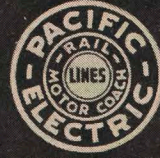
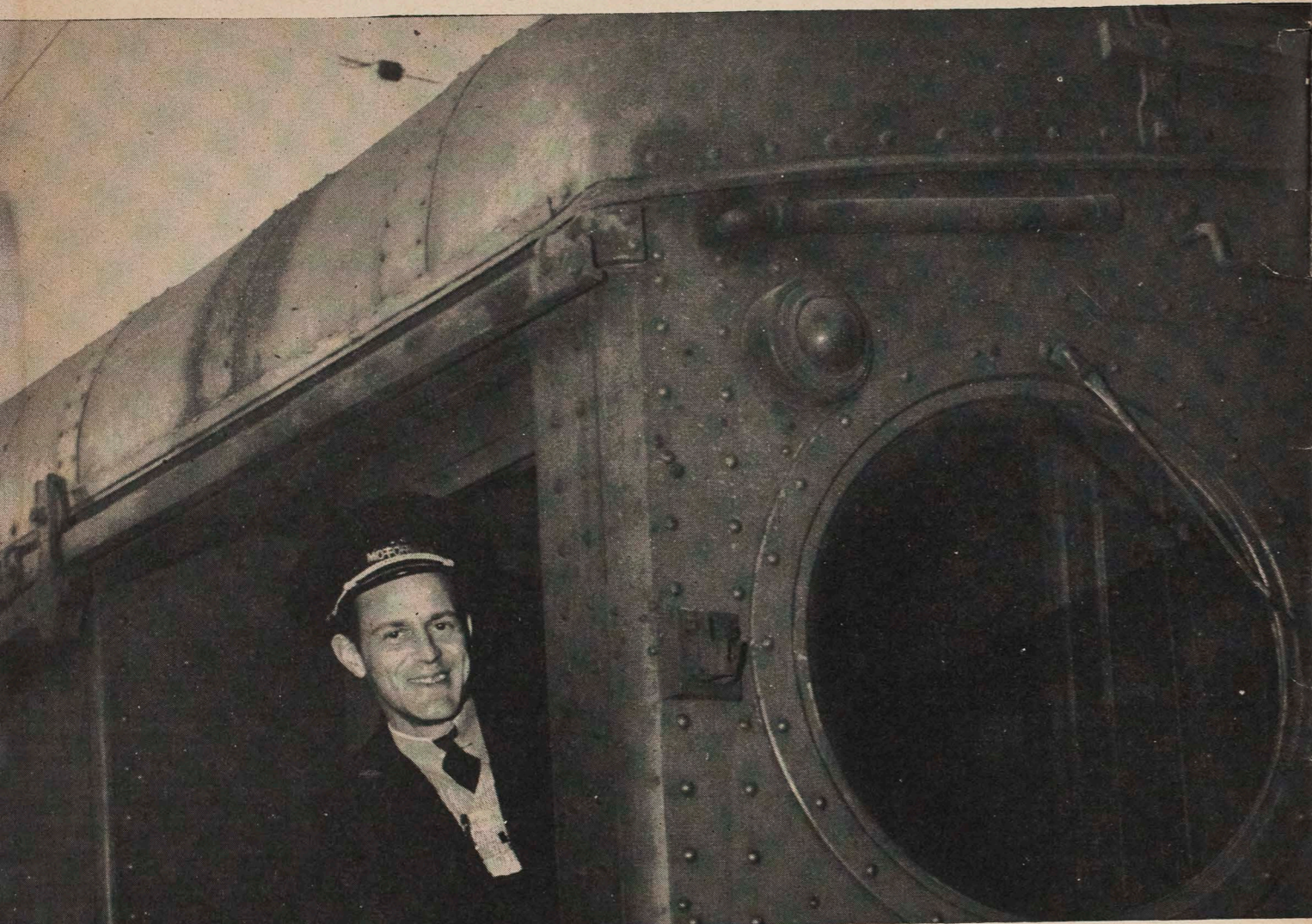


P
PACIFIC ELECTRIC
Magazine

JULY-AUGUST
1946



HE BELIEVES IN PAY ROLL SAVINGS



WHY I BELIEVE IN PAY ROLL SAVINGS

By VERNON A. LAND, Motorman
Pacific Electric Railway

I believe in laying away for that rainy day—and what better way is there than through the Pay Roll Plan of buying Bonds?

Not only do I save a little each month when I loan my "mite," but I feel as though it helps bring my brother home again. And in a small way it is helping punish those responsible for my brother-in-law's death outside Manila.

I plan to continue my buying of Bonds through the Pay Roll Deduction Plan as long as there is a GI anywhere that has to come home.

What better feeling than to now that—
"As You Save, You Help?"

PE IS CONTINUING PAY ROLL SAVINGS



To keep freight trains like this in good repair . . .

FREIGHT CAR REPAIR

THE MAINTENANCE AND REPAIR of freight equipment is an important part of the work of Pacific Electric's Mechanical Department. A hundred men out of the total of 1348 employes of this department are concerned with the repair of freight cars alone, under the supervision of General Freight Car Foreman *Fred T. Grant*, whose office is at Butte Street Yard.

Fifty of the men engaged in this activity are at Butte Street, working under the direction of Freight Car Foreman *R. M. Tracy*. At this point is carried on the inspection of all freight cars entering or leaving the Yard, the checking of air equipment on outbound trains for leaks

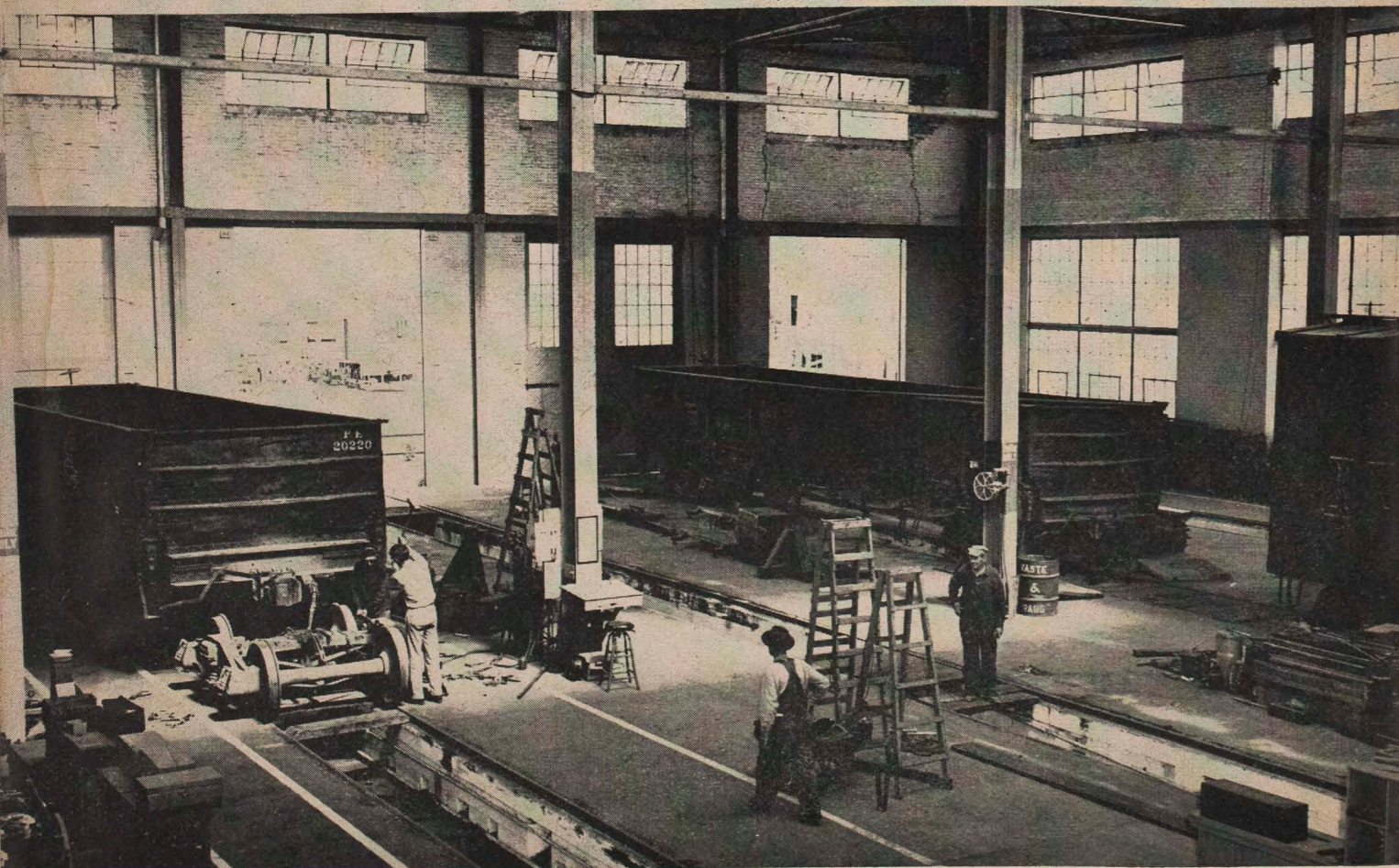
and other defects, and the closing of the dump doors on gondolas which have been emptied. Inspection is followed, of course, by repair when defects are discovered. The Car Inspector makes such minor repairs as he can where he finds the car. If further work is needed, the car is switched to the rip track, and the Car Repairers are put on the job. Carpenters and a Blacksmith are at hand when needed.

Extensive repairs which might require several days to complete, such as the complete rebuilding of a dam—
(Continued on Page 10)

. . . requires the work of the Butte Street Yard Freight Car Repair Shop . . .

. . . and repair forces here and at other system points under the supervision of General Foreman *Fred T. Grant*.





TORRANCE FREIGHT CAR REPAIR SHOP is in a corner of the main wrecking shop. Heavy freight car repairs were made here until the early part of July.

FREIGHT CAR REPAIR

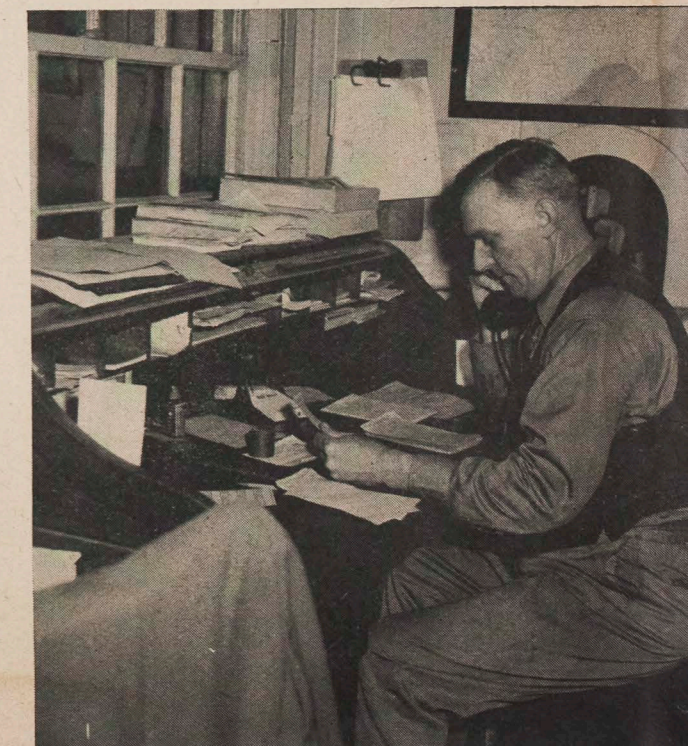


PUSHING IN THE SIDE OF A STEEL GONDOLA with a hydraulic jack is Car Repairer John Prestegaard at Butte Street. By the old method, the car had to be chained down and jacks braced, and it would take two men all day to even up the sides of one car. Now, with the straightener developed by Butte Street shop forces, two men can do the job in two hours.

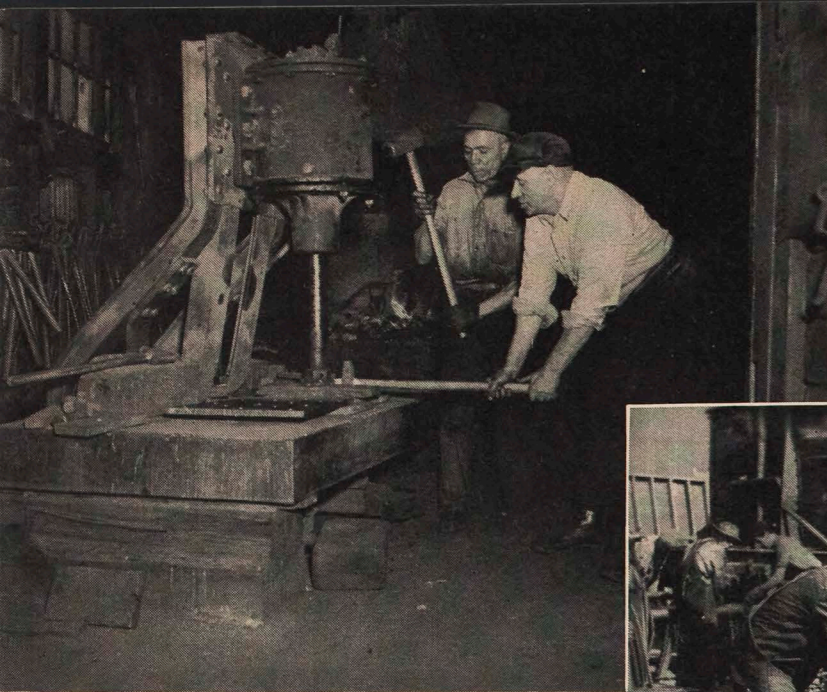


CAR INSPECTORS are located at interchange points and other strategic points on the PE freight system to see that cars are in proper condition. Immediately upon the arrival of a train, the Car Inspector inspects every car and makes such minor repairs as are necessary. Heavier repairs are made at the Butte Street rip track. Car Inspectors also look for defect cards on cars that come in from other lines, as Roy Hegglin of Butte Street is doing here. If a foreign-line car is so badly damaged as to require major repair work, it is usually given enough care to enable it to be sent back to the owning line, which is billed for work done. Car Inspectors may also be called in to inspect a load in cases of doubt that a car is properly loaded.

