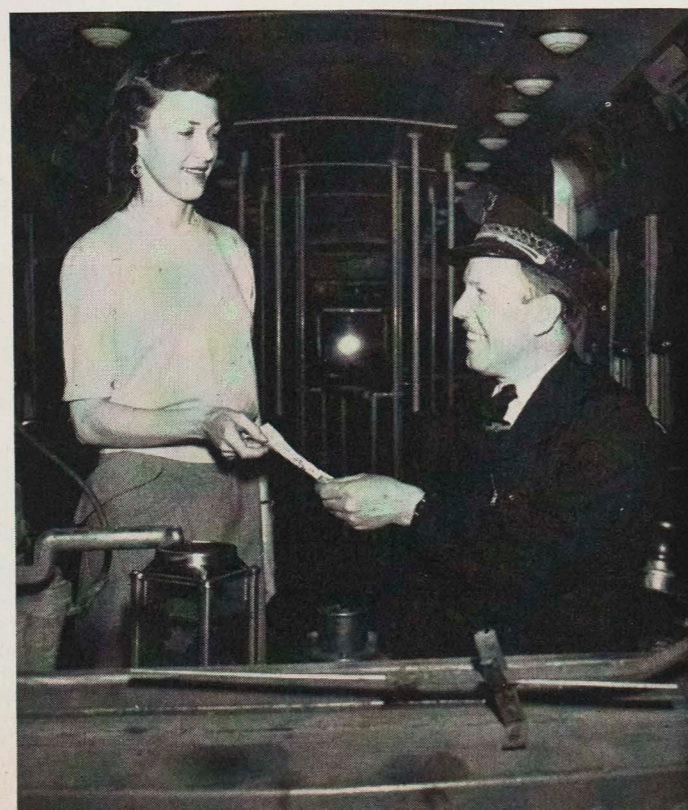


"HAVE AN ORANGE!"—Covina Agent Leo A. Vincent jestingly offers Foreman John Schroeder, of the Covina Citrus Assn., an orange for proper car loading.

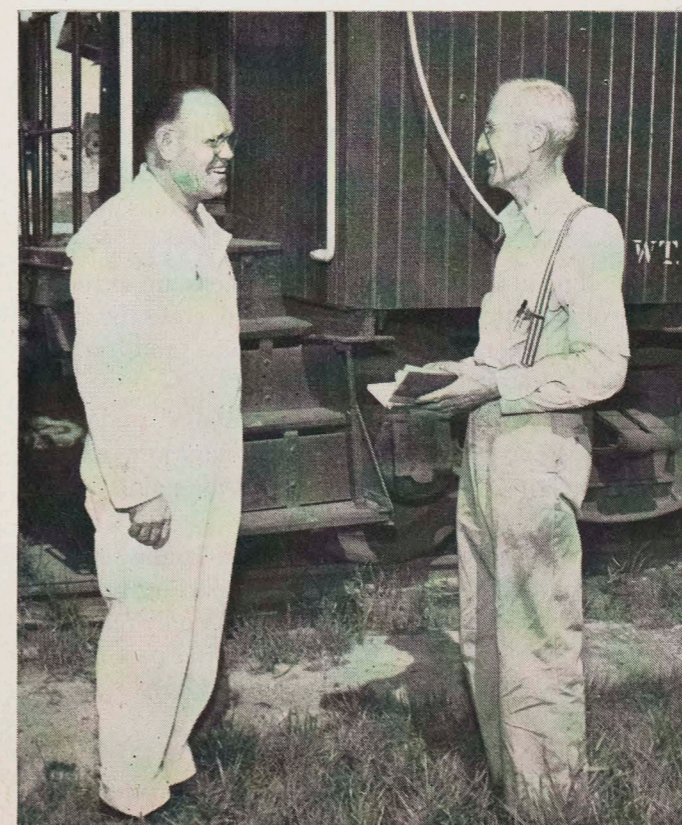
"GOING DOWN!"—That may be the direction of the elevator, but the friendly, smiling way he says it sends stock of Elevator Operator Gus Hanson up!



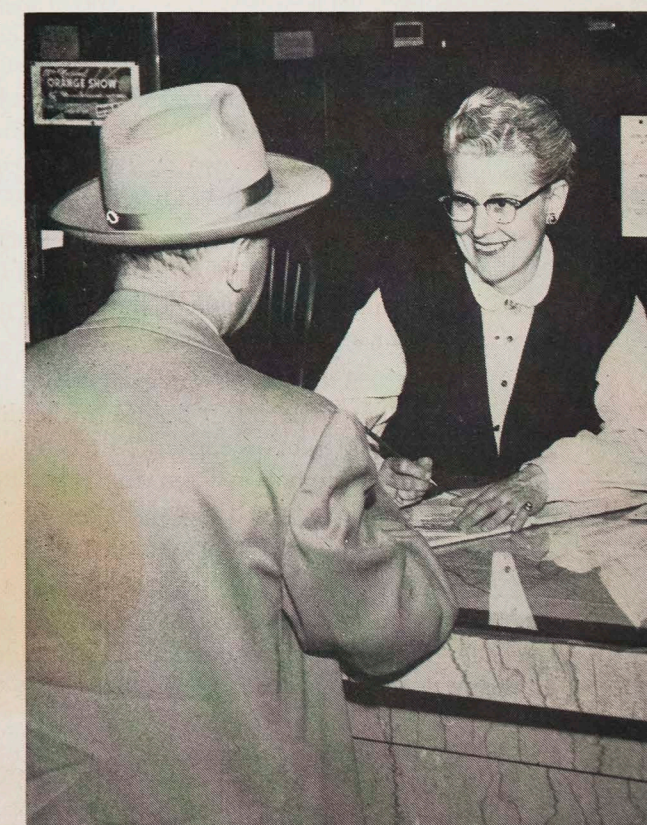
CHEERY SMILE FOR ALL—Pretty girls like this one or elderly ladies, West Operator John H. Schmitt always has the same big smile for all of them. No wonder he wins many commendations!



"HAVE YOU HEARD THIS ONE?"—Freight Cond. D. W. Abbey, right, spots cars just where his customers like Lyon's Plant Supt. J. W. McKinney wants 'em; also knows the value of a chuckle.



"WHERE'S THE CITY HALL?"—She may have answered that umteen times already, but Information Clerk Catherine Haldeman answers again smilingly.





"COME ON IN AND LET'S TALK SAFETY!" urges Supt. of Safety and Instruction Harry L. Young, in doorway of Safety Conference Coach, to Butte St. Yard top end switching crew. Left to right, crew consists of Guy Kemp, Motorman; Jack W.

Anstrom, Diesel Helper; P. D. Heckman, H. B. Blackwell and C. W. Comstock, Brakemen; and S. L. Mitcham, Conductor. The two men facing the crew are, from left, J. T. Johnston, Supt. of Safety and Instruction; and A. L. Robertson, Freight Trainmaster.

SAFETY MEETINGS ON WHEELS

A NEW LEASE ON LIFE was given Coach 2103 when, after having been marked for retirement in 1951, the 11-year-old bus was converted into a mobile auditorium to serve as instruction room, movie theatre and class room. It is now known as Pacific Electric Employees' Conference Coach #XB-9401.

Following its conversion, its first significant use was as a movie theatre to exhibit to Motor Coach Operators and their families the Public Relations Department's "Mr. Pacific Electric" slide film on courtesy.

In April, 1952, the coach was assigned to the Safety and Instruction Department for use in holding safety meetings and instruction classes. Instructive and educational safety promotion films, furnished PE by the Southern Pacific, other railroads, and the National Safety Council, may be shown on the coach.

The coach is also used by the executive staff for property inspection trips, and by the Department of Freight Protection, Merchandise and Station Service for freight claim prevention work.

Comfortable upholstered seats on elevated platforms, extending from front to rear of coach, accommodate 30 persons, each person having an unobstructed view of the screen, located at the front of the coach.

The interior of the coach is lighted by fluorescent lamps and is equipped with additional fans to give adequate ventilation during film showings.

At all points where outside connections are available 110-volt electrical current is used to operate the fluorescent lights, motion picture machine and speaker system.

An auxiliary electric generator, installed under the body of the coach, furnishes the necessary power when safety meetings are conducted at outside points where electricity is not available.

Should you ever notice the XB-9401 holding herself somewhat aloof when parked near, or passing, ordinary passenger coaches on the highway, she's only reflecting the worthiness she feels in playing a vital part in promoting and maintaining our safety program.

Like

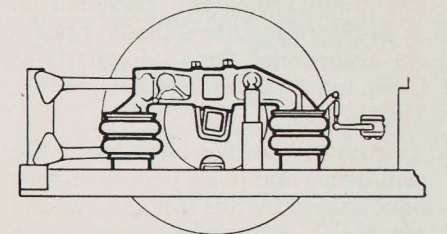
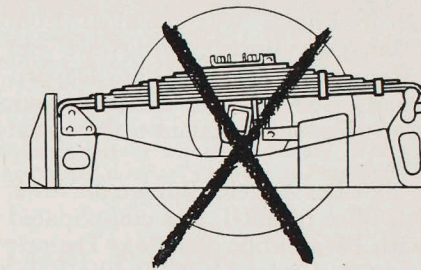
RIDING ON A CLOUD

THAT'S what some people have said who have ridden on General Motors suburban coaches equipped with air suspension instead of conventional springing.

Heralded as "one of the great developments of our time" by automotive engineers, air suspension is a feature of the 35 new busses which have just arrived—and, incidentally, PE is the first company to receive transit busses so equipped. Perhaps you saw the air suspension model at the recent Motorama.

Compressed air does the job. Compressed air in eight heavy, flexible tire fabric bellows supports the coach and its passengers. The compressed air from the coach air system is supplied to what are called leveling valves, which meter the air to the suspension system.

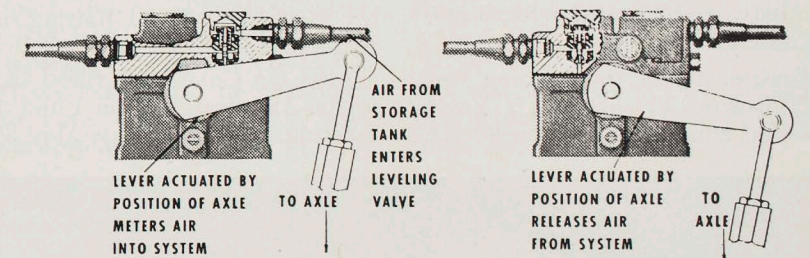
As the coach is loaded, the increasing weight automatically causes the leveling valves to meter more air into the four air chambers. The increased air pressure prevents the coach body from settling down and keeps it at its original level. Changes in weight cause compensating changes in air pressure.



Each of the four air chambers consists of a rectangular sheet steel box with large openings into two rubberized nylon tire fabric bellows mounted below it, forming a single compartment of compressed air. The flexing of the bellows absorbs

the road shocks in the same manner as an inflated rubber tire.

In air suspension, there are no metal bearings, and all joints are rubber bushed. The result is said to be permanently noiseless operation, with no lubrication required.



Leveling Valve—Metering and Releasing Air

YOUR STUDENT TODAY; YOUR BRAKEMAN TOMORROW

By H. L. YOUNG, SUPT. OF SAFETY AND INSTRUCTION

EVERYONE has been a beginner in whatever vocation he chose to follow. His success has depended largely on his willingness and ability to learn, as well as upon the willingness and ability of his instructor to teach him.

Are you a student Brakeman? Then you have much to learn, and you need to give your instructor your undivided attention as he explains the safe and correct manner of performing the many duties of the Brakeman. You must be willing to learn all the

phases of the operation, including alertness and caution. Your task is made much easier, faster and safer by the watchful, friendly counsel of the experienced Trainman who has been assigned to teach you your duties.

Have you been chosen to instruct others? Then it's of value to you to give your student the benefit of all your experience. Remember:

YOUR STUDENT OF TODAY MAY BE YOUR BRAKEMAN OF TOMORROW.

