Expanding Industries on P E Lines
Create Diversified Freight Traffic
TODAY Southern California is no longer merely a land of sunshine and holiday-minded tourists. It has now become solidly entrenched as a great industrial empire, and, consequently, as one of the most favored spots in the nation. Industrially, it has been the actual proving ground that freedom of enterprise still exists in America. Throughout the development of the area, the Pacific Electric Railway Company has played an increasingly important role.

INDUSTRY BALANCES GROWTH OF AREA

During the reconstruction period of the past three years, Southern California's industrial expansion, accelerated during the war, has continued at an unprecedented rate. Hundreds of new firms have been organized; many national concerns have established new branch plants to serve this expanded western market; and many previously established manufacturers have built new plants or expanded old ones.

This tremendous development of recent years has created a better balance between manufacturing, agriculture, and commerce. This balance is a real economic asset. Recognizing it as such, various municipalities have their local industrial possibilities. Behind this attitude is the desire on the part of civic groups to secure permanent employment in the numerous defense plants have stayed, have moved their families here, and have already located in the area. In addition, freight traffic tips are always appreciated by the Freight Traffic Department.

POPULATION TRENDS FAVORABLE TO INDUSTRY

Many persons who came into this area during the war period for employment in the numerous defense plants have stayed, have moved their families here, and have built, or are planning to build, new homes. Further augmenting the population growth are thousands of GI's who, while in training at various camps and receiving stations in Southern California, learned to appreciate the possibilities here and returned after the war. To furnish some idea of the population trends, we find that the estimated United States population gain, 1930 over 1920, is calculated to be 11.74 per cent, whereas the Southern California population gain during the same decade will be almost 43 per cent. This will actually increase our markets, and will result in a growing demand for more goods and services.

HARBOR FACILITIES IMPROVE

Under the impetus of the war, both Los Angeles and Long Beach expanded, and are continuing to expand, their respective harbor facilities, in order to provide space for the numerous defense plants which are being built. While some new plants have been built, many already located in the area have built new plants or expanded old ones. This tremendous development of recent years has contributed importantly to the industrial growth of Southern California.

PE TRAFFIC INCREASINGLY DIVERSIFIED

There was a time when the Pacific Electric Railway Company's freight traffic consisted principally of citrus and petroleum products. During this recent transition, we now find PE serving practically all types of basic industries and their allied manufacturers—a more diversified group in Southern California than in any other section of the United States.

Pacific Electric has been serving large numbers of industries with its favorably located public track systems. Many shippers have their plants located off rail or do not have sufficient property to permit the installation of their own privately owned spur tracks. PE EMPLOYEES CAN HELP

There is now a definite opportunity for each Pacific Electric Railway employee to assist in the continued industrial growth along our car lines. Too much stress cannot be placed on the important need for each individual to bring to the attention of the Freight Traffic Department any information which may come to his attention with respect to industries seeking locations.

On the following pages are photographs setting forth four of the many types of industrial plants served by the Pacific Electric Railway Company. Two are new and two large, established, but those of longer standing have been subject to recent expansion and additions. In later issues of the Magazine, it is the plan to bring our readers more stories and pictures concerning our industrial growth.

MAKERS OF MINERAL WOOL INSULATION

used in industrial and home construction, the American Rock Wool Company, a national concern with main office in Wahash, Indiana, chose Torrance as the site of the fifth of its five plants, and began operations in August, 1948, at that location. W. T. Tillotson is the Plant Manager. As in the case of many other new industries in Southern California, Pacific Electric handles the freight.

The Torrance plant manufactures the mineral wool fiber in several forms. One type is a fluffy material which may be blown into the attic of your home to provide effective insulation against loss of heat in winter, or against penetration by attic heat in summer. Another type is known as a batt, in which the rock wool is glued together for rigidity, made into flat strips of desired thickness, backed with asphalt paper, and cut to the desired width and length. The batts are used between the studs of the walls of homes and other buildings.

Makers of water heaters, stove ovens, industrial ovens, refrigerators, units, and many other products use the rock wool for insulation against heat and cold. Motion picture studios also use it for sound insulation. In addition to its insulating value, the material is fireproof.

INDUSTRIES ON PE LINES

VIEW OF END OF FURNACE in which materials to be made into rock wool are heated to 2900 degrees F. into a molten mass which flows out other end of furnace for further treatment. Heat is supplied by burning gas coming at great pressure through nozzle in foreground.

MOLten MATERIAL flowing out end of furnace in three streams (near center of picture) is being blown by steam into fiber (stream blowing horizontally across open space). A similar operation may be seen at another furnace in dim background. Wheat? It's hot around here!
The Kieckhefer Container Company, located on PE's Whittier Line near the Whittier Station. Especially if you drink milk — and if you don't drink it, you should. The Whittier plant of the Kieckhefer Container Company manufactures a large proportion of the sanitary paper containers in which you probably get most of your milk.

Under the direction of O. C. Christmas, Resident Manager, the concern has a large local, state-wide, and Pacific Coast business. From big rolls of paper which PE delivers to Kieckhefer's beautiful new plant, special machinery cuts out every day thousands of containers of various sizes. Special presses stamp them with the milk company's label, special gluing machines fold and glue the blanks in the proper places, packers inspect and pack the cartons flat in boxes, and the boxes are then loaded in box cars and shipped to various milk companies. The dairies are equipped with machinery which bends the flat cartons into shape for filling and seals them after the milk has been poured in.

The new Whittier factory, in operation since March, 1946, is the first branch plant of the Cherry River (milk bottle) Division of the Kieckhefer Container Company, a national concern and one of the largest manufacturers of paper container in the United States, with main office at Delair, New Jersey. The company owns its own forests and pulp mill in North Carolina, and also operates a bleaching plant and paper mill. Whittier was selected as the site of the most recent plant because of the anticipated population expansion of Southern California. The success of the venture is indicated by the production figures: 3,000,000 cartons in March, 1946, when the branch opened; 18,000,000 last December; and an expected leveling off at 25,000,000 a month, according to Mr. Christmas. That means a tidy revenue from freight for Pacific Electric.