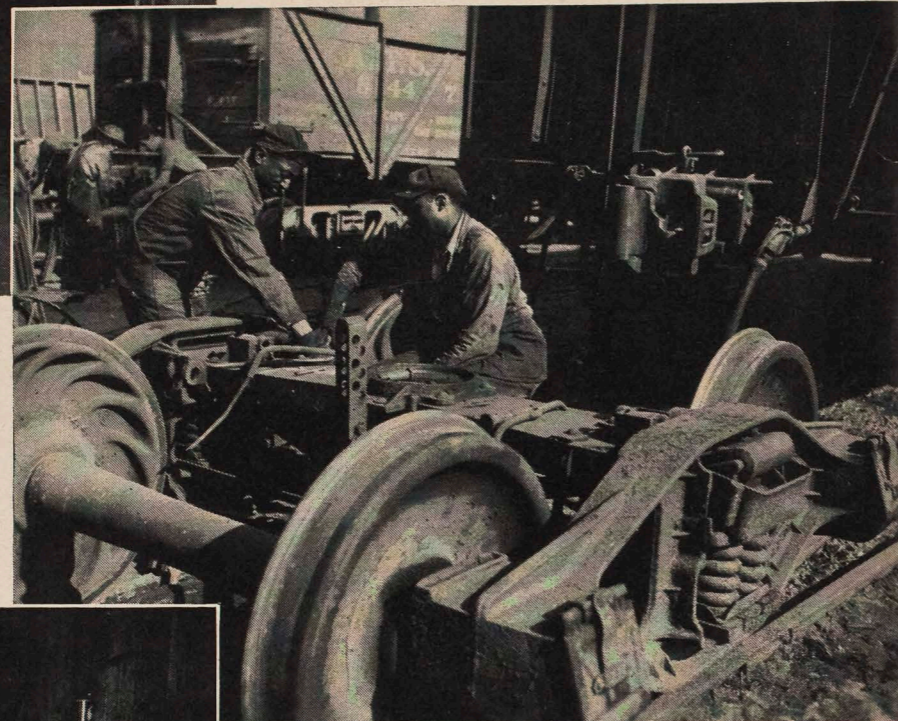
R. M. TRACY, Car Foreman in charge of inspection and repair at Butte Street.



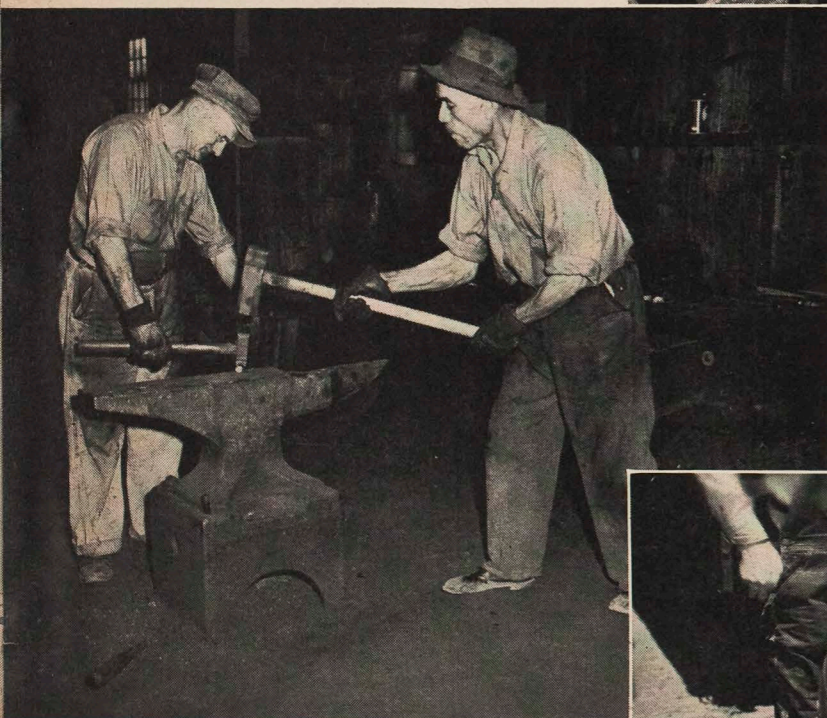
FREIGHT CAR REPAIR



FORGE PRESS—This machine is used to straighten metal plates, either hot or cold. The Magazine is fortunate in having secured this picture of Blacksmith William Godwin (right) at his job in the Butte Street shop. He died on June 14, and we print this picture in his memory. The Helper is Eustacio Garcia.



UNIVERSAL BRAKE BEAM SUPPORTS are being put on a freight car truck by Car Repairers Willie Lee Johnson (left) and Joe L. Morris, of Butte Street Yard.

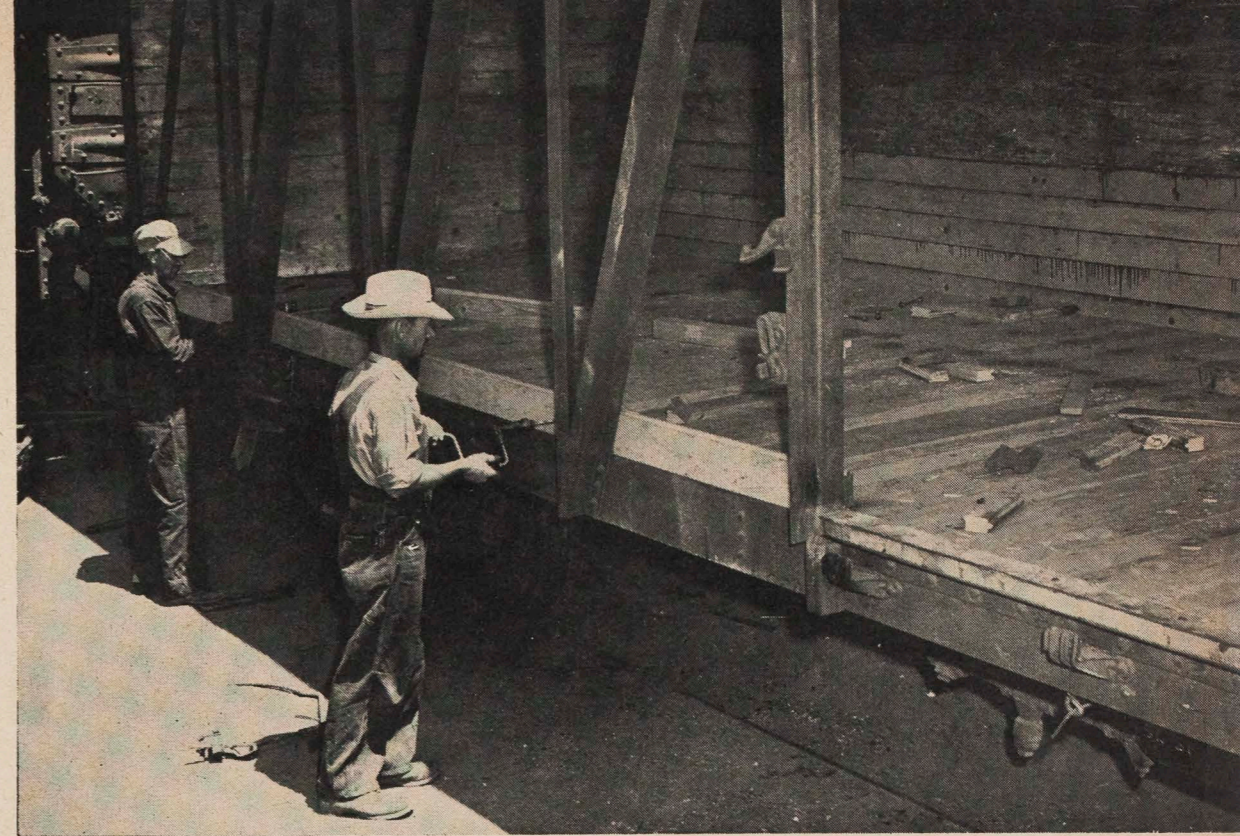


HAMMERING METAL into various shapes for use in freight car repair is done at Butte Street. Here Acting Blacksmith Gust Wicklander (left) and Eustacio Garcia are hammering a metal rod into a desired shape.

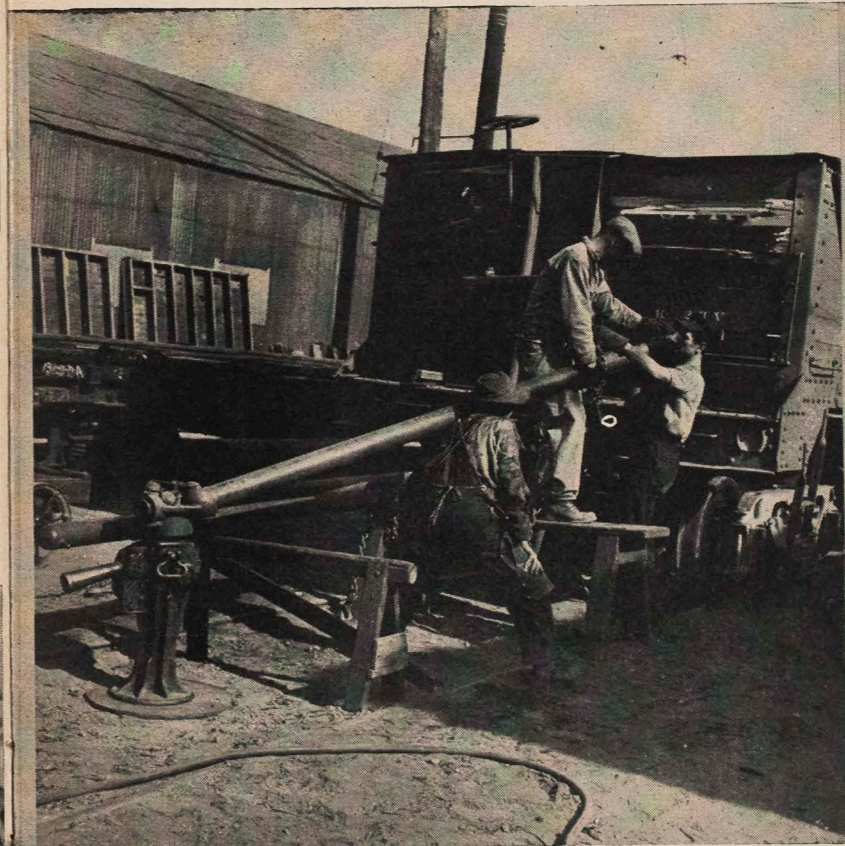


REPACKING AND OILING the journal boxes of a freight car is Car Repairer Walter J. Bayliss of Butte Street.

FREIGHT CAR REPAIR



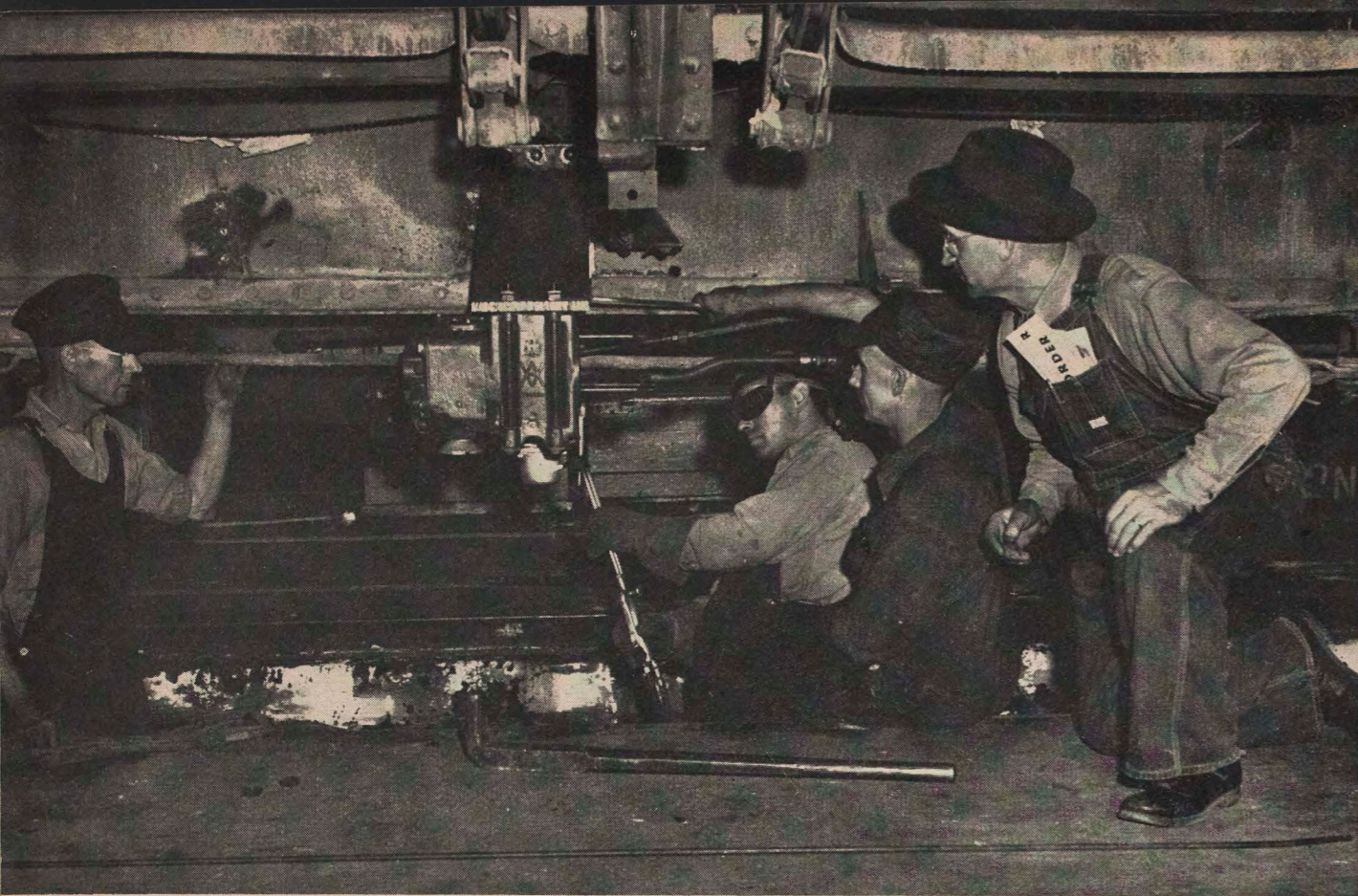
REBUILDING FLOOR AND SIDES of wooden boxcar after the ribs have been straightened are Car Repairers Theron Miller (left) and Russell Estes of Butte Street. The car had been sideswiped near the door, and boltheads had come through the siding, damaging the planks so badly that they had to be replaced.