Ladies' Night

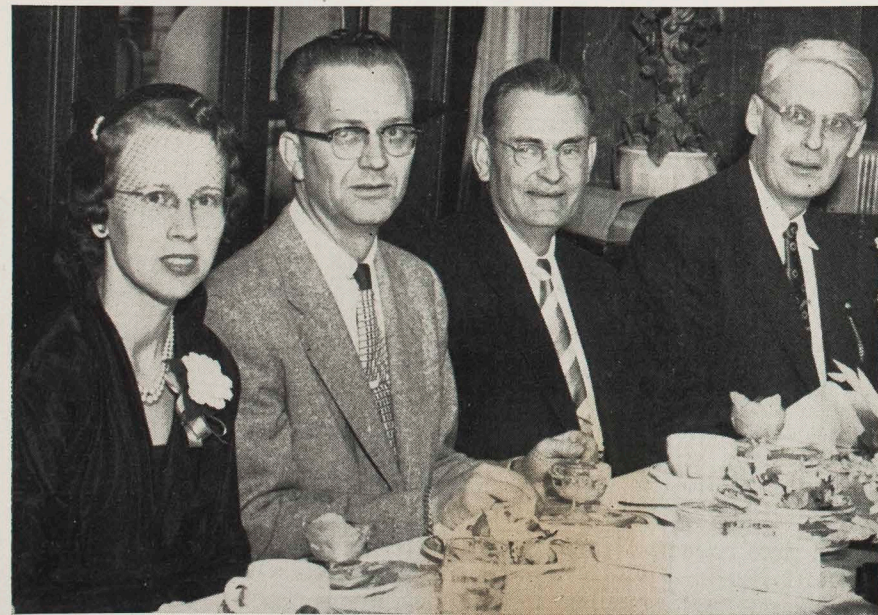
"YOU WIVES are to be commended for encouraging your husbands to spend the extra time and effort required for membership in this group," remarked President O. A. Smith to members of the Speakers Forum and their fair guests at the annual Ladies' Night dinner, May 6.

"Your reward has been to see the confidence and poise your husbands have gained by this training," added Mr. Smith, who, guest speaker for the evening, also donated corsages for the ladies.

Ten-minute speeches were given by Speakers R. O. Christiansen and A. L. Bristow. Mr. Christiansen urged Americans to wake up to the dope menace.

Mr. Bristow humorously described the differences in the style, equipment, maintenance and operation between early and modern motor coaches.

Toastmaster of the evening was T. N. Bristow. President L. N. Velzy presided and welcomed the guests.



ON LADIES' NIGHT AT SPEAKERS FORUM — From left: Mrs. T. N. Bristow; her husband, Tom, Toastmaster; A. L. Bristow, one of the 10-minute speakers; and Louis N. Velzy, President. All ladies were given corsages like Mrs. Bristow's lovely camellia.

SP, SF, PR Dept.

THE SOUTHERN PACIFIC Bureau of News in San Francisco became the Public Relations Department on May 1, and the title of Oscar Engels was changed from "Manager, Bureau of News" to "Manager, Public Relations Department," according to a notice from K. C. Ingram, Assistant to President (SP).

SP's Los Angeles Bureau of News, it will be recalled, was consolidated with PE's Public Relations Department as a joint SP-PE Public Relations Department under Manager James G. Shea last Jan. 1.

Mecca

ACKNOWLEDGEMENT with thanks and appreciation to members of MECCA for MECCA's contribution of \$2,500 to the Red Cross was made by O. L. Thoreson, Director, Red Cross Fund Raising, in a letter dated April 14.

MECCA Committee voted \$2,500 to the American Cancer Fund at a meeting, held Thursday, May 28.

"As I See It"

HOW PASSENGERS can help save time at passenger stops, subject of PERYScope's "As I See It" for last January, brought enthusiastic comment from Operator Vincent E. Delmar of Ocean Park.

The suggestions for saving time were: 1. to have correct fare ready, 2. to tell the driver the destination, and 3. to move clear of the door so that he can see when to close it.

"I noticed the results immediately," wrote Mr. Delmar. "In fact, you could distinguish our PERYScope readers as they boarded the bus."

Replying to Mr. Delmar, Public Relations Director James G. Shea pointed out that the material for the January "As I See It" was suggested by Motor Transit Operator Henry Fisher.

"Would you or some of your fellow Operators be able to jot down a few other suggestions which we might incorporate in a similar message to our passengers?" asked Mr. Shea.

Parking Meters

PARKING METERS for 180 cars will be installed by the City of Beverly Hills on the PE right-of-way between Beverly Drive and the Wilshire Blvd. intersection with Santa Monica Blvd. Inbound tracks have been removed. Plans for the added parking space were under way in the Beverly Hills Public Works Department in May.

El Monte Tower Goes

CENTRALIZED TRAFFIC CONTROL originating on SP lines at Beaumont has made obsolete PE's block-house-type tower at the SP tracks and San Bernardino Road, El Monte. The tower, after serving for 40 years, was closed on April 28, and is to be sold or torn down. Replacing the tower are two small all-metal sheds.

Safety Editorial

THE EDITORIAL by Supt. of Safety H. L. Young, "Why So Much Talk About Safety?" appearing in the February PACIFIC ELECTRIC MAGAZINE, was picked up and given front page billing by the Association of American Railroads in its AAR Bulletin for April 15.

Info World Famous!

WORLD-WIDE is the fame of the PE Information Bureau!

A U. S. soldier who had just come from France recently told Chief Information Clerk Edna Tilley that the boys in France believe her bureau to be the finest source of information about Los Angeles and its environs.

A few days later, another passenger recently from China came up to Information Clerk Deane H. Koch to say that the U. S. military men in China had spoken admiringly about the vast amount of information which could be obtained from the PE Information Bureau about places to go.

Tootin' Our Horn

523 PE Bldg
Los Angeles
April 26, 1953

Editor, PE Magazine

Dear Sir:

On page 27 of your April issue you have a picture of the Torrance Shop band of 1925 and you state that "French horn player," etc., but you indicate an alto horn or so-called "peck-horn." While in high school I used to teach this instrument among others.

Just thought you might be interested to learn that the SP employees also read your magazine.

A. B. LAING
Wire Chief, SP

We're flattered, Mr. Laing, but wish to point out that, according to Merriam-Webster, the alto horn or althorn, which you correctly name, is often used to replace the French horn in a band and might by some be loosely called by the latter name.

Award for Safety

"THE CREDIT belongs to the men behind the wheel," said Jesse L. Haugh, prospective purchaser of PE's passenger service, as he received May 29 an American Transit Association top safety award on behalf of the San Diego Transit System, of which he is President.

The award was given because the San Diego company operated all through 1952 without a single traffic fatality and with a passenger accident rate of one in 182,543 miles as compared with a national average of less than 150,000 miles.



GLEE CLUB OFFICERS, 1953—Too busy practicing to spare the time to elect officers as scheduled in January, the Glee Club delayed election till April! Here they are. Left to right, front row: Marion Snowden, Vice-President; Velma Douce, Food Chairman; Helen Everett, Accompanist; Joyce Hansen, Assistant Secretary; Elna Harper, Librarian; Louise Byrd, Secretary; back row: Jack Ryland, Treasurer; Harry Shea, Assistant Librarian; Emory W. ("Ace") Hanlon, President; Charles Wuegler, Assistant Librarian. Retiring as President is Rudy Slotwinski, who is not shown in picture.

Train Whistles

GRATITUDE for a noticeable reduction in whistle blowing on the part of PE Engineers and Motormen near Hawthorne on Sunday mornings was expressed by the Hawthorne Ministerial Union to the General Manager in a letter dated April 10.

The reduction was due to a greater degree of self-restraint on the part of the Trainmen after they had been informed that Sunday morning church services in the area were marred by the whistling.

"No more whistling at that time than is absolutely necessary to safe-

Mason Resigns

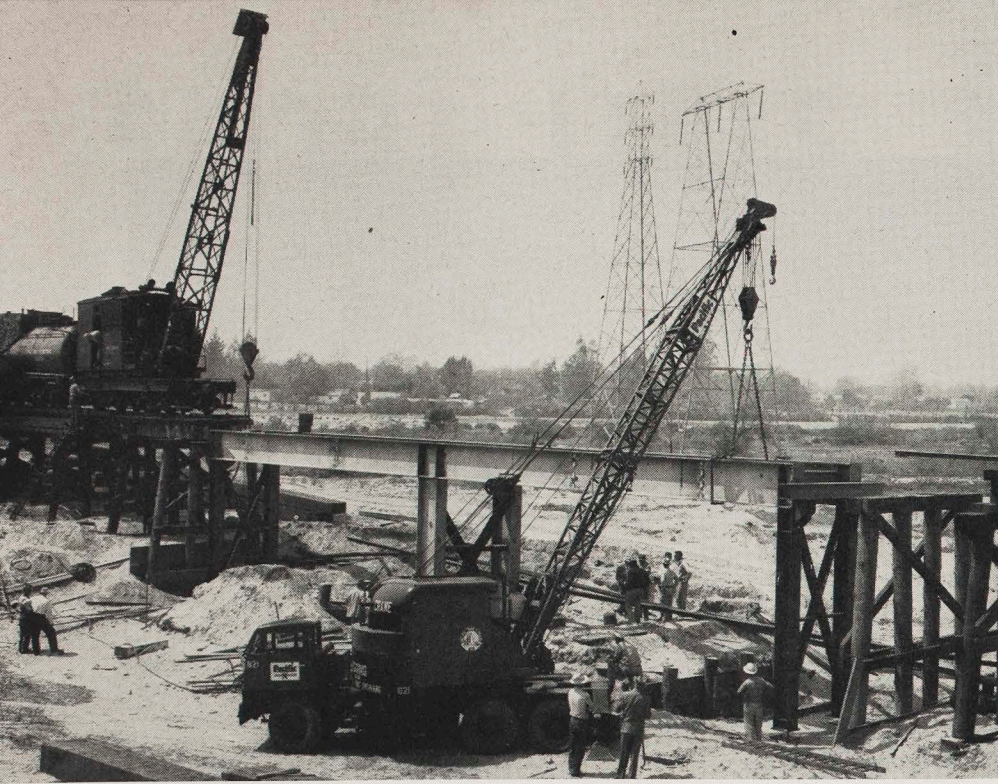
EDWARD MASON, Rate Clerk in the Freight Traffic Department, resigned April 20 to accept a position in the traffic department of the Richfield Oil Co. His headquarters will be in Los Angeles. Mr. Mason had been with PE since 1946.

His wife, Iola, will remain with the General Claim Department, with which she has been connected for the past nine years.

ty," was the content of the special instruction sent out by General Supt. Russell Moebius.



EXTRA GANG NO. ONE — At San Bernardino, Signalman Rene Hunckler took this picture of Extra Gang No. 1. Seated, left to right, are Ambrosio Vasquez, Varagan (first name unidentified), Roberto Perez, Cleofas Rosales, Sebriano Lopez, Manuel Chavez, Ruben Gonzales, Elijio Martinez, Catarino Mendez, and Camilio Rocha. Second row: Antonio Macias (Subforeman), Cecilio Mejia, Manuel Mendez, Felix Olivas, Serapio Salas, Fidel Pacheco, Espirion Molina, Mike Guiza, Salome Becerra (Foreman). Back row: Juan Lopez, Ernie Perez, Fortino Vasquez, Manuel Para, Antonio Guzman, and Johnnie Molina. Some were absent when photo was taken.



NEW 70' STEEL SPAN being hoisted into position in PE bridge over the Rivergrade Road between El Monte and Baldwin Park early in April. Old wooden trestle-type construction was torn out and steel span put in to accommodate gravel trucks now using the Rivergrade Road. The tracks were raised six inches by starting 150 feet on each side of the span and placing shims under the existing bents. Entire job had to be done between 10:30 a. m. and 4 p. m. — time between freight trains.

Leads PR Panel

H. BRAD ATWOOD, Assistant Manager, Public Relations, was chosen as leader of a discussion panel in the fourth annual public relations conference held at the University of Southern California on Wednesday, April 29.

The conference was sponsored by USC, the Public Relations Society

of America, and the Los Angeles Chamber of Commerce, with co-operation from the Advertising Club of Los Angeles, the Los Angeles Stock Exchange, the Merchants and Manufacturers Association, and the National Association of Manufacturers.

Present were several hundred public and employe relations representatives of the Southern California area.

Twelve PE Men Attend SP Family Meeting in Houston

TWELVE PE REPRESENTATIVES were among the more than 250 employes of SP and its subsidiaries and affiliated companies who attended a Family Meeting of traffic forces at Houston on April 6 and 7.

The 12 included *James G. Shea*, Manager of Public Relations; *G. A. Erickson*, Assistant General Industrial Agent; *R. O. Christiansen*, Assistant to Passenger Traffic Manager; *F. F. Willey*, Assistant to Freight Traffic Manager and Freight Claim Agent; *H. C. Kuck*, Assistant to Freight Traffic Manager; *G. P. Billhardt*, *C. E. Ferguson*, *A. M. MacDonald*, and *H. H. Williams*, General Agents; *G. A. Gould*, Assistant General Agent; *D. E. Porter*, Industrial Agent; and *E. F. Harrison*, Supervisor, Freight Protection.

