

# PACIFIC ELECTRIC

OCTOBER, 1953

# Magazine



# PACIFIC ELECTRIC Magazine

OCTOBER, 1953

Vol. 35

No. 2

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Published Bimonthly  
by  
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RAILWAY COMPANY**

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## It's Time For a Change

AS CHANGES OCCUR in the ownership of the passenger service, the PACIFIC ELECTRIC MAGAZINE, after 35 years of publication, becomes history with this issue.

The present Editor will transfer to the new company to handle a bi-monthly magazine for its employes.

The PACIFIC ELECTRIC MAGAZINE began in World War I days on June 10, 1916, as an eight-page monthly without benefit of illustration. On the front page President *Paul Shoup* urged employes to "enliven this round table" with items "concisely expressed." The Editor was the late General Agent, *E. C. Thomas*.

Mr. Thomas edited the Magazine until the early 20's, when *Paul T. Porter* took over. Between 1932 and 1936—depression days—publication was discontinued. It was resumed under Mr. Porter's editorship, but two years later the masthead again shows the name of *E. C. Thomas*. He continued as Editor until his retirement in 1943, when the present Editor was appointed.

Among the early contributors and correspondents who are still employed by or associated with the Pacific Electric Railway Company are *O. A. Smith, G. F. Squires, R. O. Christiansen, George Perry, D. B. Van Fleet, Hessel Vander Zee, L. H. Appel, V. P. Labbe, and M. L. Rodda*.

For the help and encouragement of all over the past 10 years, and especially of those whose names regularly appear elsewhere on this page, the Editor wishes to express publicly his hearty thanks.

OCTOBER, 1953

PACIFIC ELECTRIC MAGAZINE

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Now That Freight Is Our Business:

"LET'S LOOK FORWARD" — O. A. SMITH

PROPERTY OF  
LOS ANGELES CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

"FEW CHANGES connected with the new ownership can be accomplished as quickly and easily as Pery's hat trick," I stated in my message to the public in the October PERYScope, where Pery is shown changing from a PE Operator's cap to a Metropolitan Coach Lines Operator's cap.

Miraculous as it may seem, however, the change was accomplished just as smoothly as the finest magic trick ever staged because of the fine, intelligent cooperation of all concerned, and I wish to extend my hearty appreciation to all employes for making the transition so smooth.

Since so many of our old friends are in the new organization, it is with extra warmth that we wish the new company all success. It is pleasant, too, to feel that most of those who transferred to the Metropolitan Coach Lines are still near by in the Pacific Electric Building and at other points on the system. One does not lightly part from old friends, and it will be therefore a pleasant privilege for us who remain with the Pacific Electric to assist the new company and its employes wherever we can.

At the same time, however, we need to keep in the forefront of our minds the most important fact that the Pacific Electric Railway is now strictly a freight operation, and will prosper exactly to the degree that we build up the freight business.

True, our freight has always been profitable. But don't forget that any business which does not improve is really going backwards. We must do everything we can to increase our freight revenues.

Long-planned improvements are gradually reaching fruition.

Increased activity on the part of the joint SP-PE Industrial Department resulted in the addition of 112 new industries on SP-PE lines in the Southern California area during the first seven months of 1953, as compared with a total of 163 during the whole of 1952—an average of 16 industries per month in 1953 as

against 13.5 per month in 1952. The goal is 200 new firms by the end of the year. The Industrial Department now employs nine workers, as compared with three before it became a joint office.

The opening of the Southern Pacific by-pass line from Puente to Los Nietos on Oct. 26 will greatly improve the efficiency of our freight service and prevent congestion at Butte St. Yard.

By the end of 1954, all steam locomotives, and within two or three years all electric locomotives, will have been replaced by efficient, more economical diesel-electrics.

There will be a stepped-up public relations program for the freight business. We intend to let shippers know we are here, and that we are here to serve them as courteously and efficiently as we possibly can. We will do this through advertising and publicity in newspapers and other media. But remember that we will do it most effectively through fast and courteous service on the part of our agency forces, our freight crews and all who make personal contacts with prospective shippers.

Our most important asset is the personal devotion of every Pacific Electric employe to his or her job. Let us learn new ways of doing our jobs better.

Let's not waste time in looking backwards, except to profit by our mistakes. There is no such thing as "the good old days," and there never has been any such thing, except to those whose eyes are blinded to progress.

Instead, let's keep ourselves fully occupied with the job in hand and enthusiastically build a finer Pacific Electric Railway Company of tomorrow.

President, PACIFIC ELECTRIC RAILWAY CO.

### Tune In KTTV Oct. 30

THE STORY of Metropolitan Coach Lines will be seen and heard over Television Station KTTV, Channel 11, on Friday, Oct. 30, from 7 to 7:30 p.m., on the Richfield "Success Story" program. Be sure to tune in. Also pass the word to your friends.

### Our Cover

TRANSFERRING FILES from Pacific Electric to Metropolitan Coach Lines has been a favorite pastime in recent weeks. Here's *Jacqueline Bremner*, Steno-Clerk in Supt. *J. D. Puffer's* office,\* busy doing that very thing.

\*and bride of six weeks. See Page 21.

**As Metropolitan Coach Lines Takes Over:**

**"SUCCESS COMES ONLY THROUGH**

WE HAVE just successfully passed through that crucial transfer day—October 1—when the vast passenger system of the Pacific Electric Railway Company was transferred to the Metropolitan Coach Lines.

That this immense transfer of property and personnel could be accomplished without interruption of service or inconvenience to passengers is most encouraging. It indicates a spirit of willing cooperation among all employes such as to foreshadow a bright future for Metropolitan Coach Lines.

Pacific Electric for more than half a century has been very important in bringing about the great development of Southern California.

As we of Metropolitan Coach Lines assume the task of providing the best possible passenger service in this area, we realize the challenge and the responsibility presented by this growth—and gladly accept it with confidence in the future.

For several months, ever since purchase negotiations were commenced, every phase of Pacific Electric passenger operations has been under study. The plans for future operations call for many changes, all of which have been carefully made in order to provide improved passenger service. Service is to be the first and foremost of our considerations. We are thoroughly convinced that, by providing service improvements whenever and wherever possible, we can and will win public support and increased use of Metropolitan Coach Lines.

To Metropolitan Coach Lines from Pacific Electric has been brought a group of well trained, experienced general officers, whose photos appear on these pages.

This group of men, each a specialist, will help carry out the new plans of the Company, designed to bring about a general streamlining of all phases of operation.

Under the new plans, which will be introduced gradually as facilities become available, all operations will be conducted from eight different terminals, located at Macy St. Garage, West Hollywood, Ocean Park, Van Nuys, Long Beach, El Monte, Pasadena, and Riverside.

At each terminal:

1. Coaches to be used by Operators of that terminal will be stored and serviced there—60 to 140 coaches at each point, with more at Macy and fewer at Riverside.

2. Quarters will be provided for Operators and Mechanics who work there.

3. A Division Foreman will be in charge of Operators, and a Garage Foreman in charge of maintenance and repair men.

Operators will sign on and off at their home terminals, and make turn-ins there at the end of each day's run.

In addition to its function as a division point as described above, Macy Terminal, from which 200 coaches will be operated, will be the center for major bus overhauls, including engine, body and paint work. It will also have central offices for the Mechanical, Purchasing, and Transportation Departments.

Operations at Riverside Terminal, with 16 busses, will be continued for some time on approximately the present basis.

Only the best of motor coach equipment will be used. An order for 100 ultra-modern, "air-suspension," 48-

**COOPERATION, PROGRESS" — J. L. HAUGH**

passenger coaches has already been placed, involving an expenditure of \$2,300,000. These coaches will be used to replace rail passenger operations as soon as authorized and to take the place of some older equipment now in service. We plan to have and will maintain the most modern fleet of coaches in the area as a part of our design to provide the public improved service.

To let people know what service is available to them, when and where it operates, and why it is "smart" to use Metropolitan for both regular or occasional trips, we are starting an extensive public relations program. Every phase of public relations will be used to the extent that it can be fitted into our program.

Timetables will be issued for all lines, including local services. Each timetable is to carry a map showing the route of that particular line, together with other information that will help the prospective customers. These illustrated timetables will be given wide distribution. Many of the recently issued line timetables are now carrying an illustrative map.

Our advertising program is to be stepped up to help keep the public informed as to the convenience with which Metropolitan Coach Lines can be used for their travel needs.

A "take-one" pamphlet will be issued monthly, carrying a message of interest and importance to Metropolitan Coach Lines riders. A bi-monthly magazine, supplemented by bulletins and personal contacts, will keep all employes informed as to developments of interest and importance.

Our greatest instrument for the building of good

will, however, we confidently expect to be our employes. The surveys that have been made of Pacific Electric personnel have indicated beyond all doubt that Metropolitan Coach Lines has acquired, through transfer, an outstanding organization of men and women to operate this property. In the final analysis, you are Metropolitan Coach Lines to all those you contact each day. The coach operator making personal contacts is the number one public relations representative.

No one else even approaches you, our friendly operator, in building good will and encouraging people to use the service.

Every person engaged in Metropolitan Coach Lines operations is likewise a public relations representative, be he or she Ticket Clerk, Mechanic, Dispatcher, Coach Cleaner, Timekeeper, Auditor or Superintendent. It will be through the continuing cooperative effort of every member of the team that our success in providing service—our only product—is to be measured.

I am looking forward to a happy association with you in this interesting and necessary transportation enterprise.

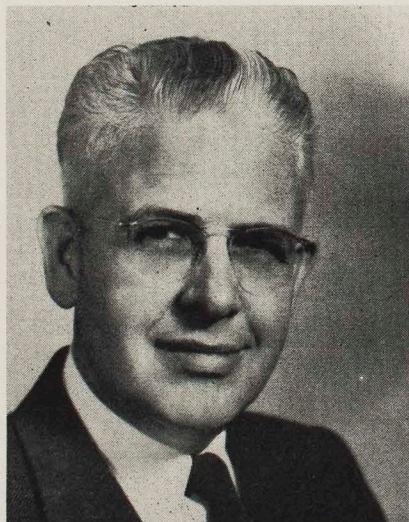
President,  
Metropolitan Coach Lines

**PACIFIC ELECTRIC EXECUTIVES WHO HAVE TRANSFERRED TO METROPOLITAN AS DEPARTMENT HEADS**

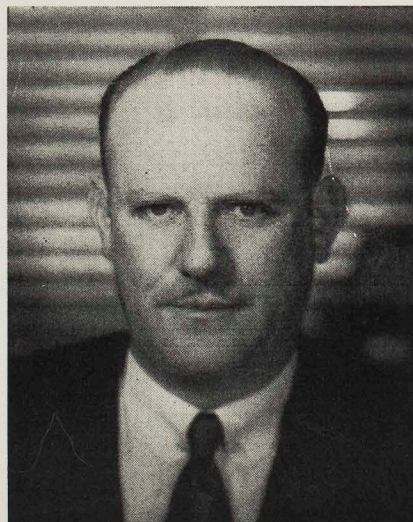
**E. H. UECKER**  
Auditor



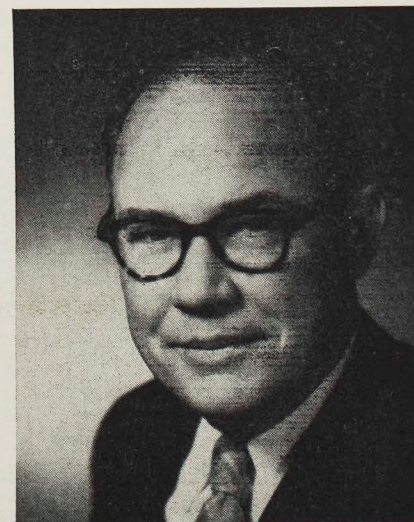
**R. O. CHRISTIANSEN**  
Director of Public Relations



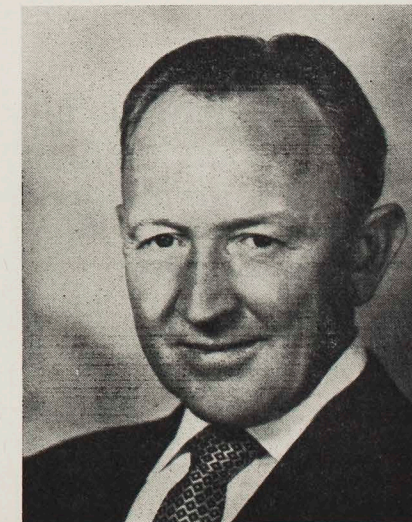
**WILLIAM POLLACK**  
General Claim Agent



**J. D. PUFFER**  
Supt. of Transportation



**JOSEPH SHAFER**  
Chief Special Agent



**WM. C. SCHOLL**  
Director of Personnel



# HERE THEY ARE:

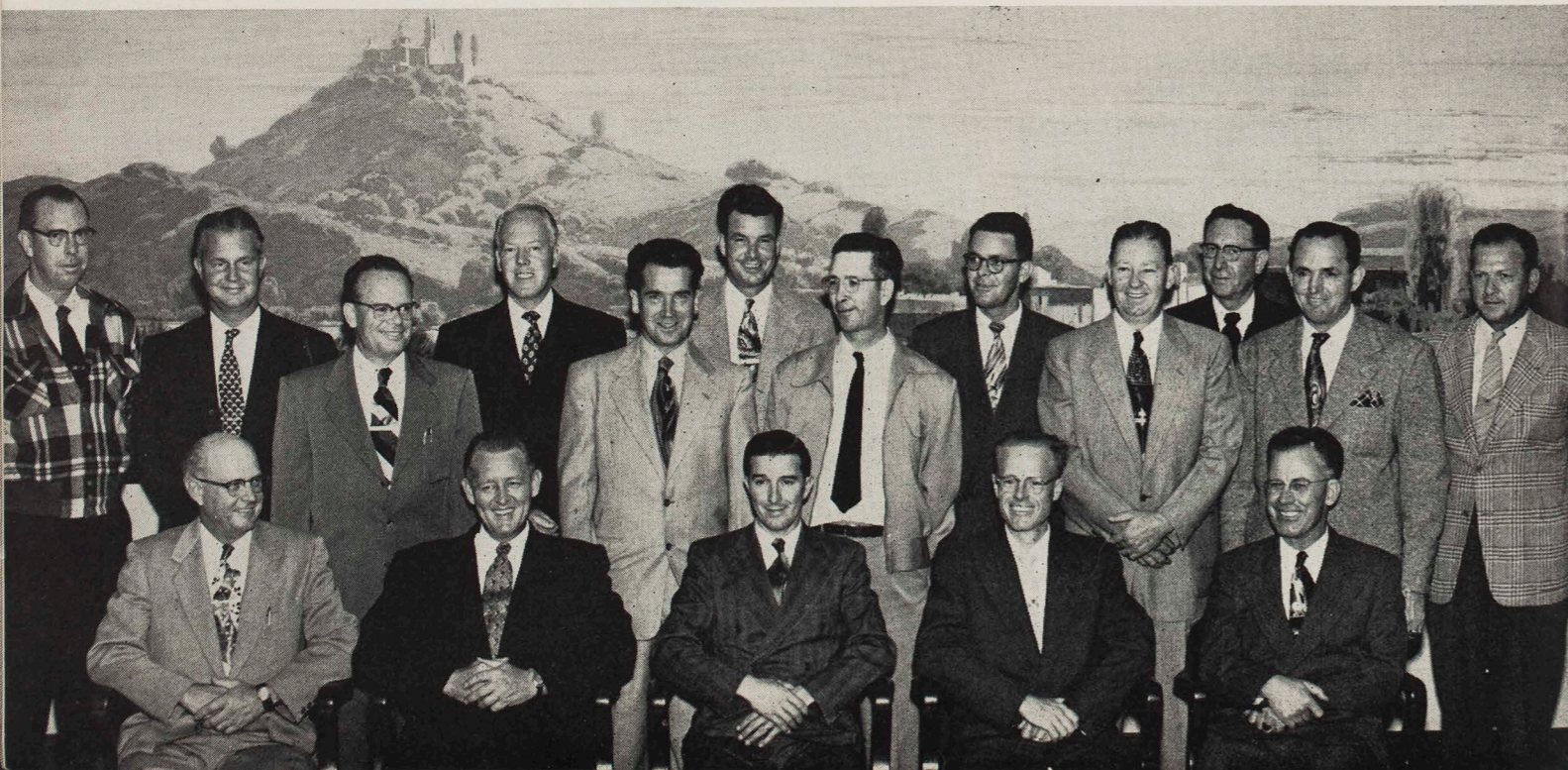
### Transportation Heads, Instructors, Newly Appointed Supervisors Join Metropolitan



CHIEFS AND INSTRUCTORS of long standing gathered for photographs before they started an evening explaining work with Metropolitan Coach Lines to new men pictured in the photograph below. Seated, center, is Superintendent of Transportation John D. Puffer, with Assistant Superintendent Jack Stewart at left, and Chief Supervisor T. L. Halverson at right. Standing are, from left, Chief Instructor R. L. Woodrow, Assistant Chief Supervisor C. H. Cooper, and Instructors E. B. Stowe and J. T. Johnston.