REAMING HOLES IN RIBS of a gondola with a big drill at Torrance are Carpenters Carret Klein (foreground) and John A. Morris. Behind them is Car Carpenter Leader Paul Hassler. Ribs in the care are being replaced.



COVER PICTURE—Preparing to push in the bent steel framework at the end of a gondola are Car Repairers Leon Laubies (shoulder under bar), Frank W. Harlow (on horse), and Sam F. LoBue. The big jack is fastened to the end of the horizontal bar, which is attached to the coupler of the car. The men are placing against the end of the car one of two heavy steel arms also fastened to the jack. The whole arrangement (called a Stobo end straightener) forms a tripod. When the jack is raised, the only thing which can give way is the bent car end.



INSTALLING A. B. AIR BRAKE EQUIPMENT on a car at Torrance are, left to right, Freight Car Carpenter T. M. Brakebill, Freight Car Repairers Wilbur Barton and James L. Daniel, and Freight Car Working Foreman Jake Hansen. Their activity is part of a 1946 program for installing new A. B. air brake equipment on 300 gondolas

of the 20,000 class. The work includes installing new reservoirs, new cylinders, and new triple valves; brake beams and brake rods, unless damaged, will remain unchanged. The new equipment will greatly increase braking efficiency on trains. To date, 85 cars have been completed at Butte and at Torrance, the two points where it is being done.

FREIGHT CAR REPAIR



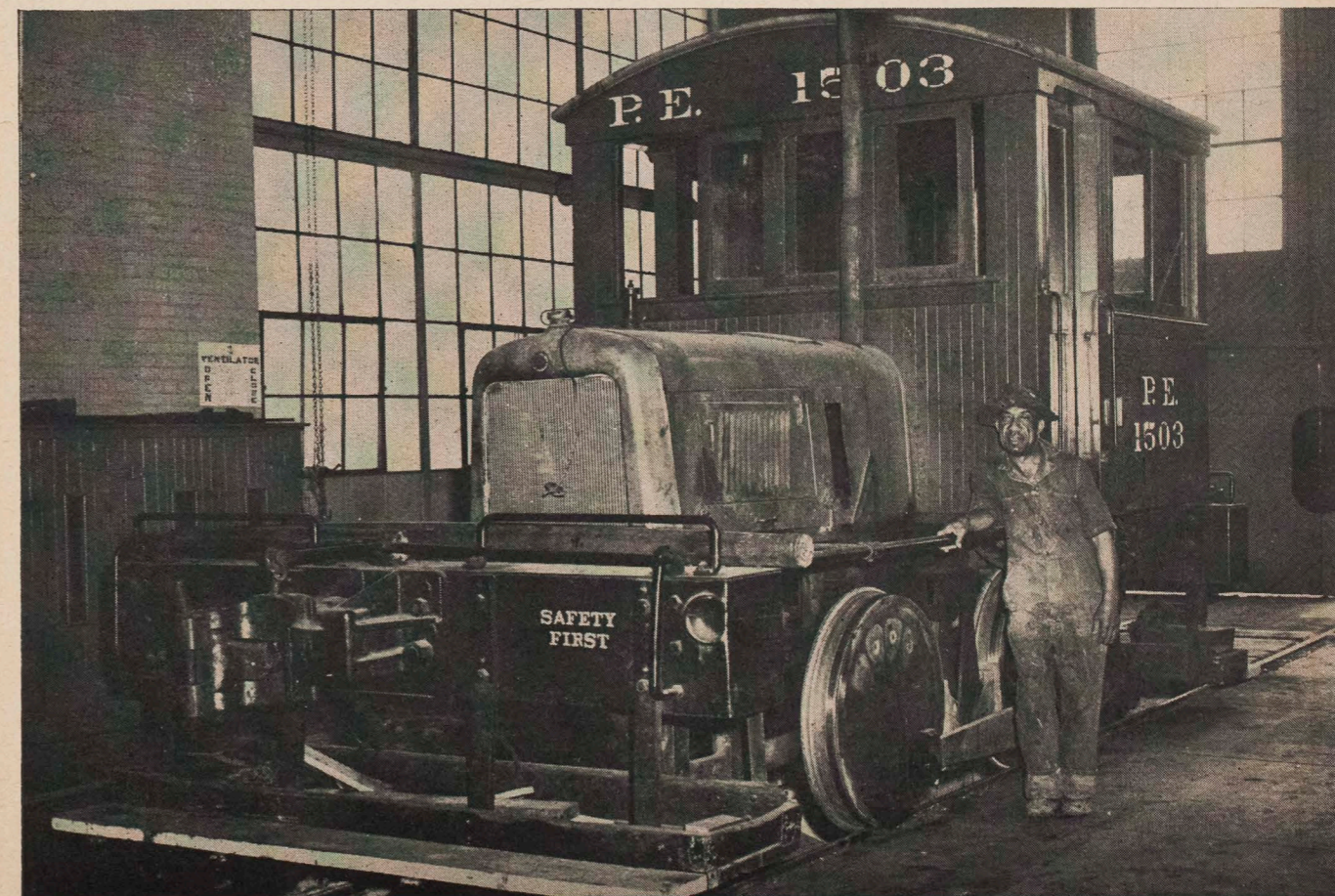
TYPING A MATERIAL RECEIPT for acetylene, to be used in burning and heating metal, is Detail Clerk James C. Welter of Butte Street. Louis V. LaGarde, AAR Clerk, was on vacation when Butte Street pictures were taken. His job is to make up billing repair cards for all work done on foreign freight cars—a very important task.

FREIGHT CAR REPAIR

PAINTING A BOXCAR at Torrance are Painters Andrew Pervan, holding spray gun, and Paint Shop Leader Earl Brucker. A special fast-drying mineral paint is used—not a lacquer, such as is used on passenger cars and busses. After the paint is dry, the car is lettered by tacking or pasting a stencil on the desired area and spraying the paint on.



GASOLINE LOCOMOTIVE used at Torrance to move freight and passenger cars into and out of the Shops. The Operator is Ollie Goins, Leader of the Switch Crew at the Shops. This engine was made by shop forces especially for the purpose back in 1919.



FREIGHT CAR REPAIR

(Continued from Page 3)

aged car, were, up to July 6, done at Torrance. With the discontinuance of this Torrance activity, which had been a wartime measure, all heavy repairs are now being made at Butte Street Yard. Torrance employed 20 men in freight car repair, under the supervision of Working Foreman *Jacob C. Hansen*.

Third in size with regard to the number of men employed is the freight car repair point at San Bernardino, with 10 men working under the direction of Foreman *Russell E. Van Deren*. Here three Car Inspectors and eight Car Repairers make running repairs, such as putting in a new coupler or changing wheels—any job which can be done in less than a day.

Inspectors only are maintained at Long Beach, Graham, State Street, Eighth Street, and West Hollywood, to see that cars leave the yards in serviceable condition.

Billing repair cards for work done on foreign-line cars at all Pacific Electric repair points except West Hollywood and San Bernardino are made out by AAR (Association of American Railroads) Clerk *Louis LaGarde* at Butte Street. Mr. LaGarde prices all billing repair cards, including those forwarded from San Bernardino and West Hollywood, and sends them once a month to the main office of the Mechanical Department, 608 Pacific Electric Building. Here they are checked and consolidated as to railroads, and billed to the railroads involved.

Faced during the war years and even up to the present time with a continual shortage of parts and supplies, the freight car repair forces have made use of their ingenuity to the fullest extent to make up for the deficiency of material. Thanks to their efforts, many thousands of damaged freight cars have been repaired and kept serviceable during these last crucial years when the need for rolling stock has been greatest and the supply shortest. This group of employes merits the heartiest congratulations for a job well done.

New York Central Man A PE Enthusiast

From Bellefontaine, Ohio, comes a letter dated June 11 and written by *C. M. Sprankell*, a clerk in the west-bound yards of the New York Central, in which he tells of his interest in the Pacific Electric Railway, whose cars lettered "P.E." he sees passing in the yard where he works.

For several years he has been reading the PACIFIC ELECTRIC MAGAZINE, which is sent him by Motorman *Burt B. Starr* of the Western District. He was especially interested in the story of Equipment Inspector *T. J. Clifford's* experiences as told in "24 Days in a Diesel Cab," in the September, 1943, issue, because it happened that he saw the diesels and met Mr. Clifford while the engines were standing in the Bellefontaine yards.

Learning from the story of Mr. Clifford's hardships en route, Mr.

Sprankell says, "Little did I realize, until I read that story, how nearly one can come to starving on such a trip. Should another such incident happen, and I am around, I am going to see that one good meal will be had en route with plenty of good hot coffee."

From pictures appearing with the PACIFIC ELECTRIC MAGAZINE story Mr. *Sprankell* is building a quarter-inch scale model of the diesels for Motorman *Starr*, who is well known as a model railroad enthusiast.

"Incidentally," says Mr. *Sprankell*, "I am the man who has built all the sheet metal miniature railway cars owned by Mr. *Starr*, including a caboose without a cupola, lettered and numbered 'P.E. 1960.' And after we both have gone into retirement, I might tell the story of the connection. I have with the 1960 caboose and an electric locomotive numbered 1623 on the Pacific Electric Railway."

We'll be interested in hearing the story you mention, Mr. *Sprankell!*

New PE Map in Color Receives Wide Acclaim

The new Pacific Electric colored map published under the direction of the Passenger Traffic Department is receiving wide acclaim by the public in Pacific Electric territory. Demand for it has been heavy.

It was sent to all chambers of commerce and some travel agencies in the four counties served by PE lines, and all have been high in their praise as they write in to ask for more copies. Typical comments are that it fulfills a long-felt need and materially assists travel.

Printed by offset in four colors—blue, red, white, and olive-grey, the map proper, measuring 33½ by 22 inches, was prepared for Pacific Electric by the California Map Company. The reverse side of the sheet is a masterpiece of condensed information, and contains an index of the map, interesting facts about the Pacific Electric Railway and its equipment, a list of PE timetables published, a map of the San Bernardino mountain resort area, and a description of many points of interest in Southern California, accompanied by intriguing pictures and directions as to how to reach such points via Pacific Electric.

The first printing of the map was for 25,000 copies, and Passenger Traffic authorities estimate that another printing will be required in the fall.



REPORT OF VITAL STATISTICS

May 21, 1946, to June 20, 1946

DEATHS

| NAME | OCCUPATION | Died | Group | |
|---------------------|----------------------|---------|-----------|----------|
| | | | Insurance | Mortuary |
| Will, Leroy C. | Electrical Machinist | 6-6-46 | No | No |
| Myers, Golden H. | Trainman | 6-10-46 | No | Yes |
| Godwin, William E. | Blacksmith | 6-14-46 | Yes | Yes |
| Forsythe, Robert F. | Machinist | 6-14-46 | No | Yes |
| Brown, William J. | Machinist (Retired) | 6-16-46 | Yes | Yes |

EMPLOYEES' WIVES' DEATH BENEFIT FUND

| NAME | DIED | WIFE OF | Department |
|-------------------|--------|-------------------|-------------|
| Martin, Elizabeth | 6-5-46 | Herbert W. Martin | Engineering |

PACIFIC ELECTRIC CLUB BULLETIN

- TUESDAY, JULY 23:**
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321. Semimonthly Meeting—8:00 p.m.
- FRIDAY, JULY 26:**
Summer League Bowling Matches. Arcade Recreation Center—6:15 p.m.
- THURSDAY, AUGUST 1:**
PE Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.
- FRIDAY, AUGUST 2:**
Summer League Bowling Matches. Arcade Recreation Center—6:15 p.m.
- TUESDAY, AUGUST 6:**
Veterans of Foreign Wars Post No. 3956. Semimonthly Meeting—8:00 p.m.
- FRIDAY, AUGUST 9:**
Summer League Bowling Matches. Arcade Recreation Center—6:15 p.m.
- TUESDAY, AUGUST 13:**
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321. Semimonthly Meeting—8:00 p.m.
- WEDNESDAY, AUGUST 14:**
PE Rod & Gun Club Monthly Meeting. Motion Pictures & Refreshments—7:30 p.m.
- THURSDAY, AUGUST 15:**
PE Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.

New Mortuary Fund Rule Adopted

"Wives not over 50 years of age will be accepted for membership in the Employees' Wives' Death Benefit Fund."

To clarify a previous ambiguity in the Mortuary Fund regulations, this ruling was adopted by a majority vote of the Executive Committee of the Pacific Electric Club at a meeting on June 20 attended by 17 Committeemen under the chairmanship of PE Club President *Glenn E. Collins*.

The new ruling, which takes effect as of the date of the meeting, includes authority to accept applications from wives who become 50 years of age between June 20 and December 31, 1946, so that there will be time to give the regulation publicity.

Considerable discussion preceded the passage of the rule.

Committee members present, besides the Chairman, included *C. F. Albright, Earl Brucker, Roy Brucker, H. R. Bullock, W. J. Clark, M. J. Davison, L. B. Denton, C. C. Dickson, U. L. Drake, H. G. Garrison, E. B. Hargreaves, E. E. Hunkin, J. E. Neville, H. K. Nickerson, J. G. Rovai, and N. W. Seyforth*. PE Club Manager *N. B. Vickrey* and Assistant Manager *S. W. Newcomer* also attended.

Is Your Automobile Safe For You & Your Family?

One out of every three vehicles examined by the nation's traffic police during the first ten days of the Police Traffic Safety Check program failed to meet minimum safety standards.

Ministers of Mercy

THE HUMANITARIAN SPIRIT which governs the actions of the doctors and nurses of Pacific Electric Hospital Association is not always grasped by those who may sometimes await their turn for longer than they may believe necessary when they visit the main office on the ninth floor of the Pacific Electric Building. They often fail to realize that the cause of their waiting is twofold: first, the shortage of doctors brought about by the war; and second, the fact that the doctors of the Hospital Department give the utmost attention and consideration to every patient who comes under their care—and such consideration requires time.