"Keep your imagination and ingenuity working on

new and better ways of handling our business," urged President *D. J. Russell* as he spoke to the assembly. He also urged traffic men to be alert to strengthen their personal standing, and that of the company, in their communities.

Among the nation's large corporations, SP in 1952 ranked seventh in total assets, and twenty-third in net revenue; it was also third among U. S. railroads in total revenue, Mr. Russell stated.

The two-day session came midway in a 13-day program that took the traffic salesmen on a tour of a large segment of the railroad's eight-state territory from the Pacific Coast through Texas and Louisiana.

President *O. A. Smith* addressed the Pacific Coast representatives who assembled in Los Angeles April 1 for a tour of SP facilities here before continuing to Houston.

More SHORT LINES

Are YOU a Sucker?

FRAUDULENT and misleading advertising and selling practices have so increased in the Los Angeles area that the Better Business Bureau is being forced to expand, according to its weekly publication, *Data*.

Philip Corrin, Board Chairman, of the Bureau, pointed out some of the fields in which fraudulent claims were "picking the pocket" not only of the individual buyer but also of legitimate business houses:

Food freezer plans by joining which you can feed your family on "\$5.22 a week"; mortgage loans you can get in "24 hours"; sewing machines, vacuum cleaners, automobiles and other products offered at impossibly low prices; "lifetime" mastic paints that will cost you nothing; re-upholstering deals that look good until you discover the truth too late — and innumerable other products, services, and opportunities too good to be true.

"If all residents of the Los Angeles area would investigate before they invest, racketeering could not flourish and the Better Business Bureau would have little need for expansion," commented Passenger Traffic Manager *H. O. Marler*, who represents PE in the Bureau.

TRY the PE Club Library!

FATHER GORIOT, a French peasant who had made money in grain, had three daughters whom he adored. To him, they could do no wrong. He was pleased that they made such a success in Paris society, even at the expense of his savings. He lived alone, in a cheap boarding house; they lived in ornate apartments, and visited the adoring old man quite often—whenever they needed money. In his blind devotion, he attributed their visits to their filial love, and gave them whatever they asked for. They, on the other hand, had grown to hate the source of all their good fortune. Proud ladies with social pretensions have no place for a peasant father in their whirl of pleasures.

Balzac, in "Pere Goriot," one of the world's great novels, tells us, step by step, of the growing social success of three girls, their gradual moral dissolution, and the final supreme act by which old Goriot reveals the depths of his fatherly love, and the daughters the depths of their moral decay.



IN A QUIET CORNER of the PE Club Library, Jean Dunn, Law Secretary, looks over some of the 3,500 books.

This story is just one of thousands that are yours for the borrowing in the 3,500-volume library of the PE Club. There are classic authors like Balzac and Dickens, and current best-selling authors like Evelyn Waugh, Howard Spring, Henry Bellamann, Earl Derr Biggers—stories for every taste and mood.

Those who like travel will find a ten-volume set of the works of the famous naturalist, John Muir, as well as the story of Robinson Crusoe. There are books on railroading, science, and humor; the younger generation may find some entertaining tales in a special section devoted to books for young folks. There are three encyclopedias, including the Britannica.

Yes, a lot of the books are old, but the fact is no indication that they aren't readable.

For the magazine reader, the Club subscribes to some 25 of the most popular magazines, including *Time*, *Life*, *Cosmopolitan*, *Ladies' Home Journal*, *Popular Science*, *Reader's Digest*, etc., with current issues laid out neatly on a library table. There are also various industrial and employe publications available in the main lounge from which you may glimpse something of the operations and employe activities of various companies in the Los Angeles and other areas.

While the advent of television, the movies, and radio is to be welcomed for the contribution of these media to increased understanding of our modern world, the reading of good books is still basic to a thoroughly well-rounded life.

The library is open to all members of the Pacific Electric Club.

Books in Times of Crisis

WHAT HELPS US MOST when we turn from immediate and pressing problems, or even from the distresses of private life, is not the entertainment which does no more than to enable one for a time to forget, but something which fortifies the spirit by contact with great and enduring things. The great literature which is neither information or diversion or polemic is the record of the joys and sorrows and passions of men, of what they have found to live for and by, of what hopes and faiths have sustained them. It may not tell us what to do about the

Russian problem or how to estimate the promises and the threats of the Welfare State. Still, it does tell us how other men, living in times unusually difficult or desperate, have either found satisfactions or consoled themselves for pains. In the long run there is nothing so refreshing or so sustaining as the opportunity to "escape" not into the shallows but into the depths.—*Joseph Wood Krutch*, in the *New York Times Book Review*. Reprinted by permission of the author and the *New York Times*.

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



RBWA PRESIDENT—Mildred Bates, of the Accounting Department, will be installed on June 26 as President of the Railway Business Women's Association of Los Angeles. She is last season's First Vice-Pres.

With the Women's Club

SIMPLICITY and brevity key-noted the induction of the 1953-54 staff with Mrs. C. O. Leatherman installing the ten ladies in the same offices as last year: President, Mrs. Carl Gramling; Vice-President, Mrs. Fred Hendrick; Recording Secretary, Mrs. John Columbus; Corresponding Secretary, Mrs. C. Brearley, Treasurer, Mrs. E. J. Hasenyager; Directors: Mesdames C. Wheeler, C. O. Leatherman (proxy for Mrs. A. Juett), Frank Hart (proxy for Mrs. G. T. Ashcroft), William Thomas (proxy for Mrs. Whalen) and Myrtle Newby.

After the meeting, the Hospitality Chairman, Mrs. Leatherman, and her committee, Mrs. Juett and Mrs. Lola B. Bell, served ice cream, cookies and tea to the membership. The tables were attractively decorated with silver May baskets filled

with mints at each place. Mrs. Juett's flower arrangements in the club rooms featured white and yellow carnations and daisies and white and purple stock.

Ten ladies from the Los Angeles Transit Lines Women's Club were guests for the occasion.

On Thursday, April 23, the Club was invited out to Montrose to the home of Mrs. Frank Miller for a picnic lunch, which was held in a little park directly across the street from her house! We managed to get lost en route, but with the assistance of a very helpful person, we were properly directed. A good turn-out and a wonderful time! Those who didn't make it missed a pleasant gathering.

Card Chairman Mrs. Columbus wishes to announce that the Card parties will continue to be held on the first and third Thursdays of June, July and August in the Club rooms at 1 p.m. Come out and support them! Other games than bridge will be played if the number attending is sufficient.

Our weekly visits to Santa Fe Hospital to bring a bit of cheer to the employes or family members hospitalized go on around the calendar year.

Watch the next issue of the Magazine for further Club announcements.

OMNIBUS

Helen Semnacher, Secretary to Vice-President G. F. Squires, took a week's vacation in April and spent it in the San Francisco Bay area visiting her twin nieces. She had such a rough flight going up that she came home on the SP's Daylight and said it was a delightful trip with the sun shining, the sea sparkling and a comfortable window seat to enjoy it from. . . . Virginia Fees, Extra Clerk in the Transportation Dept., has been making attractive earrings out of rick-rack and presenting them to some of the gals in the PE Building. They have made such a hit that she is contemplating going into business — if she can find the spare time! . . . With the expansion of the Public Relations Dept., the Ladies' Tea Room has been incorporated with the PE Club Assembly Room (806), just in case you want to brew yourselves a cup of coffee on your lunch hour. A very handy, compact kitchenette has been built in an alcove and has all the facilities formerly available. A new room, 827, has been provided for the resting couches. Plans are under way for tasteful decorations in soft colors. Being on the Sixth Street side of the building, it will be quieter, as well as larger, than the former quarters.

Call Him Jerry

JERRY ALLEN ERICKSON, second son of Asst. Research Engineer and Mrs. L. D. Erickson, was born Wednesday, May 6 at 5:46 p.m. at Inglewood Hospital.

"If it's a boy, daddy, let's call him Jerry," suggested Kent, 5, the Erickson's older son.

"Jerry what?" asked his father.

"Jerry Allen."

Besides being named by his brother, Jerry looks just as Kent did at 7 days. Weighed in at about the same too — 6 lbs. 14 ozs.

You Can Get a Lift From Olive

NEVER UNDERESTIMATE the power of a woman—especially if she is operating a 30-ton crane!

Olive MacElfresh, Crane Operator at Torrance, is a good example of the foregoing famous slogan. This 5 ft., 5 in., 127-lb. gal has been operating a "big lift" at the Torrance Shops since January, 1943, with the exception of a period from April, 1949, to October, 1950, when she was "bumped." She has spent four of these years on the 30-ton crane and the rest on the 12-ton crane. And she liked the job right from the start.

Born in Lore City, Ohio, Olive moved to Cambridge, Ohio, with her parents when she was a youngster. There she met her future husband, Dale, when they attended school together. They were married in 1922 and moved to California in 1927, settling in Torrance. For eleven years Olive managed an apartment house in Torrance as well as her own household. When the war broke out, she decided to do her part by going into defense work and got a job as a turret lathe operator in a Torrance machine shop. She didn't like the work and left after two months. At that point she heard PE needed bench workers and since her home is only two blocks away from the shops, she applied for a job.

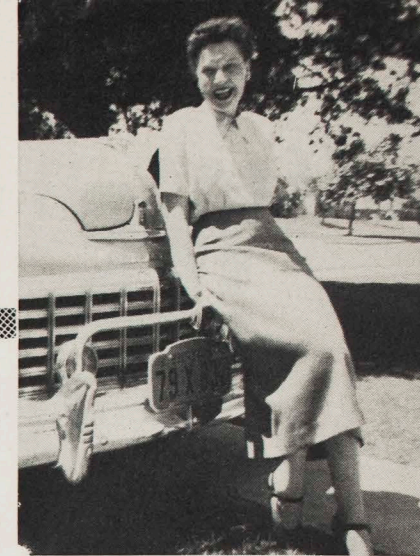
The job of Crane Operator was open, but three other women had tried out for the job. The first took just one look at the crane and said, nothing doing; she wasn't going to get that high off the floor. The second had been a bit bolder, climbing up the ladder to the top; and it was only after she looked down that she changed her mind. A man had to go up to assist her back down to the floor. The third got as far as the cab and then some sparks sputtered out. That was the end of the third prospect.

But Olive liked the idea of being "on her own" up in the cab with "no one breathing down the back of her neck," as she puts it; so she asked for the job.

Olive has had no trouble whatsoever and has proven to be a very capable operator. When asked what she considered the most important qualification for a woman crane operator, she replied "A sense of humor!" The fellows kid around a lot and she says you have to be able to take it in stride and have a ready laugh. One can tell from talking to Olive (or "Mac" as she is called by her fellow workers) that she possesses this qualification in abundance.

She also stresses the need of a careful eye in judging distances, since it is easy to damage equipment by too rough handling. The safety factor is important, also; and she is careful never to move heavy objects over fellow workers.

Olive and her husband, who is an Inspector at Columbia-Geneva



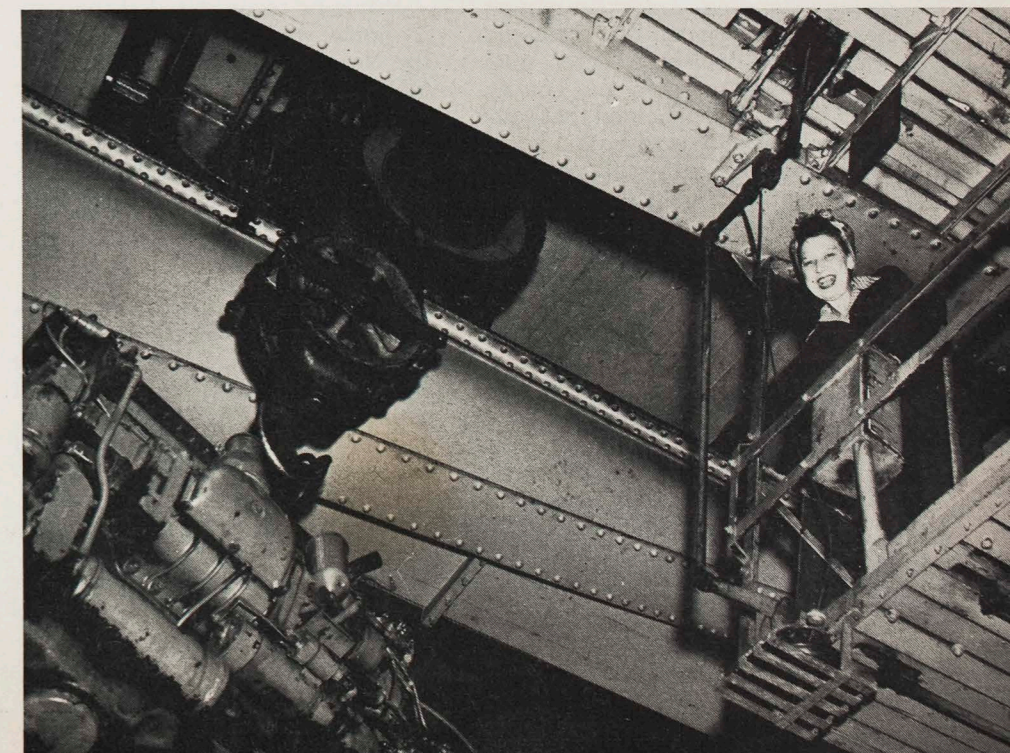
OLIVE OFF THE JOB

Steel Division of U. S. Steel, have made many friends during their years of residence in Torrance. They like to entertain informally, and this, added to her eight hours at the shops and her housework, keeps Olive busy . . . so busy that she hasn't had time to give to clubs or other outside activities aside from her membership in the Central Evangelical Church. However, she does find time to do a lot of reading, which she says amounts to a hobby with her.