At our thought the plant is guaranteed to make a housewife smile, for Procter and Gamble has prospered by successfully aiding her to fulfill at least two of her chief responsibilities: (1) keeping the household clean, and (2) preparing a more appetizing meal. And the plant itself is a first-rate advertisement for its chief product — soap. At scores of well-manicured machines on constantly scrubbed floors, white-uniformed men and women keep production lines going for the manufacture and packaging of several varieties of soap, detergents and shortening. Ivory, Camay, Lava and Kirk's Castle are the well-known brands of soap made here in bar form for personal use. For laundering there are Ivory Flakes, Ivory Snow, Osydiol, Duz, and Dash. Thousands of the familiar blue-labeled cans of Crisco come off the line for use in home cooking, as well as thousands of the larger cans of Primex, Sweetex, and Flakewhite, for the use of bakeries and restaurants.

A small idea of the size of the operations carried on at Long Beach may be gained by the fact that the combined capacity of the outside storage tanks (not including the enormous vats used in the processing departments), is 60,000,000 pounds of fats, oils, and other raw materials.

Procter and Gamble was founded in 1837 when William Procter and James Gamble formed a partnership in Cincinnati, Ohio, to make soap and candles. Since 1900 the business has about doubled every ten years. At the present time the company employs approximately 15,000 persons, and operates 20 factories in the United States, Canada, Cuba, England, Java, and the Philippines, as well as 15 cottonseed mills located throughout the Southern States.
Art, 70% is squeezed from fully tree-ripened oranges and quickly least as good, as juice from oranges you’ve just squeezed. A process called Vaporlok, patented by the pioneer in store shelves. It’s just exactly as pure, and tastes as Pure Quick-Frozen Orange Juice? Sure, it’s canned frozen without contact with harmful air by a special Cold Gold is the trade name for the quick-frozen defrosted for consumption. It has more vitamin Orange and lemon juice produced by one of Pacific 2400 Detroit. Pure Fruit Juices Company was founded as a 1937, and the first plant was located in Hollywood. In 1947 the Robisons moved to La Habra to gain greatly increased facilities for production in their newly-built processing plant, for the brothers are confident that the public will become increasingly conscious of the value of high quality orange juice obtainable by quick freezing. They pack their product in cans or quart mason jars—the latter in deference to the popular superstition about “the taste of the can,” though Stu says that, metal or glass-contained, the taste and quality are exactly the same. Shipping is all done in refrigerator cars, for the juice must be kept frozen until it is defrosted for consumption.

INDUSTRIES ON PE LINES

PURE FRUIT JUICES, INC.

EVER TRIED A GLASS of defrosted Cold Gold Pure Quick-Frozen Orange Juice? Sure, it's canned orange juice—but not the kind you get at grocery store shelves. It's just exactly as pure, and tastes at least as good, as juice from oranges you've just squeezed. And it has more vitamin C content because the juice is squeezed from fully tree-ripened oranges and quick frozen without contact with harmful air by a special process called Vaporlok, patented by the pioneer in quick-freezing of citrus juices, Floyd Robison, of Detroit. Cold Gold is the trade name for the quick-frozen orange and lemon juice produced by one of Pacific Electric's newest freight customers, Pure Fruit Juices, Inc., of 2400 S. Highway 101, La Habra. President Floyd Robison's three sons operate the plant—Art, in charge of sales; Stu, in charge of administration; and Jim, in charge of the processing of the fruit. General Patton's desert trainees have cause to remember these men with thanks because early in the war the Robisons shipped every day large quantities of frozen juice to the sun-dried tank soldiers who were learning via the American desert how to whip Rommel in North Africa.

Safety Awards Given to 1700 Trainmen, Operators

For operating their trains and buses without chargeable accident over a six-month period ending Dec. 31, 1947, 1700 Pacific Electric Trainmen and Motor Coach Operators—96% of the total number—have qualified for a silver tie clasp, first of a series of cumulative safety awards to be presented by the company. The difficulties encountered in making a careful inspection of the record of each of the 2500 Trainmen and Motor Coach Operators made it impossible to announce the results at an earlier date.

Spearheading the presentation, 10 Trainmen and Operators, specially chosen for their excellent records and long service, gathered in the office of General Superintendent T. L. Wagenbach on March 9 to be personally presented with their awards by Chas. H. Stumpf, President, as reported by Editor Fredenburg.

Other names were Roy Roepke, Asst. Gen. Supt. on the front steps Stu Robison, one of the owners, A. M. MacDonald, of Long Beach. A close-up of Mr. Robinson is shown in inset picture.

A number of men who might otherwise have qualified for the tie clasps were ineligible because of illness or furloughs exceeding 30 days in the six months of the first competition period. However, every man who is disqualified for any reason during any six-month period is given a fresh start at the beginning of the next, according to the rules. Competition is therefore continuous.

The 1700 who qualified for their tie clasps are now in their second eligibility period. If they operate without chargeable accident until June 30, 1948, they will receive a ruby to be set into the clasp. Additional rubies are provided for each consecutive six-month period of safe operation.

Trainmaster H. F. Tiemann received the Safety Plaque in behalf of the Southern District men who won it for the greatest percentage reduction in accidents, July-December, 1947, over the same period of 1946. Southern men reduced accidents by 26%.

AFTER THE AWARDS, MR. WAGENBACH TOOK THE MEN TO THE JONATHAN CLUB FOR LUNCH
TEN MILLION VOTES
IF ONE OF THE FIRST STEPS of socialization—a political campaign—should come now in this country, ten million voters would be sufficient to overwhelm the stand of the federal government. Sounds unbelievable, doesn’t it? Yet it could make quite a showing on a lame-duck campaign, or any other candidate, could make a showing on a new issue. (Note on airlines: Hapgood, on air lines, could show a $32 million profit.)

This would include wife and driver. (Note on airlines: Hapgood, on air lines, is expected to show a $32 million profit.)