Here is an instance which clearly indicates that to the doctors and nurses of your Hospital Department you are not merely a "case," when you come to them for treatment or advice.

While taking a well-deserved vacation and much-needed rest, Pacific Electric's Chief Surgeon, *Dr. W. L. Weber*, one evening dropped in to visit some friends who live in a desert community. Toward the end of the evening, his host dropped a remark that a certain former Pacific Electric Trainman who lived near by was failing in health.

Without further ado, *Dr. Weber* cut his visit short, got into his car, and hastened to the home of the sick man, whose condition, he found, was past mending.

The next day an ambulance appeared at the Trainman's home, and sped him to St. Vincent's Hospital, where he has lain for weeks without hope of recovery, but surrounded by the very best medical and nursing care that this hospital, known for its excellent service, affords. *Dr. Weber*, as well as other doctors and members of the hospital staff, visits the sick man regularly, sparing no pains to see that he is comfortable.

This instance of the compassionate regard of our Chief Surgeon and his associates for an individual Pacific Electric employe is doubtless but one of hundreds, perhaps thousands, of similar stories which lie unrecorded behind the written memoranda of case histories on file in our Pacific Electric Hospital Department. Those who devote their lives to the relief of pain and distress find no time, nor have they any inclination, to recount their patient self-sacrifice, their utter disregard for the keeping of allotted hours, their consuming eagerness to heal all sufferers—even those who through ignorance or suspicion may refuse to admit the superiority of experienced medical judgment over the fallacies of their own folklore.

Medical men realize that there is no truce in the immemorial fight between health and disease; that human suffering knows no office hours; and doctors and nurses are solemnly sworn to defend at all times, and against all odds, the lives of their fellow creatures, regardless of race, rank, or creed.

Even this story would have remained unknown but for two outside observers—Passenger Director *L. T. Shockley* and retired General Line Foreman *R. M. Cobb*—who, prompted by their pride in a merciful deed by our Chief Surgeon, reported to the Editor what they saw.

This report was issued by the International Association of Chiefs of Police which is directing the program in 48 states, 9 Canadian provinces and in Honolulu. Police departments in nearly every municipality, including Los Angeles, are cooperating in the safety check as a means of curbing traffic accidents.

Out of a total of 163,567 vehicles checked in the ten-day period, police found 57,804 vehicles—a total of 35.3 per cent—with defective brakes, tires, horns, windshield wipers, or other parts.

"What is this eternal war between blondes and brunettes?"
"Chemical warfare."

TRANSPORTATION DEPARTMENT



By
**Suzanne
Margot
Jacquemin
Smith**

Mary Eleanor Lifur, Accident Clerk, takes two weeks vacation plus, to make a tour of the National Parks including Grand Canyon, Glacier, Yellowstone, etc.

Supervisor Dick Prettyman paid State Street a flying visit and discussed his favorite sport, bowling, with Trainmaster Don Yeager.

Raymond Tufts, Relief Clerk at Butte Street, spent 10 days in Reno—strictly business, the man says!

Hugh Scott vacationed at South Dakota where his mother lives. Hugh is Per Diem Clerk at Butte St.

Bill Powell, midnight Jumbo Clerk, had a long siege with the doctors at the Physicians and Surgeons Hospital in Glendale. He's better now.

Otto Segner, Jumbo Clerk on the afternoon shift at Butte St., underwent an operation at St. Vincent's Hospital recently.

R. W. Jackson, Chief Clerk at Butte St., will vacation soon, with L. H. Cobb relieving.

Jack Walsh, Transfer Clerk, hit it out for the call of "Timber" and



'MOST AS TALL AS POP are Michael Wayne, 10, and Mary Lynn, six, children of North Freight Trainmaster D. W. Yeager.

Willard Sylvester (a congenial red-headed fellow), is pitching in.

Neal Breese, Chief Crew Dispatcher at Butte St., vacationed "all around the town."

Edward Cook is going on graveyard shift as Chief Clerk at Graham, and Edward Wheeler is headed back for Butte.

Petite Dorothy Hill Hillan, former Account Clerk of the Subway Terminal, is at present flourishing her beaming smile on her fellow workers at the L.A. Freight House as a Typist-Clerk.

Mary Margaret Hendrix, Steno-Clerk, took a much-needed vacation, and, besides taking a trip, saw "Oklahoma" and "Roberta."

We hated very much to see Betty Jaspersen leave the Freight Office on June 15. She anticipates going to Woodbury College in September. In a farewell party, Eleanor Ahumada, Charlene Nittinger, Lois Doebbeling, and Adel Warner treated her to dinner and a movie on June 10. Laurel Foster, Yardmaster Roy Bressie's daughter, had bid in Betty's job. Laurel used to work at El Monte.

The family of Car Inspector Joe Ross are vacationing in their trailer at one of the local beaches.

Glad to see Brakeman M. S. Batten back to work after his recent injury.

The Trainmen at State Street are really reviewing the rules and regulations prior to their single and double track examinations coming up in the not-too-distant future.

Another year has rolled around again, and Trainmaster Charlie Coutts is on his way home to Missouri for a month. He says they'll have to show him the "butter and eggs" this year before he believes that State's tall tales.

Motorman A. D. Terflinger will be hitting it out for the wide open spaces as soon as his trailer is completed.

Since Earl G. Johnson is Conductor on Assignment 2294 he says he finds more time to tend to his vegetable garden, and less time to sleep.

Assistant Trainmaster A. L. Robertson returned from vacationing as Earl Craig, also Assistant Trainmaster, made reservations for Sequoia.

Conductor L. H. Keene just returned from a month's trip all the way to Atlantic City and Boston by auto.

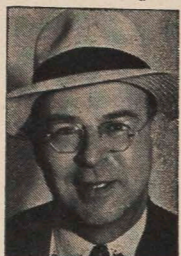
Jim Lewis, Trainmaster's Clerk at Eighth Street, returned from a month's sojourn in Texas, and says the "Lone Star" is still his favorite domicile. Jim Livingston held Lewis's job while the latter was vacationing. Livingston is at the Subway Terminal now.

Brakeman G. H. Powell has chocolate and cocoanut cake in the same lunchpail. Surely glad we're friends.

Paul Clinton, Transfer Clerk, is vacationing with the idea of studying night and day on his favorite hobby—radios. Might get in a little fishing too, he says.

Thos. F. Ryder, first trick Operator at Santa Fe Springs Tower, left on his vacation July 5. He and his family drove to Yosemite and other points of national interest, according to Towerman J. S. Jones.

STATIONS AND YARDS

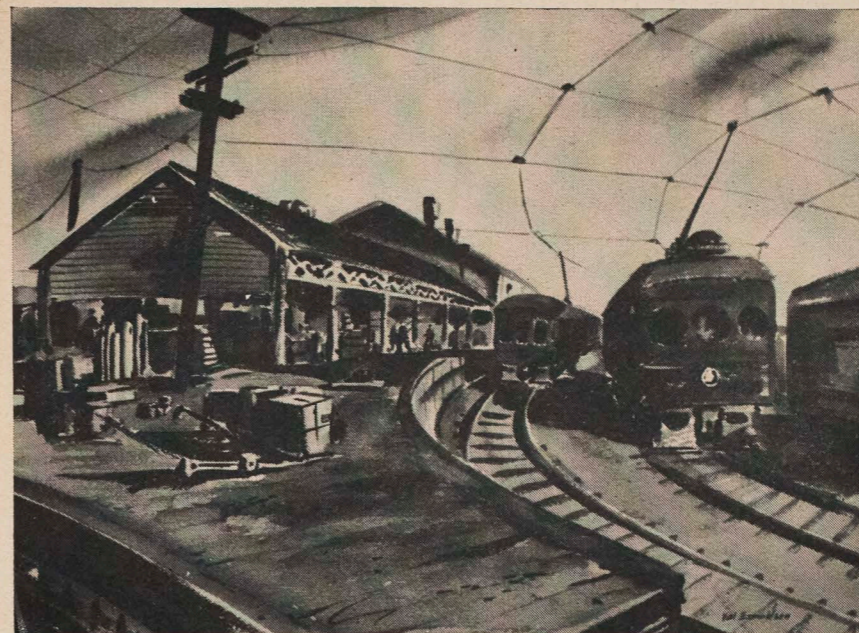


By
**Arden H.
Nasher**

Meet our new General Foreman in LA Freight, Ray Grafius. Ray has had a rapid rise from a humble beginning, through the Baggage Room to Sub-Foreman on the graveyard shift at L.A. Freight, and on up to his present position in charge of all he surveys down in the Sheds. Congratulations, Ray. Incidentally, Arnold Winquist, retiring General Foreman, is to be complimented upon a



STOVEPIPE AND BATON — The elegantly dressed young gentleman on the left is Master Eddy, eight, and the youthful drum majorette on the right is Miss Charmaine, 11, respectively the son and daughter of Conductor W. B. Young of State Street. They were costumed for a May Day Circus at Sierra Vista School.



"PACIFIC ELECTRIC" is the title of the water color painting by Val Samuelson of which this picture is a photographic reproduction. Sketched by the artist in the fall of 1944 at Eighth Street Yard and subsequently painted, the picture won first prize at the 1946 exhibit and competition of the Los Angeles Painters and Sculptors Club. Well known among Western artists and illustrators, Mr. Samuelson is art director for the Wendland Advertising Agency, which kindly lent the Magazine this photograph. To most readers, the Los Angeles Freight Yard is merely an important area of PE freight activity. It is interesting that an outsider should find in it the inspiration for a painting, particularly as Mr. Samuelson's principal interests are landscapes and seascapes.

mighty good and faithful job during the heavy war years when help was a problem (it still is!) and we feel that his expressed desire to relax in a less responsible position is quite understandable. He is now working a Foreman's job on the daylight trick.

We had the opportunity to survey (maybe she won't think that's the proper word) the new bride at State Street a few days ago, and she's lovelier than ever—Suzy Jacquemin, of course. Married life seems to agree with her.

Another of the writer's many girlfriends (on our side, at least) has left the fold on a 90-day leave, also to get married. Georgia Marshall, Acme OS&D Clerk at L.A. Freight, has taken off for South Dakota to get hitched to a nice young man out of the Navy recently. The gang got together and presented the bride-to-be a beautiful 3-piece ensemble of new luggage, possibly with the hope that she'd use it to return when the leave is up.

We have recently had the opportunity to renew some prewar friendships with returning service men, among them Bill Cunningham, Agent at Azusa; Paul Wilson, Ticket Agent at San Bernardino; and Bill Faye, assisting Agent Anderson at El Monte. There are a number of others we want to look up when the oppor-

tunity offers. Our friend Bob Belfrage, formerly Clerk in Carey Jones' office in San Bernardino, is prospering with his Alpine Terrace Resort at Twin Peaks, on the road to Arrowhead.

If you haven't read the article by Bill Barham in Trains that was referred to in last month's PE MAGAZINE, do so by all means. It is absolutely interesting and quite authentic, with one or two little exceptions, such as giving us an additional 400 volts on the San Bernardino Line and a new box motor, number 1467. Thanks, Bill, we were badly in need of both.

SIXTH & MAIN TERMINAL By N. H. Olson

Depotmaster Ray Harmon took a month's vacation from June 1. Ray just rested and enjoyed his flowers and a few days' fishing.

Dispatcher W. W. Wherry and family left June 10 for an extended visit with friends and relatives in Kansas City and vicinity.

If we ever see Conductor Chas. Cox without a uniform cap we won't know whether he is a Trainman or a Texas tourist with an over-ambitious camera.

We miss Motorman Eldon Webb around 6th and Main. Eldon recently transferred to the Northern District.

Just a tip to Conductors on the South. Motorman Ray Collins is full of pranks. We are carrying a hatchet hereafter when working with him.

Everyone misses Dispatcher Jesse Osborn's voice over the telephone. Jesse has been a pretty sick man. We are hoping to hear him on the board again soon.

Motorman Jim ("Tiny") Harper has just informed us that he was forced to build a fence around the rail of his boat. The fish insisted on jumping aboard and crowding the fishermen out.

Motorman R. J. Price of the Santa Ana Line tells this one on the small fry of his family: On the occasion of his daughter's fifth birthday, Mrs. Price was taking the young lady down town as part of the celebration. Upon boarding the bus, Mrs. Price, through force of habit, dropped one fare in the box. Little Miss Price immediately informed the operator that she was five years old that day and Mother should pay for her, too!

Terminal Foreman E. D. Griffin is having a terrible tussle with sinus infection.

Relief Depotmaster F. Nuzum seems to be spoiling for a wrestling match. May we suggest Tiny Harper?

Conductor Al Silverman recently suffered a broken foot when a heavy bar fell on his foot at 8th Street Freight House.

We think a word of appreciation is due Photographer Harley Talbott and the editorial staff for the swell article about the Butte Street Yards. Well photographed and well written, boys.

The Medical Department reports a great number of nervous cases due to bid sheet jitters.

PARTING SHOT: Patience with the other fellow's faults may help others overlook some of yours.

Two men were making their first airplane trip. At St. Louis the plane touched down, and a little red truck sped out to its side to refuel it.

At Cleveland the plane landed again and again a little red truck darted across the runway and dashed up to the side of the plane.

At Albany, the passenger on the right noticed the same occurrence when the plane landed.

His companion took out his watch, glanced at it, and observed, "These planes sure make wonderful time, don't they?"

"Yeh," his partner replied, "but there's a little red truck out here that ain't doing so bad for itself."

MACY STREET TERMINAL

By
Ted
Harrison



We at Macy Street are giving the big welcome to a few new boys who are not new. Sounds silly, doesn't it? Nevertheless, it's a fact! There were a few too many men for Foreman Griffin to take care of at Sixth and Main Street Terminal, so of course our big-hearted Foreman, D. B. Van Fleet, always ready to help out, took a few of these fellows under his wing. We say "Welcome to Macy Street" to Conductors G. W. Dietz, E. A. Gilkerson, C. J. Knight, C. W. Newman and L. A. Phelps. Hope you like us here at Macy Street, and I'm sure you'll find us all ready to give you a hand as you run up against a few new things on a new district.