BRAND NEW—These Transportation Department Supervisors and Instructors were appointed in September. Seated, left to right, are Supervisors T. C. Wiley, W. G. McBain, Frank Hight, Larry Allen, and Raymond Hightower. Standing are H. D. Crosby, Ray Matzenbacher, Michael Guinn, C. C. Doak, Frank Harris, E.

B. Freeman, Harold Anunson, C. E. Mack, R. J. Bierman, Forrest Keathley, C. A. Woods, and Robert Colton—all Supervisors except Crosby, Harris, and Anunson, who are Instructors. The group supplements a number of other Supervisors and Instructors of longer standing who have transferred to Metropolitan.



AT GLENDALE LUNCHEON—From left, Mayor Hal E. Wright, PE Vice-President George F. Squires, and Metropolitan Coach Lines President Jesse L. Haugh at luncheon given by Mr. Haugh for Glendale city officials and civic leaders September 14. Mr. Squires acted as toastmaster for the occasion, at which the purchaser of PE's passenger service declared his intention of replacing rail service with motor coach service as soon as possible. Mr. Haugh pointed out that in his experience no place ever wanted to go back to rails after experiencing motor coach service. This was the first of several similar luncheons Mr. Haugh has planned in order to acquaint civic leaders in numerous communities in the Southern Calif. area with future plans of Metropolitan Coach Lines.

# TALKS CLEAR WAY:

### Many Meetings With Civic Heads, Brotherhoods, Result In Sale Approval

HAPPY over the signing of the labor agreements involving PE, Metropolitan Coach Lines, and the brotherhoods are this group of representatives of management and labor photographed just after the signing Sept. 10. Seated, left to right, are Lyle McKinney, Grand Lodge Representative, and R. V. Rachford, General Chairman, Brotherhood of Railway Clerks; R. F. MacNally, Vice-President and General Manager, Metropolitan Coach Lines; L. R. McIntire, Manager of Personnel, PE; Don H. Sheets, General Chairman, Brotherhood of Railroad Trainmen; H. P. Melnikov, Director, National Labor Bureau; and L. A. Noble, Jr., Examiner, PE. Standing, left to right, are W. C. Scholl, Assistant Manager of Personnel, PE; G. H. Pederson, Grand Lodge Repre-

sentative, International Association of Machinists; Lawrence McKeane, Local Chairman, Order of Railroad Telegraphers; F. L. McCulley, General Chairman, American Train Dispatchers Association; A. T. Bono, General Chairman, International Brotherhood of Blacksmiths, Drop Forgers & Helpers; H. A. Hartman, Local Chairman, Brotherhood of Railroad Signalmen; B. C. Crowley, Vice-Chairman, Sheet Metal Workers International Association; L. E. Brown, General Chairman, Brotherhood of Railroad Carmen; Columbus Hays, Local Chairman, International Assn. of Machinists; J. H. Anderson, General Vice-President, Brotherhood of Railroad Carmen; and B. J. Gardes, Local Chairman, Intl. Brotherhood of Blacksmiths, Drop Forgers & Helpers.





A TYPICAL ICE DOCK IN OPERATION

—Photo courtesy Pacific Fruit Express

**For PE, It's Citrus, Celery, Bananas, But —**

## EVERYBODY PROFITS BY THE "REEFER"

IT WAS A HOT JULY 1 up in the St. Lawrence River dairy country. The year—1851. A switch engine eased an ordinary looking boxcar of the time down the main line of the old Northern New York Railway, now the Rutland, at Ogdensburg, New York. The freight car pushed against the car on the train ahead. A switchman dropped the pin in the coupling. Smoke poured from the engine's bulbous stack and the train chugged off for Boston, Mass., two days away.

There was only one thing out of the ordinary in this incident of 102 years ago: The wooden boxcar coupled

on the train was insulated with sawdust, stocked with ice, and loaded with eight tons of rich New York State butter. This shipment of cold butter marked the earliest-known use of refrigeration by the railways of the United States.

J. Wilder, a conductor on the old Northern, is given credit for "fixing up" the car in the railways shops at Ogdensburg. So successful was the run that he converted a few more cars—enough to make a run to Boston every Monday. The cars reached Boston every Wednesday. All along the Northern New York

Railway to Rouse's Point, New York, on the shore of Lake Champlain, Monday was butter day. And it is reported in old records of the time that within two years after the crude refrigerator cars began their run the land value of the dairy farms along the way doubled in price.

This was the beginning of the era of refrigerated transportation in which we live today, an era that provoked a scholar to write, "The people of the United States are as dependent upon refrigerator cars for their food supply as are the people of England upon her ships."

Today ordinary ice is still the standard refrigerant in the nation's freight and express refrigerator cars, the railways using between 15 and 20 million tons of ice or nearly one-third the total ice production of the country. Not only have vast improvements been made in refrigerated railway cars since the first one rattled across New York State, but dramatic and permanent advances have resulted in our diets and the very basis of our nation's agricultural development through this service.

### Made Fresh Foods Available

Urban dwellers were released from their dependence upon the immediate farming areas surrounding the city for their perishable foods. To smaller towns and farms, it was possible to bring foods that could not, because of local climate or soil conditions, be produced in their once self-contained areas. Local seasons no longer dictated that fresh vegetables for the winter dinner table must be selected from potatoes, cabbage, beets, carrots and other such hardy products that could be put down and kept in cellars or outdoor pits. Fresh products from north, south, east and west were made available to every region of the country.

Whole new and prosperous farming communities were born. Areas with peculiar natural advantages of soil and climate to grow particular food products developed into rich farming areas, though many hundreds of miles distant from their primary market. Land that was once range brush and dust was irrigated and the same hot sun that made it a desert turned it into a rich food-producing region far from the millions of consumers in cooler climes who would use the produce. Packing and shipping enterprises and contributory industries grew up to complete the economic life of hundreds of newly developed or stimulated older farming areas.

The birthday of refrigerated transportation of meat by rail is pegged six years after the cold butter was hauled to Boston. In 1857, W. W. Chandler of the Pennsylvania railway insulated some boxcars with sawdust and placed iceboxes in the doorways for the shipment of meat.

The first patent on a refrigerator car was issued to J. B. Sutherland in 1867, on a car equipped with iceboxes and meat rails. The next year William Davis patented a brine tank car which could be iced through the roof.

From these early beginnings grew the transportation of foodstuffs in refrigerated cars. And because of the advent of this service, stockyards like Chicago and Kansas City and Omaha, located in the livestock-producing areas, can slaughter and dress meat for shipment to the four corners of the earth. And because farmers are able to ship perishables for long distances, we have agricultural sections such as Salinas, California, which ships more than 20,000 carloads of lettuce a year; the winter vegetable area of southern Florida; the orange groves of California, Texas and Florida; the apple orchards of Washington and Virginia; the truck farms of the Delaware-Maryland-Virginia peninsula; and scores of other regions from coast to coast.

Major developments in the refrigerator came at spasmodic intervals through the years, including insulation, floor racks, basket bunkers, side wall flues, circulatory fans, easier riding car trucks, etc. An important development is the application of mechanical methods of refrigeration, so that the "reefer" is a roving counterpart of your kitchen refrigerator. The latest advance is the "all-purpose" car, which can provide any temperature needed by the product to be shipped—warmth in winter, cold in summer.

An idea of the extent to which Pacific Electric has profited through the invention of the refrigerator car may be gained by a glance at the carload figures for citrus and celery PE as originating carrier started on their way to Eastern markets in the first six months of 1953. Combined figures for the two perishables totaled 6,122 carloads. In addition, considerable frozen citrus juice is handled from Covina, Hollywood, Claremont, Glendora, Brea, and San Fernando points.

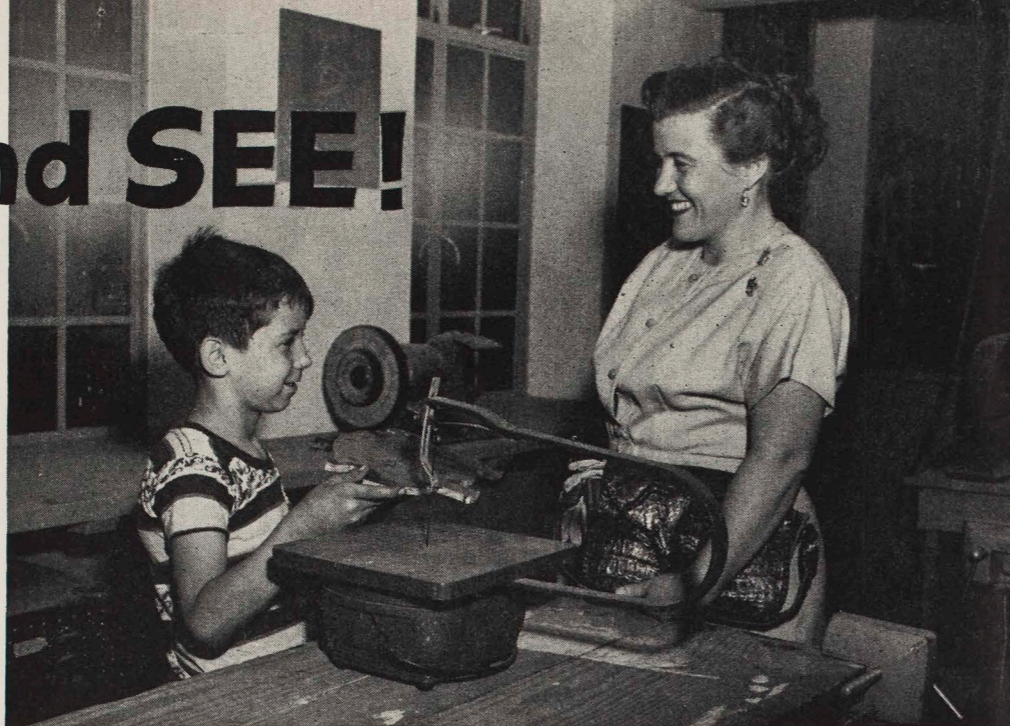
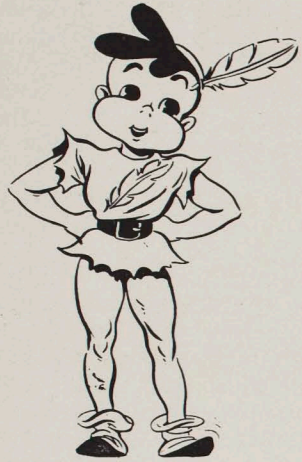
A third perishable PE handles in great quantities is bananas, which are unloaded directly from the ships at the Wilmington banana dock into PE trains. Up through June 30 of this year, PE had moved 4,842 carloads—the contents of 30 shiploads—into local markets or for interchange with other railroads which carry the fruit to markets up and down the Pacific coast.

### PE Calls On PFE For Reefers

Since Pacific Electric is a wholly-owned subsidiary of Southern Pacific, PE's Car and Freight Service Bureau calls upon Pacific Fruit Express, a joint agency of the Southern Pacific and the Union Pacific, in order to provide shippers with empty reefers. PFE owns 38,451 refrigerator cars of all types, and operates many icing facilities, including a small one at PE's Graham Yard.

The reefer has rolled a long way since the first car was "fixed up" a century ago in upstate New York. And today the search continues for better and more economical temperature protection for the products of our farms on the way to market. Railways, shippers, equipment manufacturers, private car lines, and various branches of the U. S. Department of Agriculture are all working together to make the refrigerator car keep pace with the future's demands upon it.

# COME and SEE!



LITTLE JIMMY shows Virginia Fees, Transportation Department Clerk, a pattern he has cut out on the scroll saw in the well-equipped workshop at All Nations Foundation.

## Tour Shows How Mecca Funds Help The Chest

TO ACQUAINT employes with some of the reasons why the Los Angeles area Community Chest is asking for \$8,754,000 in its 1953 campaign starting Nov. 2, 14 SP and PE men and women on Sept. 10 visited two of the 164 agencies

supported in whole or part by the Chest.

The two were the All Nations Foundation, 824 E. 6th St., a youth center which operates medical and dental clinics and recreational programs for underprivileged boys and girls; and the St. Elizabeth Day Nursery, 135 N. Mission Road, Los Angeles — a nursery for children of working mothers.

**IRRESISTIBLE**—That's the word that best explains how the SP and PE employes (in background) felt about these little folks — children of working mothers — at St. Elizabeth's Day Nursery. Nursery Director Katherine Lemmel is at right rear. In the adult group, front row, left to right, are Roy Spotti, Barbara Cruson, Ida Barr, A. J. Lewis and E. F. Anso, of SP, with Jean Pratt and Virginia Fees of PE completing the row. In back row, from left are E. H. Uecker, Don Bowman, E. S. Fitzgerald (PE Operator for tour), Loretta Easterly, Bob Voss, Harry Dietsch, Henry Stone, all of PE, with Miss Lemmel. Children are all between 2½ and 6.



Of All Nations, PE Operator E. S. Fitzgerald said, "I think it is a last-ditch stand against juvenile delinquency."

"The happy and well cared for faces tell us all we need to know," said Robert J. Voss, Chief Claim Investigator.

"I was favorably impressed with each of the agencies," declared E. H. Uecker, Assistant to Auditor.

"... no discrimination as to race, color or creed..." said Loretta Easterly, Law Department Steno.

"... obviously excellent work being carried on..." said Jean Pratt, Secretary to Auditor.