Looking into the future, Olive says she and Dale plan to take a trip through the United States visiting the points of interest, including Washington, D. C. and New York City, when they retire. And this June they are celebrating 31 years of happily married life.

— By Nancy B. Reid.

OLIVE AND HER 30-TON CRANE IN ACTION AT TORRANCE



MOTIVE POWER

THIS ISSUE'S GUEST COOK is Lillian Ryan, Secretary in the Personnel Department, who is sharing with us her recipe for:

Delicious Peanut Butter Cookies



Lillian Ryan

Mix in the order given: 1 cup shortening, 1 cup brown sugar, 1 cup white sugar, 1 cup peanut butter, 2 eggs, 2 teaspoons soda in 3 cups of flour, salt and vanilla to taste. Roll into small balls and flatten with fork. Bake in hot oven (375° to 400°) 10 to 12 minutes. (When making these cookies for the first time, it might be well to try a small pan first as a sample in order to have your oven just the right temperature, because these cookies burn easily if left too long when the oven is too hot.) Makes 100 cookies.

"WE AMERICANS"

The Story of Irish Bill Lockhart, Who Fought in World War II as a Briton, and Then Became an American

By SAM AKERS



BILL LOCKHART

THERE'S probably never been a person any more proud of the fact that he is an American than *William J. ("Bill") Lockhart*, PE Claim Agent, who passed the test for becoming a citizen of the United States on February 19, 1953.

His becoming a citizen of this country is the realization of a dream of long standing. American movies, he recalls, were what first made him want to live over here. Later, upon viewing newsreels of the Tournament of Roses, he decided that some day California was to be his home. He began to dream—and plan.

Pleasant are his memories of a carefree life as a lad in Dublin, where Bill, with his two brothers and a sister, all younger than he, attended school, hiked, cycled, swam, and played rugby and cricket.

In 1937, at the age of 17, Bill went to London to study law as an apprentice clerk. Diligently, he pored over the books for two years—until World War II broke out.

Young Lockhart immediately became a gunner in the British Merchant Marine, and his first voyage was across the Atlantic on an un-

armed tramp steamer. The trips through the perilous waters, where enemy planes hovered in the sky and the U-boats lurked below, were filled with action. The roar of the 4.6 heavy caliber guns left Bill totally deaf. In March, 1941, he was mustered out of the maritime service.

While he recuperated at the family home, which was now in Belfast, the Nazis bombed Ireland in an attempt to destroy a grounded aircraft carrier in a nearby lough. The Lockhart home was hit, but all of the family members escaped unhurt as they took refuge under a brick staircase.

ENTERS INTELLIGENCE

After four months of rest, Bill's hearing began to return. This made the spirited Irish lad eager to get back into the fight. He tried to get into the Royal Air Force as a pilot, but his bad left ear kept him out of combat. He was placed in Intelligence.

Working as an agent in civilian clothing, he was sent back to Ireland for the tasks of segregating subversives. He loitered in hotel

lobbies and pubs in his duty of combating German Intelligence. Bar maids, he found, were most frequently apprehended as spies.

Reassignment to London saw him arrive at that huge city right in the middle of the Blitz. It was when the firemen bravely fought fires in the city while the bombs were still falling. The block wardens pulled the living and the dead from the smoldering rubble heaps. Bill remembers all of this. He also remembers the bombing of London's St. Paul's Cathedral, the architectural masterpiece of Sir. Christopher Wren.

In this proud, majestic—though scarred—city, he often worked on cases with the famous detectives of Scotland Yard.

On D Day plus one, Senior Warrant Officer Lockhart went into France with the United Kingdom's combat forces. In the bitter Normandy fighting, Caen was wrested from the Germans, then lost. Bill and three of his men were still in the French town when the enemy reoccupied it. A French family hid the four in the basement of their home.

In a joking manner, Bill recalls the incident: "We didn't mind being left behind as much as we did being bombed by our own planes."

The Combat Intelligence, upon the capture of a town by the infantry, would go immediately to the Gestapo headquarters for records. Once, Bill entered one of these secret police offices in a church just as German artillery scored a hit on the place. The fast-retreating enemy was trying to destroy the evidence of many of its macabre activities. Bill was not hurt.

The good-natured PE Claim Agent recalls being with the British unit occupying Brussels after sitting outside the city of spires for three weeks, not knowing the Germans had departed. During the Bulge, the jeep in which he was riding was hit by a strafing Nazi airman.

HELPED CAPTURE HIMMLER

Intelligence Officer Lockhart's Intelligence group was with the British foot soldiers as they battled their way into Flensburg, Schleswig-Holstein, Germany. Here, Bill's unit made some of the prize captures of the war. They captured Heinrich Himmler, of the Nazi hierarchy; Admiral Raeder, German naval commander; and Irish traitor William Joyce, who, as Lord Haw Haw, made radio propaganda broadcasts to the allied troops.

Bill was the first allied soldier to enter Copenhagen, where he was the guest of the Danish Government at the Grand Hotel.

One of his more gruesome assignments was to survey the Gestapo headquarters in the Shellmex (Shell Oil) Building in that colorful Danish city. The basement walls of that structure, where the Gestapo liquidated the Danish patriots, were pock-marked by bullets and stained with blood.

ON HAND AT BELSEN

Lockhart helped liberate thousands of prisoners captured by the Nazis, including many Russians who felt that prisoner status in Germany was better than being a "free" man in Russia.

Bill was on hand for the liberation of Belsen Prison, where the Nazis had killed more than a million prisoners.

Working unceasingly at his job,

System Service Flag Adopted



SERVICE FLAG — Commanders of SP and PE veterans' posts in the Los Angeles area hold service flag honoring the 45 war dead and 5,915 employes of the Southern Pacific Co. and all its affiliates. Starting at upper left and reading clockwise: Robert N. Anderson, Post 321, American Legion, Pacific Electric Railway; Nick J. Milazzo, Post 576, American Legion, Southern Pacific Co. Daylight Post; Albert G. Koehl (Past Commander), Barracks 5, Veterans of World War I, Southern Pacific Co.; and A. G. Westcott, M. D., Post 3956, Veterans of Foreign Wars, Pacific Electric Railway Co. This flag hangs on the wall of the PE Station waiting room at Sixth and Main Streets. Similar flags of this and smaller sizes have been sent to all parts of the Southern Pacific system, including all the affiliated railroads.

this determined Irishman helped in the apprehension of 130 enemy agents and subversives.

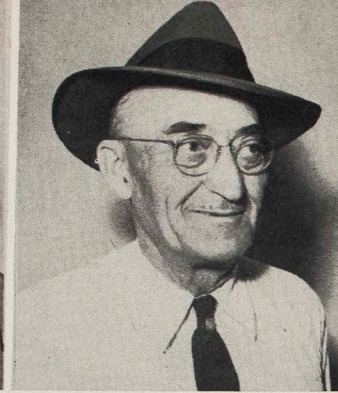
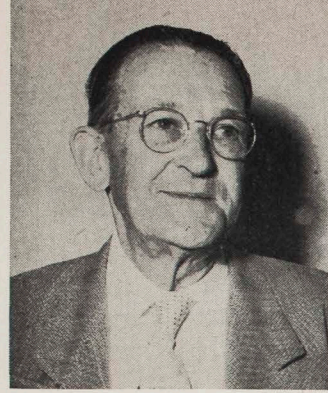
May 5—VE Day. Wonderful peace. Then, a tour of duty in Germany. Returning to Ireland, he awaited transportation to the U. S. Priority for passage to the States was given to returning soldiers and GI brides. Finally, in March, 1947, Bill—a single man—was on board a ship bound for America—and the realization of his dream.

He worked temporarily as an investigator in the big city of New York. Then, he set out for California and his job with PE. The day after joining this company, which was February 19, 1948, he applied for his U. S. citizenship. Exactly five years later, he passed his final test for becoming a full-fledged American.

Bill not only likes Americans, but he likes being one of them. Says the portly lad from Eire, "Sure, some Americans take for granted the many advantages, privileges and opportunities which accompany daily living over here. But those wonderful fellows—the Yanks—saved the day in time of peril when America was about to lose those freedoms they had once taken so lightly. They were great. They were magnificent. Perhaps, we Americans—with God's help—can be a bit more alert so the bloodshed of our youth will not continue."

He gave proud emphasis to "we Americans."

That's the story of Bill Lockhart, the Irishman who fought for Britain and became an American. That's Claim Agent Lockhart, who feels that life has been good to him.



JAMES V. MEUSE
Car Clerk
Butte St. Yard Office
31 Years a Railroader
7 Years with PE
Will putter with power tools

PAUL O. INGRAHAM
Motor Coach Operator
Western District
30 Years a Railroader
All PE Service
Will "go fishin!"

HARRY WATSON
Motorman
West Hollywood
24 1/2 Years a Railroader
All PE Service
Will "take it easy"

MENNE BRUNS
Operator
Subway Terminal
27 1/2 Years a Railroader
All PE Service
Will build cottage in Minnesota

GUY WOOLLEY, left center foreground, one of PE's oldest old-timers, receives Retirement Commendation from General Supt. of

Motive Power E. A. Stevens after almost 50 years of railroad service. See System Garages column, p. 29, for more details.



GORDON AKERSON, third from left, San Bernardino Freight Conductor, retired June 1 after 30 1/2 years of railroad service, all with PE. Others, from left, are Conductor Fred Sauerwein; Trainmaster W. E. Craig; his 7-year-old daughter, Mary; and Yardmaster R. A. Shaw. Co-workers gave Akerson a sport shirt and an electric drill. Picture taken in San Bernardino Yard May 16.



GUST R. WICKLANDER, Freight Car Inspector, shown with wife beside new car. After PE service from 1942, he retired June 2 to raise parakeets. "My PE work has been most pleasant," he reports.

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

NAME	OCCUPATION	DEPARTMENT	YEARS SERVICE
Gordon Akerson	Conductor, North	Transportation	30
Romelia Atencio	Car Cleaner	Mechanical	10
Roy F. Bird	Freight Conductor, North	Transportation	33
Charles F. Boren	General Clerk, South	Transportation	30
Menne Bruns	Operator, West	Transportation	28
Ronald P. Cameron	Motorman, West	Transportation	26
Glen C. Cleek	Operator, West	Transportation	27
Joseph A. Dean	Station Clerk, North	Transportation	9
Arol Carle Equitz	Operator, North	Transportation	11
John Gilchrist	Leader	Mechanical	34
Paul O. Ingraham	Operator, West	Transportation	30
Ernest E. Jarvis	Supervisor	Transportation	30
Arthur A. Johnston	Operator, North	Transportation	9
Harry H. Pearson	Carpenter	Mechanical	33
Kenneth W. Phillips	Motorman, West	Transportation	28
Roy W. Pontzius	Operator, South	Transportation	30
Louis L. Porter	Elevator Operator	Building	8
William J. Powers	Station Clerk, North	Transportation	8
John B. Reilly	Motorman, South	Transportation	33
Earl D. Sale	Operator, West	Transportation	33
Harry Watson	Motorman, West	Transportation	24
Guy Woolley	Auto Repairer	Mechanical	34
George D. Stewart	Conductor, North	Transportation	32
Herbert L. Raney	Operator, West	Transportation	18

ERNEST E. JARVIS, West Supervisor, fifth from right, front row, receives Retirement Commendation from Supt. of Passenger Service John D. Puffer and envelope containing a large check from Operator Danny Morris on behalf of the men of the Western District. District Supervisor T. L. Halverson is directly behind

Mr. Puffer, and General Supervisor Jack Stewart is between Mr. Puffer and Mr. Halverson. This large group gathered at the Subway to honor Mr. Jarvis as he retired early in May after 34 years of transportation service, the last 30 with PE. "I don't believe any man could have worked for finer bosses," he said.