Then there's another side to this story. These fellows have used that mysterious thing known as "seniority" in coming to Macy Street, and have bumped the following Conductors: R. A. Krueger, A. W. Morris,

B. E. Morse, M. C. Robart, and G. J. Roth. These latter evidently got quite a bump, as to date it has not been possible to find out where they landed. Sorry to see you go, fellows, but maybe we'll be seeing you again one of these days. Anyway, wherever you go, good luck to you.

Dorothy Spotts is a very attractive young lady who has taking ways! Yes, sir! Takes the cash from the Conductors as they come in from their hard day's work. She has returned to Macy Street as Cashier for a while so our regular Cashier can enjoy a well-earned vacation. Glad to see you back, Dorothy.

Cashier Jack Ferrier and Conductor Dave Gillespie are off on a trip. Seems they are covering most all the railroads between here and yonder, riding everything from a wheelbarrow to a streamliner; and will they have stories to tell when they get back! Macy Street fish stories won't even be interesting when they start talking, with their trip fresh in mind.

Here's an item that should have appeared earlier but was missed. Anyway the hero of the story won't know the difference, so here it is: It seems that on April 3 Larry Dennis, weight six pounds and three ounces, arrived at the home of Conductor R. D. Williams. Needless to say, Larry has decided to stay indefinitely.

Motorman T. M. ("Red") Lloy of the El Monte Line surely is smiling these days. His oldest boy, Doug-



"ASK HIM — HE KNOWS" — *The genial countenance, rotund figure, and clearly audible voice of Stationmaster Sam J. Mason have been an important part of the scene around the loading platforms of the Sixth and Main Rail Terminal, for 15 years. He came to PE back in the closing months of World War I, handling baggage. — "Bo-o-o-ard!"*

las, has come home after two years in North Africa, and his youngest boy, Tommy, is home from the South Pacific. He has a boy who is still in the Air Corps in Germany.

WANTED! Information leading to the discovery of a good reason why Motorman Tillie has been so dressed up lately. He has been seen wearing silk shirts and flashy ties to work.

System Conductor Mapes worked hard to finish up breaking in on the system in order to get a night line car job that was open for a long time, and just before he got through, in came Conductor Wippert from the Navy and the West to bid it in. Mapes waited patiently, and when Wippert bid off, Mapes got it. You should see the smile on his face.

MOTOR TRANSIT DISTRICT

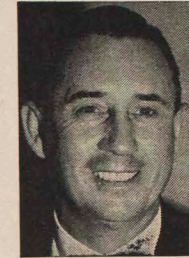
By Bill Shrewsbury

Neal Seaforth, Chuck Davidson, and their wives drove up around the Columbia River and looked at the giant salmon, but unfortunately they had no tackle heavy enough for such large fish.

Stan Damron does his fishing close to home—goes about once a week

QUESTION AND ANSWER BOX for PASSENGER CONDUCTORS AND OPERATORS

By
W. J. Fenwick



Supervisor,
Northern and
Southern
Districts

ocean fishing. He brought back six bass and five mackerel last time.

Ross Shappell has left to visit his home in Toledo, Ohio; first trip back in ten years for Ross.

N. C. Fetterleigh got tangled up with fishing also, but not on vacation. After he had unloaded his passengers at 6th and Main, a lady passenger went to the Dispatcher complaining of an injury, but refusing to explain where. The nurse on the 9th floor finally got it out of her. Seems some fisherman had left one of his fish hooks in the seat, and the young lady sat on it!

Alexander Petersen, MT Dispatcher at Pomona, left last month for Mount Rainier, and will take in the National Parks on the way.

Earl Arthur, MT Operator out of El Monte, and Virginia Canterbury, Clerk in the El Monte Station, were married in Los Vegas the latter part of June. Earl Davis and his wife were best man and maid of honor, respectively.

H. B. Peterson, former North man, now working Motor Transit out of Santa Ana, since his return from service is the proud father of a baby boy named Larry J., born May 20, 11:45 p.m. and weighing 8½ lbs. H. B.'s wife, Evelyn, is doing fine.

Sandy Gee just informed us he has bid in run No. 10,000. That's two rounds of pinocle in the morning and one round to the gas pump in the afternoon.

PASADENA TERMINAL



By
D. B.
Gardner

As this is my first literary attempt, with your forbearance I shall do my best to report the news as I see it.

F. J. Wheatley, who recently returned from a visit to his home in Denver, Colorado, reports he had a great time visiting his relatives and friends of long standing.

We would like to welcome to Pasadena the following new men: A. L. Lucky, H. R. Kelly, and J. N. Freeman. We hope that they enjoy working with us as much as we enjoy having them. From all reports they are a definite asset to our terminal.

John Speigal is still on the sick list, although able to be up and around. Here's wishing you a speedy recovery, John!

In continuing the discussion of the Internal Revenue code regarding the 15 per cent tax on certain fares and classes of tickets used and sold in connection with the transportation of persons, the next item of Subpart F, Transportation of Persons, Sec-130.53, Item (d) is: "Round trip tickets. An amount paid for a round trip ticket is taxable if the one-way fare of like class is more than 35 cents."

For an example, let us take the Los Angeles County Fair Grounds rate on the Northern District rail or bus lines. In consulting the Los Angeles-Covina Rail Line tariff, we find that the rate from Los Angeles to the Los Angeles County Fair Grounds is 60c one way or \$1.10 round trip. The one-way is taxable, so, therefore, the round trip is taxable for the adult fare.

Q. Is the child's fare in this instance taxable?

A. No, it is not. One half of 60c is 30c, the one-way child fare which is less than 35c and, therefore, not taxable. The child's round-trip fare is one-half of \$1.10 which is 55c and not taxable as the child's one-way fare was not taxable.

In order to determine whether or

not a fare is taxable on any District, you need only to ask yourself "Is the one-way fare more than 35c?" regardless of whether it is an adult or child's fare.

Bear in mind when tax is collected (quoting from your tariff tax circular PD-1943): "When a combination of one-way or round-trip tickets, or a combination of such tickets and cash, or series of cash fares, is presented in payment for transportation where the one-way is 40c or more (the next fare which we have of over 35c) tax shall be collected by Conductor, Operator, or Agent on that portion of the total fare on which tax has not been previously paid."

As an example: Passenger presents eight 5c roll tickets for a 40c fare on any line. Collect a tax of 6c and make a note in the remarks column of your trip report "6c tax collected on combination of fares."

Space limits further discussion, which it is hoped has been of some value to the Operators and Conductors. If you have a tax problem, please feel free to consult the writer, Room 212; the Instruction Department, Room 827; or Passenger Traffic Department, Room 623, in the Pacific Electric Railway Building.

C. H. Stanford, E. D. Thorne, G. Reed, J. F. Kiniry, and W. C. Hawes are all back from vacation. If any of you fellows should catch some small fish, throw them back, because you can tell them better than you can show them.

Things have been happening fast for E. L. Goulden lately. He bid back to Pasadena on the SP Station bus recently and then a short time later he was taken seriously ill. Hope to see you back with us soon, E. L.!

We had a visit from retired Conductor Bartholomew recently. He looked exceptionally hale and hearty.

Also wish to report that Al Lusher, retired Section Foreman, is in splendid health.

We wish to extend our deepest sympathy to the family and friends of John Stoddard, late of the Mechan-

ical Department, who passed away recently after a long illness. He had many friends in Pasadena, by whom he was affectionately called "Scottie."

Dean B. ("Daniel Boone") Gardner, Pasadena Conductor, begins with this issue to take over the Pasadena Terminal news, as our former correspondent, H. L. Woodford, finds himself too busy to continue. Harry's column for the past two years has been greatly appreciated by all. Born in Orange, Massachusetts, D. B. was in on the building of the Panama Canal as messenger boy for the yardmaster. Came to PE 3-21-24 as one-man car Operator—he wanted to see if he liked Southern California country before he settled down. Still undecided, he says. Married, he has a 19-year-old daughter, Betty Jo, and lives in Altadena.



CATALINA SPECIAL CREWS from Los Angeles and from Long Beach: The Los Angeles crew consists of G. G. Caldwell, Head Conductor, extreme right; Jack ("Half-Pint") Eastwood, Motorman, next to Mr. Caldwell; and A. M. Engle, TrILERMAN, extreme left. The Long Beach crew consists of H. A. Wilkerson, Head Conductor, leaning on chain; S. E. Matheny, Motorman, second from left. "Cowboy" Cox took this picture shortly after the resumption of Catalina service. Catalina travel has so increased that more cars and more Trainmen have been added, and several of the men pictured have changed jobs.

Please Pass the Celery!

The Big Deardorff-Jackson Packing House at Santa Monica
Ships Many Carloads of Celery Over Pacific Electric Lines

PERHAPS THAT SUCCULENT MORSEL of tender white celery you ate for dinner last night came from the Deardorff-Jackson Company's big packing house at Santa Monica. Located on the Santa Monica Air Line at what used to be called Bergamot, in the center of the vast celery fields of the vicinity, the Deardorff-Jackson plant packs and ships trainloads of celery over Pacific Electric rails.

When the celery shipping season starts, about April 15, growers with whom Deardorff-Jackson has contracted in advance to pack and market their crops bring truckload after truckload of the odoriferous vegetable to the loading dock of the packing house. There the celery is washed, trimmed, sized, graded, packed into crates, inspected by a State official, precooled, and loaded into refrigerator cars supplied by Pacific Electric. After the cars are loaded—each car containing approximately 570 crates averaging 60 pounds apiece—finely ground ice is blown through a pipe onto the top of the load to cool and bleach the celery. The car doors are then closed, and the "reefer," along with other cars previously loaded, awaits the coming of the Pacific Electric freight crew.

At peak season, during May and June, 95 to 100 employes are required in the Santa Monica packing house to process the incoming truckloads of celery. The plant at such times packs as much as a carload an hour. Harvest continues in full swing until about the middle of July, though a small amount is shipped as late as September. In the Santa Monica district, celery is planted about December 1.

Besides the Bergamot plant, Deardorff-Jackson has another packing house at Home Junction, half a mile to the east, and also served by Pacific Electric. Together the two plants handle celery from 525 acres worked by 20 growers.

Deardorff-Jackson is but one of several shippers of celery located on Pacific Electric lines.

CELERY PACKING

Beginning at top left and reading down:

PICKING CELERY in a typical celery field near Culver City. One man can cut 500 field crates a day, with 15 to 20 bunches to a crate.

TRUCKING CELERY to the Deardorff-Jackson packing house from the fields.

PRODUCTION LINE—An endless belt perhaps 100 feet long extends from a celery washing machine at one end of the shed. On each side of the belt stand scores of men and women, each with specific duties. First celery is trimmed, and bad outside leaves thrown onto disposal belt; the good celery is thrown into washer and comes out on endless belt, where certain workers pick certain-sized bunches, cut off roots, and lay bunches on table for packers. Picture shows only small portion of line.

WASTE DISPOSAL—Refuse from production line is carried out to modern disposal plant which washes, chops up, and squeezes water out of waste, which eventually comes out of hopper to waiting truck, and is used for fertilizer and chicken feed.

INSPECTION by a State inspector follows the packing of the crates. He makes a spot check for worms, diseases, and mechanical injury, and determines the grade percentage of the carload—for example, a car may be of standard grade, U.S. No. 1, or 85 per cent of U.S. No. 1, or whatever his judgment may determine.



NAILING MACHINE, (above) through which loaded crates are passed by operator, nails down lids at a single stroke.

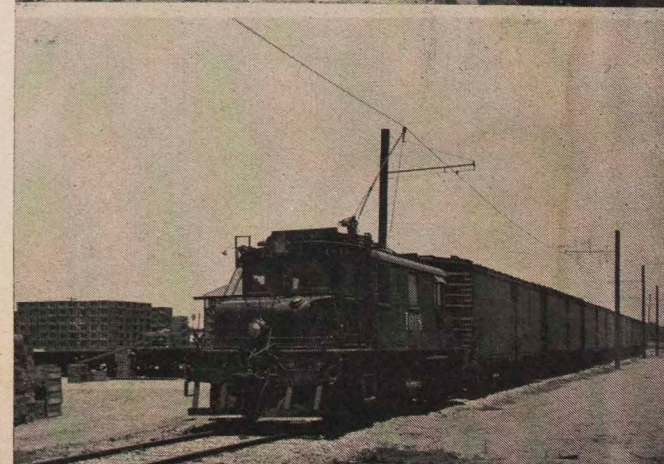
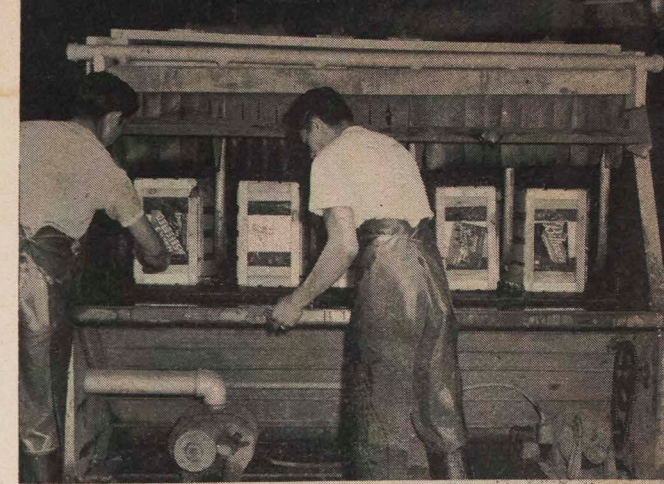
Beginning at top right and reading down:

PRECOOLING—After crates have been nailed, they are placed in the precooler, through which they slowly go on an endless belt as water, cooled to a temperature of 30 to 35 degrees, splashes down on them. In this picture, the crates are coming toward the observer, having been precooled. As they come out, these two men are pasting Deardorff-Jackson labels on them.

LOADING CAR—After labeling, crates are stacked on hand trucks and wheeled into reefers, and stacked as in picture. The car loader is shown nailing strips of wood across the crate tops to keep them in place.

TOP ICING—Man holding big pipe is blowing finely ground ice into loaded car, after which the car doors are closed and bolted.

SWITCHING—Pacific Electric freight crew comes and places loaded cars in train.



INDUSTRIES ON PE LINES



FREIGHT CREW — Left to right, Brakeman J. H. McAnn, Motorman W. J. Spier, Conductor R. S. Nichols, Trolleyman Horace Anderson, Brakeman J. S. Dis-muke.