The government would be sufficient to make enough profit to attract periods of continuous service and is actively working toward this end with Coaches, and other personnel, have reached such proportions that it is barely possible to provide adequate explanations to the particulars of policy. Actually, in event our government is allowed to show a medical examination, the insurance company will pay it.

Eligible employees are urged to take out this low-cost group insurance. Application forms may be secured from your department head or foreman.

At retirement you may retain your group insurance at one-half the premium for one-half the amount of the policy. Anyway you look at it, group insurance is the cheapest financial protection you can buy.

There are 2,063 eligible, for membership in the group insurance plan, who have declined to apply for this low-cost insurance. Thus only 67% of eligible employees are now carrying insurance. An employee in and out of the picture, and even many folks in the South, is expected to show a $32 million profit.

At least this starts the issue, too. I will interrupt by saying that such a development is an extended form of Federalization, a nationalization of the transportation industry. I will leave the joke being that the paper bag around a piece of cake in a paper bag, or (2) had canceled his insurance, or (3) had medical examination, the insurance company will pay it.

Eligible employees are urged to take out this low-cost group insurance. Application forms may be secured from your department head or foreman.

GROUP INSURANCE in force as of Dec. 31, 1947, was $13,049,350, paid by officers and employees totaled $131,836.47, while the 66 death claims during the year totaled $133,450, or $12,635,26 more than the amount con- 

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LONG BEACH FREIGHT HOUSE

ELMO IRWIN and family recently returned from a week in Portland visiting old-time friends, the Skofstads. Mr. Skofstad was PMT Truck far as Colton, became homesick, and visiting old-time friends, the Skofstads had to come home.

Edna Taylor, Interchange Clerk, returned from a week in Portland back feeling very fit.

The local freight office at Long Beach is the proud possessor of a framed under glass) for not having a spent some ten days at the General Beach.

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By signing up for regular pay roll savings right where you work you can be the kind of person who's bound to get ahead tomorrow because he's planned for it, saved for it, today. Every Savings Bond you buy and hold until that $4 or $5 payoff in just ten short years is a proof of your foresight, your awareness of your responsibility for your family's future — and your practical common sense. Get an order blank from your foreman or depart ment head right now, fill it out, send it in, and PE does the rest — all without cost to you. Every cent goes into your Savings Bond.

LONE BEACH FREIGHT HOUSE

MADELINE SOMERBY

The electricity-operated washer, designed especially for cleaning electric engines, can handle 110 locomotives a day. Three hundred feet long and towering 15 feet above the tracks, it immediately covers the locomotive's appearance, but enables them to return to road service more quickly, and is expected to reduce repairs and replacement of parts.

EMPIRE

Your Security
Is America's Security

THE GREATEST nationwide peace time promotion in our entire history is America's Security Loan. Between April 15 and June 30 American workingmen and women are urged to provide for their own individual security — and to help insure the economic stability of their country — by signing up for the regular purchase of U.S. Savings Bonds on the systematic, automatic Pay Roll Savings Plan. They'll be joining the millions of other far-sighted provident workers who are already making sure of better times ahead for themselves and their families by buying bonds regularly every pay day on this convenient partial-payment plan.

By signing up for the regular pay roll savings right where you work you can be the kind of person who's bound to get ahead tomorrow because he's planned for it, saved for it, today. Every Savings Bond you buy and hold until that $4 or $5 payoff in just ten short years is a proof of your foresight, your awareness of your responsibility for your family's future — and your practical common sense. Get an order blank from your foreman or depart ment head right now, fill it out, send it in, and PE does the rest — all without cost to you. Every cent goes into your Savings Bond.

Madeleine Somerby, Interchange Clerk, to Willys Ruge, Secretary to Joe Blackburn, Pacific Electric General Agent. They were married March 18 at 8:00 p.m. and traveled on their honeymoon to Havana, Cuba, Marjorie Harris, a former employee here, was matron of honor; Eleanor Stewart, of San Bernardino, bridesmaid; Forrest Brent, best man; and Robert Hoffman and Leola Somerby were ushers.

ELEANOR BANTA was chosen by the Guild for the seventh year in a row. She was the seventh child of Mrs. Arthur and Martha Woodruff of Hollywood.

The greatest nationwide peace-time promotion in our entire history is America's Security Loan.

By signing up for the regular pay roll savings right where you work you can be the kind of person who's bound to get ahead tomorrow because he's planned for it, saved for it, today. Every Savings Bond you buy and hold until that $4 or $5 payoff in just ten short years is a proof of your foresight, your awareness of your responsibility for your family's future — and your practical common sense. Get an order blank from your foreman or department head right now, fill it out, send it in, and PE does the rest — all without cost to you. Every cent goes into your Savings Bond.

MOST PROMISING YOUNGSTER — Pictured with her father and mother, West Motorman and Mrs. C. G. Moore, is six-year-old Martha and her Guild of Hollywood photograph that won her an interview and screen test for a forthcoming film. Martha was chosen by the Guild as the most promising of the youngsters it had photographed last December. The Guild specializes in pictures of children not professional. Results of the screen test had not been ascertained as of this writing, but the number of applications for this most promising youngster was over 1,000. Martha has agreed to take the interview and screen test. She has been to the studios of several of the larger companies and is expected to be signed by a major studio.

By R. E. Whitney

Harold E. Whitney, Conductor-Motorman, and Blanche Sutcliffe, Left by their three children, left to right are Richard, 12, in the seventh grade at Eagle Rock High; Kath leen, 6, in the second grade at San Rafael School; and Judith, 4.
BUS DRIVER’S ALPHABET
Concerning Courtesy and Helpfulness

By HAZEL W. ENGLISH
(Reprinted from BUS TRANSPORTATION, May, 1945)

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Act as though you are glad to have your passengers ride with you. You and everybody else will feel better if you do. You don’t necessarily have to say anything; just look pleasant.

Be careful to answer questions as fully as possible, even though you must be brief. Nothing makes a passenger more irritated than to receive a curtly inadequate reply, seemingly designed to get rid of him quickly.