SO LONG, FELLOWS!

MR. AND MRS. HARRY H. PEARSON look over a timetable in eager anticipation of the trip to Europe they had long planned to take after Harry's retirement. The dream came true last May 8, when they left Los Angeles by train for New York, where the Queen Mary was to take them to England. Harry retired April 30 as a Carpenter at Watts Car House after nearly 36 years of railroad service, all with PE. Mechanical Department people all over the system contributed to an electric razor, military dressing kit, glass fishing rod, and reel presented by General Foreman R. L. Mankins at a Watts Car House gathering April 29. Born in London, England, Harry came to U. S. in 1904 as a boy of 16, and years later met his English-born wife on a PE bus.



LACY KING, seated in front row, fifth from left, Foreman, Air and Pipe Shop, Torrance, received on May 1 from fellow workers the big electric roaster shown in center, as a retirement gift. Mr. King had been on sick leave from February, 1952. He started with the company as Electrician's Helper in 1913 at

20 cents an hour at the 7th and Central Shops. Among his most interesting jobs, he reports, were helping put automatic couplers on the Mt. Lowe cars running from Los Angeles to Altadena, and equipping with triple valves the cars that ran from Incline to Tavern. Now he's "neighborhood fixer" in his hobby shop.



In Memoriam

Electric Burns Fatal To Substation Man

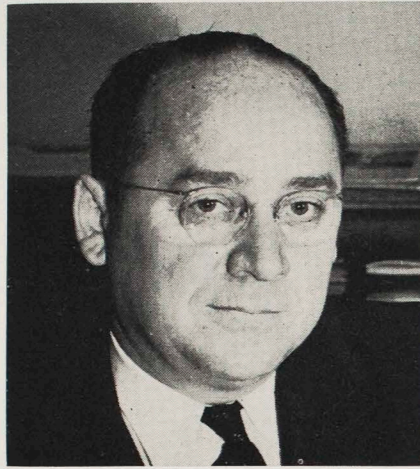
AFTER 34 YEARS of safe operation, his accidental contact with a 15,000-volt line in Long Beach Substation on June 2 resulted in severe electrical burns and the death 37 hours later of Substation Operator *Arthur L. Hatch*.

Contact with the line immediately shut off the current through automatic controls, according to *T. H. Ewers*, Supt. of Substation Operation.

Within 10 or 15 minutes an ambulance had arrived in response to a call put in by Mr. Hatch's partner at the substation, Mr. Ewers said. Physicians at the Seaside Hospital in Long Beach reported that they could do little to save the Operator's life because 80% of the skin area had been burned, whereas 40% is usually fatal, Mr. Ewers stated.

Mr. Hatch was born in Missouri Jan. 29, 1893, and started with PE as Substation Operator on July 4, 1919. He had a perfect safety record until his injury.

He is survived by a brother, a son, a daughter, and four step-children.



LILLIS J. McGRATH

SIGFRED J. MILLER, Motorman who retired March 9, 1946, after PE service dating from Feb. 6, 1920, died April 9 at his home in Florence. Mr. Miller was born in Bornholm, Denmark, July 2, 1879. He leaves his wife, *Helena*, and three brothers: *Hans*, of Los Angeles, and *Carl* and *Peter* of Denmark.

His wife died in November of last year.

LILLIS J. McGRATH, Train Dispatcher, died May 12 after service dating from Sept. 15, 1919, when he broke in as Conductor. Soon rising to Terminal Foreman, he was successively Dispatcher (1923), West Trainmaster (1937), Chief Supervisor of Schedules (1940), and Supervisor of Dispatchers (1943), this latter position being added to his Schedule Bureau duties. The departmental reorganization of 1948 made it necessary for him to return to the Dispatcher's job.

Mr. McGrath was born at Marshall, Mo., April 19, 1895. He is survived by his wife, *May*.

Mrs. McGrath wishes to express through the pages of the Magazine her appreciation for the many gifts of flowers and the expressions of sympathy by Pacific Electric employees.

MARTIN C. MONSON, retired Foreman, Carpenter and Mill Shop, Torrance, passed to his reward April 14.

Born in St. Paul, Minn., Nov. 8, 1888, he worked as Car Repairer for the Los Angeles Railway and the Spokane Traction Co. between 1913 and 1918.

On June 11, he came to work for Pacific Electric as a Truckman on box car construction. Becoming a Carpenter, he remained in this capacity for many years until, in 1942, he became a Leader. In 1945 he was promoted to the position of Foreman, in which he retired Nov. 1, 1951.

He is survived by his wife, *Lillie*, of Salem, Ore.

Thanks

MAX SCHURING, retired Towerman, wishes to express through the pages of the PACIFIC ELECTRIC MAGAZINE his thanks for the sympathy and understanding of his former co-workers in connection with the passing of his wife, *Jeanette*, on May 5.

Vital Statistics

March 21, 1953 to May 20, 1953

DEATHS

NAME	OCCUPATION	Died	Insurance	Mortuary
French, Oliver W.	Retired Operator	4- 4-53	Yes	Yes
Forbes, Ad K.	Signal Maintainer	4- 5-53	Yes	Yes
Rubalcaba, Ascencion	Retired Laborer	Unknown	No	No
Miller, Sigfried J.	Retired Switchtender	4- 9-53	No	Yes
McLain, Thomas J.	Retired Pipefitter	4-10-53	Yes	Yes
Randall, Scott G.	Retired Conductor	4-12-53	Yes	Yes
Woodside, Elmer J.	Retired Cashier	4-14-53	Yes	No
Monson, Martin C.	Retired Foreman	4-14-53	Yes	No
Foster, William W.	Retired Clerk	4-15-53	Yes	No
Adams, Edward B.	Retired Operator	4-26-53	No	Yes
Gilbert, Merle J.	Operator	5- 2-53	No	No
Dudley, David C.	Operator	5- 2-53	No	No
Jenkins, J. Frank	Retired Agent	5- 9-53	Yes	Yes
McGrath, Lillis J.	Dispatcher	5-12-53	Yes	Yes
Maltby, Mary	Retired Clerk	Unknown	No	No
*Stempel, August E.	Retired Agent	11-20-52	Yes	No

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	DIED	WIFE OF	DEPARTMENT
Hirtle, Anna Kiral	4-27-53	Lawrence A. Hirtle	Transportation
Schuring, Jeanette C.	5- 5-53	Max Schuring	Engineering

*Omitted from report of 10-21-52 to 11-20-52

★ Commendations ★

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

NORTHERN DISTRICT OPERATORS

G. S. Le Roy, R. J. Miller, J. L. Terry (2 letters) and W. H. Windsor.

SOUTHERN DISTRICT OPERATORS

D. E. Gillespie, L. P. Helms, C. B. Huscroft, Cliff Lamb, F. H. Miller, B. M. O'Brien, C. H. Underwood, R. W. Slayman, Henry G. Wedel and C. A. Woods.

MOTOR TRANSIT DISTRICT OPERATORS

E. W. Barnett, J. F. Costello, R. E. Coe, H. A. Davis, C. E. Mack and W. B. Rumsey.

WESTERN DISTRICT OPERATORS

W. E. Books (3 letters), G. R. Bowman, E. H. Dickerson (2 letters), O. J. Donnelly, H. D. Fisher, E. B. Freeman, V. D. Frye, H. J. Heurkins, K. T. Hicks, I. V. Hoobler, J. W. Howard, P. O. Ingraham, C. H. Jones, Jr., C. C. Lindberg, E. F. Dodahl, C. F. Miller, C. G. Moore, F. G. Poppleton, D. T. Powell, G. J. Raymond, E. E. Rodgers, M. D. Rogers, J. H. Schmitt, Maurice Sindeff, Albert Singleton, A. D. Venable, C. P. Wagner, Lee Wise, Joe Wolf, L. M. Wolfenbarger and H. J. Wright.

OTHER COMMENDATIONS

Compton Passenger Agent *Harold Fuqua* was commended by SP's Vice-President *Claude E. Peterson*

for his outstanding and helpful service to Mr. and Mrs. *Raymond J. Weir*. Mr. Weir wrote Vice-President Peterson to express his appreciation for the efficient arrangements Mr. Fuqua made for the Weirs' transcontinental itinerary.

Operator *E. J. Lewis* was the driver of the special bus which took Southern Pacific traffic representatives around the Los Angeles industrial area on April 3. He was thanked by Freight Traffic Manager *W. G. Knoche* for his excellent job at the luncheon in Long Beach.

Torrance Demurrage Clerk *Raymond Stephens* was commended highly by the Globe Trotters — travel agents in Redondo Beach — for delivering tickets to their office while he was en route home.

WELCOME

To New Employees!

WELCOME to the following new employes who are listed by the Personnel Department as having entered service up to May 21:

Engineering Department

ASST. BONDER AND WELDER: Robert H. Ballard.

ASST. SIGNALMEN: Ralph Rohrbacher, Virgil D. Snow and Robert E. Thomas.

CARPENTER: Robert L. Kofmehl.
CARPENTER B & B: Nicholas De Laurentis.

CHAINMAN: Richard R. Walker.

LINE HELPERS: George N. De Spain and William G. Sportel.

LINEMEN: Ralph K. Dean and James S. McDonald.

PAINTER: Claude E. Welch.

SIGNALMAN: Milton L. Stoll.

STENO: Esther M. Frazee.

TRUCK DRIVER: Cesar Uriarte.

Hospital Association

ASST. SURGEONS: Dr. Robert Franco and Dr. Theodore B. Massell.

NURSE: Ruth K. Nemeec.

PHARMACIST: Marie E. Tobin.

PHYSICAL THERAPIST: Dorothy F. Galiver.

SECRETARY: Claire A. Borracchini.

Law Department

STENOS: Rofina S. Hyder and Lucile B. Toth.

Mechanical Department

CAR CLEANER: Lodiska Lewis.

FREIGHT CAR REPAIRER: Pat A. Johns.

Office of the PE Building

JANITOR: Willie Hendricks.

JANITRESSES: Mary Riley and Marguerita Teems.

Passenger Traffic

INFORMATION CLERK: Gela B. Hutton.

RECEIVING CLERK: Philip W. Whiting.

Purchasing and Stores

LABORERS — TORRANCE SHOPS: Cecil W. McGee and Frank Palumbo, Jr.

Transportation Department

BRAKEMEN — HARBOR BELT: Conrad B. Hamann, Harold L. Hunt and Melvin J. Ketland.

BRAKEMEN — SOUTHERN DISTRICT: Ronald E. Martin, William M. Morgan, Thomas H. Moore, Jr., Bill Ramage and Grady G. Smith.

CONDUCTORS AND MOTOR COACH OPERATORS — SOUTH: Allen R. Desmond and Lewis R. Gray.

MOTOR COACH OPERATORS — MOTOR TRANSIT: Elmore Adams, Jr., Robert J. Bailey, Donald E. Craig, Robert S. Crawford, Roy L. Denmark, Jr., Arnold A. Griest, Clyde E. Jones, Donald E. Julien, Frank A. Kirk and Donald D. Yates.

MOTOR COACH OPERATORS — WEST: Raymond H. Clark, Leonard H. Cox, Thomas H. Daily, Kenneth D. Draper, Herman K. Mueller, John J. Murphy, Wallace G. Raasch, Thomas W. Russell and Byron O. Wickman.

ONE-MAN CAR MOTOR AND COACH OPERATORS: Robert E. Bair, Oscar F. Carlson, Floyd L. Henry and Woodrow L. Lee.

RATE AND BILL CLERK: Ann R. Lancaster.

STENO-CLERK — SAN BERNARDINO: Elizabeth M. Ashcroft.

TYPIST-CLERK: Wayne E. Tanner.

WAREHOUSEMAN: Sam Rosenthal.

YARD CLERK: Kenneth G. Lee.

LOSS AND DAMAGE CLAIMS CUT PROFITS AND PROGRESS



"Would you mind a little constructive criticism from an old-timer?"