WEST HOLLYWOOD TERMINAL



By
**Glenn L.
Russell**

As this goes to press we learn that Motorman Charlie Berg is a very sick man. Also that Motorman Mike Cronin has been off several weeks dangerously ill. A couple of swell old-timers, and we're missing their good humor.

On the brighter side: Motorman "Rocky" Buda says it'll be wedding bells in September. Conductor R. D. Mullen can't wait for Thanksgiving Day, and not for turkey, either. It's to be "bells" for him, also.

Our future book: M. J. Hafner says (or hopes) it'll be a boy about August 10. (Hiya, Pop!) M. Smith, a twin, of which there are several sets in his family, predicts two boys Dec. 1. Motorman Loweing expects an addition soon. Also waiting for that long-legged bird to call is Conductor J. M. Gaughan. What? More? It's to be J. J. ("Papa") Nayfack soon. It's beginning to sound like an epidemic out here.

Vacation Days: Motorman G. C. Cleek has been enjoying several weeks in beautiful Oregon. If any of you are undecided as to where to spend your rest time, contact H. B.



ERNESTINE JEAN MARTIN, 16 months, is the comely daughter of Motorman E. L. Martin of the Subway Terminal. Picture was taken when she was 14 months old. Cute, isn't she? Her daddy has been with the company since May 6, 1943.

Ryon. He will tell of his two weeks on Catalina, and I wouldn't be surprised if he moved there.

Motorman W. G. Milliken likes photography as his hobby. He has acquired some very nice equipment. If you want some advice on the subject, or a picture, see him.

It's even dangerous just to sit in a parked car. Four of our gang were doing just that several weeks ago when another auto smashed into them. Accordingly, to the doctor went Motormen Wheeler and Christie and Bus Operators Johnson and Steward. The car of the latter also required several hundred bucks of repairs.

We hear that L. A. ("Whisperin'") Kennedy is back with us again.

We surmise that the high fog and haze is added to by all that smoke of those stogie champs F. J. Parker and A. Goldberg.

Several of the boys were initiated in June into the Masonic Lodge in Beverly Hills. (Sorry, no names available in time). Our Terminal Foreman, A. B. Marshall, took his third degree at the Lodge on June 17.

Carrie, our Housekeeper at Gardner Junction, has a busy time these days trying to follow the shade. What shade?

OCEAN PARK CAR HOUSE AND BUS LOT

By
**D. L.
Graadt
van Roggen**



June brought us only two new men, who transferred from Hill Street and West Hollywood. Welcome, Motorman H. A. Wilks and Conductor Bill Newman.

Spring fever has the upper hand, as can be noticed by this sick list, which includes the names of Conductors W. C. Lambert, R. Wiseman, R. C. McClelland, J. W. Dickison, Geo. A. Dopler, A. Golfenbaum, S. M. Herrington, N. LaBorde, H. H. Bennett, H. E. Rasmussen, Jack Levine; and Motorman R. C. Rainey.

On vacation last month were Conductors E. Christie, Al. G. Cochram, Tom Mellen, R. H. Nisley; and Motorman P. Nordquist.

Absent on leave are Conductors W. Patton, R. H. Barlow, E. H. Van Noy; and Motormen F. F. Winder, W. G. Baldwin, Fred F. Taft, R. W. Baugh; and Operator H. Whisner.

After spending most of his vacation at home, Terminal Foreman Bill



TALE OF A TUB — Master John Franklin Sevy, four months old, is the grandson of Motorman G. E. Franklin of Ocean Park Terminal. The protecting arms are those of young Franklin's mother, Mrs. Louis Sevy, daughter of the Motorman. Apparently in deep thought, Baby is doubtless pondering over the philosophic question, "Are baths necessary?"

Kennedy once more is to be seen behind his desk.

Seen around the Trainmen's room: Motorman Herbert R. Pridgeon. Herbert worked out of OPCH for four years, before he transferred South, on the Santa Ana Line.

I often wondered why so many men like to work out of the Bus Lot and Ocean Park Bus Station. Now I know, and so will you, if you lately have visited the Operators' resting spots. Overstuffed furniture! Nothing less! A furniture company kindly donated them for the comfort of the "shiners." But we Trainmen have to rest our weary selves on hard benches and chairs. Can anyone of you go-getters suggest how we can get one of those soft settees?

You newly-married men should get acquainted with that congenial Motorman George E. Franklin for some first-hand advice in the raising of children and grandchildren.

George was born near Marysville, Tennessee, in 1896, and lived on a farm until he came to California in 1923. On June 1 of that same year, he began working for the PE as a Motorman and now is beginning his 23rd year of service. All these years with but a single missout (back in 1925). Quite a record.

In 1921 he married his wife, Bessie, in Salt Lake City, Utah. They have two children: Bob, 18, who is an honor student at Hamilton High School in Los Angeles; and Lois, 23, who married Louis Sevy in 1942, before Mr. Sevy joined the Air Corps as a navigator. The Sevys are the

ROOM 221 AND VICINITY



By
**Rosanne
Smith**

parents of Franklin's only grandson, John Franklin.

Asked if Geo. E. has any plans for his grandson's future, he said, "No, but I hope that he never will become an 'arm-twister' like his grandpappy!"

When G. E. retires, he wants to live on a ranch, and raise chickens and rabbits.

Glenn V. Banta Made West Supervisor May 4

Meet Glenn V. Banta, new Supervisor on the Western District.

Mr. Banta started with Pacific Electric as a Conductor on May 8, 1936, was made Assistant Terminal Foreman at West Hollywood February 21, 1943, went back into train service for a while, and then worked as a Relief Terminal Foreman at West Hollywood and the Subway Terminal until his appointment as Supervisor on May 4, 1946.

He works a night Supervisor's job on the Hollywood Boulevard and Santa Monica Boulevard rail lines, the Western-Franklin Motor Coach Line, and the east end of the Hollywoodland Motor Coach Line.

Congratulations on his new job, though somewhat belated, are nonetheless sincere.



GLENN V. BANTA, new West Supervisor.

EXCUSE IT PLEASE!

The Long Beach news last month stated that Agnes Drieling bumped Harry Cranston out of the Long Beach Ticket Office. Harry, we now understand, was not bumped, but bid in a Pasadena job. Agnes bid in his old job.

Supervisors H. A. Bates and V. C. Prettyman just returned from their vacation and they claim they caught some fish too. Sounds good.

Colonel Carle Belt (Supt. of Instruction and Safety) celebrated his 43rd anniversary with the Pacific Electric on June 13.

Ruthie Adams of the Mail Room took a short jaunt down to Mexico in June, and our own office Manager, I. W. Erhardt, planned a trip back East, beginning June 22.

A humble apology to retired Supervisor A. P. Smith, erroneously reported married in last month's column. He definitely isn't.

Eleanor Lifur of the Safety and Instruction Bureau is back from a wonderful trip to national parks in Utah, Idaho, Montana, and Wyoming. She left June 22 for the lands of romance.

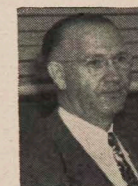
Congratulations to J. R. Worthington, Assistant General Superintendent of Passenger Operations, on his entry into the field of grandparentage. A daughter, Jill, was born June 15 to his son and daughter-in-law, Mr. and Mrs. William Worthington.

Trainmaster and Mrs. B. G. Jones visited their son and daughter in Oakland, and then proceeded to Yosemite for the remainder of their vacation, returning the first of July.

"Get well quickly!" goes to Supervisor B. M. Gilliam, who underwent a major operation at St. Vincent's Hospital in June. At last reports he had not as yet returned to duty.

PERSONALITY OF THE MONTH

Einer ("Ole") Swanson, Assistant Station Supervisor, was born in Smaland, Sweden. At the tender age of 16, he traveled to the U. S. and landed in that Swedish state of Minnesota. His first job was as elevator operator on the Twin City Lines. After about a year and one half he transferred to a clerking position in the treasury department of the same company, where he remained for a period of 15 years.



**Einer
Swanson**

In 1920, Mr. Swanson and his wife traveled to California. Mr. Swanson's first job here in L. A. was as Motorman with the Pacific Electric. In October of this same year he began working with the Motor Transit Co. as Office Clerk, which included the jobs of Ticket Auditor, Traveling Auditor, and Ticket Agent. He left the Company for one year and worked for the Century Air Lines, but 1932 found him once again back with the PE, and this time as Express Agent; from this to Head Clerk in the Baggage Room and then to his present day position as Assistant Station Supervisor. Bowling, which he does every Friday night, and tinkering in his fix-it shop are his two main outside diversions, but he claims they keep him very busy. Ham and eggs are his favorite food. He says that he has had at least two eggs every day of his life, and bases his obvious good health on this fact. Prefers red in color and likes pears and cherries. He spent his vacation in Portland, where he picked his favorite fruits.

Bonnie Jean Pomerenk Weds Edward Thompson

On June 28 at 8:00 p.m., at the First Brethren Church in South Gate, Miss Bonnie Jean Pomerenk, General Clerk in the Personnel Records Bureau, became Mrs. Edward Morris Thompson. Mr. Thompson is employed as a Car Repairer at the Torrance Shops.

Among those present and participating in the impressive ceremony were Miss Marie Shaw, General Clerk, Personnel, who sang "Because"; Cecil Snyder, Electrician, First Class, Engineering, who sang "I Love You Truly"; and his daughter, Mrs. Betty Davis, who also sang. Mrs. Margot Jacquemin Smith poured the punch at the reception, which was held in the church basement-hall. Bonnie's last day with the company was June 23.

The couple honeymooned in Minnesota.

A lawn dinner party and shower was given on June 6 by Miss Helen Freedle, Superintendent of Personnel Records, for Bonnie Jean at the home of Miss Freedle in South Pasadena.

Fried chicken and ice cream with chocolate sauce were the highlights of a perfect dinner. Mrs. Bertha Redd, Bonnie's mother, and wife of B & B Foreman Geo. L. Redd (step-father of Bonnie); and Mrs. Marjorie Coburn, sister of the bride-to-be, were guests of honor.

(Continued on Page 20, Col. 3)

Passengers Appreciate

Motorman C. R. Childs

June 13, 1946

I should like to say a little about PE Motorman [C. R.] Childs on whose train I rode up from Santa Monica yesterday. We left the coast between four and five p.m., getting into Los Angeles at the worst possible time, of course. I venture to say that most of us would shortly be in a mental ward if we undertook to do this man's job.

Four times, I think it was, he was forced to use emergency measures, to say nothing of all the ordinary hazards of the run. Once a heedless little girl was the cause, once a small boy sauntering across the rails with defiant slowness. A car came out of a cross street so fast that it swung across the track in its right turn. And another driver, determined to beat the train, switched out of the right traffic lane and across in front of the interurban. He couldn't possibly wait the five seconds to make his left turn.

Mr. Childs was alert every instant of the entire trip. Moreover, he did not get angry, or make biting remarks about the offenders, or indulge in violent and superfluous warning signals, as I have seen others do. (I could have cheerfully murdered those car drivers.) You have many good Motormen—I have ridden with a lot of them. But I had to say something about this man because he was so easy and good-tempered and efficient throughout the trip.

M. D. BROWN

Santa Monica Bus "Best Line in City"

June 15, 1946

I have been riding the Santa Monica Bus for nearly eight years. I consider it the best line in the city. The drivers, that is the men who have been driving for years, are very courteous and competent.

(Miss) ERNESTINE F. WILSON

CORRECTION

The name of Motor Coach Operator Houston Ferrell, who was listed in the "Passengers Appreciate" department last month, was incorrectly spelled "Huston Farrell." Sorry, old man, those errors will creep in.

Conductors John C. Howard, Paul S. Wagner

June 17, 1946

Major Joseph L. Young
Rail Transportation Office
Camp Stoneman, California

Dear Sir:

This is to acknowledge and thank you for your letter of June 14, 1946, commending Conductor John C. Howard, Badge 616, and Conductor Paul S. Wagner, Badge 416, for their courtesy.

Am taking the liberty to forward your letter to other officers interested so they, as well as the two above mentioned gentlemen, may know of your appreciation.

Very truly yours,
O. A. SMITH

bcc—Mr. G. F. Squires

Information Clerk Betty Rich

May 20, 1946

On Sunday it was necessary to call your Information Bureau for help in getting to a certain street in Beverly Hills. The kindness and the courtesy shown me by the operator was so marked that I asked her name and found it to be Miss Betty Rich.

I feel that you are to be sincerely complimented, not only for having such fine operators, but also for the sort of training they evidently receive.

MRS. JOSEPH M. CHASE

Long Beach & San Pedro Trainmen in General

May 28, 1946

This comes to thank your very courteous Trainmen for so magnificently helping us, the residents of the southeast part of Los Angeles, in getting to and from work. Especially do we thank the Trainmen of the Long Beach and San Pedro lines for their help, as many of us could never have gotten to our work if they had not been so very kind and courteous to us. Another great big thank you and God bless you all.

MRS. ESSIE L. MCGEE

INFORMATION PLEASE

By
Deane H.
Koch



Vacation time is here again, and from the general appearance of the station everyone is going somewhere. Judging by popular demand, Catalina seems the most desirable vacation spot. The line forming to the right of the Information Counter about eight a.m. every day is not for nylons, nor butter, nor even bread, but for Catalina reservations. There are, however, those who prefer the mountains; so Information is kept busy informing the altitude-seekers how, when, and where.

As for the personal items, we are very glad that Catherine Rohwer is well enough to be permitted to work again, after these many months. She seems to be picking up the old routine in a splendid manner. All good wishes to you, Catherine!

We'll Get There One of These Days!

Dear Editor:

How about some news items and pictures about the gang from First Street at San Pedro in the near future? We will be watching for it.

A READER

Dear Reader:

All things come to him who waits. Glad you told us about it. We'll keep you in mind.—EDITOR.

Pomerenk Wedding

(Continued from Page 19)

PERY girls to attend were Mrs. Margot Jacquemin Smith, Mrs. Irene Schwertfeger, Mrs. Lillian Ryan, Mrs. Katherine Salmon, Mrs. Elna Raugust, Miss Ruth Ritchie, Mrs. Theda Keddington, Miss Dorothy Danielson, Mrs. Evelyn Kipp, Miss Marie Shaw, Mrs. Harriett Wissing and daughter Winnie, Miss Pauline Sutton, Mrs. Esther Lane; and, sending their best wishes, but unable to attend, were Mrs. Phyllis Walker, Mrs. H. L. Young, Mrs. Gladys Black, Mrs. Patsy Schwertfeger, Mrs. Betty Conville, and Miss Bernice Donaldson. Numerous gifts and prizes were in order.