Call in a clear, understandable, decisive way the stops which your passengers have requested you to announce. And, don’t neglect to call them!

Don’t indulge in “smart” talk, even though there is an urge on your part to show off before your passengers or to pay off some “smart” passenger. “Smart” remarks accomplish no good purpose.

Exhibit a genuine interest in the welfare of your passengers while they are riding with you. Look at them as individuals, with individual needs— not as fares or loads to be hauled.

Find ways to be considerate of the aged and the infirm, the deaf and the blind. Helpfulness toward them will make you happy, and passengers will note your good deeds and think more of you.

Inform yourself concerning points of interest and importance served by your company’s transportation lines. Residents of the city ask you frequent questions about them, and strangers are almost wholly dependent upon you.

Jobs are created by the people who buy what a company has to sell. Carry on your work.

Kindness to the ignorant, the humble— this is your job. If you have a groove, hide it. If you show it, you pass it on to some of your passengers. You, in turn, pass it on to people with whom they come in contact. And you, in the final analysis, have caused a great deal of unhappiness.

Show every possible courtesy to every passenger. It is the easy way to do it and you never fails to pay handsome dividends. If you maintain an agreeable, courteous attitude there is much less wear and tear on you than there is if you indulge in irritability. This is not a theory. It is a proven fact.

Try to remember at all times that, to the majority of your riders, you are the company. You are the only representative of the company with whom they come in contact. Their opinion of the company depends in large measure upon their opinion of you.

Understand thoroughly all the rules and regulations which govern the transportation of your passengers. Your opinion of the company depends in large measure upon your opinion of the company.

Vague ideas in regard to personality get you nowhere. Personality is not determined by what you are. It is determined by the effect you have on other people. By your appearance, your actions and your speech you create that effect. Anybody can improve his personality by improving his appearance, his actions and his speech.

When you have been compelled by circumstances to be disturbed in a manner, quickly return to your self, and do not continue out of tune longer than the complication lasts; for, you will have more mastery over the harmony by continuously rearing to it. The renowned philosopher of ancient times, Marcus Aurelius, wrote these words. It is good advice which can be said more briefly like this: “You’ll fly off the handle once in a while, but when you do, fly back on—and quick!”

Xantippa was the name of a woman who lived thousands of years ago. She was widely known because of her sharp remarks and her quarrelsome disposition. You may meet modern Xantippas on your line from time to time. And if you do, try to remember that “a soft answer turns away wrath.” It won’t be easy, brother; but it can be done.

Yes! Definitely! Courtesy is a modulator of character. It stamps you as a person of self-respect and good manners. It makes a hard task easier.

Zalously protect and be helpful to unaccompanied children. Parents are grateful. Children grow to adulthood with an appreciative attitude toward the transportation company which takes good care of them. The younger generation perpetuates business; for, the children of today are the citizens of tomorrow.
Good Housekeeping Awards

Memorial Service Held In Auditorium Feb. 22

UNDER THE SPONSORSHIP of the Association of Christian Trainmen of Los Angeles, a special service was held in the PE Auditorium Feb. 22 for the families of all transportation employees who died in 1947 while in the service of the Pacific Electric Railway, Los Angeles Transit Lines, and Los Angeles Motor Coach Lines.

Victor E. Munyer, Association President, presided. The Rev. William Long, a widely known speaker, delivered a memorial message which proved to be a source of comfort and inspiration to those who attended the service. Scripture reading and prayer were by the Rev. Levi Olson.

Einar Waermo, Swedish tenor, presented several vocal solos, and Miss Sandra Steele gave a marimba solo. Both were accompanied by Miss Shirley Olson at the piano. Bay Scout Troop No. 746 took part in a presentation of colors.

The Association of Christian Trainmen was organized in Los Angeles early in 1947. It is composed of PE, LATL, and LAMC employees of all religious denominations who find their incentive to daily living, according to President Munyer. The Association endeavors to create a warm Christian atmosphere in the home and to spread the Christian faith among transportation workers, Mr. Munyer added.

At the present time T. A. Thompson, a Transferman in the Western District of Pacific Electric, is Division Vice President of the Association. Those desirous of further information regarding the Association may address their inquiries to him or to Mr. Munyer at 714 S. Hill St., Box 19, Los Angeles 1.

Meetings are held at 3:00 p.m., the first Sunday of each month in the Montebello Room at Clifton's Cafeteria, 7th and Broadway. Next meeting will be May 14; an inaugural banquet for the installation of officers will be held at 7:30 p.m., Friday, May 14, in the Stories Room at Clifton's, 7th and Broadway.

Everyone man must do his own growing — no matter who his grandfather was.

— Farmer's Guide.

Former Correspondent for PE Magazine Dies

IT IS with the greatest regret that the Magazine announces the death on March 30 of a former correspondent for the Mechanical Department, Guy F. Gehde, who at the time was a Clerk at the Western Hollywood Car House.

He died of burns, received when he fell asleep in his chair at home after lighting a cigarette. Apparently the cigarette fell on the chair and set it afire. Although rushed to the hospital and given emergency treatment as soon as the situation was discovered, Guy lingered a few days and then passed on. No known relatives live in this area.

Born into a family of means, Mr. Gehde inherited a considerable fortune which he lost during the depression. Artistic leanings prompted him as a young man to major in interior decorating at Yale, and he was a graduate of the University of Texas. For years thereafter he worked as a researcher for a motion picture studio. In his younger days he was also a singer of talent.

He came to PE in 1944 and was soon well and favorably known to those at the Montebello Room, Clerk in the General Foreman's office. A few months ago he transferred to the Western District of Los Angeles. The Repair Shop and the night gang at the Car House had the misfortune to lose theirs during the month of February.

W. H. Snyder, recently retired, and one of the old-timers at the Western Hollywood Car House, died March 3. His many PE friends extend their deepest sympathy to his loved ones.