Reprinted by special permission of The Saturday Evening Post—
Copyright 1951 by The Curtis Publishing Company.

By GEORGE M. HARRISON
Grand President, Brotherhood of Railway and
Steamship Clerks

SUPPOSE THAT last December, every employe of Class 1 railroads had found \$4 deducted from his pay check, and a note explaining: "We have thrown this money away."

It isn't as fantastic as it sounds. In the four years, 1949-1952, American railroads actually did pay out over \$500,000,000 (five-hundred-million) for loss and damage. If divided among the 1,238,688 railroad employes of all classes who were working last November, it works out to be a little over \$4 per employe.

Now calm down. No one is suggesting that railroad employes should pay this out of their own pocket, but is there any logical reason why such a staggering amount should be paid by anyone? It was paid by our industry, and it takes from our industry a half-billion dollars which might otherwise be used for constructive purposes. In fact, those wasted dollars do come out of your pocket in several ways.

Loss and damage is more than the money claims paid to shippers for freight lost or damaged while in care of the railroad. It also threatens loss of a customer. Merchants make no profit on goods which are damaged even though the claim restores the cost price, they are in business to sell goods and not collect claims.

Lost or damaged freight shipments invite general criticism of the railroads, with resultant transfer of that

business to other transport. Even claims paid promptly put two strikes on the traffic solicitor when he tries to get shipments routed over your road. There is no market for damaged goods, without counting the disappointment of customers who are awaiting safe arrival of those goods.

Claims cost everyone. When merchandise is damaged in transit, materials used for manufacture are wasted in duplication, the shipper is delayed and denied his profit, the railroad pays out many times the cost of transportation, and the railroad employe risks loss of his job and reduction of his pay if his industry continues to be victimized by this form of direct loss.

Yes, the railroads are making a profit. So is every other major industry. But very few have the percentage of preventable loss sustained by our industry. It isn't a question of doing enough business to absorb loss and damage claims, the point is that no business is big enough to absorb sheer waste. Ask General Motors how many automobiles they threw away last year, or inquire whether United States Steel let a few thousand tons of steel overheat in their furnaces.

You don't have to be a railroader to know that Safety First slogans were made most effective by our industry. Every American driver is familiar with the symbolic grade-crossing warning to: "Stop—Look—Listen." And it is that kind of awareness which every railroad employe must develop regarding loss and damage. . . .

—Reprinted from THE RAILWAY CLERK.

WITH OUR CONTRIBUTORS

SENIOR EMPLOYEES FELLOWSHIP

By FRANCIS J. ORIVA

SUPT. OF SAFETY H. L. Young attended our last meeting to announce on behalf of General Manager T. L. Wagenbach that the annual banquet of the Senior Employees Fellowship would take place at the Rosslyn Hotel on June 9 at 12:01 p.m. The membership wishes to thank the management through Mr. Wagenbach and Mr. Young for this fine annual event.

We are glad to welcome as new members Charles T. ("Tom") Nolan, D. G. Garlock, L. H. Tiemann and J. E. Neville. Congratulations to the H. E. Fosketts, who celebrated their Golden Wedding on June 10 at their home in Compton.

J. L. Smith says he is planning to motor to Atlanta, Ga. to visit relatives, while Bill Bratton has just returned from Florida. Bill, who took his trailer with him, spent three months doing a lot of fishing and looks fine.

The Charles Beck family has moved to Clear Lake, Calif., to join the PE colony started there by Joe Le Claire and Charles Rost. This seems to be a fisherman's paradise, or at least they all say they do a lot of fishing!

Les Norman has moved his family to Paradise, Calif., and would be glad to see anyone who comes up that way.

J. E. ("Dinty") Moore is in a rest home at 201 Orange St. and would like some of the boys to stop in and visit him.

A committee composed of F. B. Howe, W. H. Bond, Fred Nichols, Lee Pulliam, Emil Neprasch and L. A. Toothaker has the following to report on our membership sick list:

Percy Riordan up and walking around. . . . Fred Roberts is able to do his own housework. . . . Charles Hallett is getting along slowly. . . . Claude Laytham is up and feeling a very fit 83 years old. . . . Marcus Baldwin improving. . . . Herman Eichstadt confined to home. . . . Frank Norwood about the same. . . . Ivar Black is improving. . . . George Britt about the same. . . . Frank Farnham expects to be at the next meeting. . . . Henry Packer threw away his cane and cut his lawn. . . . Tom Holyoke about the same. . . . T. M. ("Red") Lloy is improving. . . . William Fast is getting along slowly. . . . M. F. Wygal able to get around. . . . The members send their best wishes for a speedy recovery to all these men.

When last heard from, Ben Gilliam was enjoying himself on a large estate in Virginia. And Pat Pope tells us he is planning to make a trip to Texas. On his last visit with us, Pat gave PE Club Manager Sam Newcomer a handy sewing kit. Pat has made and given away over 200 of these kits, which are made in a rocking chair design and hold six spools of thread, scissors, a thimble and needles.

Another recent visitor was A. R. Hraback, who was here from Colorado Springs to get a doctor's check-up.

Your scribe was proud to receive the following:

"As President of the Senior Employees' Fellowship, I wish to commend our faithful Secretary, F. J. Oriva (known as "Charlie Chaplin"), for his loyal service and the door prizes donated each month. It is faithfulness like this that makes our group a success." (signed) "Frank B. Howe, President of the Club."

P.E. HOSPITAL ASSOCIATION NEWS

By LOUISE BYRD

WHAT A THRILL for Mary Jane Hayden, Secretary, when Blanche Thompson, former Switchboard Operator, had a surprise going away party for her on April 24 which was attended by her fellow employes. Mexican food, as only Blanche can prepare it, was served, after which a folding camera was presented to Mary Jane. Mary Jane left May 8 on leave of absence to join her husband, Glenn, Lt., Jr. Grade, U. S. Navy, at Pensacola. She is very much missed by us all.

Selina L. Jones is filling Mary Jane's place as Secretary. She is a Southern girl, having been born in Richmond, Virginia. Selina has had much experience working with railroads having worked many years with the Chesapeake and Ohio Railway Company in Richmond. At the time of her resignation from that company she was Secretary to the Assistant General Manager. Selina loves to travel and has visited almost every state in the Union,

besides Cuba, Bermuda and Canada. She is a lovely person and it is a pleasure to have her with us.

Bessie Chobotsky, Head Nurse, suffered a very painful injury on April 17 and was in Santa Fe Hospital one month. We knew Bessie had many friends throughout the Company but didn't realize just how many until she was injured, when numerous employes inquired as to her progress. Her popularity is well deserved, as she has shown great consideration and kindness to the patients all during the years she has worked at the Hospital Association. She has contributed her services above and beyond the call of duty on many occasions. Bessie was expected back on the job about June 15.

Lucy Blee, Secretary, left on May 18 for a week's vacation with friends at Apple Valley. She came home a great booster for this beautiful spot.

Marie Tobin, our new Pharmacist, assisting Mary Howey, was born in Sacramento and graduated from the University of Southern California, where she majored in pharmacy. She belongs to the American Pharmaceutical Association. Marie is interested in many activities — music, sports, ceramics, photography, leather craft, etc. She also must be a good dancer, as she won the first prize for the grand waltz at a college dance. She and her civil engineer husband, Alexander, have a little daughter one year of age, Charlene.



Remember — only you can
PREVENT FOREST FIRES!

AGENCY BRIEFS

By GERTRUDE C. CORNICE

FLASH—As we went to press, news reached us of the death of C. O. Stephens, Agent at San Bernardino, on June 4, after a short illness in the Santa Fe Hospital.

THE THINGS that happen in Spring! Harold W. Walker (Rate and Bill Clerk at Wingfoot Station) left the ranks of bachelorhood on Saturday, May 16, 1953, to marry Loretta Pryzbylo, a Polish gal from Chicago, at the Church of Our Savior, 63rd and Olympic, Los Angeles. They took a trip to Carmel for their honeymoon.

Another eligible fellow has been snagged—Arthur C. Hall, Station Clerk at Fontana, exchanged vows with June Adkison on June 11, at the Upland Methodist Church.

Margaret H. Prizler will become Mrs. R. L. Besett (Agent at El Monte) on July 9. Wedding will take place at the Church of the Roses in Pasadena.

Garrett J. Eustace, Jr. and his wife, Gertrude, celebrated their silver wedding anniversary recently by entertaining a group of relatives and close friends at dinner at the Fish Shanty, Waleria. The Eustaces were wed April 17, 1928, at the First Christian Church in Santa Ana. They moved to Torrance last September, after residing 16 years in southeast Los Angeles. Mrs. Eustace is a dental assistant at Harbor General Hospital, while her husband is employed as Car Clerk at our Butte Street Yard. The couple have three children.

A possible future PE Agent was born on May 1, 1953, at 2:20 a.m., to Harold and Sylvia Hall. He weighed 7 lbs. 14 oz. and is tagged Gary Randall. Papa is a Relief Agent and the son of Agent H. C. Hall at Alta Loma. The Halls also have a little girl, 4 years old, called Gay Linele.

It was a happy day at the Los Angeles Freight Station when Suzanne Margot Smith, Secretary Clerk, and Reba S. Mitchell, Claim Clerk, returned from sick leaves on May 18. Welcome back, gals.

A very popular Ticket Clerk is Lydia V. Shelton, who received a big bouquet of flowers and a corsage of red and white carnations from the Trainmen at San Pedro, on May 7, 1953. They were sorry to see her leave the San Pedro Ticket Office to take over the job she bid in at Long Beach.

On May 9, 1953, retired Agent Joseph Frank Jenkins passed away, at the age of 70. Mr. Jenkins started with the PE as Agent at Glendora on June 13, 1914. He was also Agent at Covina for several years before retiring on Jan. 1, 1947. Funeral services were held May 12, 1953, at 10:30 a.m., at the Bolton Funeral Parlor, 515 East Foothill Blvd., Azusa.

Had a visit from Major J. S. Beckett, former Los Angeles Freight Station employee. He's with the 12th Air Force, stationed in Germany.

Our sincere sympathies to Jean B. Hart, Receiving Cashier-Typist at West Hollywood, whose mother passed away on May 14.

Best wishes to Harold C. Hall, Relief Agent, who resigned May 31 to accept the position of Chief Clerk for the Louisville and Nashville Railroad Company.



SILVER ANNIVERSARY for Butte St. Clerk and Mrs. Garrett J. Eustace. See Agency Briefs for details. (Photo by Al Frederic.)

LOS ANGELES TERMINAL FREIGHT STATION

By SUZANNE J. SMITH

UPON RETURNING from leave (and not having written for the Magazine for two issues) decided to pick up where I left off and do hope some of this correspondent's regular readers, acquired over a 13-year period of writing for the Magazine, have missed the chatter of this column. . . . Bernice Leavitt took over the secretarial duties of the Scribe and

Beatrice Morrell covered Mrs. Leavitt's General Clerk's job. . . . Oswald Thompson is happy with a son back from Korea and a daughter-in-law recovering satisfactorily from an automobile accident. . . . Margaret Seymour (on sick leave) is residing in a rest home. . . . Bud Shreeve reports the 1953 Police Show was the best ever. . . . Seymour Lipschultz's grandson has already celebrated his first birthday. . . . Norman and Nellie Vance have a sporty-looking new car. . . . Robert Jordan is handling the Correction job and Art Tellechea is working the Rate and Bill job vacated by Howard Kopsho, who is now at Compton. . . . Donovan Sullivan spends all his leisure time with his boys and the ball team. . . . Wally and Ethel Pehrson and Suzanne and Charles Smith celebrated their 7th wedding anniversaries just one day apart. . . . Major Joe Beckett, stationed in Germany, visited the LATFS. . . . Reba Mitchell's back on the job after a leave. . . . Jim and Irene Haugen have a new addition born April 18, Joyce Elaine, who arrived weighing a husky 9 lbs. 7 oz. This is their second daughter. . . . Temporary jobs have been held by William Truesdell and Ann Lancaster. . . . Raymond Hillier took an early vacation to New Orleans. . . . Arnold Winquist is housebuilding. . . . Louie Lipschultz wants to know if there is any better place than Desert Hot Springs for a vacation. . . . Randy Lee Rea was born the day after St. Patrick's Day and Stanley and Jane Rea are happy to welcome him as a playmate for their little daughter. . . . Stanley is handling the celery job this year. . . . Arthur Mays, formerly at LATFS, now works a Junior Rate Clerk job in the Freight Traffic Department. . . . Max Mickelson is working the LATFS Messenger Clerk's job. . . . Jake Anderson is grandpa—fourth time around. . . . Marylois Lassiter is working the Bill job Bonnie Thompson vacated, when the latter went on leave.