Florence Spaulding has been on vacation for two weeks. As far as we were able to learn, she spent a quiet time in and around Monrovia. Edna Tilley, our Chief, came back from a vacation with a somewhat ruddy complexion. She says she got it at June Lake, where she went fishing and allegedly caught some fish, too. Well, perhaps, but we didn't even get a "smelt." Bessie Bundy is also back from her vacation. We greatly regret that her plans were disrupted and that her trip to visit a cousin in the northern regions were necessarily cancelled.

Another bit of news is there was a real June wedding within our ranks. Betty Lou Dalthorp, daughter of Mrs. Carolyn Dalthorp, was married June 16 to Foster Myers, at the Pico Wedding Manor. Mr. Myers is an ex-technical sergeant of the Marine Corps. He is at present employed by the Standard Oil Company. Before long the happy couple will leave for Wisconsin, where Mr. Foster will re-enter college to complete his course in electrical engineering. Our heartiest congratulations to the newlyweds.

Lenore Tepley is having her troubles in rather large portions. She had no sooner returned than she was taken ill and was again absent for almost three weeks. At present writing we are glad to report that she has once more returned. Neva Cooper, a former employe, passed through a very serious operation a day or so ago at the Hollywood Hospital. Through reports today we are pleased to say she is now thought to be on the mend.

Adeline McIntyre is again seen as one of our staff after an enforced leave of absence, following a throat operation. She tells us a good one. One morning recently she started work at 6 a.m. and during the first ten minutes was given 10 cents and two very large potatoes (from Kern County). She must have looked hungry. More power to you, Adeline. Reminds us of the time a lady called on the telephone wanting us to tell her how much food she should buy to last her a stated time without spoiling as it did one other time.

Another time a call came for the Alhambra cars to Junk Valley (and it was in all seriousness, too). After a quizzing, we found she wanted the time of the El Monte car at Valley Junction.

It was real fun recently to see the Passenger Director, Special Officer, and a Red Cap play "Dollar, Dollar, who got the Dollar."

Suppose you have all seen the dummy clock that was placed at the rear gates not long ago. Well, it isn't there now. Why? Well, you see a commuter complained it lost three



BRIDAL SHOWER for a new bride, Mrs. Virginia Turnbow Porter, was held by Freights Accounts Typists in the Women's Tea Room on Thursday, June 13. In the front row, left to right, are Gertrude Wallace, Norma Lyons, Emma Lou Berry, Mary Turnbow (the bride's mother), Virginia Turnbow (the bride), Clara Zimmer, Margaret Zimmer, Rose Kendrick, Ruth Renter, Clara Lawson. In the back row, left to right, are Esther McIntosh, Dorothy Dunn, Ruth Altpeter, Eloise Klages, and Louise Briggs.

ACCOUNTING DEPARTMENT

By
Dorothy B.
Dunn



The Accounting Department has four new blushing brides this month; to wit: Virginia Turnbow, Typist; Clare Parker, Disb. Accts. Clerk; Harriet Cushman, Frt. Accts. Clerk; and Evelyn Mortson, Misc. Accts. Clerk.

Evelyn, now Mrs. Samuel Castro, was married in a private ceremony in Inglewood on May 24. She resigned at the end of the month.

Virginia is Mrs. Roy Porter. She was married in Las Vegas on June 10. Margaret Zimmer, Typist, gave her a lovely miscellaneous shower June 13 and all the refreshments were brought from Compton on the street-car by her mother!

Clare, now Mrs. Thomas F. Freeman, Jr., was married June 13 at 8 p.m. at the Wedding Manor on Pico. She and her husband honeymooned at Lake Arrowhead for a week.

Harriet married Chuck Lawler on

minutes while he stood there waiting for his train.

the "Bride and Groom" program. Some of the gifts she received from the program were a service of sterling silver for four, a camera, sports clothes, a Max Factor Make-up Kit, a vacuum cleaner, and a week's all-expenses-paid honeymoon trip. They were flown to Carlsbad Hotel by the sea where they were guests of the manager. Not actually married over the radio, they were interviewed before the ceremony and then bride and groom and personal guests hurried to a little chapel, where said bride and groom were married; then back to the program for presentation of gifts, etc. Eloise Klages, Frt. Accts. Clerk, caught the bridal bouquet thrown by Harriet and was rewarded with a pair of nylons from the sponsor of the program.

Marilyn Hawkins, Senior B/C Clerk, has a beautiful new diamond ring from her Johnny.

Gertrude Wallace, Typist, took her vacation in May and couldn't get around much on account of transport difficulties; had a good time anyway.

Tess Humphrey spent her vacation in Kansas City, Mo., and had a wonderful time.

Juanita Hoover, Disb. Clerk, has returned to work and everyone was very happy to have her back with her same lovely smile and disposition.

"What is a mugwump?" asked one boy of another.

"A mugwump," he replied, "is an animal that sets on a fence with its mug on one side and its wump on the other."

CENTRAL TIMEKEEPING BUREAU



By V.B. Tellechea

Charlie Sein: Riding a bike to work on a day in May. Do you know how far Alhambra is from 6th and Main? "It's lovely for the figure," says Chas. No further comments from us, Your Honor! And Mamma Sein brought Donna Lucille to look us over! She's darling, and looks exactly like papa.

Chari Ruth Howard is another lovely little girl. Chari made her appearance on Decoration Day, May 30, a fact which threw Florence Howard into the "grandma" class. The happy parents are Mr. and Mrs. W. Howard of Whittier!

Carmen Horta: Engaged. Aw, gee, what's the matter? Here it's July and nobody wants to get hitched! Which reminds us: Walter Morrison is a bachelor! Mrs. Morrison and daughter are on an extended trip to the Northwest, but W. will keep out of trouble with his baking!

Vacations: Geo. La Roche: Traveled as far as Glendale and back, and had a good time, too! Margaret

Hines: To Chicago to surprise her father, and help celebrate his birthday! Alice Karayan: At home. Helen MacDougall: Flew to and from Chicago, and had a bird's-eye view of the big fire. (Had a birthday June 10.) Joan Dudding: To San Diego and some lake fishing. Ida Durchin: At home. Cy Holway: At Balboa and Laguna. By the way, did you know Cy loves the theatre, and directed "Castles in the Air" at the First M.E. Church in Glendale? Did a nice job, too! Harry Shea says so! Gene Barwood: L. of A. for some months. Down in Tucson, Arizona.

The Checkers in Timekeeping gave Dave Alexander a pair of Sox, Father's Day, and Dave reciprocated with a box of candy! Frances Houston presented him with an album that is certainly a novelty!

Carl Campbell is at home, and greatly improved!

Our new Calc. Oper. is Melida D. Shaw!

Beach Party: Toni Cooper, Loriston Noble, Ida Durchin, Carmen Horta, Marian Green, Frank Ferris and others. Santa Monica, June 28. Loads of food—danced to records, and they call themselves the "Eagles."

Dale Hyde: Directing man at counter: "Go to such and such a room and ask for Mr. such and such and tell him who he is!"



FRANK R. FERRIS, now a Timekeeper in CTB, came to PE only last February as a Typist after a war flying career in the Army Air Forces. Inducted March 25, 1943, he was chief on gliders (C. G. 4A's) until September, 1943, and then, applying as an air cadet, was sent to Miami Beach, Florida, for classification. After being transferred to Mt. Union College, Ohio; San Antonio, Texas; and Independence, Kansas, for differing phases of instruction, he was sent to Randolph Field, Texas, where his world travel ceased until the war ended. He's 21 and single, girls!

ENGINEERING DEPARTMENT Eastern District

By Mabel E. Forsberg



Art Soderberg's B&B crew has completed installation of a 1½-inch water line at North Pomona Substation for fire protection purposes. Similar installations are under way at the Etiwanda and San Bernardino Substations. This same gang is now busily engaged in renewing timbers on the Bench Bridge, San Bernardino Line.

Section 31, under the supervision of Reau Simpkins, is reconstructing 3,769 feet of single track, including five turnouts, with 90-lb. rail, at La Verne.

A. B. Holmes, Junior Engineer, visited Bill Chappell, Foreman at Butte Street Yards, and Jose Martin, Track-walker on our Section 33 at Riverside,

both of whom were confined at the St. Vincent's Hospital. He found them improving favorably.

Mr. Holmes' daughter, Joyce, is appearing in the opera "Martha" in the leading role of Lady Harriett. The presentation of this opera during the week of June 25, brought to a close the opera season in Riverside.

W. O. Johnson, Freight Motorman out of the San Bernardino Yards, has returned from a three-weeks' vacation. The first week was spent at Santa Cruz, followed by a trip up through the Redwoods to Grants Pass, Oregon. There he visited with A. C. Johnson, former PE Conductor at the San Bdn. Yards; found him enjoying good health and busy milking cows. We understand that Mr. "A. C." is a loyal reader of the PE MAGAZINE and that when he has finished, he passes it on to R. H. Horn, former Conductor of Pasadena, who in turn sends the magazine to I. H. Lundy, also former Conductor at Pasadena and Macy. (This should make our Editor feel very happy!)*

Ray Hamilton, Driver Groundman on the Line Gang, is spending his vacation in the East. We are all sorry

*Smiles of satisfaction.—Ed.

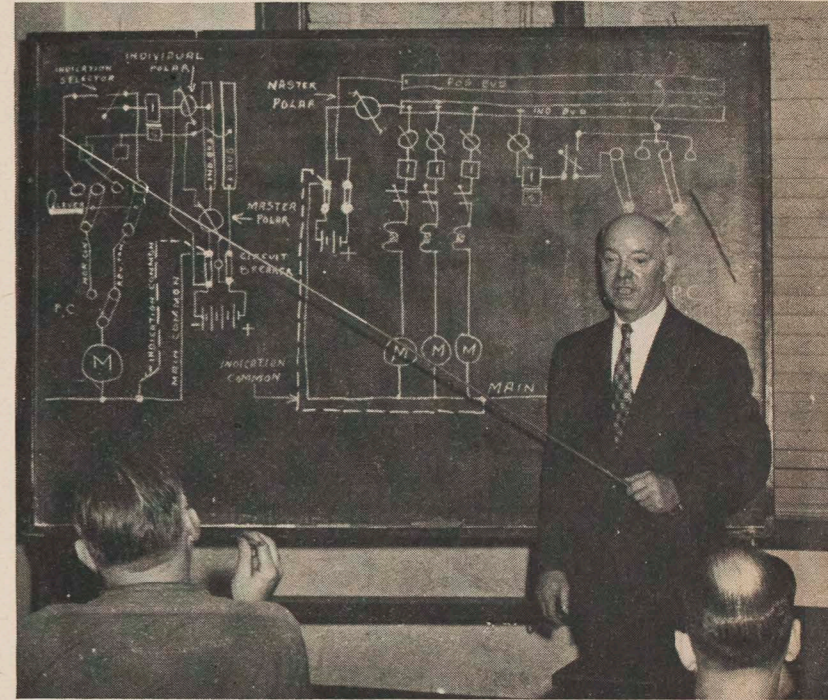


SIGNAL SCHOOL

For all interested in the maintenance and repair of signal and interlocking equipment, a class has been organized under the auspices of the Signal Department for instruction in this field. Meeting every other Wednesday at 7:30 in the classrooms of the Instruction Bureau, 327 PE Building, the class will continue for ten lessons. The first class was held on May 22.

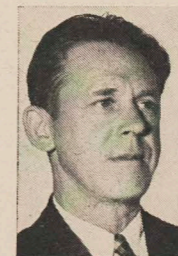
The instructor is Stanley Bryant, service engineer of the General Railway Signal Company of Rochester, New York. Mr. Bryant knows his signal equipment thoroughly, and through blackboard diagrams and demonstration of actual equipment is providing a series of informative, interesting, and well-worth-while lesson periods. An increasing attendance at each meeting is good evidence of the value of the instruction given.

Signal Engineer Albert Oren Smith urges all who wish to improve their work to attend. He feels that the men are fortunate to have the opportunity to secure information concerning signal work from a man with the experience and background of Mr. Bryant.



SIGNAL ENGINEERING

By Bob Burns



to learn that Mr. and Mrs. Hamilton have received the sad news that their son, Staff Sergeant Fred A. Hamilton, has been declared officially lost in action. He was an aerial gunner in the famous "Jolly Rogers" bomber squadron and was on his thirteenth mission southwest of the Peleliu Islands on June 19, 1944, when his plane ran into bad weather and was lost. You have our sympathy and understanding, Mr. and Mrs. Hamilton!

There was an all-around good-for-nothing man who died, and at his funeral the minister delivered a most beautiful address, praising the departed in the most glowing manner, his splendid qualities as a finer type of man, a good husband and kind parent. About this time the widow, who was seated well up in front, spoke to her little daughter by her side, and said, "My dear, go look in the coffin and see if it's your father."

At last . . . summertime, Ramona, vacations.

What do you know? Our Supervisor, Bill ("Hoppa Long") Moesby is back on the job again after a sun-bath, up high on the hill tops. Oh yeah, Angelo Sarni is going to be married! Jessie says, "It's funny how a guy will wait until he's sure he's right . . . then lose his head!"

Private James Haley, Helper, is now at the Letterman General Hos-

pital in San Francisco, and surely would appreciate a line from his pals in the Signal Department. So, let's get writing, fellas. As he says "Hello, everybody, hello!"

Carl Vickers, Asst. Signaller, had a swell vacation feeding the monkeys at Griffith Park. Art Sendall, Signaller, gave Jim Wickham, Asst. Signaller, a new spring 'hair-dew' last month. And it will take weeks for it to return! But we really can say that Jim does look good, at that.

George Prell, Bonder & Welder, had a grand week-end at San Bernardino, and saw most all the boys on the Eastern Division. The Robert E. Carlins are expecting the stork at their house. Congratulations!