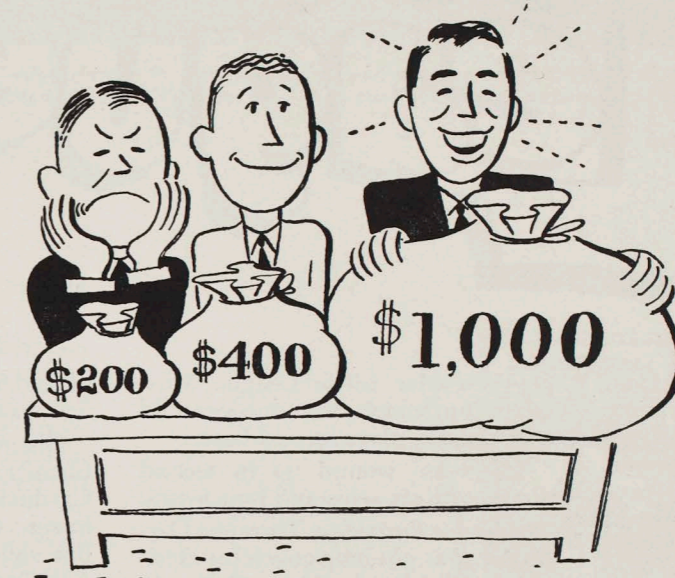
"Each place is a necessity and should be supported," said Harry Dietsch, Asst. City Ticket Agent.

"A civic investment certainly superior to paying the cost of crime and indolence through taxation," in the opinion of Don Bowman, Staff Engineer, Mechanical Department.



FOR ALL  
RED FEATHER SERVICES

# DOLLAR\$ and \$ENSE



RECENTLY a writer tried to explain why some men get \$1000 a month while others work for \$200. Here's the substance: Three brothers left the farm to work in the city and all got jobs in the same company, starting out at the same pay.

Six years later one was receiving \$200 a month; a second \$400; and the third \$1000.

Their father, hearing of these salaries, decided to visit his sons' employer and find out why they were paid on what seemed to be such an unfair basis.

"I will let them explain for themselves," said the boss, as he pressed a button under his desk.

Jim, the lowest paid man of the three, answered.

"I understand the *Oceanic* has just docked," said the employer, "please go down there and get an inventory of her cargo."

Three minutes later Jim was back in the office.

"She carries a cargo of 2,000 seal skins," reported Jim. "I got the information from the first mate over the telephone."

"Thank you, Jim," said the boss. "That will be all."

He pressed the button again, and Frank, the \$400 man, reported.

"Frank, I wish you would go down to the dock and get an inventory of the *Oceanic's* cargo."

An hour later Frank was back with a list showing that the *Oceanic* not only carried 2,000 seal skins but that she also had 500 beaver and 1,100 mink pelts.

The employer pressed the button a third time and George, the \$1,000 man, walked into the office.

He was given the same instructions his brothers had received.

George did not return for three hours, and the office had closed for the day, but his father and the boss were waiting for him.

"The *Oceanic* carries 2,000 seal skins," he began. "They are offered at \$5 each, so I took a two-day option on them, and I have wired a prospect in St. Louis offering them to him at \$7. I expect to have his order tomorrow. I also found 500 beaver, which I sold over the telephone at a profit of \$700. The mink pelts are of poor quality so I didn't try to do anything with them."

Then when he had gone, the employer turned to the father and smiled.

"You probably noticed," he said, "that Jim doesn't do as he's told, Frank does as he's told, while George does without being told."



# Little Leaguers

"IF MORE FATHERS and mothers would spend more time with their children by getting out and playing with them, this would be a different Los Angeles," says Jerry McConnell, Auto Repairer at Venice Garage.

Jerry, like an increasing number of other PE employees, is practicing what he preaches. He is manager of

the Ven Mar Little League Mustangs, on which his nine-year-old son, Dennis, plays second base.

The team wound up in second place, with six wins and four losses.

Clarence Partridge, Torrance Carpenter, was pitching coach for Desimore's Club in the North Redondo Little League this season. His son, Gary, 12, who graduates to a league

of older boys next summer, was first baseman and pitcher.

Champions of the Redondo National Little League are the Rotary Cardinals, with 11 wins and seven losses. One good reason for this fine showing is First Baseman Roy Lee DeMoss, Jr., 12-year-old son of the West Terminal Foreman. Dad, of course, was one of the coaches.

"The Cubs around Baldwin Park are looking forward to organizing a Little League next year," says North Operator Myron J. Pruett, Assistant Cubmaster for nine-year-old Myron, Jr.'s den.

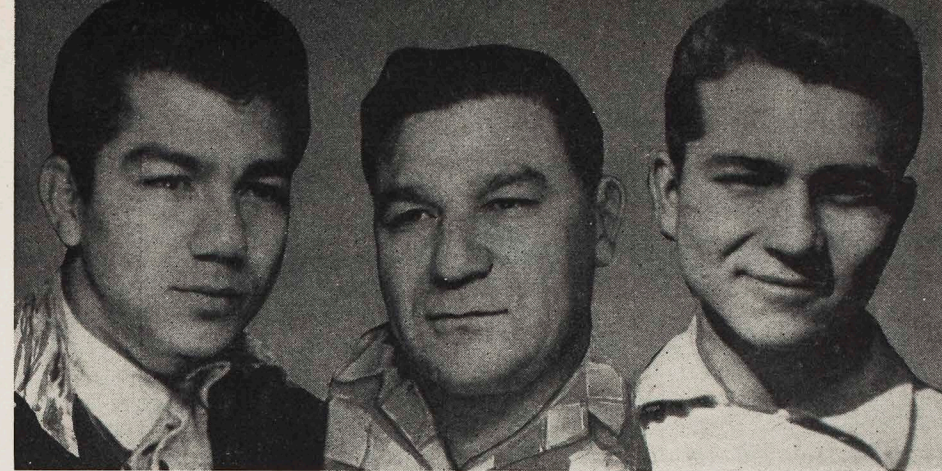
"This year all seven dens in the pack were organized as a softball league," continued Pruett, whose son played first base for his den, "but next year we plan to pick out the best players and form a Little League."

West Operator R. O. Rangel and his two sons—Victor ("Vic"), 19, and Ricardo ("Rick"), 16—are an enthusiastic baseball family.

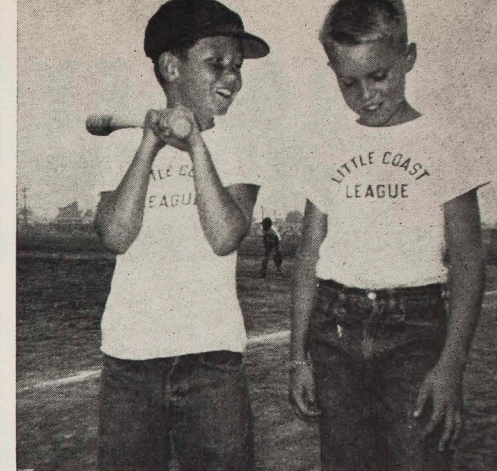
In addition to playing outfield for the PE Rockets (team of West District men) in 1951, Dad has played for and coached several semipro teams, and last year coached the "Y" Rebels, composed of downtown Los Angeles YMCA members, a team in the Griffith Park Junior League. Rick was his shortstop.

Vic, now in the mechanical engineering department of the Marine Corps, played outfield for the Silver Lake Seniors in 1950.

**FUTURE BABE RUTHS**—Here's Torrance Carpenter Clarence Partridge's team in the North Redondo League, with Pitching Coach Partridge at right rear and his son, Gary, 12, next to the last player at right rear. Gary pitched and played first.



**BASEBALL'S IN THEIR BLOOD**—Operator R. O. Rangel, center, and his two sons: Rick, left, and Vic. Dad played for the Pacific Electric team in 1951. See story for further details.



**BATTERY** for Northenders: George Popp (left), 10, p. Richard King, 10, c. Richard's dad, PE Publicity Editor Bob, helped form Gardena League.

But in Little League ball, it's Rick who takes the family honors.

The Echo Park Seals, which he managed and coached this summer, took second honors in the Echo Park Little League; and the Silver Lake Angels, whom he coached in 1952, ran off with the league championship that year.

Bob King, Publicity Editor, Public Relations Department, helped organize the Little Coast League of Gardena Valley last spring. His 10-year-old son, Richard, plays catcher for the Northenders, with Dad acting as one of four coaches. The Northenders ended their season in third place.

Best way to start the wheels turning for a Little League in which your boy can play is to contact your local playground director, says Bob. You'll also have to enlist the dads in your neighborhood, because Little League baseball is a cooperative affair.

National headquarters is at Williamsport, Penn., where in 1939 Carl E. Stutz, a businessman, induced other business men to organize Little League baseball in order to provide competition in their own age group for boys under 12.



"PUT IT THERE!" says Terminal Foreman R. L. DeMoss, catching while his son, Roy Lee, Jr., 12-year-old first baseman of champion Rotary Cardinals, Redondo League, practices batting. Dad coached.

"CHOK UP ON IT!" counsels Auto Repairer Jerry McConnell of Venice Garage. That's his son, Dennis, 9, second baseman for the Ven Mar Little League Mustangs, with the bat. Jerry was league manager.



## Women's Club News

By MRS. A. J. ANDREWS

HAPPY TO REPORT that the first meeting of the Club year on Sept. 10 had a very good turn-out. The meeting was called to order by our President, Mrs. Carl Gramling. The program was opened by Phyllis Andrews, who played two selections on the piano: "Rondo," by Beethoven, and "Wonderful Copenhagen," from the movie, "Hans Christian Andersen."

Our President spent her summer chaperoning children to the mountain camps and visiting the sick. Sorry to add that her husband is also on the sick list — we are all wishing him a speedy recovery.

Everyone was delighted to see Mrs. Elvie Danielson back for the first time since she broke her hip.

Our second summer outing, at Long Beach on Aug. 21 was a great success. The metropolitan members took the PE car to Long Beach where they met the Torrance group for luncheon at a local restaurant. They then proceeded out to Bixby Park to attend a meeting of the Long Beach Women's Club.

Mrs. Clare Leatherman headed a group who made arrangements for our Sept. 24 meeting. It was a luncheon held in Chinatown and we all enjoyed this change of pace and food!

Plans are under way to have a round-table discussion on antiques at our Oct. 8 meeting. Some of the members have agreed to bring in cherished heirlooms for this discussion. Sounds interesting, so plan to be present!

## Pioneer PE Family

IT'S TRADITIONAL for the Vignes family to work for PE.

The current representative is Mrs. Evangeline Vignes ("Angie") Moran, who works as Passenger Accounts Clerk.

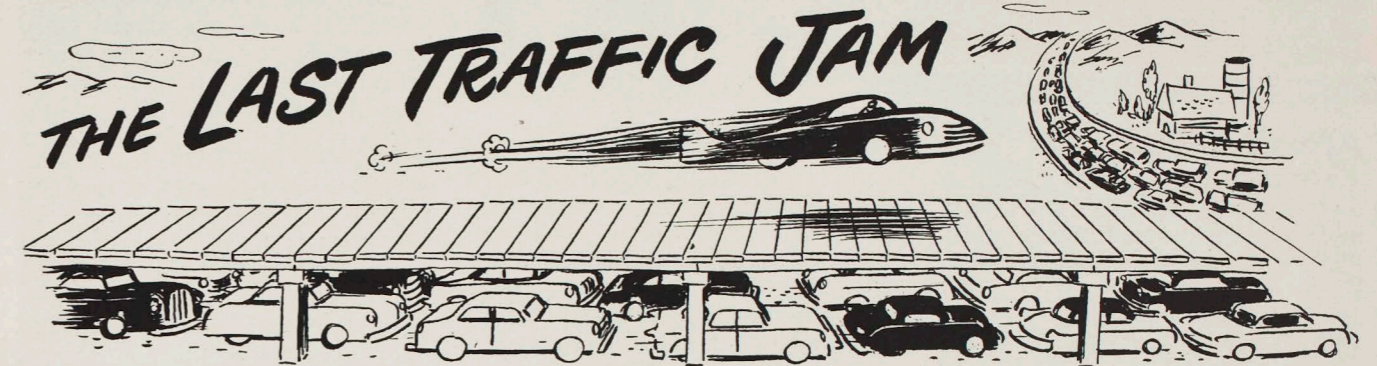
Her father, Alexander C. Vignes, was the first man to occupy the position of Stationmaster when the PE Building opened in 1905.

Her husband, the late Ray Moran, retired as South Brakeman in 1945.

Angie, who came to work for the company in 1911, was just 14 when her dad started as a Motorman in 1902. He died in service as Assistant Trainmaster in 1931.

Mrs. Moran resigned when she married Ray in 1920, but came back in 1943 and has been here ever since.

The Vignes family, for whom a street in the downtown industrial section is named, is well known as a pioneer family of Los Angeles. Angie's forebears settled here in the early 1850's.



By PAUL O'NEIL

In his long and losing war with machines, modern man has devoted almost as much energy to damning newfangled contraptions as he has to inventing them. He has cursed the power loom, the steam locomotive, the Welsbach mantle, the airplane and the electric shaver with a vehemence calculated to deliver whole generations of mankind to the greasiest fry cooks of nether Hell. But in half a century of blissful self-delusion, he has failed to perceive that the family automobile is the most monstrous engine of all.

The average U. S. citizen completely ignores the regularity with which the automobile kills him, maims him, embroils him with the law and provides mobile shelter for rakes intent on seducing his daughters. He takes it into his garage as fondly as an Arab leading a prize mare into his tent. He woos it with Simoniz, Prestone, Ethyl and rich lubricants—and goes broke trading it in on something flashier an hour after he has made the last payment on the old one. . . .

In some big cities, vast traffic jams never really got untangled from dawn to midnight; the bray of horns, the stink of exhaust fumes, and the crunch of crumpling metal eddied up from them as insistently as the vaporous roar of Niagara. Psychiatrists, peering into these lurching, honking, metallic herds, discovered all sorts of aberrations in the clutch-happy humans behind the steering wheels.

Some fell prey to a great, dull hopelessness. In Manhattan, where it often takes 15 minutes to go a block through trucks, cabs and darting pushcarts, a taxi driver said: "We're beat. We got expressions just like people in Europe. It used to be you could get into a fight, but now even truck drivers take the attitude: 'If you wanna hit me, hit me.' They don't even get out to look at a fender."

But more often, people experienced a wild sense of frustration. Said Dr. J. P. Hilton, a Denver psychiatrist: "The driver behind a traffic crawler gets angry. His reason departs. He wants to ram through, to pass,

to punish the object of his anger." Did the doctor feel the same way? "And how," he said, and shuddered. "I dream of wide highways and no automobiles—no automobiles at all."

But though postwar motorists were gradually becoming horn-blowing neurotics with tendencies toward drinking, cat-kicking and wife-beating, there were few who did not believe that the traffic evil would soon be corrected. This enormous delusion has been a part of U. S. folklore since the day of the linen duster, driving goggles and the high tonneau.

Congress and state legislatures had appropriated millions to build super-highways on which speeders could kill themselves at higher speeds. The traffic light, the yellow line, the parking lot, the parking meter, the underground garage, the one-way street, the motorcycle cop and the traffic ticket had all blossomed amid the monoxide fumes—and traffic had gone right on getting thicker and noisier year by year.

Unabashed, men were still dreaming up panaceas. Only occasionally did they have a wild and honest ring, as when William J. Gottlieb, president of the Automobile Club of New York, jokingly suggested closing down all bridges and tunnels leading to Manhattan and declaring a state of siege. For the most part, man still pinned his hopes on the traffic tag and public works.