Injuries Down 44% For 4-Month Period

A REDUCTION in reportable employe injuries by all departments except the System Freight is noteworthy in the table below, showing figures for the first four months of 1953 as against the same period of 1952.

DEPT.	1953				1952				Inc.	Dec.
	Rank*	Killed	Injured	Ratio**	Rank*	Killed	Injured	Ratio**		
System Freight	8	—	25	57.9	8	—	21	50.0	15.8	—
Rail Passenger										
South District	7	—	3	20.7	7	—	8	47.6	—	56.5
West District	1	—	—	—	5	—	4	24.5	—	100.0
Motor Coach										
East	3	—	1	2.8	3	—	4	10.2	—	72.5
West	2	—	1	2.4	2	—	3	7.5	—	68.0
TOTAL TRANS.	(2)	—	30	20.4	(2)	—	40	25.9	—	21.2
Engineering	6	—	4	6.7	6	1	17	34.9	—	80.8
Mechanical	5	—	2	3.7	4	—	8	14.6	—	74.7
All Other Depts.	4	—	3	3.4	1	—	4	4.4	—	22.7
TOTAL										
NON-TRANS	(1)	—	9	4.4	(1)	1	29	15.2	—	71.1
GRAND TOTAL										
			39	11.1		1	69	19.9	—	44.2

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

(FLASH—As we went to press, Safety Department figures indicated that the Mechanical Department had operated for three consecutive months—March, April, and May—without reportable injury.)

LONG BEACH FREIGHT STATION

By JACK DELANEY

ONE of our faithful and well liked employes, Walter E. Robertson, passed away March 31. Robbie had been working here on the Car Desk for almost 14 years. Our deepest sympathies to Mrs. Robertson.

Fred Boren, the sheik at the PE Ticket Office, retired May 1 after completing 35 years with the company. Quite a shuffleboard player, Fred says he will spend lots of time brushing up on the game. He was presented with a fine leather traveling bag by the employes at the ticket office.

Yes, siree, the ticket office is getting a new look à la Hollywood, with new paint inside and out in pastel colors. So now when R. W. McDougall, Ticket Agent, returns from his vacation, things will be all slicked up for him.

Lyle Annis, who is recovering from an operation, expects to be back in the harness before long.

William Atwood, who came here from Hawthorne, is relieving Mac as Ticket Agent.

Norval Knox says he is doing fine since his sick spell and an operation, and declares he can handle all the work they throw at him now.

J. W. Tucker is now handling the General Clerk's job vacated by Fred Boren in the Ticket Office; says business is fine; and likes his new job.

Lydia Shelton is now back at the Ticket Office after working at the Ticket Office at San Pedro for the past several months.

Clyde H. McCarrell, City Freight Agent, has been strutting, and well he should, for he is the proud father of a baby daughter, Linda Ann, born May 17, 7 lbs. 4 oz. in weight, 20 inches long, and equipped with curly brown hair and blue eyes. Mother and daughter are doing fine.

West Hollywood Proudly Presents Ray Matzenbacher



AN OUTSTANDING EMISSARY for PE because of his meticulous appearance and courtesy toward his passengers, Ray came over to PE in 1949 from LAMC Lines, after driving for LAMC from Oct. 31, 1940.

YOU BE EARNEST AND I'LL BE FRANK

By J. S. BURTON

SOMEWHERE or other I seem to have picked up the information that the City of Chicago now has more television sets than bathtubs.

I'm not surprised. Show me a kid who has ever tugged at his daddy's sleeve before a window display of bathtubs and begged, with big, fat tears in his eyes: "Oh, Daddy, please buy me a bathtub. All the other kids have bathtubs. Don't you think we should have one, too?"

I can't help feeling that the American bathroom has failed to keep pace with modern progress. Sure, the place is a lot more fashionable than it used to be: The towels have roses and swans and cactus on them now, and the bath mats match. They've taken the feet off the bathtub and the chain off the watercloset; and (now that the electric razor has become firmly entrenched) they've finally gotten around to putting a razor-blade wall slit in the medicine cabinet.

But fixtures are subject to the same old troubles. They still get balky, and you still have to call the plumber to get the roots or Grandpa's teeth out of the sewer pipe.

Bathrooms have certainly not kept pace with kitchens, for instance. Look at the kitchen if you want to see evidence of a glorious revolution. There are dishwashers, garbage disposals, automatic

laundries, mangles, timers, clocks, bells, whistles, and music boxes. If I've forgotten anything, send me half a dozen in assorted colors. The kitchen's got to have everything.

Why not some more evidence of technological advance in the bathroom, too? If you can send an automobile through an automatic car wash in a minute, why can't you send a human through a comparable device? Make bathrooms speedier, and people won't think they must add a bath for each addition to the family.

SOUTH PASSENGER DISTRICT

By TED HARRISON

BY THE TIME this issue of the Magazine is out, your former correspondent, Louis N. Velzy, expects to be a grandpa for the second time.

We were all grieved to hear of the passing of Dispatcher L. J. McGrath on May 12. Your reporter remembers 'way back in 1922 when Mac began to break in for the Dispatcher's job. The sympathy of the South boys goes to the family.

Operators Leo Goodman (he long worked the greaser car) and W. H. Fast were in the hospital at this writing. Their co-workers wish them a rapid recovery.

Operator C. A. Woods is up and around again after recovering from a back injury received in an accident.

Operator D. W. Pierpoint resigned a few weeks ago to go farming at Grant, Nebraska. Before he left, he discovered that Operator E. C. Baker used to live there, and the two were almost related by the end of the conversation that ensued. South men wish the new farmer success in his venture.

Another of our South Operators who resigned recently is T. A. Russell. He is now working as Fireman for the Southern Pacific.

Qualifying for the main line are two Operators from the Watts Line—J. W. Saunders and Steve Cifa.

Welcome to Operators L. R. Gray and A. R. Desmond, new men at Long Beach.

Operators are going to be mighty busy between July 12 and 30. There'll be 2,500 Scouts to be picked up from SP lines to take to camp at Corona Del Mar for the International Jamboree, as well as numerous smaller groups to be taken to different places during that time.

Several Motor Coach Operators have not yet applied for their 1953 city licenses, and some who have obtained their licenses have not so reported to the Terminal Foreman.

"Pardon me, but could you tell me when the next tram will go to Los Angeles?" asked a lady in Long Beach the other day. We thought it was "trolley," "streetcar," or "train" in America.

We welcome an old friend to our list of correspondents in the person of Ted Harrison, who takes over the South Passenger District news with this issue. Pleading pressure of other duties, Louis N. Velzy has begged to be excused from the editorial chore, which he cheerfully and well carried out for some months. News about folks on the South Passenger District should be addressed to Ted at Long Beach Terminal or in care of the Terminal Foreman at Sixth and Main.



NEWLYWEDS—Mr. and Mrs. Raymond F. Lamb, who were married April 15 at Long Beach, in which city they now make their home. Mr. Lamb has been an OP Motor Coach Operator and a PE man since 1946. The bride is the former Almira G. Cassil. The couple honeymooned to the Grand Canyon. Kramer Studios photo.



FRIENDLY FOLKS—Standing behind the counter of Macy Cafe are its friendly managers, Mr. and Mrs. Charles W. Herndon, better known to all and sundry as "Charlie" and "Clara." They're serving Operators Thomas A. Dinkin, left, and F. M. Hill.

NORTHERN DISTRICT NEWS

By B. G. MADRID

YOU'D BE SURPRISED at the talent that can be found among our PE employees. Three of our boys, Operators J. J. Starz, R. F. Slocum (Northern District), and Asst. Terminal Foreman Louis Velzy (Southern District) are members of that famous singing organization known as the "Society for Preservation and Encouragement of Barber Shop Quartet Singing in America, Inc."

Our three "representatives" — Johnny Starz, lead; Robert Slocum, baritone; and Lou Velzy, bass—took part in the Sixth Harmony Festival Show at Pasadena Civic Auditorium last March 28. The Festival, which was presented by the Pasadena Chapter of the "SPEBSQSA," featured both chorus and quartet arrangements, and attained enthusiastic success.

Johnny Starz invites other PE employees who like singing to come and visit or join the shows. The Pasadena Chapter meets every Friday at the Elks Lodge, 400 West Colorado, in Pasadena, at 8:15 p.m. Visitors are welcome.

Every department usually has someone that everybody knows and everybody likes. At Macy it's Mr. and Mrs. Charles W. Herndon, better known to one and all as "Charlie" and "Clara."

Charlie and Clara have operated the Macy St. Cafe for the past three years, during which time they have made friends with everyone who works or visits the Macy Yards.

At Charlie's you are not a stranger for long. Soon you are known by name, served to your particular tastes, and made to feel at home.

Operators, Switchmen, Engineers, et al.—they all meet at Charlie's. There's nothing like hot coffee, friendly greetings and jolly chatter to start you out right for the day; or brighten your spirits after a heavy run.

Clara is noted for her fine cooking, so, if you are ever around Macy and you get a whiff of fried chicken, or sizzling steak, you know it is coming from Macy St. Cafe.

About the first week in May when we were having a spell of surprisingly hot

weather, Operator C. E. Tomkinson and family took off on a little fishing excursion up to Gray's Meadow, near Independence, Calif., and satisfied both their objectives: they found snow still on the mountains, and plenty of fish in the lake.

Operator Dave Varela and family drove through New Mexico, Texas, Louisiana, and as far as Jacksonville, Fla. They report a wonderful trip.

Operators G. T. Pfeifer and L. M. Hacker picked up new cars in Detroit.

Operator W. R. Starkey and family drove to Missouri to visit relatives.

Operator Sidney Chevlin drove a chartered bus the other day and was rewarded with a free dinner and free admission to the ball game.

We are happy to report that Operator F. R. Cummings, who was very sick on our last writing, is doing very nicely now.

New patients at Santa Fe Hospital, however, are Operator A. P. Baker and Russell Yost, freight employe at State St.

BUTTE STREET NEWS

By RAY LIGHTFOOT

GUST R. WICKLANDER retired May 31 from his job as Car Inspector. He had been with PE for 11 years. Before that he worked for the Great Northern in Minnesota for 12 years. He intended to take a trip, and then to return home to raise parakeets and maintain his rentals.

Trainmaster W. E. Craig was welcomed back on the job in May after an operation in April.

Motorman J. W. Daffern was called back to Borger, Texas, to attend the funeral of his sister, Mrs. Emma Rapond, April 2.

Marilyn R. York, daughter of Trolleyman Gilbert S. Waters, was Queen of Los Angeles County Firemen's Ball, Tuesday, May 12. She is a Stenographer in the Fire Chief's office.

Motorman Robert N. Anderson certainly kept his wedding plans hidden right up till the last minute. Anyway we all wish him many long years of married life.

ROD AND GUN CLUB

By ARLE SKELTON

GREETINGS, Rod and Gun Clubbers.

By action taken at our May meeting, rules and by-laws were changed to open the doors of regular membership in our Club to employes of the Southern Pacific Company and its subsidiaries. In keeping with the high cost of living, it's also going to cost more money to become a member of this Club. Dues remain the same, but initiation fees have been raised to \$4. Thus that first year cost to new members will be a total of \$5.

Don't let it worry you, as it's still a bargain, and already applications are coming in from several Southern Pacific employes accompanied by the necessary fin.

The Arrowhead outing for the opening of trout season was one of the greatest successes ever. Limits of trout were the order of the day. It was conservatively estimated by authorities that more trout were taken out of the lake on the first week-end than were planted during the previous closed season. The weather was ideal and the trout were hungry, and all the boys and girls had a field day. Any trout left are going to be lonesome until the hatchery truck gets back up there with some reinforcements.

High honors of the day went to Les Lutes, who caught the largest trout and won the \$15 jackpot. We are not permitted to give the exact length, but it was a good one.

However, it was pan size compared to some caught by Preston M. Jones, Transportation Dept., and Ronald Moyer, Engineering Dept., who traveled to Lake Crowley for the opening. C. H. English, Accounting Dept., did quite well and came into the money as did our own B. F. Manley. Junior member Rex Pomeroy, son of K. W. Pomeroy, did right well the second week-end of the season, but had to resort to catfish and perch to finish out his limit.

By the 60-odd members of our Club who made the Arrowhead outing, over 500 trout were caught, but only two were registered at our May 13 meeting. Somebody is sure to be disappointed when prizes are awarded at the end of season.