Aram Oganesoff, Car Cleaner at Toluca Yard, has been confined to the hospital on account of sickness. Angel Guzman, of West Hollywood Car House, is quite an accomplished Spanish dancer, I am told. He recently appeared in a program of Spanish dances presented at the Wilshire Ebell Theatre by the Jose Can- zino Studio.

Mary Morrissey, Leader at the West Hollywood Church of the Flowers, was informed of a fire at home the evening of March 9. Miss Morrissey, a faithful and conscientious worker.

The funeral was held at the Little Church of the Flowers at Forest Lawn, Friday, April 2, at 11:00 o'clock.

MECHANICAL DEPARTMENT

Western District

By

Milton R. Clark

THE "SAFETY GANG" PLAQUE remained in place at all points on the Western District during the month of January. The Repair Shop and the night gang at the Car House had the misfortune to lose theirs during the month of February.

By such small courtesies we make more friends for ourselves as well as for those for whom we work.

Eldred Hunkins, Leader of the Carpenter employees at Macy Car House, died Feb. 6, 1948. Many will miss him, as he was Secretary in the Car- men's Union and contacted many em- ployees over the entire Mechanical De- partment. Deepest sympathy is ex- tended his family, from all of us.

Joseph Gallagray, Car Repairer, re- tired Feb. 26, 1948, after having served the Pacific Electric from the year 1921. He worked mostly as a Car Repairer nights at Macy Car House, but in recent years he has been a Carpenter at Long Beach Morgan Avenue Yard.

March-April, 1948

March-April, 1948

Pacific Electric Magazine

10th issue on account of illness.

J. W. Whitfield has purchased a home in Ontario. He says all he needs now is a helicopter.

Several new faces have appeared at different points, owing to recent bumpings. Good luck and best wishes to all of those who have had to make changes.

Understand Joe Velardi and Jimmie Caracciu have been practicing up for the Golden Glove Tournament.

Oscar Broemser, the Beau Brummel of the Repair Shop, plans to be married April 10.
IN THE PIPE SHOP AT TORRANCE

TORRANCE NEWS TOPICS

By the Ghost Writer

ON A JAUNT to the Air & Pipe Department with this issue!

Again we have run across a department which repairs such a multitude of items that there are far too many to mention. Here are just the highlights.

First, meet Lacy King, the Foreman of the department. Mr. King is one of our old-timers in seniority (Sept., 1913). Meet also Paul Breunig, Leader of the Pipe Shop, and Anthony Zahradnik, Leader of the Air Brake Machinists. These three men are the keys to a very important part of the Pacific Electric Railway—AIR. The cars won't run without air to open the doors, and to activate many other types of control equipment.

The boys in the Air & Pipe Shop really put out. A few of the more important parts they repair or build include air compressors, freight and passenger train line hose, triple valves, brake valves, gauges, bus compressors, and relay valves. At the present time the company is replacing the K1 & K3 brake equipment (used on freight cars) with the newer AB brake equipment. This is a large job, as it involves thousands of feet of pipe in order to equip the several hundred cars PE operates. Each piece of pipe has its own individual type of bend, and to see all these pipes lying on the ground makes the layman wonder how the experts know which piece belongs where. But that is what we have engineers for, and these boys make it to blueprints. At the present time they are engaged in the program of remodeling the 4600-class cars. These cars get a complete overhaul on all air equipment as they go through the shops.

Congratulations, fellows! You have a swell department.
MECHANICAL DEPARTMENT
North and South Districts

Joseph, for all your years of devotion to your job, and may your future years be full of pleasant memories.

MICY REPAIR SHOP
Car Repairer John Brooks had an interesting vacation visit with Oakland relatives in March.

Recent movers to more satisfactory home locations are Electrician Hugh Duarte to Azusa; and Clifton Moody to another location on San Pedro St., L.A.

Sympathy for Mrs. Grothbald, wife of Leader Arthur Grothbald, in the loss of her mother in February.

Leadership

Joseph H. Husche, who retired in February, was honorably mentioned by Mr. Palmer.

The many sizes began to accumulate. It was not feasible in time to be changed and made standard. A few of these sizes are to replace these tracks as long as they were usable, though they will have this board made to make it easier for the helpers to stand just why they could not send a rail to the joint, and thus many mistakes have been avoided.

Fifty different sizes it cannot be taken for granted, but rail is quite choosy about another rail. Rail is quite choosy about another rail. RAIL sections learned that there may be a change in its expansion program bought up most of the little railroads in the surrounding territory. Each of these was a rugged individualist with its own ideas of the proper rail to use in different places; so many sizes began to accumulate. It was not possible to replace these tracks as long as they were usable, though they will in time be changed and made standard. A few of these sizes are already obsolete, but there are enough remaining to cause confusion in the minds of the beginners in the railroad business.

Abell is standing at the extreme right; the ever-popular Walter, stands, facing the camera at left center; and, if this picture were larger, you'd recognize many of your fellow workers. Looking for something? Just wait a little while at the Restaurant, and, sure enough, sooner or later in he'll walk. Especially at lunch time.

Are You a Safe Worker?

Industrial safety is a subject which deserves more consideration by every member of organized labor throughout the entire nation. Labor as a whole has made splendid progress in helping to eliminate many of the causes of unsafe working conditions but it is high time that each and every individual put some serious thought to ways and means of making his or her job a safer place to be.

Speaking from experience, we know that it is not unusual for the average employee to take an antagonistic and indifferent attitude toward most safety rules of the firm for which he works but if we take time to think about the matter for just a short time we can see how foolish it is for us to assume an attitude of indifference or carelessness.

If we are injured on the job, it is true that the employer loses but his loss is in terms of dollars and cents while the loss of the injured is not only measured in terms of dollars and cents but in terms of suffering and privation as well. The injured and his or her dependents are the ones who suffer. They are really the ones who need an efficient safety program in every branch of American industry. If we only gave just a wee bit of thought to the possible effects of accidental deaths or lost-time accidents as it would affect future families, then we would have gone a long way toward being a safer worker.