Man steadfastly refused to see that nothing could solve the traffic evil but the fast-multiplying automobile itself. The problem would end for good on the day of the last traffic jam—at that shrieking moment when every highway, street, road and lane in the nation was so clogged with cars that none could ever move again. Only then would man be free of the monster. But would he accept his freedom? It seemed doubtful. It would be too easy to lay boards across the tops of a billion sedans and start all over again with jet propulsion, foam rubber wheels and special lighters for the motorist's neon-trimmed opium pipe.

—Courtesy of TIME, Copyright Time Inc., 1947.

IN THE OLD DAYS—Balloon Route sightseers on steps of dining hall at Sawtelle about 1902, with (encircled) the then Asst. Trainmaster A. C. Vignes, Mrs. Vignes, and their daughter,

Evangeline, then 14. Inset are photos of Mr. Vignes, as he appeared shortly before his death in 1932; and Evangeline, as she appears today as a Clerk in the Passenger Accounts Bureau.





## Attack Foiled

A WATCHFUL CREW thwarted a man's probable attack on a woman who left a southbound San Pedro train at Olive and Willowbrook Aves., Compton, about 1:00 a.m., Thursday, Sept. 10.

"An attempt was once made to attack my wife," says the Motorman, *W. S. Damron*, "and ever since then I've kept my eye on women who leave my train late at night."

A man and a woman got off at the stop. As the woman walked away, Damron, starting the train, looked back and saw the man start to follow her.

She then broke into a run, crying, "Help me! Help me! I'm scared!"

The man who was following her also broke into a run — toward her.

Stopping his train, Damron shouted to the Conductor, *Gordon West, Jr.*, "Watch that . . . drunk . . . He's after that woman!"

West, a former policeman, jumped off the car, caught the masher, and forced him back on to the train.

"For some reason the fellow didn't offer much resistance," says West.

At the same time, Damron took down the woman's name and address. She lived only a short dis-

## He Likes Singing

MAD ABOUT SINGING, Louis N. Velzy, Assistant Stationmaster and Assistant Terminal Foreman at Sixth and Main, has been appointed Counselor of the Far Western District of the SPEBSQSA (Society for the Promotion and Encouragement of Barbershop Quartet Singing in America) effective Nov. 15.

That means he'll help put the "E" for Encouragement in the alphabet soup title by helping form new chapters.

He is currently President of the Huntington Park chapter and Program Chairman of the Pasadena chapter.

He's also a Past President and likewise an ardent member of the PE Glee Club.

tance from the stop, and, according to West, a neighbor escorted her home after the incident.

The crew proceeded with the train to Dominguez, where Damron called the Dispatcher, *A. S. Bell*. Bell contacted the San Pedro police, who met the train at San Pedro and took the would-be assailant off.

Two Compton papers ran the story, but failed to name the PE crew.

## Little Boy Lost!

"HEY FELLOWS! I got lost!" With this excited shout, *Gary Tiemann*, 5, greeted his classmates at Encinitas School in the Rosemead District as he was being driven up to the campus by Special Agents *W. S. Hutchins* and *S. V. Nimmo*, the second day after school opened.

Gary was pretty proud of himself. He'd been the center of attention for almost half a day by a lot of PE folks, starting with Operator *Bill Cowell* of the El Monte via Garvey Line.

Somehow Gary had boarded a red bus instead of a yellow school bus that morning, had gone way to the back and come into Los Angeles on Operator Cowell's schedule. Mr. Cowell turned Gary over to Operator *A. M. Brouwer*, who was dead-heading on the bus, and Mr. Brouwer contacted the Information Desk, at which *Isabel Ash*, was on duty. While she telephoned Gary's school, Mr. Brouwer bought Gary a glass of orange juice at the popcorn stand.

Gary finally wound up in the Special Agents office, where, while further telephone inquiries were being made by Chief Special Agent *Joe Shafer*, Officers Hutchins and Nimmo supplied him with some candy.

Once it was positively ascertained that Gary actually did attend Encinitas School, the officers drove him out there.—And that was fun, too.

Those nice PE folks! Gary wouldn't mind getting lost again.

## The McClelland Smile

THE SMILE appearing on the face of Industrial Agent *G. W. Roy McClelland* in the August issue of the PACIFIC ELECTRIC MAGAZINE has attracted the interest of PEOPLE, a national publication specializing in human relations.

The Editor, *C. H. Jones* (no relation to PE's Operating Assistant in San Bernardino) wrote asking for a copy of the photo, stating:

"We feel that the photograph of Mr. McClelland would be an ideal illustration for an article to the effect that 'The expression a person wears on his face is more important than the clothes he wears on his back.'"

The request was granted.



AT BARKHURST LUNCHEON—Left to right are William Moeller, Vice President and General Manager, Los Angeles Spring Bed Co., in business since 1923; Walter Thompson, General Manager, Pacific Glass Co., in business since 1923; E. F. Harrison, PE's Supervisor of Freight Protection, Merchandise, and Station Service; Glenn P. Barkhurst, guest of honor and PE's Wingfoot Agent; T. L. Wagenbach, PE's General Manager; Leslie Young, Freight Traffic Manager, Goodyear Tire and Rubber Co., in business since 1920; Stanley Campan, Traffic Manager and Purchasing Agent, Thompson Glass and Paint Co., in business since 1924; and Al Beaumont, Sales Manager, Pacific Glass. Luncheon was held at the Industry Club, 5944 Avalon Blvd., August 21.

## Barkhurst Honored

GLENN BARKHURST, Agent at Wingfoot Station, was honored Aug. 21 on the 30th anniversary of his service at a luncheon given by fellow members of the Industry Club, 5944 Avalon Blvd.

Barkhurst went to work at Wingfoot in August, 1923, when PE offices were in a railroad boxcar and Goodyear Tire and Rubber Co. had just established itself as the first large industry in the area.

"I began on Aug. 10 as a Car Clerk at Eighth St. Yard after an interview with *J. N. Breese*, who was then a Clerk in the Personnel Department," recalls Glenn, "but it was *Charlie Hill*, then Chief Clerk in the Transportation Department, who sent me to him.

"On Aug. 20 Charlie called me on the telephone and said, 'I hear you've been an Agent. We need a Relief Agent at Wingfoot. Will you go over there tomorrow?'"

"I went — and I've been here ever since."

Mr. Barkhurst was made Agent in February, 1924.

In railroad service since he was 19, he has 38 years in the industry but still is "a young man with no thought of retirement yet."

Among representatives of pioneer industries who joined in honoring him are *Leslie Young*, Freight Traffic Manager of Goodyear; *Stanley Campan*, Freight Manager and Purchasing Agent, Thompson Glass and Paint Co.; *Walter Thompson*, General Manager, and *Al Beaumont*, Treasurer, Pacific Glass Co.; and *William Moeller*, Vice-President and General Manager, Los Angeles Spring Bed Co. General Manager *T. L. Wagenbach* and Supervisor of Freight Protection *E. F. Harrison* represented PE at the luncheon.

## Bell Brand Spur

A 530-FOOT SPUR TRACK will soon be built on PE's Whittier Line to serve Bell Brand Foods, Ltd., which plans to erect a new million-dollar plant on the north side of the rail line at Miller Grove Drive and Los Nietos Road.

Construction of the spur will begin probably before Nov. 1, according to the Industrial Department.

## Editor King Thanked

HOLLYWOOD BOWL ASSOCIATION wrote Editor *Robert W. King* on Sept. 11 thanking him for his assistance in publicizing in PERYSCOPE the concerts in the Bowl during this past successful season.

"We have had an excellent season," wrote the Association Manager, *William Severns*, "which would not have been possible without the help of our many civic-minded friends, and we are truly grateful to you for your cooperation."

## Appreciation

JOHN P. MEYER, Assistant Agent, Torrance, wishes to express through the pages of the Magazine his appreciation for all the good wishes, cards, letters, and visits he received while in the Santa Fe Hospital during 13 days in August.

"I didn't know I had so many friends till I went to the hospital," says John.



FOILED PROBABLE ATTACK—Operators Gordon West, left, and W. S. Damron.



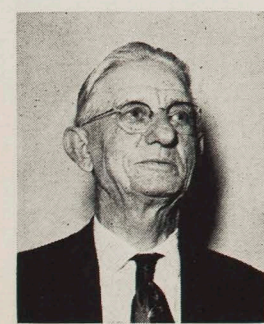
A LARGE GROUP from the Mechanical Department, including most of the brass, attended retirement ceremonies for West Hollywood Foreman Thomas Harrison ("Tom") Green (holding fishing rod and in inset) last Sept. 15. On Tom's right is Supt. of Motive Power E. A. Stevens, who presented him with a Retirement Commendation; on Tom's left is his brother, retired General Foreman J. B. Green (holding tackle box). Tackle was gift of fellow workers. For complete story see page 28, Col. 1.



# Retirements

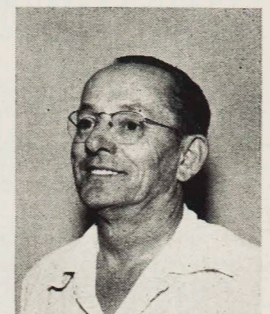
VERY BEST WISHES for many more years of peaceful, happy living to the following employes, who retired, according to the Treasurer's office, during the months of August and September. May their years of loyal service bring their just rewards, and may their memories of PE be always pleasant.

NAME	OCCUPATION	DEPARTMENT	YEARS SERVICE
Ollis C. Allen	Motorman, West	Transportation	11
Alvie F. Bankston	Frt. Car Inspector	Mechanical	10
Franklin L. Bruce	Operator, West	Transportation	26
Richard Butler	Operator, North	Transportation	29
Joseph C. Crawford	Motorman, West	Transportation	26
Jose Dominguez	Foreman	Store	35
Thomas H. Green	Foreman, West Hollywood	Mechanical	42
John O. Hubener, Jr.	Foreman, Los Angeles	Mechanical	31
Roy Hunsley	Conductor, North	Transportation	31
Robert C. Jarrard	Substation Operator	Engineering	34
Joseph O. Jones	Engineer, South	Transportation	31
William R. Keown	Traffic Officer	Special Agents	10
Arthur H. Logue	Engineer, North	Transportation	41
Miles Madsen	Towerman	Transportation	30
Madelyn M. Mathews	Timekeeper	Accounting	35
Peter William Peet	Foreman	Mechanical	33
William E. Renfrow	Conductor, South	Transportation	30
Charles W. Ronco	Brakeman, South	Transportation	30
Roy S. Smith	Brakeman, North	Transportation	30
Claude A. Thomas	Operator, West	Transportation	34
Elizabeth D. Wiebers	Asst. Agent	Transportation	47
Walter Wilson	Operator, West	Transportation	34
Monroe N. Wood	Conductor, North	Transportation	28
Benjamin H. Wright	Motorman, South	Transportation	11
George W. Young	Machinist	Mechanical	34

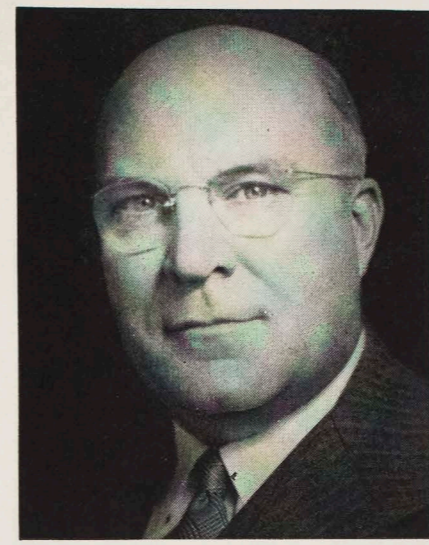


For news of L. H. Appel retirement, see page 29, col. 3

MONROE N. WOOD, Subway Operator, worked his last day for the company Sept. 18, 1952, and then was forced to lay off on account of disability. A year later, still unable to work, he decided to file for retirement. He came to work for PE Jan. 2, 1925, after a Conductor on a Long Beach car suggested that PE was "a good company to work for." He has no special plans.



SUBWAY OPERATOR Joseph C. Crawford, who wears a gold safety clasp with two zircons for six years of operation without a responsible accident, has a memento of Pacific Electric to be proud of as he retires after nearly 37 years of railroad service of which 25 years have been with PE. He began his transportation career with the Texas Electric Co., Sherman, Texas, as a Motorman in 1918, and quit to take a job with PE. He stayed because he liked it here. As yet he has no special plans made for the future.



H. O. MARLER

# H. O. MARLER HEADS RETIREMENT LIST

"H. O. MARLER, Passenger Traffic Manager," is a name you won't see any longer on tickets, time tables or advertisements. He's going to retire effective Nov. 1, after a history-making 49 years of loyal, friendly service.

His railroad career actually began in 1903, when he became an Office Boy for the Santa Fe at \$10 a month. Less than a year later he went to work for the Los Angeles-Pacific as Office Boy for *Eli P. Clark* and *General M. H. Sherman*.

He worked up to Agent in the old Fourth St. Station, which burned down in 1908; and then was transferred to the Hill St. Station as Assistant Agent. With the consolidation in 1911, he was transferred to PE's Passenger Traffic Department as Ticket Stock Clerk. Since then he has served as Traveling Traffic Inspector, Chief Rate Clerk, Chief Clerk, Traveling Passenger Agent, General Agent, Assistant Passenger Traffic Manager (1922), and Passenger Traffic Manager (1933).

He also served as Traffic Manager of the Los Angeles Motor Coach Lines from 1936 to its dissolution in 1949.

For many years he was PE's chief witness on passenger traffic matters before the Public Utilities Commis-

sion, and won the esteem of the entire Commission staff for his friendly cooperation.

His plans for the future are uncertain, but he will keep in touch with his office until his official retirement date, Nov. 1.

"In transferring its passenger service to Mr. Haugh and his able staff, Pacific Electric has placed the transit operation in good hands," commented Mr. Marler.

He carries with him the very best of good wishes from all employes.

The great personal esteem in which he is held by his fellow-workers revealed itself at a testimonial luncheon at the Hayward on Monday, Sept. 28, when 20 past and present employes of the Passenger Traffic Department publicly told of the personal interest he had shown toward them during their years in his office.

"His door was always open to any of us for discussion of any of our problems," says *R. O. Christiansen*, his close associate for many years.

At the luncheon Mr. Marler was given a two-suitcase and a box of his favorite cigars.



"I TOLD MY WIFE one time: There's fellows who've been there 25 years. I'll never be there that long.—And I've been here 33 years!" said P. William Peet, Torrance Paint Shop Foreman (left center and in inset) when he received his Retirement Commendation from Supt. E. A. Stevens (in dark suit) last Aug. 31. From left are W. W. Robbins, Painter; Roy Mankins, General Foreman; George W. Foster, General Machine Shop Foreman; Carl L. Cross, Automotive Foreman; Mr. Peet; Milton Foster, Electrical Foreman; Carl F. Peer, Repair Shop Foreman; Mr. Stevens; Clay C. O'Brien, Raymond Nolan, Andrew Pervan, and Kenneth L. Stepp, Painters; and Florencia C. Estrade, Laborer. Mr. Peet plans to "start some small business."



CAKES AND VALE!—That was the order of the day on Aug. 14 in Pay Roll Accounts, when Timekeeper Madelyn Mathews (directly behind the cake) retired after some 35 years of service

with the company. She received an 8-piece set of table silver from fellow-workers, and a Retirement Commendation from Asst. to Auditor R. C. Hollinger on behalf of the PE Ry.