Fellows, you should register your fish as a matter of record. Vacations are in order, so take plenty of registration cards along, properly fill them out, and stamp and post in nearest mail box after each day's fishing.

This being a legislative year, in case any of you have forgotten your district number or who your representative is, your club owns and possesses a large political map of Los Angeles County, giving all the information you need to know. Write your representative about any legislative matters you are interested in.

Where are you spending your vacations? As for me, I am going to spend two days at Yosemite, two at Stockton, two at Clear Lake (where I hope to see Charlie Rost and Joe LeClaire) and two at Sausalito—yes, fishing one day at each place.



5100'S TO PORTLAND—Torrance crew loading a newly repainted former 5100-class car on to flat car preparatory to shipping it—along with seven others—to the Portland Traction Co. of Oregon, purchasers of cars formerly numbered 5174 through

1581. The new colors are red and buff. Center stanchions were removed before shipment. These cars were built in 1925 by the J. G. Brill Co. for PE use under lease from Southern Pacific Co. The cars were shipped from Torrance the first few days in April.

SYSTEM GARAGES

By B. A. L. BRISTOW AND R. P. MURPHY

JUNE is bustin' out all over—'tis the month of brides, graduations and vacations—two-thirds spring and one-third summer. We of the Garages are bustin' all over with pride at our new arrivals—35 new 2900-class motor coaches, placed in service June 1. These coaches are about three feet shorter than those of the 2700 and 2800 class, with a seating capacity of 48, the usual PE color scheme, a few changes in engine assembly, and a big change in the riding qualities of the coach because of air suspension. (See story on page 11.)

Guy Woolley, who had been with the company since 1905, when he started as a Car Repairer's Helper at the 7th and Alameda Repair Shop, worked his last day on May 15. He had worked at nearly every point and on nearly every

job on the system, and in his long career as a Machinist had helped set up the shop machinery at Torrance, Riverside, San Bernardino, and West Hollywood. He could do almost any kind of job requiring mechanical skill, but goes back to his early days making gears on the milling machine at 7th and Alameda when asked the kind of work he enjoyed most. He also used to overhaul steam engines for the powerhouses at 6th and Central, Girard St., and Pasadena. He could also build a rail crossing, repair a bus, or put a new cable on the Mt. Lowe Incline. Another of his activities was the manufacture of Archer glue, formerly used by the Los Angeles City Schools.

Past Master of Elysian Lodge No. 418, Guy is in charge of all ritual work. He plans to rest awhile after his 49½ years of railroad service (including 2½ years with the Santa Fe at Barstow, where his father was Yardmaster), and then get "some light job."—"I've been treated right

and enjoyed my work," says Guy.

May his retirement be a happy one. Happy Samuel Howe adopted 3½-year-old Richard Allen May 15. "Just boy all over," says Sam. "He took to the family right away—good mixer and full of life."

Ken Chandler will rest and fish at the Clear Lakes in Northern California on his vacation. He also expects to visit the Blue Lakes and the coast around Fort Bragg.

CAR HOUSE CAPERS (Watts Car House)

By GEORGE KYRON

CARPENTER Harry Pearson, Watts' Pride and Joy, hammers and all, retired from service on April 30. He's richer, thanks to his buddies, by a spanking new Shick Shaver, a sleek fishin' rod and reel, and a military kit that would make a 4-star general's eye pop! We'll all miss Happy Harry, his generosity and willingness to help fellow employes. Good luck, Harry, on your trip overseas. . . . Have one on us in Merrie Olde England!

Electrician C. D. Strong tore himself away from his duties at the Royal Barn to hie away to Las Vegas for his two-weeks vacation. Probably taking meter tests on atom blasts, no less . . . also, checkin' wiring at "The Golden Nugget" and sundry surroundings. . . . Happy vacationing, C. D.!

West Turner, "Pop" to you, was also out on free time. Don't know of a fellow that smiles more and frowns less . . . always a cheery word for the boys at the shop . . . that's our Pop. . . . Electrician Andy Campbell was eatin' apples in Apple Valley and soakin' sunshine to boot . . . watch that waistline, Andy!

Worth mentioning . . . Elisha F. ("Ed") Edwards, Relief Car Foreman, and his gang (namely, Richard Humphrey, Nick Kinzinger, Bill Sadler, John Felix, Ray Burk, and Jim Mauton) are putting forth top notch work to help keep the railroad running smoothly.

Welcome to a new correspondent, GEORGE KYRON, for the Watts Car House. George, who works as Clerk for General Foreman R. L. MANKINS, is a relative newcomer, having started with PE in February, 1952.

OUR MACHINE

By THEODORE HUEMERICH
Foreman, Fairbanks Car House

AS WE ALL KNOW, machines we use in the daily performance of our regular duties are not our personal property. We do not intentionally abuse this equipment and are the first ones to take others to task for doing so.

The greatest machine of all is the human body. This is our personal, individual property which we cannot share with anyone else. We must necessarily use it on and off the job. Self-oiled, it runs smoothly each 24 hours, with no compensation for overtime and usually not enough time for rest. Are we as careful with our own flesh and blood machines as we are of the metal ones we work with?

Parts for a drill press, lathe, emery wheel, etc., can be replaced in kind without cost to ourselves. We have yet to see anyone, however, replace in kind a perfect eye, leg, or arm. The different parts of our anatomies are the only ones we may ever expect to have in our life span.

A good mechanic takes care to see that all delicate parts of equipment used by him are covered to prevent dirt from entering. Will the same good mechanic permit particles to enter his eyes by failing to protect them with goggles?

Would anyone of us drive a 50-lb. pinion on a shaft with an 8-oz. hammer? I do not think so. Yet many of us have discovered how tough a gear case can be after bumping against it with a head unprotected by a safety hat.

There are many ways in which we can damage our bodily machine, but there are also means at our disposal to protect it. So let us be careful at all times to take advantage of the protection afforded by the different kinds of safety equipment now available to us.



Ted Huemerich



VFW OFFICERS, 1953-54—Left to right: George M. Fielding, M.D., Surgeon; James A. Boswell, Chaplain; Noble E. Cates, Quartermaster; Lester A. Clark, Jr. Vice-Commander; Albert G.

Westcott, M.D., Commander; Ludvig Otterstedt, Sr. Vice-Commander; Harry L. Young, Advocate; Herman R. Grenke, George Weatherby, Trustees; and Earle C. Moyer, Installing Officer.

**VETERANS OF FOREIGN WARS
PE POST #3956**

By JIM BOSWELL

ALBERT G. WESTCOTT, M.D., new Commander, and other new officers were installed by Earle C. Moyer at the annual banquet held at Jean's French Restaurant on West 7th St., Los Angeles, last May 2.

Past Commander Moyer came all the way from Indio to fulfill his duties as installing officer—a pleasant task which he alone has carried out since 1946. (The Post was organized in 1945, with Jesse

B. Fisher, then Fifth District Commander, as Installing Officer.)

The banquet program started when Fifth District Commander Henry Van Zeveren presented the Post with a Certificate of Achievement award, in recognition of our 100% continuous membership for 1953.

For the names of the other new officers, see the cut on this page.

The PE Post is open for membership to all employes who have served overseas. Inquiries concerning eligibility for membership may be answered at the PE Club.

**AMERICAN LEGION
PE POST #321**

By BYRON P. HEATH

COMMANDER Robert N. Anderson, 2nd Vice Commander F. W. Starkey, Adjutant John W. Foore, Sergeant at Arms J. A. McNaugh and Al Poddì assisted Hospital Chairman Fred W. Nichols a few Sundays ago at the annual PE Post, 23rd District, visitation at Wadsworth General Hospital, Sawtelle. They distributed candy, cigarettes, cookies, and fruit to several wards. This trip was in addition to Fred Nichols' every other Sunday visits, for which the Post and patients in Ward #15 are very appreciative. Among those visited were 1st Vice Commander W. R. Bashor, but we hope that he will be out before long.

Another Legion year is fast coming to a close with the election of officers for the post to be held Tuesday evening July 14 in the PE Club Rooms. The state convention will be held in Long Beach July 29 to Aug. 2. The 35th annual national convention will be in St. Louis, Missouri, August 31 to September 3 with Lewis K. Gough, National Commander from Post #13, Pasadena, presiding.

Veterans who plan to seek GI loans from private lenders for homes, farms or businesses should apply to Veterans Administration regional offices in advance for certificates of eligibility. In the past, veterans have been advised to submit their discharge or separation papers to the institutions making the loan. They in turn, would submit them to VA on behalf of the veterans. However, since the passage of the Korean GI Bill which extends the loan guaranty benefits of the World War II GI Bill to veterans with service since June 27, 1950, VA must have information not previously needed to establish eligibility.

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.

GLEE CLUB:

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

PE GOLF TOURNAMENT:

Those interested in entering forthcoming tournaments are urged to submit score cards on private courses to the PE Club for the purpose of establishing handicaps.

MASONIC CLUB:

Monthly meeting held at 7:30 p.m. the third Wednesday of the month in Assembly Room of the PE Club. Refreshments after meeting.

ROD & GUN CLUB:

Monthly meetings held at 7:30 p.m. the second Wednesday of the month in Assembly Room of the PE Club. Motion pictures and refreshments after meeting.

BOWLING LEAGUE:

Summer League Matches each Tuesday at 6:30 p.m. — Hollymont Bowl, Sunset and Vermont Avenue.

Winter League Organization Meeting, Friday, August 7, 1953, at 7:30 p.m. PE Club Rooms.

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.



BOWLING BANQUET SCENES

IN CIRCLE—Ole Swanson, center, Captain, BRC Aces, receives PE Bowling League championship trophy from emcee T. L. Wagenbach, left, as E. F. Harrison, League President, looks on. Prizes were presented at annual banquet held last April 24.

UPPER LEFT—BRC Aces, champions of PE Bowling League. Left to right are Dave Newman, Ole Swanson (Captain), Ira Sutton, and Roy Roque. Unavoidably absent was Johnny Hubener.

UPPER RIGHT—PE Club team, runners-up in the League. Left to right are Jack Henry, Andrew ("Robbie") Robertson (Captain), James Latimer, and LeRoy Swanson. William G. Lutes was absent.

LOWER LEFT—Charlie Hill, League Secretary, right, receives from Mr. Wagenbach a friendship trophy presented by Max Mohr, President, Arcade Recreation Association, for the Association.

LOWER RIGHT—Myron E. Passon, right, of Subway Terminal team, receives special ABC Individual Merit Award for being the most improved bowler of entire PE League during past season.

**PACIFIC ELECTRIC
BOWLING NEWS**

By CHARLIE HILL

CONGRATULATIONS to the BRC Aces, new champions of the Pacific Electric Bowling League! In the final play-off the PE Club suffered one of their few bad nights, while the ultimate champions were really "hot."

The 1952-53 season closed with feasting and merriment on the occasion of the annual banquet and ball at the Old Dixie Barbecue on April 24. Some 150 bowlers and guests were on hand.

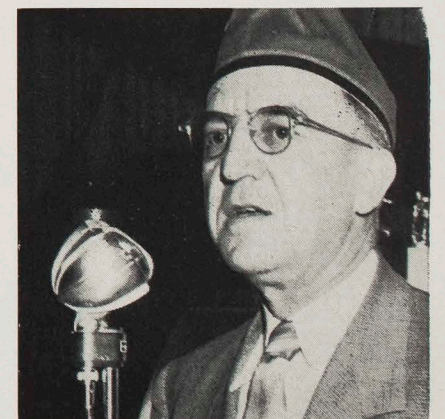
Tom Wagenbach, the real master emcee of them all, again officiated, and as always, his matchless humor and wit aided the success of the event. The presence of Mrs. Wagenbach added grace to the

party, and it was also a pleasure to have Jux Schmatmeier, President of the Los Angeles Bowling Association, and his charming wife as guests of honor.

Dancing began promptly at 9:30, and continued into the wee hours.

The annual meeting of the PE Bowling League will be held in the PE Club on Friday, Aug. 7, when plans will be made for the forthcoming season, and officers will be elected.

A few of the past season's highlights: High team series, 2786, BRC Aces; high team game, 1013, BRC Railers; individual high series for men, 627, Kenny Larson; individual high series for the ladies, 533, Peggy Northcutt; high individual game for men, 252, Kenny Larson; high individual game for ladies, 220, Peggy Northcutt; highest average for the men, 174, Bill Cowell; highest average for ladies, 153, Edna Fligge.



JUX SCHMATMEIER, President of the Los Angeles Bowling Association, was guest of honor at the PE Bowling Banquet.

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