IT is very easy in case of accident to criticize the employer and find his faults in not having made the job safe. Many of them deserve criticism and more, but at the same time let us take a look and see if we have done our part. Let us be sure that we are doing our part and then let us demand of the employer, in no uncertain terms, that he do his part for the benefit of us both.

Remember, industrial safety is not a luxury, but an absolute economic necessity.
BLANCHE GARCIA WEDS RICHARD THOMPSON

By Morge Zimmer

MAUDE ZITA BELL, Secretary to the auditor, retired on January 12, 1948, after 35 years of faithful and efficient service.

Miss Bell was employed with the company July 12, 1912, as Stenographer, remaining continuously with the Accounting Department until her retirement. Maude (as she is known by most of us) suffered some minor physical setbacks, necessitating leave of absence a few months. She eventually elected to retire.

As soon as her retirement became official, many friends presented her with a leather-bound testimonial of their admiration of excellent services performed, as well as an expression of devotion to her, adding that she would be sorely missed from our ranks. Enclosed with the testimonial was a $100 U.S. Savings Bond. The representative who delivered this gesture of appreciation to Miss Bell at her home found her to be in good health and happily adapting herself to a well-earned life of ease.

We feel sure that all employees extend their heartfelt greetings to Maude Bell and wish her many years of comfort, health and happiness.

It is with regret that we announce the death, after a brief illness, of Merlina R. Tague on March 5, 1948. Mr. Tague came to work with the company on May 14, 1946, being originally appointed Aas't, Receiving Clerk, eventually attaining the position of Receiving Clerk, a well-earned promotion, in the Accounting Department. He was a highly valued employee, being cooperative, loyal, intelligent, and extremely well liked by all.

His many friends feel deeply sorrowful at his passing. The traditional "ill Wind" certainly blew "good" for Earl Drake of Miss. Bureau in the gift of a new shirt from his fellow workers, after he had accidentally burst the button out of the one he was wearing. In appreciation, he presented to those who presented it to a very tasty lunch.

Retirements

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

NAME
Maude Z. Bell
George W. Burkhard
David Everet
Vigino Flores
Euer D. Foeur
Joseph Gallahverse
Hervey M. Gillam
John L. Haggis
Henry M. Howard
Temple C. James
Anna Laughlin
Willie N. Nites
Ernest Nican
Fred Pulman
Mike E. Rusch
James B. Simler
Fred L. Tinglead
John Torte
John Travis
Fred L. Weston

OCCUPATION
Secretary to Auditor
Manager, Accounting
Conductor, South
Engineer
Conductor, South
Conductor, South
Conductor, South
Agent
Trainman
Conductor, South
Conductor, South
Conductor, South
Fireman
Conductor, South
Conductor, South
Conductor, South
Conductor, South

Department
Accounting
Transportation
Transportation
Engineering
Transportation
Transportation
Transportation
Transportation
Transportation
Transportation
Transportation
Transportation
Engineering
Transportation
Transportation

Years of Service
35
33
33
33
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33
33
33
33
33
33
33
33
33
33

American Legion Auxiliary

By Ethel M. Heath

AMERICAN LEGION AUXILIARY

FRANCES MOORE and Harriet Spaulder are new members we take pleasure in welcoming to our Auxiliary.

Remember, Poppy Days are May 21 and 22. Let's all get out early to sell poppies for the benefit of our disabled veterans.

A memorial service was held at the 33rd district meeting in Patriotic Hall, March 16. It was known as the "1947 Hallennial" of the American Legion Auxiliary at Loma Wilcox and your correspondent were among the class of 27 initiations. The obligation was given by Estelle Hallen, Department President.

Happy Birthday to Alice Newman, who had a birthday in March, and to Phyllis Jean Snyder, Elsie Dement, and Bernice Nichols, whose birthdays are in April.

There was a good turn-out at the card party held at Kathleen and K. M. Brown’s home March 15, and everyone had an enjoyable time.

ELECTION OF OFFICERS was held Tuesday, March 16. New officers for the 1948 term include Jim Boswell, Commander, 2nd Term; Ross E. Vance, Senior Vice Commander; Thomas Diakos, Junior Vice Commander; Russell Mudgett, Chaplain; Noble E. Cane, Quartermaster; George Weatherly, Post Advocate; John Stripling, Superintendent; Lester Clark, Gargi; Arthur Cameron, Trustee, 1 year; George Roberts, Trustee, 1 year.

Appointive officers include Arthur Tellchea, Adjutant; Earle C. Mayer, Officer of the Day; Charles Wakefield, Post Field Service Officer; Joseph Calliston, Post Historian; George Weatherly, Post Legislative Officer; Arthur Cameron, Post Instructor; Frank Carr, Quartermaster Sergeant; Lester Westoff, Sergeant Major.

Jim Boswell stated that he had full confidence in all officers.

March-April, 1948

PACIFIC ELECTRIC MAGAZINE

Vol. 21 No. 2

1825 Pico Blvd., Los Angeles, Calif.

19-277-5804

HAPPY RECIPIENT of the beautiful RCA Victor table model radio-phonograph shown here was Robert E. Labbe, retired Treasurer (coatless). It was the gift of a large number of his many friends among employees, especially those in the Accounting and Treasury Department. The radio-phonograph was presented to him when the group picture went out to his home on Tuesday afternoon, Feb. 17, Herman K. Grocke, Mr. Labbe's successor on Treasurer, made the presentation. Seated on floor at left are Miss Anna Benson, General File Clerk, Accounting Department, and George W. Patan, Assistant to Treasurer. Others, left to right, include Mike Lestis, Assistant Research Engineer; Miss Mary Jocoby, Secretary to Treasurer; Miss B. E. Jackson, Assistant Cashier; Mrs. Ethel Dale, Head Typist, Freight and Car Service Accounts; Mr. Labber; Mr. Grocke; Mrs. R. E. Labber; T. M. Andrus, Paymaster, and R. L. Olds, Special Accountant. Mrs. Box has it that the first thing Mr. Labbe does in the morning is to turn on his new radio, and that the last thing he does at night is to turn it off. Photo by Earle C. Meyer, Special Accountant.