# In Memoriam

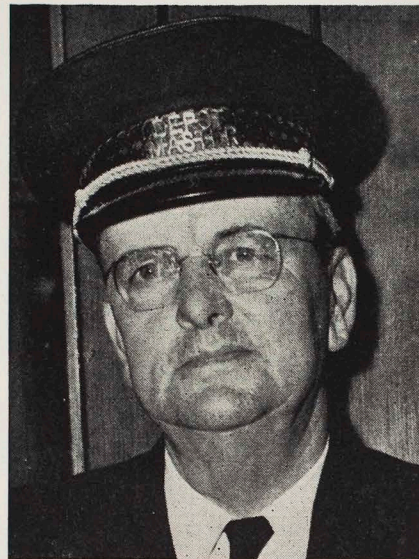


E. T. BARRETT on the job as Dispatcher.

## F. D. Howell Passes

THE DEATH on Sept. 10 of *Franklin D. Howell* at the age of 86 closed the long and influential career of an engineer who was a rail and motor coach pioneer in Southern California.

Grandson of Commodore *Robert Field Stockton*, California's first military governor, he was born in Philadelphia, built fortifications at Sandy Hook in 1898, came to California in 1902 as Assistant Engineer of the PE Railway Co., and from 1920 to 1933 was Vice-President and General Manager of the Motor Transit Co. At the time of his death, he was Special Assistant to President *O. A. Smith*.



SAMUEL J. MASON

## Killed In Collision

HIS MANY FRIENDS were shocked to hear of the death in an automobile collision of retired Stationmaster *Samuel J. Mason* on Tuesday, Aug. 25.

The car in which he was riding with his wife and stepson collided with a liquor truck on the highway between Shreveport and Mansfield, La., and went over an embankment. Mr. Mason was killed instantly; his wife, according to reports received immediately after the accident, was not expected to live; and the stepson received a fractured skull.

The condition of Mrs. Mason could not be ascertained as we went to press.

## Fred Leary Dies

FRED J. LEARY, who retired on Dec. 31, 1947, as Chief Claim Clerk in the Local Freight Office, passed away on June 17, 1953. Masonic funeral services were followed by interment at Rosedale Cemetery on June 20.

Mr. Leary began service with the Pacific Electric on Nov. 16, 1917, as Claim Inspector in the Local Freight House, transferring to the General Superintendent's office in 1922.

## BRT Man Taken

HIS DEATH from a heart attack on Sept. 15 defeated plans of Dispatcher-on-leave *Egbert Turner Barrett*, 53, to retire after the change of ownership in the passenger lines.

With PE since March 7, 1924,

when he started as a South Conductor, Mr. Barrett broke in as Dispatcher in 1944, and had been on leave as local Chairman for Lodge 406, Brotherhood of Railroad Trainmen, and member of PE General Grievance Committee, since early in 1951.

# Vital Statistics

July 21, 1953 to September 20, 1953

NAME	OCCUPATION	Died	Insurance	Mortuary
**Steward, Robert G.	Operator	12-4-52	No*	No
Welch, Harry	Retired Timekeeper	7-25-53	Yes	No
Post, John E.	Retired Carpenter	8-14-53	Yes	Yes
Clark, Horace	Retired Motorman	8-21-53	Yes	Yes
Phillips, Kenneth W.	Retired Operator	8-22-53	Yes	Yes
Mason, Samuel J.	Retired Stationmaster	8-25-53	Yes	Yes
Leake, James E.	Retired Leader	9- 1-53	Yes	Yes
Smith, William H.	Operator	9- 3-53	Yes	Yes
Howell, Franklin D.	Asst. to President	9-10-53	Yes	Yes
Olsen, Carl W.	Operator	9-11-53	Yes	Yes
Saylor, Charles E.	Operator	9-13-53	Yes	No
Trujillo, Teofilo R.	Retired Asst. Passenger Director	9-14-53	Yes	Yes
Barrett, Egbert T.	Operator	9-15-53	Yes	Yes

## EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	DIED	WIFE OF	DEPARTMENT
Maude Mary Roberds	7-22-53	John T. Roberds	Transportation
Rita R. Rosales	7-31-53	Carmen M. Rosales	Store
Ethel Blanche Pennington	7-31-53	Charles D. Pennington	Mechanical

\*Employee declined to accept Group Insurance  
\*\*Reported subsequent to last publication

# "It's the Best Plan in the World!"

"OH, MAN! It's the best plan in the world! Every employe should be a member!" says Yard Clerk *Roy E. Arnold*, first four-time beneficiary of PE's hospital-medical-surgical plan for dependents.

A member since the plan began on Aug. 1, 1952, Mr. Arnold has had an appendix operation for his 10-year-old daughter, *Janet*, and three operations for his wife.

"Benefits are paid quickly, too," he declares enthusiastically.

Mr. Arnold is one of 81 subscribers who benefited — some for a second or third time — to the tune of \$9,938.88 from this plan between April 1 and June 30.

The complete list follows:

### Benefit Payments Made By Provident Life and Accident Insurance Company, April 1 Through June 30, 1953

EMPLOYEE	DEPENDENT PAID	AMOUNT
Philip P. Alarid	Son	\$217.47
Harry J. Allston	Son	92.37
Roy E. Arnold	Wife	352.00 (4)*
Joseph B. Astengo	Daughter	46.00 (3)
William H. Ball	Wife	389.00
Roy H. Bettersworth	Wife	97.36
Kenneth J. Bielke	Son	20.00

Charlie Boles	Wife	119.15	James R. Ragsdale	Son	121.30
Donald E. Bowman	Wife	90.00	Thomas A. Roberts	Daughter	25.00 (2)
William A. Burton	Son	47.21	James M. Russell	Son	118.09
Frank J. Coburn	Daughter	5.00	Claude H. Sawyer	Wife	104.51
Andrew R. Coker	Wife	316.00	Paul G. Seide, Jr.	Son	37.50
Chester W. Collins	Son	79.87	Paul H. Sharrer	Wife	10.00
Frank J. Connors	Wife	96.66	Louis C. Shull	Wife	40.00
Edgar D. Cook	Wife	217.22	Carl E. Smith	Wife	25.00
Stanley F. Couillard	Son	68.38	Claude L. Smith	Wife	201.65 (2)
Charles R. Curd	Daughter	25.00 (2)	Richard P. Smith	Daughter	41.25
Donald L. Davison	Wife	144.54	Upton L. Smith	Son	81.55 (2)
Phillip Dimascio	Wife	322.00	Alworth Sneed	Wife	46.32 (2)
Peter L. Dizikes	Wife	24.00	William I. Tarleton, Sr.	Wife	10.00
Paul E. Durbin	Son	232.00 (2)	Ralph M. Tracy	Son	10.00
Bernie E. Edmunds	Wife	259.96	Joseph L. Turnbow	Wife	240.00
Albert E. Fader	Daughter	37.50	West Turner	Wife	89.50
Oliver K. Floeger	Wife	42.00	Henry Vanden Brink	Son	7.50
Wesley Frazier	Wife	90.00	Wilson F. Voorhis	Wife	454.00
Raymond H. Freiburger	Wife	15.00	Proctor G. Welcher	Daughter	25.00
Dorris W. Garey	Daughter	25.00	Elvin Wheeler	Daughter	71.84
Joseph R. Gillilan	Son	125.50 (2)	Donald R. Williams	Wife	323.49
Leon Gillis	Sons	90.00 (2,3)	Thomas H. Wood	Wife	10.00 (2)
Garnet W. Green	Wife	101.05 (2)			
William W. Griffin	Wife	291.30			
Harold C. Hall	Wife	90.00			
Byron A. Hauser	Son	74.00 (2)			
Robert E. Hayes	Wife	7.50			
E. C. Heringman, M.D.	Daughter	90.15			
Russell C. Hollinger	Wife	136.67 (2)			
Lewis H. Hunter	Daughter	186.00			
Julius A. Huntsman	Wife	340.00			
John L. Jaco, Sr.	Wife	90.00			
Andrew R. Jesihke	Son	99.30			
Leslie P. Johnson	Son	4.00			
Willis M. Johnson	Wife	122.00 (2)			
John Jonas	Wife	10.00 (2)			
Hugh Jones	Wife	21.48			
James T. Kelly	Daughter	67.80			
Fred G. Knerr	Wife	48.00			
Harold C. Kuck	Wife	10.00			
William M. Masner	Son	164.90			
Albert W. Masse	Son, D'gh'r	390.75			
Kenneth McCrea	Daughter	25.00			
Lon R. McIntire	Son	22.50			
Shirdie B. McLemore	Wife	500.50 (1,2)			
Max Mickelson	Wife	280.63			
Earl O. Miller	Wife	10.00			
Joe R. Moreno	Wife	159.02			
Philip H. Osborne	Wife	382.00			
James E. Owens	Son	28.64			
Walter R. Patten	Wife	10.00			
Arthur Preston, Jr.	Daughter	396.00 (3)			

TOTAL AMOUNT PAID.....\$9,938.88

\*Numbers in parentheses refer to number of times a subscriber has received benefit payments.

## Appreciation

HIS WONDERFUL IMPROVEMENT in health since his operation on May 20 prompts Fireman *Martin C. Rohde* to thank publicly the Hospital Association for its fine work.

In particular, he wants to thank *Dr. S. S. Schlosberg*, who diagnosed his ailment; and *Drs. E. C. Heringman* and *Robert Franco*, who performed the operation.

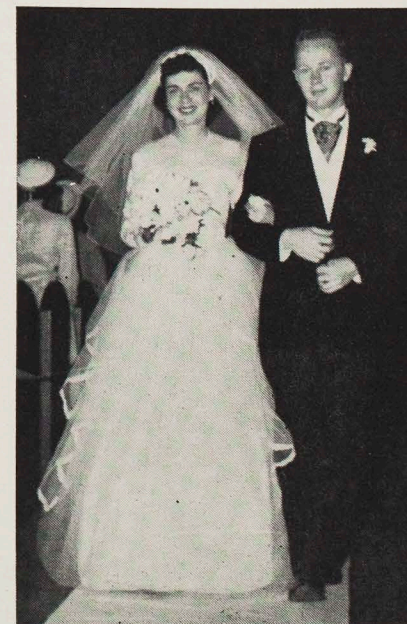
## Don't Put Us In Jail! WE DIDN'T MEAN IT!

THROUGH an editorial oversight, the names of no less than 12 volunteers at the Aug. 4 Blood Bank were omitted. Departments concerned were Law and Special Agents. (Now we ask you, what two departments, could it have been worse to overlook?)

Anyhow, the volunteers from the Law Department included *Clyde Beery*, *Jean Dunn*, *John Gordon*, *Florence Hodges*, *Sally Kelly*, and *Ed Yeomans*.

From the Special Agents: *James Cole*, *David Gehrs*, *Amos Greenlee*, *Vaughn Kennedy*, *Sterling Nimmo*, and *Joseph Shafer*.

A thousand pardons, ladies and gentlemen! — We were just in too big a hurry! — THE EDITOR.



Mr. and Mrs. Lawrence Bremner

## Cover Girl a Bride

(See Front Cover)

THE WEDDING of Cover Girl *Jacqueline Gannon*, then Clerk in the West Chief Supervisor's office, and *Lawrence Bremner*, chinchilla rancher, occurred in St. Augustine's Church, Culver City, last Aug. 22.

Among the guests who attended were—from Pacific Electric—*Nancy Benham*, *Jean Pratt*, and *Marge Zimmer*, of the Accounting Department; and *Robert Hartley*, Assistant Roadmaster's Clerk, who took a number of candid photos, including the one shown here.

Born in St. Louis, the bride started work for PE as a Steno-Clerk in Disbursements in November, 1952. After several transfers, she is now a Steno-Clerk in the office of Supt. *J. D. Puffer* of Metropolitan Coach Lines.

# ★ Commendations ★

THE DISTINCTION of being the last group of men in blue PE uniforms to be listed in the PACIFIC ELECTRIC MAGAZINE for the commendations they have received goes to the passenger men listed below:

#### NORTHERN DISTRICT OPERATORS

C. W. Knight (2 letters), and L. L. Shores.

#### SOUTHERN DISTRICT OPERATORS

D. T. Compton.

#### MOTOR TRANSIT OPERATORS

R. A. Brooks, L. W. Couch, D. E. Julian, W. A. Merriweather, P. E. Myrick (2), Gordon Wakefield, and O. E. Wheeler.

#### WESTERN DISTRICT OPERATORS

T. J. Baker, N. P. Beauchamp, F. H. Belk (2 letters), A. B. Bogartz, W. E. Books (4 letters), E. R. Brown, J. W. Brown, R. H. Clark, E. J. Filek (2 letters), P. E. Greschke, C. F. Haines, R. L. Hall, C. L. Hobby, G. N. Katz, G. L. Keely, J. M. Kienegger, W. I. Kivett, W. J. Kressin, C. C. Lindberg, E. F. Lodahl, John Manfroy, Sidney Margolin, D. R. Mathias, S. W. McReynolds, Jesse Medeiros, F. F. Murdy, T. D. O'Neill, Rudy Ost, A. M. Pascal, W. G. Raasch, L. H. Richards, W. F. Reid, R. L. Reis, E. F. Rogers (2 letters), G. L. Sadler

(2 letters), J. H. Schmitt (2 letters), J. J. Schwartz, L. L. Spring, F. M. Strong, F. J. Tannehill, E. F. Williams and W. H. Harris.

#### OTHER COMMENDATIONS

J. W. Walsh, Car Distributor, and C. J. Thomas, Assistant Trainmaster at 8th Street, were commended by a shipper for facilitating the handling of freight traffic.

The San Fernando City Council wrote General Manager T. L. Wagenaar to thank the company for its promptness in cleaning up the South Brand Blvd. right-of-way following a request from the Council.

## A Good Safety Record Means Thinking Safety

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

RAILROADS the world over are operated under standard operating and safety rules. It is equally true that the work performed follows a general pattern.

Viewing reports of accidents occurring on our property, and comparing them with reports of accidents occurring on other railroads, indicates that accidents resulting in personal injury are due to similar causes, particularly in freight operation.

The most prevalent causes of personal injury are as follows:

Setting and releasing hand brakes and throwing switches.

Being struck by moving equipment.

Falling from side or top of moving equipment.

Tripping over objects in toe paths.

Uncoupling air hose before closing angle cocks.

Falling in cabooses.

Stumbling over rails and unobserved objects.

Ninety-five percent of the accidents due to the above mentioned causes result from man failures: persons involved fail to exercise the necessary degree of caution.

Railroading offers many hazards of injury to the careless, unalert Trainman. Alertness to your surroundings is of paramount importance to your own and your fellow worker's safety.

Muscle strains from throwing switches or from

setting and releasing hand brakes can be avoided by proper stance and application of force.

Slipping and stumbling can be avoided by observing where one steps.

Falls from equipment are avoidable by keeping a firm grip on ladder rungs and brake staff wheels.

Falls in cabooses are avoidable by anticipating sudden jolts due to rough starts, stops and application of brakes.

Coats or jackets, when worn, should be buttoned to prevent catching on protruding objects.

Gloves or mittens should fit loosely.

Safety is a matter of proper thinking. Keep the job you're doing now foremost in your thoughts until the job is completed. Thinking constantly of what you are doing and the hazards involved, keeps you prepared to meet any emergency. Never lose sight of the fact you are working with rolling equipment that can not step aside to clear you. You must clear it.

The first steps toward promoting safety were taken by the railroads many years ago. Since that time, safety has become a national program in all industries. Planting those first seeds of thinking of personal safety has saved many workmen's lives.

With your constant cooperation in this worthwhile activity, we will make our record comparable to that of other industries.

# WITH OUR CONTRIBUTORS

## SENIOR EMPLOYEES FELLOWSHIP

By FRANCIS J. ORIVA

WITH 128 MEMBERS and 12 new members present, the August meeting of the Senior Fellowship was one of the largest to date.

A new mailing list with the names of three hundred members will be available at the next meeting for those desiring a copy.

Speaking of lists, the following is a handy guide for those members motoring north who might wish to stop en route and see some of their old buddies: James E. Douglass, 1309 Euclid Ave., Santa Barbara; Harry H. Fifield, Route 1, Box 623A, Atascadero; John McMillen, Route 1, Box 663, Atascadero; Joe Engomar, P. O. Box 307, Cambria; Edward E. Brandt, 233 East Lane, Apt. 956, Vallejo; Paul S. Moulton, Rural Route Box 2, Fruitland, McCann; Joe Le Claire, Star Route, Nice; Charles A. Rost, Route 1, Box 300, Lakeport; Frank E. Wilson, Upper Lake; Fred Tingleaf, 1703 Enderline St., Eureka; Dan A. Terry, Box 297, Biggs; Chas. C. Volmer, Route 3, Box 3121C, Paradise; J. Edward Neville, P.O. Box 491, Chico; Lester L. Norman, Route 3, Box 3016, Paradise; Lee C. Manny, Route 1, Box 2409, Colfax and Archie S. Brumagin, Tollhouse.

Among those planning to visit the PE colony in the Clear Lake district, is A. E. ("Red") Brown, who is on a long trip to

Tracy taking a lot of pictures and doing a lot of fishing.

J. B. Briggs spent a week fishing at Balboa and says he caught all the fish he could eat.

George Grantz is planning a trip back home to visit relatives in the Blue Grass state at Louisville, Kentucky. James Fettis made a trip back to his old home, New York City, and met his old-time buddy, Jake Osterhoudt, on the train.

T. J. McDonald, who is living in Arcadia and raising chickens, would like to have some of the boys drive out and visit him sometime.

The following members have been on the sick list, but report they are doing okay: George Volk, Harry Draper, O. D. Harris, Bob McPherson, William Cason, H. A. Eickstadt, O. T. Estes, L. O. Goodman and Henry Packer.

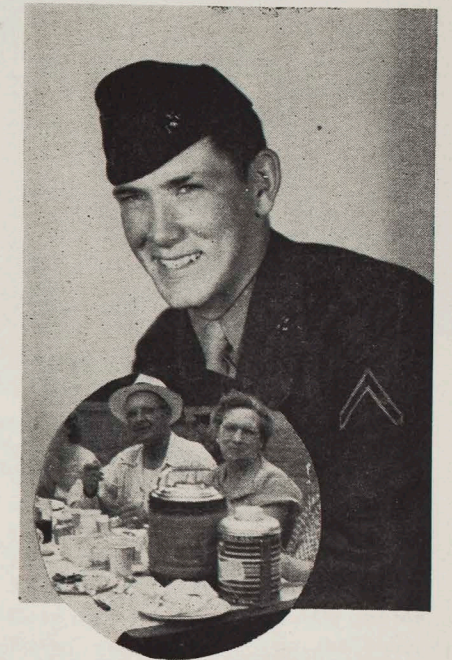
Ernest F. Mickey had a tough spell of sickness, but hopes he will be "in the pink" again soon. Mickey is our magician and entertains the members of the PE family.

Percy H. Riordan wishes to thank the members of the club who visited him while he was ill.

At our September meeting we are holding our election of officers. The following were nominated for the office of president: H. M. Mosher, Fred Nichols, C. O. Snodgrass and L. A. Toothaker.

**NORTHERN DISTRICT PICNIC**—Not all, but most, of the "tired and retired" employes of the North who attended their annual picnic at Ganesha Park, Pomona, on Sunday, Aug. 31, are in this group. Front row, left to right: Mr. and Mrs. Bert Perry, Mr. and Mrs. Ove Jensen, Mr. and Mrs. Roy R. Crowe, Ray Butler, Mr. and Mrs. W. E. Smith, Walter R. Bloom, M. E. Weir, and Mr. and Mrs. Ford M. Costner. Middle row: Mr. and Mrs. Luther A. Polk, Oscar Gough, Mr. and Mrs. C. B. McClure, Mr. and Mrs.

Ray Hamilton, Mr. and Mrs. Andrew J. Miller, Miss Ada Gliddon, Miss May Malone, Mr. and Mrs. George W. Ott, Mr. and Mrs. George D. Jeremiah, their son, David, and his friend, Kenneth Phillips. Back row: Mr. and Mrs. E. H. Clark, Ben M. Bowman, Mr. and Mrs. Fletcher Upp, Mr. and Mrs. John Nemanich, Mr. and Mrs. Harry Null, Mrs. J. T. Ashcroft, C. G. Gonzalez, A. G. Owen, George W. Miller, Mr. and Mrs. Art Amos, Mrs. R. B. Snedaker, Mrs. Charlie Hyde, and her granddaughter, Elissa Ellington.



**VANNOY SON BACK FROM KOREA**—James, 20-year-old son of retired West Operator and Mrs. Eric H. Vanoy (circle), is now stationed with the Marines in San Francisco after a year in Korea. He is the youngest of five sons who have served Uncle Sam beginning with World War II. His parents are enjoying life in Oceanside.





**HE'S SAFE**—Richard, 18-months-old son of Chief Claim Investigator Robert J. Voss, enjoys a visit with "Petunia" during his vacation this summer. Pet skunk (safely deodorized) belongs to Richard's uncle, Jim Liggett, of Zion, Illinois.

## AMERICAN LEGION POST NO. 321

By BYRON P. HEATH

COMMITTEE CHAIRMEN for the new Legion year were announced by Commander F. W. Starkey as follows: Accident Prevention, Robert N. Anderson; Amateur Radio, Bernard L. Howell; Americanism, H. L. Marshall; Child Welfare, A. W. Bone; Constitution and By-Laws, J. W. Foore; Hospital and Patients' Welfare, F. W. Nichols; Membership, Al Poddi; Public Relations, B. P. Heath; Rehabilitation, J. A. McNaugh; Schools, Walter Hume.

Commander Starkey has returned to work in the Passenger Traffic Department as a Relief Receiving Cashier at Sixth and Main and Subway Terminal after being on sick leave for seven years.

Membership Chairman Al Poddi announces that it's time again for dues, and urges each one to send them in as soon as convenient.

"Still better, bring them yourself to the next meeting, second and fourth Tuesdays at 8 p.m. in the PE Club rooms," suggests Al.

A very cordial invitation is extended to all WWI-II and Korean War veterans to join PE Post and help carry on the work the American Legion is doing for the veterans' welfare.

The deadline for starting training under the Korean GI Bill for veterans who were discharged or separated before Aug. 20, 1952, as announced by the Veterans Administration, is Aug. 20, 1954. Under the law they must actually enroll in and begin GI training by that time in order to continue afterwards. Those separated after Aug. 20, 1952, have two years from the time they left the armed forces in which to get started.

## PE HOSPITAL ASSOCIATION

By SELINA JONES

CLAIRE BORRACCINI, former Medical Secretary in X-Ray, is now Mrs. Jerry Shipke. Husband Jerry was fullback at UCLA and, by the way, is now fullback for the Chicago Bears. Evidently Claire does not think that matrimony is such a rough game.

Claire's successor is Eugenia Wolsk, who was originally from Portland, Oregon. For the past three years she has been a pre-med student at Stanford University. We are glad to have her with us.

A welcome addition to the Hospital Association is Christiane Benoit, Physiotherapist. She was born in Toulouse, France, and took her physiotherapy training at the General Hospital in Casablanca, French Morocco. Christiane is a GI bride, having married Benny Benoit, who was with the Criminal Investigation Division of the U. S. Army. They lived in New Orleans for four years where she worked at the Alton Oschner Foundation Hospital; then they came to Los Angeles, where they have resided since. Christiane's hobbies are hunting and skiing.

Dorothy Baker, former Secretary in the X-Ray Department, presented her husband with a baby boy, Eric Ronald II, 9 lbs. 5 ozs., on July 7.

We also have another newcomer. Shirley Pollman, Medical Secretary. Shirley came all the way from St. Louis to take part in a mountain trek of Trail Riders. She is an outdoor girl and has many hobbies.

Her predecessor, Louise Byrd, left us to become mother to Jeffrey Arden, whom she and her husband adopted a few weeks ago.

Thelma Hancock is now recovering at

## AGENCY BRIEFS

By GERTRUDE C. CORNICHE

CHIEF YARD CLERK R. W. Jackson is convalescing at home after undergoing an operation at the Santa Fe Hospital during the latter part of August. Am sure he would be very pleased to see or hear from his many friends. His home address is 1605 South Almanson Street, Alhambra, California.

It was our own John Hysom, Secretary-Clerk, Transportation Department, in the Roger Wagner Chorale that sang at the Hollywood Bowl's 1,000th concert on Sept. 3, 1953. Under the direction of Dr. Otto Klemperer, the L. A. Philharmonic Orchestra played Beethoven's Ninth Symphony before an audience of 8,000 to 9,000, which is the largest that attended any of the concerts during the present season.

John P. Meyer, Assistant Agent at Torrance, now knows how it feels to wear a girdle. Found out he had a slipped disc and spent several days in the Santa Fe Hospital in August. When released, he got a binder that even his wife is jealous of! So if you see him "tugging," he's not just imitating a gal, there really is a girdle there.

Chas. A. Stein, Agent at Culver City, had to report to the Wadsworth General Hospital in West Los Angeles on Sept. 8 for tests and examinations for an ailment suffered while imprisoned during World War II.

Another Agent, Al Hough, from La Habra, was rushed to the Cottage Hospital in Fullerton on Sept. 6. He is now recovering at home.

Laurence W. Gordon, Assistant Agent at Fullerton and Yorba Linda, contracted a bad case of mumps during July. Clifford Koch, Rate & Revising Clerk at Hollywood, had them last month.

Welcome back to A. W. Housley, Agent, Corona, after a three-month rest.

New Assistant Agent at Pomona is Michael Montante, formerly Relief Clerk at that station.

Lester S. Smith, Relief Clerk, better known as "Travel Time" Smith, was presented with a 7 lb. 14 oz. baby girl named Deborra, on August 24th, by his wife Marvis, at the new Kaiser Foundation Hospital.

Ann R. Lancaster, Watson Bill Clerk, is now Mrs. Don L. Riley. They were married on August 9, in Mexico. Mrs. Lancaster is continuing on the job.

Suzanne Smith, Secretary-Clerk, L. A. Freight Station, is now the proud parent of an adopted baby girl. A shower was given for her by the gals of the Los Angeles Freight Station on Sept. 18. Little Victoria Lorraine was born on Sept. 7, her "Daddy's" birthday, and was baptized at St. Andrew's in Pasadena on Sept. 27.

home from a trip to Santa Fe Hospital. We miss her and hope she will be back in her usual place in Physiotherapy very soon.

George Perry, Business Manager, had a well-deserved vacation at Catalina.

Recently Ethel Ayres, Nurse, and Lucy Blee, Medical Secretary, spent several wonderful days vacation at Catalina Guest Ranch.

## LOS ANGELES TERMINAL FREIGHT STATION

By SUZANNE J. SMITH

THERESA WILLEY left the Pacific Electric Railway Company to accept employment with the Northern Transportation Company . . . Fred Nichols is thoroughly enjoying his retirement; he comes back to give the place the once over every few months . . . Norman Vance has a gorgeous flower garden that is the envy of his neighbors . . . Caesar Gonzales worked temporarily at LATFS and then went on a job at the Southern Pacific Freight Station . . . Beatrice Morrell enjoys her secretarial work at the Subway Terminal . . . Seymour Lipschultz surely is an avid baseball fan . . . Milton Wiley vacationed in New Orleans and James Hoover took over his janitorial duties while Milton was in his home town . . . Fred Leininger has the house-hunting bug—says he wants an acre of ground! . . . Russell Marino left Azusa to work at L. A. Freight . . . Bob Jordon likes the night shift billing job . . . Our Boss, Mr. Duke, vacationed in Arrowhead . . . Harry Moore and James Moore are not brothers, as most people think, but only buddies. They have been breaking in on Station work . . . Vernon Dutton is Assistant Cashier for a while . . . James Haugen bid in the Correction Job . . . Kingyoun Smith likes to live where he can smell salt air—not smog! . . . Jeanne Thompson is a student Rate and Bill Clerk . . . Bee Leavitt and her hubby were in a rather bad automobile accident, but fortunately came out of it with only minor injuries . . . Margaret Seymour is still at the rest home . . . C. Brooks Allen, Yardmaster at El Segundo, has had a rough time at Santa Fe Hospital, but is pulling out of his illness satisfactorily . . . Oswald Thompson is resting and loafing about all the time—doctor's orders . . . Eleanor Lifer of the Research Bureau is a proud Auntie again . . . Yards and yards long is a philodendron plant that Helen Semnacher, Secretary to Vice-President, has entwined around a calendar.

## LONG BEACH FREIGHT STATION

By JACK DELANEY

CHARLES COUTS, yardmaster, returned from his annual vacation, which was this time to Missouri, where he visited his mother, and also spent a few days fishing for those big Missouri catfish. From the fish stories he tells us, they really have big ones back there.

William Carver, who has been here many years as Yard Clerk, has bid on a job at Colton as Baggage Clerk. Good luck, Bill. Hope you come back soon.

Mr. and Mrs. Jimmy Connors returned from their vacation, spent in Oregon and Washington. This time they went via auto. Jimmy has a new car now and wants to put on some mileage.

Harold Brown, better known as "Brownee," is rapidly recovering from his recent illness. Hopes to be back to

## NORTHERN DISTRICT NEWS

By B. G. MADRID

AMONG interesting or unusual experiences encountered during vacation trips, is one related by Ivan W. Holm, Sierra Vista Operator. Traveling through Oregon, Mr. and Mrs. Holm had just entered the city of Grants Pass when suddenly their car went out of control. Fortunately, they ended up, without mishap, near a filling station, where, upon inspection, it was found that three bolts had fallen out of the steering mechanism. But what made the incident more significant, in view of their narrow escape, was the thought that just a short while earlier they had been descending the perilous slopes of the Crater Lake area!

Operator and Mrs. H. S. ("Red") Dowding have returned from a tour of Eastern Canada. After stopping at Niagara Falls, they went to Toronto, Montreal, and Quebec. Then back home via Detroit and Ohio. "Red" is a Canadian by birth.

Robert F. Slocum, Macy Operator, took an extended trip to Western Canadian points, where he rode such Canadian railroads as the Pacific Great Eastern to Prince George; the Esquimalt and Nanaimo Rwy. to Victoria, Vancouver Island; and the British Columbia Electric in Vancouver, B. C. While in Portland, Bob visited the Portland Terminal Railway, the company that bought our 5100-class cars, and since Bob is a former Operator of these cars, he gave the boys some of the fine points in the method of their operation.

Temple City Operator R. J. Miller, his wife, and three children spent their vacation fishing and farming in Ft. Morgan, Colorado.

Operator C. C. Carpenter took his wife and three children on vacation to Marysville and other Northern California points.

Terminal Foreman and Mrs. D. B. Van Fleet enjoyed their vacation in Humboldt County, Northern California. They camped out in the open and went swimming in Trinity River. The area was primitive and abundant in wild blackberries.