AMERICAN LEGION

By John L. Morris

VETERANS OF FOREIGN WARS

PE POST 3956

By J. F. O'Malley
HOW TO SLEEP ON WINDY NIGHTS

IT'S A SIMPLE STORY and you probably have heard it many times, but don't stop me. It packs such a terrific moral that it cannot be told too often.

You will recall the tale of the harassed farmer, who in desperation hired a hand whose qualifications for the job seemed rather dubious. To the farmer's question as to why the prospective employee knew about farming, the applicant replied, "Well, I know how to sleep on windy nights.

The farmer failed to see just how able he was to sleep on windy nights, so he hired the man and, as you may suppose, the man slept well. He did not even know he was sleeping.

Then, one night came a big wind. It awakened the farmer. He sprang out of bed and went to his room. Getting no response, he went to his room.

He not only did all that the new hired hand to get up. Getting no response, he went to his room.

sprang out of bed, ready to go into action, as he knew the damageindy nights.

able to sleep on a windy night was proof positive of farming ability, of fastening securely anything and everything that the wind might try to blow away. What is needed is to be able to sleep on windy nights.

not to mention evidence of foresight and wisdom. He switched from

from trying nothing, does nothing but

wins nothing, does nothing but

have answered the call of the Supreme

bourn no traveler returns:

Eternal Rest grant them,

criticize us, because they attempt many

lack's boldness and the spirit of

spent $2 million on an invention which

stories to try something new. He is a retired

hired at $100 a day. For you, he is a hiring agent. He

himself for a long time. He called to the

you have not furnished the

if

the

time allows after

farmer. He

to attempt something new. He is a retired

tries nothing, does nothing but

attempts nothing, does nothing but

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Eternal Rest grant them,
YOUR Hospital Association

Facts and Figures

By George Perry
Business Manager

RESULTS OF OPERATIONS for months of January and February 1948 are shown below for your information:

<table>
<thead>
<tr>
<th>Description</th>
<th>January 1948</th>
<th>February 1948</th>
</tr>
</thead>
<tbody>
<tr>
<td>Receipts</td>
<td>$41,777.80</td>
<td>$43,853.38</td>
</tr>
<tr>
<td>Employes' contributions</td>
<td>$17,231.35</td>
<td>$16,762.00</td>
</tr>
<tr>
<td>L&amp;M, Unemployment &amp; Chi.</td>
<td>$7,275.04</td>
<td>$7,386.53</td>
</tr>
<tr>
<td>Mortal Burial Line E.R.</td>
<td>$5,610.55</td>
<td>$5,752.67</td>
</tr>
<tr>
<td>Employment-Jour.</td>
<td>$7,732.67</td>
<td>$7,643.14</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>$2,133.89</td>
<td>$2,752.67</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$65,635.38</td>
<td>$68,433.38</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>January 1948</th>
<th>February 1948</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expenditures Professional services (salaries &amp;</td>
<td>$34,577.03</td>
<td>$34,451.75</td>
</tr>
<tr>
<td>Medical supplies (medicines, X-ray films, bandages, etc.)</td>
<td>$2,386.24</td>
<td>$2,386.24</td>
</tr>
<tr>
<td>Hospital Supplies</td>
<td>$1,561.87</td>
<td>$1,561.87</td>
</tr>
<tr>
<td>Maintenance (actual, telephone, equipment, etc.)</td>
<td>$3,433.54</td>
<td>$3,433.54</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$39,637.56</td>
<td>$39,637.56</td>
</tr>
</tbody>
</table>

Net loss (2 months) $2,463.14

Although there was a loss of $3,-
201.38 in January, 1948, account
the month of February, 1948, pro-
duced a surplus of $846.24, due to a
reduction in expenses and an increase
of 50c per month in dues.

Net gain since establishment of the Hospital Association on its own fi-
nances (Oct. 1, 1946) $972.47

Comparison of the number of con-
tributors as of February 16, 1948,
with the same date in 1947 shows a
substantial reduction, 1,220 to be
exact. Percentagewise that is a
decrease of nearly 15% of our mem-
bership.

PAST AND PRESENT—E. W. Froese, who retired as a West Conductor in 1946 after 27 years of service, sends in the above pictures as an example of the change of times. Photo at left shows Mr. Froese (foot on car step) in 1919 when he first started with PE as Conductor on Playa del Rey Line. Inside car is Mr. Matterson, Fred G. Lane. Photo at right shows Mr. Froese's younger son, C. W., a Flight Traffic Clerk and Conductor with the Flying Tiger Air Line between Burbank and Tokyo. Froese, Sr., says: "Although my son's reports of his travel sound exciting, if I had to do it all over again I'd still stick to railroading."

PE & THE FREEDOM TRAIN

UPPER LEFT—When the Freedom Train arrived at Butte St. Yard to be transferred to its three-day stand at Exposition Park, Feb. 23, Traveling Passenger Agent A. N. Field, right, boarded the ob-
server car and offered his end FE's assistance to the Director of the Freedom Train, Walter E. O'Brien, left, right, Monday, 7:30 a.m.

UPPER RIGHT—The Freedom Train backed into Butte St. Yard under its own diesel power, and PE locomotive 1623, with the crew pictured, was coupled to the rear end of the train. The entire train, including the diesel locomotive, was hauled to Exposition Park.

The three men nearest ground are, left to right, Asst. Supt. James O. Blake, Brakeman B. V. Peacock, and Conductor D. W. Abbey. Above, Trolleyman H. R. Lambert, Matterson J. E. Gertner, and Brakeman B. H. O'Gara. All crew members are from the Western District.

SECOND FROM TOP—Guard of Marines on hand as train is spotted.

THIRD FROM TOP—Mayor Bowen addressing the crowd from steps erected on south side of Exposition Blvd. near Freedom Train. Many important civic and business leaders crowded the big platform.