Everyone misses Night Terminal Foreman Ed C. Fox, who has been on the sick list for some time. We all wish him a speedy recovery.

Relief Terminal Foreman Johnny Kipp is back from Officers school in Ft. Lee, Va., having graduated from Food Service School, a class conducted by the U. S. Army.

Relief Terminal Foreman W. K. Barham is building an addition to his home and reports wonderful progress, thanks to the help of his family, including Mrs. Barham.

Charlie and Clara, our restaurant operators, have also taken a well-deserved vacation. They visited friends and relatives in Colorado.

work soon, to hold down that engineering job. Be looking for you, Brownee.

R. E. Carter, Engineer, is fast improving from his serious operation. He has recently been released from the Hospital.

Allen Taylor, all around Clerk, has now left service for the time being to go back to school for a little more learnin'!



—Army photo taken at San Luis Obispo.

**POINTERS** on squad car operation are being shown Cpl. Hans Niesen, left, by Sgt. C. L. Robbins, son of OP Operator C. L. Robbins, Sr. A careerist in things military, Sgt. Robbins, after graduating from Venice High School, entered the Navy in 1943; spent 18 months in Adak, Alaska, as a Seaman; went to Guam for two years; returned to the States; was separated from the Navy; soon (1949) joined the Army as a Private; spent 19 months in Korea; and has 13 more years of service till retirement.

## OCEAN PARK TERMINAL

By C. L. ROBBINS

I HAVE BEEN ASKED to write this article for OP as it is the last under the head of the PACIFIC ELECTRIC MAGAZINE. It is hard to say good-bye to the Magazine, but I hope we can make the successor publication as good if not better.

Glad to see C. H. Marshall back at work after his sick leave.

I know it hard to believe, but C. C. Martin has bought a new car. It took a lot of talking, but he got one at last. Now will he retire?

H. M. Dunlap was holding down the job of p.m. Terminal Foreman at OP while Roy Bettersworth was on his vacation.

Two more men at OP have retired — Peter Nordquist and H. L. Raney. Nordquist took a trip back east. When he gets back to California, he just wants to take life easy. Raney wants to sell his home and go down to some place called Texas, where he hopes to get a little farm. We all hate to see them go, but wish them the best of luck.

S. M. Herrington tells me that his wife was operated on. Hope she is OK now.

R. D. Arms is sure to get that house of his built if old age doesn't get him first. Anyone who can donate some work should see Mr. Arms.

It is good to see Hazel back on the job at the coffee shop at the Subway Bus Deck. She always has a cheery word for everyone.

### MOTOR TRANSIT NEWS

By W. G. ("WHITEY") McBAIN

POWER STEERING is credited by *Russell L. Martin* for preventing his new Buick from rolling over in a highway accident not long ago. As you hear him tell the story, however, it's plain that his instantaneous reaction was at least an equally important factor.

He and his wife were enjoying an evening ride in their new car—it had only 400 miles on it at the time—when out from behind a slow oncoming automobile dodged a much faster moving car directly into Martin's path.

There was little he could do to prevent a collision, but he did that little, swerving just enough so that the other car struck the Buick six inches behind the left front headlight. The impact threw Martin's car into a broadside skid toward a telephone pole. Gunning his engine, he was able, with the help of power steering, to bring the car out of the skid by turning the wheels to the right.

Martin and his wife were badly shaken up, but uninjured, although the entire left side of his car was torn off by the collision.

The experience didn't prevent them from taking the *Howard H. Hayeses* out

for a week-end spin to Las Vegas some weeks later, however—after repairs had been made.

*Tory Davidson* and his family drove to Grand Canyon on their vacation, and spent their time taking in the beauty of the scenery.

*Wiley Carpenter* and *J. E. Lewis* are now working as Freight Brakemen.

Anchored at Cabrillo Beach is a 42-foot sport-fishing boat belonging to *Hughey Chambers* and *Ralph A. Sweatt*—who point out (as they invite you to let them take your party out, for a nominal fee)—that there's nothing like a day's fishing to relax those traffic nerves.

### CAR HOUSE CAPERS

By GEORGE KYRON

PROFESSOR FUTURE rubbed his wrinkled chin with care, cast a sparkling glance my way and spurted forth, "George, the only permanent thing is CHANGE!" Whereupon I leaned back in my deep Morris chair, pulled down my thinkin' cap over my ears and humbly agreed.

So, friends of the PE, change is here once again, and the boys in the shop are wistfully bidding those with less than 75 years' continuous service 'goodbye,' 'so long,' 'keep in touch,' 'drop a line,' and so forth. . . . Being one of those "peach fuzz but no whiskers" boys, I'll tread my merry way to new horizons from the steel wheel to the rubber tire.

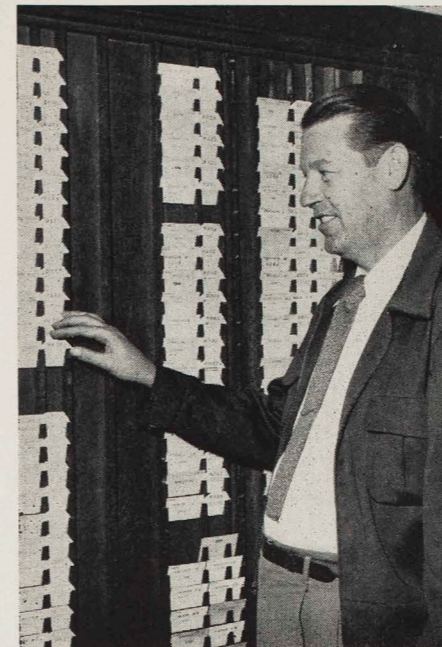
*Nick Kinzinger* returned from his cross-country sojourn well rested, well vacationed, and glad to be back in Wonderland—California, that is. . . . I asked him about those 'inferno days' back East. . . . he groaned and mumbled, "Torture should be strictly reserved for turkish baths and hotheuses—not for open country." Tossing the kidding bag aside, he had one swell journey which included freezin' in Montana and roastin' in Chicago!

Everybody's movin' around so fast these days, I can barely keep up with personnel changes. . . . latest additions to Watts-ville include *Al (Carpenter) Jensen* and *Al (Electrician) Sverko*, two fine lads with lots of ability. . . . welcome Al and Al, welcome. . . .

*M. F. Whalen*, bless him, celebrated his 40th wedding anniversary last Sept. 2 with the traditional gathering of relatives and friends to wish him the best for the next 40 years. . . . it does my heart good to hear of people learning to live together for long periods of time through thick and thin. . . . somethin' we youngsters could well learn to do. . . . namely, dump false pride into the ash can and dig out a few 'git along with' qualities our generation sadly lacks.

### Future Trainmaster?

NORTH TRAINMASTER *W. E. Craig* proudly reports his new title of grandfather as of Sept. 12. On that date *Cathy Ann* was born in the University of California Hospital, San Francisco, to *Mr. and Mrs. Kenneth A. Craig*. *Cathy Ann* is their first child. *Kenneth*, the Trainmaster's son, a Seaman in the Coast Guard, is stationed at San Francisco.



TYPICAL POSES—Three West Hollywood Terminal Foreman on the job: From left, Morning Foreman Glen Banta posting the board, afternoon Foreman L. C. Capps on the telephone, and S. F. Scott, Relief Foreman, paging an Operator over the mike.

### Terminal Foremen at West Hollywood:

## BANTA, CAPPS, SCOTT ON THE JOB

By J. S. BURTON

TERMINAL FOREMEN usually take the brunt of verbal criticism at their respective terminals, and sometimes we fail to realize and recognize the responsibilities connected with their office.

An efficient Terminal Foreman is torn between two desires. First, he has a desire to see that each man gets the assignment he is entitled to, and in general to consider the welfare of the men in his charge. Second, he has a desire to do his work in such a way that expense of operation will be kept at a minimum; in short, to make assignments that will not cost the company added dollars.

Here at West Hollywood, we are proud of our Foremen. Let me introduce them to you:

*Glen Banta*, our morning Foreman, who is responsible for marking up all the assignments for the men, began his Pacific Electric career on May 8, 1936. He is qualified on the Los Angeles-Pasadena, Los Angeles-Santa Monica Lines, Single Track, One-Man Cars, Motor Coaches, and four different types of rail equipment. His qualifying date as Terminal Foreman is February 21, 1943. *Mr. Banta* is conscientious about his job and fills the position in such an efficient way as to bring satisfaction to the men as well as to the company.

Only the old-timers will remember when *L. W. Capps*, our afternoon Fore-

man, started his Pacific Electric career. It was on March 10, 1922, that he began his assignment as a Conductor and later qualified as Motorman.

"Rail equipment was the only means of transportation in those days, and we were truly proud of our railroad," *Mr. Capps* says.

His Terminal Foreman qualifying date is April 24, 1926. *Mr. Capps* served for several years as Supervisor, and it was while in this capacity that he endeared himself to the men. His fairness and understanding will not be soon forgotten. He has been Foreman for approximately a year, having resigned his position as Supervisor, but shows the same inherent fine qualities in the Terminal Foreman's office as he had shown as Supervisor.

*S. F. Scott* is our Relief Terminal Foreman. His qualifying date for that position is December 26, 1943. "Scotty," as he is affectionately known to the men, was not known to very many of the Operators when he took the relief job. His conscientious desire to do the right thing by everyone, however, has made him a popular individual at West Hollywood. He is ever willing to do whatever he can to accommodate the men, and yet firm enough to let them know that they cannot take advantage of him.

Yes, we are proud of our Terminal Foremen at West Hollywood, and if all readers knew them better you would understand why we point to them with pride.

West Hollywood Proudly Presents  
*J. F. Shea*



MANY FRIENDS have been made by *Mr. Shea* in the few months he has been one of us. Especially neat in his appearance and very courteous to his passengers, he is the essence of a fine Operator.—J.S.B.

**THAT LEFT REAR CORNER!**

**THE MOST VULNERABLE SPOT ON THE BUS!**

**THE MAN BEHIND EXPECTS YOU TO CLEAR HIS LANE BEFORE YOU STOP!**

**SAFETY TIPS:**

- ✓ CURB BUS
- ✓ SLOW STOPS
- ✓ USE MIRROR

*Transit Times, Richmond, Va.*



**STARR & FRIEND**—Retired Locomotive Engineer Burt B. Starr (in circle) sent the Magazine this picture of himself and Road Foreman of Engines Homer G. Douglass (driving truck) who spent his vacation hauling logs for Starr's winter supply of wood at the Starr ranch, Grants Pass, Oregon. "The next guy who shows up will be introduced to the buck saw and wood pile," says Starr. "Regards to all."

**WESTERN DISTRICT MECHANICAL DEPARTMENT**

By MILTON R. CLARK

TOM GREEN, Foreman at the West Hollywood Car House, retired Sept. 15 after a long career of railroad work, which he started in 1904 with the Los Angeles Pacific RR at Ocean Park, cleaning cars at 17½¢ an hour.

Tom was born on a farm in Illinois. In 1893 his family moved to California, settling in Ventura County. He recalls that at the early age of 12 he worked 12 hours a night in a sugar factory at 12½¢ per hour. At 16 he was handling 8 and 10-mule teams with a single jack line, plowing and hauling beans and barley.

In 1907 when the Los Angeles Pacific RR received its new standard-gauge 700-class cars (later renumbered 950-class by PE), Tom worked for several months applying motors and gears, as the cars had to be assembled after reaching Sherman, now West Hollywood.

From this time until World War I, Tom's service with PE was intermittent, while, for short periods, he tried other fields of work. One of the jobs he tried was that of special police officer, in which capacity he patrolled Main St. for two months checking on minors in saloons and Chinese restaurants.

In 1914, however, he began to build up seniority as Car Repairer at the Sherman Car House, where he stayed until called to military service in 1917 with the late Electrician, Carleton Bell. Members of the California Coast Artillery, the

two went into training for guard duty at San Diego until Tom, anxious to see some action, transferred to Company D, 117th Engineers, Rainbow Division. He was soon sent to France.

Severely wounded in front line duty in 1918, Tom left for home Jan. 1, 1919. The following Nov. 1 he was appointed Night Foreman at the West Hollywood Car House, a job he held for 21 years. On Nov. 16, 1940, he was appointed Asst. General Foreman at the Macy St. Car House. A year and a half later he was transferred back to West Hollywood Car House as Asst. General Foreman of the Western District, a job he held until after the second World War. During the reorganization program he was reduced to Foreman, his position until he retired.

Tom has two brothers who worked for the PE, Jesse B., retired General Foreman of Automotive Repair, who started work in the year 1900; and Bert, retired Electrician who started in 1901. That makes 130 years of railroad work for the Green brothers. Quite a record.

Tom bought a new Pontiac 8 recently, and after retiring plans to do some traveling. A couple of times a year he plans to visit his son and family in El Paso, Texas. Tom's son is a guided missile engineer at the White Sands proving ground in New Mexico.

Tom's many years of railroad service have certainly earned him his retirement. He has also earned the respect and friendship of his fellow workers. Wholly unaffected and affable, he will be greatly missed by all of us who have worked with him. We all extend to him our heartfelt best wishes for many years of happy, healthful retirement.

**SYSTEM GARAGES**

By AL BRISTOW AND R. P. MURPHY

ONE OF THE MANY GOALS that an industry strives for is harmony and co-operation among its employees. In our experience, Pacific Electric Railway has always had employees who have shown a will to cooperate in every respect with a minimum of friction and disharmony — really an organization to be proud of and to work with. In view of this noteworthy fact, it is with real regret that we find the organization changing.

As this will be the last article for the magazine which is now called PACIFIC ELECTRIC MAGAZINE, we want to thank all for their cooperation in supplying news. We have enjoyed the work very much — may the new publication be of as much interest and as well presented as the present one has been.

Marion Schneider had a swell trip east. She saw a number of her relatives, attended a family reunion, and bought a new Plymouth.

Dan Teleky is still fishing them up out Ocean Park way — vacation was spent on the briny deep pulling them in and giving them away.

A. L. Bristow went to Arizona, upper California and Lake Tahoe, and came back full of tales of mountain air and scenery.

It took a week for George Wells to recover from his vacation at Forest Home in the San Bernardino Mts., where he went with his children and 12 boys belonging to his Sunday school class. After the boys had chased him over and around mountains and into and out of swimming pools, he had to come back to work to get himself into condition again.

Harry Cotter spent part of his vacation cruising on Puget Sound on the Canadian Pacific Lines steamer to Victoria and Vancouver — he said the weather was fine — typical northwest scenery — all smogless and full of fresh air. He said the air "felt as if it had eyewash in it."

Ludvig Otterstedt also spent his vacation in the Northwest on a farm up near the Canadian line in Carnation Farm territory. He reports that the good and wholesome food made a new man of him.

Richard J. Brucker says with pride that his daughter is married to a regular traveling man who now is promised a very good job in Hawaii.

Robert Simpson says he went to Northern California around Lake Tahoe to relax in all that good clean air.

C. B. Mortensen left with a broad grin of anticipation for the state of Washington, where he looked forward to going the round trip to Vancouver, B. C., on Puget Sound by boat on his vacation.

E. V. Clark might be going anywhere on his vacation — with his disposition he could have a good time on any occasion.

Ernest Kelso went to Las Vegas, Nevada, and Hoover Dam — failed to break the bank at Las Vegas, but he did come back with a healthy tan and the question on his mind as to how the desert could produce all that money he saw at Las Vegas.

**ROD AND GUN CLUB**

By ARLIE SKELTON

GREETINGS, Rod and Gun Clubbers! This is possibly our swan song, as we understand there is to be no more PACIFIC ELECTRIC MAGAZINE. It is with deepest regret we hear this announcement, because for many years the Magazine has been one of the pleasant parts of our life. It has been a pleasure to serve and the Magazine has done a lot of good for me, and I believe for a lot of us. With more cheer we note that a suitable publication will replace it — or so we hear.

The September meeting was attended by a quorum of our old faithful members, and the meeting proceeded in due form. Carl Hill, a Past President, officiated in the absence of our President Lee Wedl who is now vacationing in Minnesota. Carl, who, as an official of Southern Pacific Dining Car Service, resides 'most anywhere in the country served by Southern Pacific, gave us several interesting accounts of his travels. One of his most interesting stories concerned a Plymouth Rock Shore Dinner, given near the spot where the Pilgrims landed. The food was prepared and wrapped in rock kelp and cooked over pre-heated rocks. He said it was simply out of this world, but it was not clear whether they ate the prepared foods or the kelp.

Roger Lemelle, our Fishing Captain, seems to be doing most of the salt water fishing, as the accompanying photo will attest. This species is a 14-pound bluefin tuna caught off La Jolla kelp beds on July 25.

The R. M. Lawrence family are all

ready to pack into the Sierra Nevada mountains for another crack at those big bucks they were so successful with last year. B. F. Manley says he has fooled around long enough and expects to bring back his buck this year.

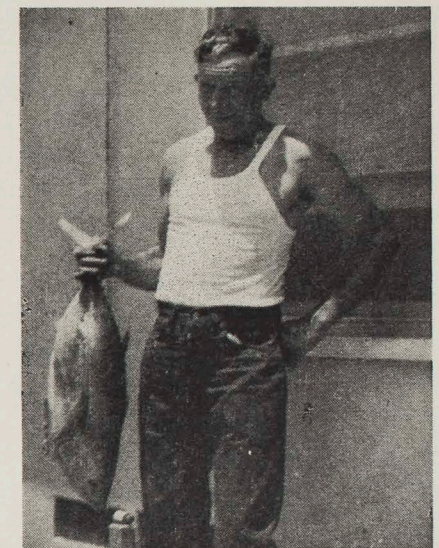
Registration cards have been slow coming in so far in 1953, but it is hoped action will start soon.

We are sorry to hear of Russell Johnston's recent illness. We wish him a speedy recovery and quick return to our Club activities. "Jonnie," as he is affectionately known to his many friends, is always on the spot, when in good trim.

We extend an invitation to our newly acquired Southern Pacific members to attend our meetings and take active part in business at hand. Door prize drawings and entertainments are to be had when sufficient interest and attendance are shown. Meetings are still held the second Wednesday of each month in the PE Club rooms at 7:30 p.m. It's your Club and your attendance is vitally needed.

Signalman John Poulson has bought himself a new fishing boat, but the darn thing is so pretty in its fancy paint job, he is reluctant to launch it in the dirty ocean water.

Bill Smith and yours truly have been enjoying some good rabbit and dove shooting out around Corona. There seems to be an abundance of all kinds of upland game in that area, even to a generous supply of rattlesnakes. So when hunting in warm weather always remember to scan the ground well underfoot. Those reptiles blend well with the terrain.



**ROGER LEMELLE and bluefin tuna** — For details see the Rod and Gun Club column.

It's vacation time for yours truly, whose red hat will soon be donned for a tour of the great Northwest to gather information, and (we hope) a few trophies from that area. Fish and game conservation work has long been my hobby. It is hoped I don't continue to overdo it, by returning empty-handed from my tour.

Lou Cromie spent his vacation at home and on the Pasadena golf course.

Russell Brenchley, one of our new members, spent his vacation trout fishing in Colorado only to learn too late that Colorado fish are not eligible for registration in our Club, which restricts fish and game registration for prizes offered at end of our tournament season to those taken inside the state of California only.

Again we thank the PE MAGAZINE for carrying our column these many years and we wish the continued success to the entire editorial staff.

**FLASH!**

AS WE GO TO PRESS, news comes of the retirement of one of PE's grandest old-timers, Research Engineer Leslie H. Appel, whose PE career spanned 41 years.

He began his service as a Substation Operator in 1912, and worked his way up through numerous positions in the Engineering Department to that of Assistant Electrical Engineer in 1935.

A consuming interest in mathematics and statistics, along with a more than common consideration for those with whom he worked, led to his appointment in 1938 as Research Engineer with the duty of organizing a Bureau of Research. His judicious choice of assistants since that time has given PE some of its ablest younger men.

For years he has conducted classes in Transportation Safety Engineering, and the mathematical data he has collected on physical laws as applied to safety engineering have been of invaluable help to PE, other transportation companies, the police and the National Safety Council.

Not content to sit idly in the leisure of retirement, he is considering a number of possible new connections.

**Reportable Injuries Down Again**

A 31% DECREASE is shown in reportable employe injuries for the first eight months of 1953 as compared with a like period for 1952, according to Safety Department figures.

**REPORTABLE EMPLOYE CASUALTIES PER MILLION MAN-HOURS**

DEPT.	Rank*	1953		Ratios**	Rank*	1952		Ratio**	Inc. Dec.	
		Killed	Injured			Killed	Injured			
Eight Months 1953 — Eight Months 1952										
All Departments										
System Freight	5	—	38	43.8	5	—	36	43.0	1.9	—
Rail Passenger										
South District	4	—	9	30.5	4	—	12	36.0	—	15.3
West District	3	—	1	4.2	3	—	6	18.4	—	77.2
Motor Coach										
East	2	—	3	4.1	2	—	7	9.2	—	55.4
West	1	—	3	3.6	1	—	4	5.0	—	28.0
<b>TOTAL TRANS.</b>	(2)	—	54	18.3	(2)	—	65	21.2	—	13.7
Engineering	3	—	10	8.6	3	1	23	22.3	—	61.4
Mechanical	1	—	3	2.8	2	—	10	9.1	—	69.2
All other Depts.	2	—	6	3.3	1	—	7	3.8	—	13.2
<b>TOTAL</b>										
<b>NON-TRANS.</b>	(1)	—	19	4.7	(1)	1	40	10.2	—	95.4
<b>GRAND TOTAL</b>	—	—	73	10.4	—	1	105	15.0	—	31.0

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



**NEW ALLEYS, NEW OFFICERS** — Sunset Bowling Center, with 52 lanes, at Sunset and Bronson, Hollywood, is the mecca of PE Bowling League activities this year. Inset are the League officers for 1953-54. Seated, from left, are President Gene Har-

ison, 2nd Vice-President Betty Hutchinson, and Secretary Charlie Hill. Standing: Treasurer Wm. C. Jennings, and League Managers E. W. Swanson, 8:30 Branch, and B. F. Manley, 6:15 Branch. First VP Oliver B. Steuernagel is absent from picture.

## PACIFIC ELECTRIC BOWLING NEWS

By CHARLIE HILL

THE PE BOWLING LEAGUE, made up of 20 teams of stalwart ladies and men, made its debut at the Sunset Bowling Center on Friday evening, Sept. 18. Midst the flashes of camera bulbs, greetings among the old members, and welcoming to the realm of newcomers, this great opening promised a lot of fun, competition, and smooth sailing during the 30-week schedule of the 1953-54 season. There were some new faces and new teams, and there were several old countenances, who have not bowled with us for the past two years or so, including the *Steuernagels*, *Ace Harrison*, *Hank Heurkins*, and *Johnny Kinney*.

Two teams, the *Lawettes* and *DeSpares*, got off to a clean sweep, and I predict that these two teams will be right in the running for high honors all season. The *Lawettes* took four points from the *Green Inks*, one of our new additions to the family, and the *DeSpares*, another all-ladies team, swamped the *Glendale* five. Possibly the glamorous costumes of

the girls and the contents thereof dazzled the opposing teams. Very striking, to say the least.

The *BRC Railers*, sparked by *Ed Wheeler's* brilliant 560, took their Brotherhood sisters, *BRC Rallettes*, for three of the four points. The *Streamliners* won a trio of points from the *Atomics*, as did the *Wolverines*, another team of gentle gems, over the *Lucky Strikes*, one of the new teams. The *PE Agents* smashed the *Maple Smashers* 3 to 1, and the *Subway Terminal* trimmed the *Temple City Kingpins*, also a new team, by a like score. All close games. The *Four Strikes* and *A Spare* team, of the *Inglewood Agency*, another new team in the league, could not impede the onrush of the *Pit Bulls*, the latter garnering a 3 to 1 count, ably assisted by *George Cole's* 576 series. The *Woodpeckers* failed to peck damagingly the *BRC Aces*, the present champs, whose *Dave Newman* was hot as a fire-cracker in the anchor position; in fact the entire team displayed championship caliber. The *Aces* won 3 to 1.

The following are some of the highlights of the opening night of play:

First Branch—high team series, *BRC Railers* (2576); high team game, *BRC Rallettes* (909); high individual series for men, *Ed Wheeler* (560), and for the ladies, *Grace Wolfe* (444); high individual game for men, *Ed Wheeler* (208), and for ladies, *Grace Wolfe* (168).

Second Branch—High team series, *BRC Aces* (2604); high team game, *BRC Aces* (904); high individual series for men, *George Cole* (576), and for the ladies, *Shirley Mallard* (410); high individual game for men, *Bill Cowell* (217), and for ladies, *Shirley Mallard* (155).

The first strike of the season was recorded by *Bill Fisher*, of the *Lucky Strikes* team; and for the ladies, *Jean White*, of the *Lawettes*.

"*Poopsie*" Hill was greeted on his first pitch by a pair of snake eyes. What a beginning!

We expect to have a lot of fun and sport during the season; after all, that is what we are after. If we do not have splits, cherries, and plain old errors mixed with the strikes and spares, the game of tempins would not be at all interesting. Win or lose, be a good sport and you will have a good time along with it.



**ENTHUSIASM WAS THE KEYNOTE** of the first regional public and employe relations conference at the Biltmore Hotel, Los Angeles, on Monday, Sept. 28. So successful was this all-day exchange of ideas that similar conferences are planned periodically elsewhere on the Southern Pacific system. J. W. Corbett,

SP Vice-President, Operations, and O. A. Smith, PE President, were among the officials of Southern Pacific, Pacific Electric, and affiliated companies who participated. K. C. Ingram, Asst. to SP President, and J. G. Shea, Manager of Public Relations, SP-PE, presided over discussions. One hundred and ten attended.

## Club Notes

### AGENTS ASSOCIATION:

Monthly meeting third Thursday of month at 7:30 p.m. in Club Assembly Room.

### 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 month.

### BOWLING LEAGUE:

Weekly Matches at Sunset Bowling Center, Sunset Blvd. and Bronson Ave., each Friday at 6:15 and 8:15 p.m. Spectators invited.

### GLEE CLUB:

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

### PE GOLF TOURNAMENT:

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

### MASONIC CLUB:

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

### ROD & GUN CLUB:

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

### SENIOR EMPLOYEES FELLOWSHIP:

Keep in touch with your former fellow employes by attending these meetings held at the Club on third Tuesday of each month at 1:00 p.m.

### SPEAKERS FORUM:

Semi-monthly meeting held at 6:00 p.m. sharp at Rosslyn Hotel, the first and third Wednesdays of the month. All male employes invited to participate.

### VETERANS OF FOREIGN WARS POST:

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

### WOMEN'S CLUB:

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

Afternoon Business Meeting and Program, second Thursday of month at 1:00 p.m. Social gathering on fourth Thursday of month. Time and place announced at business meeting each month.

## Speaking of Traffic Accidents

NEARLY ALL of the steady increase in automobile deaths in the United States since 1949 is due to accidents involving drivers and passengers, rather than to those in which pedestrians were fatally injured, Metropolitan Life Insurance Company statisticians report.

Among the company's industrial policyholders the death rate from accidents in which motor vehicles overturned on the road, ran off the roadway, or hit a curb, pole, or other fixed object increased by more than 40 percent from 1949 to 1952. Similarly, the death rate from accidents involving a collision of two or more motor vehicles was up 26 percent.

By contrast, the loss of life among pedestrians injured in automobile accidents was only slightly higher in 1952 than in 1949.

Although every age group under 65 years contributed to the over-all rise in the motor vehicle death rate among these insured persons, the largest increases occurred in the age range from 15 to 29 years,

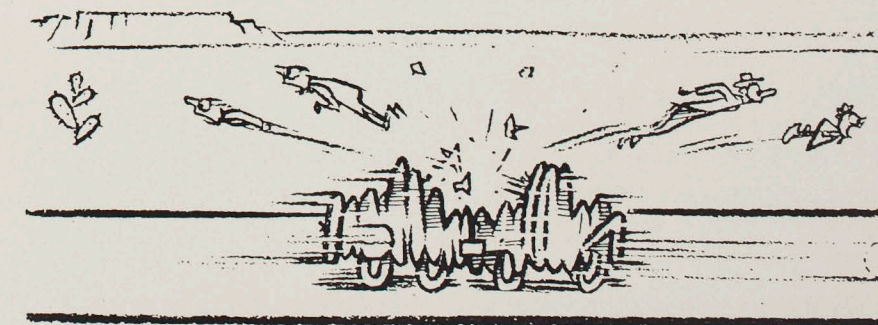
where more than 90 percent of the deaths occur among drivers and passengers.

In this age range, the rise in the death rate between 1949 and 1952 averaged about 40 percent, which the statisticians see as reflecting "a growing tendency of many young people to play fast and loose with their own lives and those of their companions."

One fact of some cheer is that in 1952 only 1.3% of the vehicles in fatal accidents, and 1.9% of the vehicles in non-fatal accidents, were motor coaches.

In noting that the death toll from motor vehicle accidents in the United States had mounted, year by year, from 32,000 in 1949 to approximately 38,000 last year, the statisticians observed that unless the rise is halted soon the total for 1953 may equal the all-time high of 40,000 fatalities recorded in 1941.

"Safety education, to be effective, must persuade drivers to avoid foolhardy actions, particularly on the open road," the statisticians comment.





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# "DON'T RUN OVER MY LITTLE GIRL!"

THIS MORNING, *Carolyn*, my six-and-a-half-year-old daughter, started to school as usual. She wore a dark blue dress with a white collar, and had on her shiny black mary janes.

Pal, her Airdale, sat on the front porch and whined his canine belief in the folly of education as she waved goodbye.

Tonight we talked about school. She told me about the girl who sits in front of her, the girl with the yellow curls, and the boy who sits across the aisle and makes funny faces. She told me about her teacher, who has eyes in the back of her head — about the trees in the school yard — about the girl who doesn't believe in Santa Claus. We talked about a lot of things — tremendously vital, unimportant things. Then we studied spelling, reading, arithmetic. After that she went to bed.

She's back there now in the nursery, sound asleep

with Mary Jane (that's her doll) cuddled in her right arm.

We have a great time together, she and I. She can run as fast as a deer and she darts out like a chipmunk. We often run and play together. And when her doll is broken or her finger is cut or her head gets bumped, I can fix it.

But I can't be with her all the time. I have to work to pay for her clothes and her education. When she starts for school and walks across the street, she's in *your* hands, fellows.

So please help me look out for her. Please drive slowly past schools and intersections. Remember that children run from behind parked cars.

Please don't run over my little girl!

Carolyn's Dad  
A MOTOR COACH OPERATOR