LOWER RIGHT—Four PE officials who aided the arrival of the Freedom Train at Exposition Park, left to right: Asst. Gen. Supt. C. H. Baht, Passenger Traffic Manager H. O. Marler, Chief Special Agent R. J. McCullagh, and Asst. to Passenger Traffic Manager F. E. Billburt. Mr. Billburt was in charge of FE's arrangements for handling the Freedom Train and worked hard to insure smooth sailing.

LOWER LEFT—View of head end of Freedom Train at Exposition Park, taken from PE locomotive (right foreground) returning to Butte St.
Husbands, take note! — Janitor-mappers Willie B. Jeves, left, and H. L. Monyard have fun taking turns on this modern-day floor-scrubbing machine used in the PE Building and Stetten. It will do in five minutes what would take an hour by hand-mopping. In one operation over the floor, two revolving brushes spread water and detergent as they scrub, and a squeegee (shaped wheel) collects the dirty residue, which is sucked up into a tank. One electric motor propels the machine, another turns the brushes, and a third operates the vacuum device. Power is supplied by or before noon for the official measuring and registrations. Special prizes for the outing will be given. Because of the abundance of trout planted for the opening, it is assumed that all members will take their limits on the opening morning. Therefore, no provisions have been made for the following day.

Ocean fishing is also getting off to a good start with "barb door" halibut and "saw log" barracuda furnishing the big thrills and plenty of smaller species to fill the vacant spaces. The surf fishing grounds at Los Patos, for PE Rod and Gun Clubbers only, are about ready for outings down that way. You will need a switch key to obtain admission to these reserved areas.

Return all fish to Alpine Terrace by or before noon for the official measuring and registrations. Special prizes for the outing will be given. Because of the abundance of trout planted for the opening, it is assumed that all members will take their limits on the opening morning. Therefore, no provisions have been made for the following day.

Vital Statistics

January 21, 1948, to March 20, 1948

PE LEAGUE BOWLING TEAMS, 1947-1948

Special Agents, BRC Aces, Win Branches

Center Picture—Bowling League Officers. Seated, left to right: Rev. John W. Smith, Chairman; Rev. John W. Smith, Commissioner; Rev. John W. Smith, President. Standing: Rev. John W. Smith, Commissioner; Rev. John W. Smith, President; Rev. John W. Smith, Commissioner; Rev. John W. Smith, President. The hunting picture for 1948 looks quite gloomy at this time. Drought conditions and fire hazards being what they are, it would not surprise us to find our forests closed until the hunting season is over. Watch your local newspapers for information on this score.
J. O. KENNON, Motor Transit Operator, and an 814-lb. bass he caught in March in the bay of the old Colorado River bed about 31/2 miles north of Blythe. J. O. is a new and enthusiastic member of Rod and Gun Club.

WILLIAM H. (“BILL”) JURDAN, Night Leader, West Hollywood Garage, even as you and I, is no exception. After some disheartening experiences cracking up model planes he had made only after burning many a gallon of midnight oil, Bill turned to "O" gauge (1¼ in. wide track to you) model railroad work. A quick switch about a year and a half ago to "HO" gauge (¼ in. between rails) led him to the present set-up he has which cost about $500.00 and which he values at not less than $1,500.00.

CHARTER CLUB MEMBER
Bill is a charter member of the Woodlawn Model Railroad Club, 2287 Juliet Street, Los Angeles. Membership is limited to twelve men and it takes eight of them to operate the 286 feet of mainline track. Four full trains, bound in opposite directions, can be operated simultaneously on the club's set-up.

The club members are versatile. Some cut and lay track, others sweat scenery, still others install the electrical system. There will be "open house" at the clubroom from 2 to 5 p.m., the first Sunday of every month, beginning March 1, 1948.

EXACT MINIATURES
Don't underestimate these "mid-get" miniatures. Tiny as they are, are exact in detail and the freight locomotives can easily walk away with 30 cars. One locomotive, on a test run, hauled 100 cars over the "system," on the straight-away, around curves, and over the mountain division. The train was so long that on one of the curves there was only three inches between the front of the

(Continued on Page 30)
freedom of FEAR!

The fellow who goes around with a chip on his shoulder, usually does so because deep down in his heart he is scared stiff! He hopes that by fooling others he can succeed in fooling himself.

But it seldom succeeds. If a fellow wants that calm feeling of security, he'll find it right in his work. The good workman always was a quiet unassuming sort of fellow. He's not a busy-body. He's at ease in his own mind because he knows HE DELIVERS THE GOODS...and there's always a place for a fellow who can do that.

Social Security is fine. But we can't find real security in insurance or other outside devices. We find it in ourselves...in the knowledge that we "know our stuff" that "we do our stuff" we're a good man for the company to have on the payroll.

WE DEPEND ON EACH OTHER

Your hobby and mine (Continued from Page 29)

locomotive and the rear of the caboose.

Bill started with a nail file, screwdriver, pliers, and a pocketknife and now has a lathe, drill press, spray-painting equipment, and a set of taps and dies that range from 0.00 to (about 3/16ths of an inch) to 20-52. Fancy tools aren't necessary, though. The average price of the various railroad cars is $4.00 in kits which can be assembled on your kitchen table. Locomotive and tender combinations can be bought in kits for as low as $15.00 and as high as $60.00.

The Jordan boys, ages ten, seven and three, have their own electric train equipment but Bill says they often deposit it just to hang around his workshop and watch him work on the "little stuff." On August 15, 16, and 17, 1947, Bill attended the National Model Railroad Convention in Oakland, California. He took along his special carrying case and sixty pieces of rolling stock without bending a grab-handle during the entire round trip.

Ideal Hobby

What about friend wife? She thinks Bill has the ideal hobby. Even whipped together a few freight cars herself (from kits, of course). They are planning a 15 ft. by 20 ft. build-up behind their new home at 2511 Poinsettia Street, Manhattan Beach, California. What for? Not for a chicken coop, brother! They'll probably call it "Froze Union Junction" and pack more railroad equipment and trackage in it than there is within the city limits of Chicago.
LOOK, LEARN, AND LIVE!