But . . . look at those two GIs on a motorcycle built for two! Oh, the fellow on the rear is Larry Nachman, Asst. Signaller, who hails from Kansas City, is married, likes steaks and outdoor sports . . . a regular guy. The driver is none other than Steeple Climber Jimmy Neilson,



DONNA LUCILLE SEIN, daughter of Head Clerk Charles Sein of CTB. Born January 3, she now weighs 16½ pounds. Says she'll cut down on starches if Daddy does. On second thought maybe Daddy's bike would do the trick.



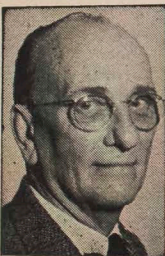
NACHMAN & NEILSON

who drives them high and low, a native of California. Is single, loves photography, but best of all his Mother's cooking. Can you blame him?

And in closing, the Walter E. Stratmans celebrated their 27th wedding anniversary on June 4. Congratulations, again!

MECHANICAL DEPARTMENT

North and South Districts



By
Guy F. Gehde

Taking advantage of vacations and leaves, employes at Macy are certainly traveling this year. Chris Whalley back on the job after two weeks in Stockton and Sacramento. Robt. Baxendale on a trip east with his wife, who will be operated on at Johns Hopkins. Mr. and Mrs. Axel Danielson spending two weeks in Mexico City. Mr. and Mrs. Edgar Wait visiting Mrs. Wait's parents at La Juanta, Colo. "Cy" Madill's son, Gordon, 2nd class petty officer, who has been serving in the Navy during World War II, will be discharged, and will come home in time to join his father in trout fishing in the Northern California mountain streams.

W. A. Martin and family visiting in Missoula, Montana. C. E. Tower visiting his aged mother in Portland. Harry Pearson with his wife in the High Sierras casting for trout. Elwood Pitts, not so fortunate; he had a "must" order from his 'missus' that the entire house was to be overhauled, painted and papered.

Enjoying a rest during July were Rose Maskey, Dora Silvas, Sam Werrett, Louis Falcone, E. F. Edwards, Adam Linton, Chas. Wait, Harold Cole, Julius Cohen, and Eunice Graham. We are very glad to have Steve Lindenmayer with us again; he states he is much happier working on diesels than being in the Army.

Senor Teodoro Reyes, father of Maria G. Gaziukevecz, died June 11 after a year's illness and two months in the hospital. Maria has been with us a long time. We extend heartfelt sympathy.

Funeral for Mrs. Lena Dillon, beloved wife of James Dillon, was held Wednesday, June 19, in Alhambra. We all have a deep feeling for James, who has been with us so many years and kept such wonderful courage, working, and helping care for Mrs. Dillon during her prolonged illness.

Bernice Ingram reports from the Repair Shop:

Recent vacationists have been Hans Hanson, Nelson Gregg, John Felix, Dave LeFlore, and Demesio Rojas.

Bill Sadler's face and his new 1946 Nash combine to make the gleam you see about Macy St.

Frank Pickering loyally states that his wife was a fine cook before she received her new cooking certificate.

Two recent celebrations for Assistant Foreman James E. and Mrs. Langley—their week among the redwoods, and their wedding anniversary June 1.

E. S. Fotheringham was awarded a Car Repairer job at Macy Repair in the recent bidding. Welcome.

Welder Jack Byrne is the proud user of the new USN Lincoln welder now installed at the Repair Shop.

Macy Street was saddened by the sudden death of genial William E. Godwin. Mr. Godwin transferred to Butte St. from Macy in 1944.

New Safety Committeeman at Macy Repair Shop—John R. Jones.

May bride, Frances, attractive daughter of Car Repairer Joe Trombino.

Mr. and Mrs. Frank Palmer are back from New York, where they visited their son in the submarine service.

The Martin Whalens took scenic photographs of their recent trip through Oregon.

Henry Hammond declares he found lasting good luck by taking a bride June 13, 1914.

R. J. Young, Frank Choens, John Brooks, and Alfred Anderson were among those vacationing in July.

Foreman Fred Soule avoided the hearty congratulations of his friends by celebrating his birthday quietly a few days before his vacation, which began June 1.



QUEEN FOR A DAY—Mrs. Eileen Jones, wife of Car Repairer William Hugh Jones of the Macy Car House, was the lucky lady chosen "Queen for a Day" on May 20 over the Mutual Network's program by that name. Mutual's emcee Jack Bailey here places the crown on Mrs. Jones' head. Her wish, if she were crowned queen, was to find a place to live for herself, her husband, and their three-year-old son Bobby. She received many gifts in consequence of her coronation; among others was a washing machine.

Payroll Deduction For Glasses Authorized

The company management has announced that a payroll deduction plan in connection with procurement of glasses, repairs to glasses, etc., has just been made with Dr. Walter F. Morrison, 818 Pacific Electric Building, Los Angeles, for the convenience of employes.

Dr. Morrison has been located in Los Angeles for many years, has a very high reputation, and has made glasses for many of the employes during the past. His services are of particular advantage to Pacific Electric employes because of the convenience of his office and the promptness of his service. Glasses are furnished within a few days after examination; new lenses to replace broken ones, as well as other repairs to glasses, are made promptly. Dr. Morrison maintains his own lens grinding facilities.—Advt.

NEWS SERVICE AND RESTAURANTICS

By
J. A. Degerman



Mrs. Betty Knight, Waitress at PE No. 120, and our Bowling Team Captain, spent her vacation in the hospital. Not so pleasant, Betty, but glad you're feeling better and back on the job.

D. P. Howard's son, Dexter, Jr., returned to Fort Sill, Oklahoma, after a month's furlough.

Miss Annie Yachinich, Cashier Clerk of PE No. 120, recently won a yodeling contest. We thought only Texans could yodel, but Wisconsin evidently has produced a yodeling, guitar-playing cowgirl. Good luck, Annie.

Rich Hayes of PE No. 105 is on leave of absence. He and his family went to Grace, Idaho, to vacation—we hear Rich has had some good luck catching trout—mmmm—brook trout!

Bennie Parisi, Agent at Subway Unit No. 107, certainly got his share of tan. He, too, has been vacationing. The Parisi family went up north to Mt. Shasta and Frisco. Their son, in the Navy, spent his furlough with them.

We just learned why all clocks on display or displayed on blue prints show the time at 8:17. It is in respect to Abraham Lincoln, who passed away at that time of the day. Not being one of the Quiz Kids I did not know that one.

Miss Ruby Savage made a flying trip to Texas to be with her mother during a crisis. We are happy to learn the latter is much improved, and are glad to have Ruby back again.

Kathryn McArthur, Secretary to C. F. Hill, took a few days of well-deserved rest.

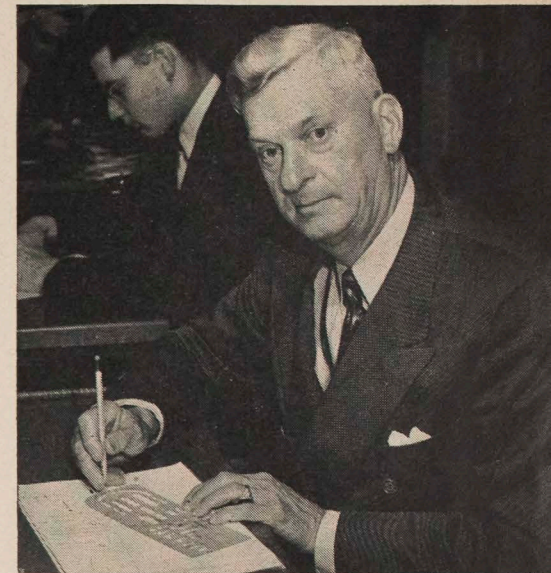
You don't make footprints in the sands of time by sitting down.

Claimsman Paul P. Domack Designs Accident Stencil

"One diagram is worth 50 pages of written reports" is a slogan often heard among claim investigators.

Finding that freehand drawings of diagrams of traffic accidents were often too inaccurate to be satisfactory, Investigator Paul P. Domack of Pacific Electric's Claim Department decided to do something about it. So, after eight months, off and on, of patient effort, he finally evolved a plastic stencil containing all necessary symbols for making such diagrams—such as boulevard stops, wigwags, crossing signals, tracks, trucks, streetcars, automobiles, etc., by means of which he can trace on paper a perfect diagram. His stencil will even permit making varying degrees of corner curbs.

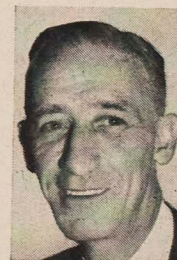
The gadget is now in use by all the members of the Claim Department, who find it saves them much time and gains accuracy and clearness for their diagrams.



PAUL P. DOMACK, Claim Investigator, and his gadget.

PACIFIC ELECTRIC BOWLING NEWS

By
Charlie Hill



At this writing, six weeks of the PE Summer Mixed Scratch League have passed, and the Leopards, with 14 wins and 4 losses, are leading, one point ahead of the second place Wild Cats. The Bears are third (11 wins), one point over the Tigers. The Wolves are next (8 wins), one more point than the Bears. Panthers are in seventh position (5 wins). The Lions are in last spot, one point behind the Bears.

It is quite an affray when forty wild animals get together in the arena at the same time, and this happens every Friday night at the

Arcade Recreation Center. There are many growls, roars, and howls, and, believe it or not, we have an unheard-of lady, Gertrude Yeager, and she has been a big help to her team.

All of the lady animals are holding their own nicely. Myrtle Shaw (she's a Bear) is leading the fair sex kegglers, and has a 193 game to her credit, closely followed by "Dusty" Thornburg (Tigress), Ruth Harrison (Leopard), and Ruth Travers (Wolverine). Vi Steuernagel (a Wild Cat) rolled a 185 on May 31. Virginia Boone (Panther) and Margaret Swinson (Lioness) are also showing up well.

Claude Kazee (Boar) is setting the pace for the male animals, with an average of 188, followed by Ollie Steuernagel (Wild Cat), who carries 185. Rod Price (Lion), a newcomer, is third with 178.

Probably the feature contest so far has been between the Leopards and Wild Cats on June 21. These two teams were tied for first place when they met. Somebody fed Paul Durbin (the Leopard cub) some raw meat, and with a 214 count in the opener and 186 in the second game, he led the ferocious Leopards in a springing attack, which, with Charlie Gonzalez pulling a "Frank Merriwell" stunt in the finish by putting over four straight strikes, won the first

WEEKLY HIGHLIGHTS OF THE PACIFIC ELECTRIC BOWLING LEAGUE

| Date | Team High Series | Team High Game | Individual High Series | Individual High Game |
|---------|------------------|-----------------|------------------------|----------------------|
| May 17 | Tigers (2381) | Tigers (827) | R. Price (571) | T. Danna (220) |
| May 24 | Tigers (2341) | Tigers (817) | T. Danna (558) | C. P. Hill (214) |
| May 31 | Bears (2592) | Bears (880) | C. Henry (643) | C. Henry (240) |
| June 7 | Wild Cats (2341) | Wild Cats (924) | C. Henry (589) | O. Gregg (236) |
| June 14 | Leopards (2459) | Leopards (881) | O. Steuernagel (599)* | O. Steuernagel (224) |
| June 21 | Leopards (2452) | Leopards (879) | C. Kazee (599)* | Paul Durbin (214) |
| | | | R. Price (561) | |

*Tied

game by seven pins. Before the Wild Cats could regain their equilibrium, the Leopards also walked away with the second game, but let up for a loss in the third.

The Bears hold season's high series of 2582. Dick Prettyman's new ball has been performing miracles, aided by Clyde Henry, who is tops in series and game (632 and 240), Clarence Davis, Jack Worthington, and Myrt Shaw.

High game goes to the Wild Cats, score 924. "Ole" Swanson's Brooklyn hits have been getting startling results, while Roy Wilson has been doing some classy bowling, and he has been particularly devastating in the pot matches following the league series.

Ona Gregg (Panther) has forgotten how to pick up the "ten" pin; otherwise he would be nearer the top. His 236 game looked like Ona of yore. The Panthers have been augmented by Preston Jones (a chip off the old block, Ray Jones) and Charlie McCormack; and Kenny Coats' team is now destined to go places.

Dave Newman's Tigers started out strong but were given a slight setback by the Bears on May 31. Summer seems to agree with Dave, judging by comparative averages. Ed Wheeler, Jim Latimer, and Roy and "Dusty" Thornburg are aiding Newman in his efforts.

"Jug" Yeager's Boars, with Claude Kazez as anchor, and Bill Baker, Johnny Hope, and Gertrude Yeager, have started clicking, so watch out for them.

The Wolves, consisting of Emil Dietz (Captain), Tommy Danna, Nolan Lambert, Ed Dustin, and Ruth Travers comprise a threatening outfit.

The Lions opened up with a terrific roar, with Roy Finley rolling a 682, but are at the bottom of the

heap, apparently dormant. The lion is still King of the Forest, and we expect a commotion when that team really wakes up.

The Leopards, with your scribe leading, and much aided by Johnny Hubener, Charlie Gonzalez, Paul Durbin, and the ever gracious Ruth Harrison, are enjoying a scant one-point lead in the race, but realize they have all hard battles ahead of them.

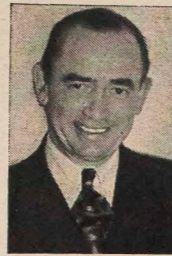
Pacific Electric Travelers

The PE Ramblers, consisting of Dick Prettyman (Captain), Ollie Steuernagel, Claude Kazez, Rod Price, Charlie Hill, and Clyde Henry, have been going at quite a gait, winning all but one of their matches. In their initial contest, which was against the Phantoms, they rolled a 2911 series, which was the second highest series ever rolled on the Arcade lanes by any team. They ventured into foreign fields on May 29 and met defeat at the hands of a picked team at the Boulevard Bowl in Hollywood; however, in a re-match with the same team, the railroaders turned the tables.

On May 31 Dave Newman's Stars were turned back. A picked team from the Holly-Western Bowl (Hollywood) were defeated in a close contest, 2695-2645, and the LaBrea-Santa Monica Lanes' team was also taken into camp on June 19, both contests being rolled in Hollywood. A return match is scheduled with the Holly-Western Bowl and Boulevard Bowl at the Arcade; and also there will be a match with a picked team from the Steamship League.

Tentative arrangements have been made for matches at Redding, California, and at Catalina. It is aimed to develop this team to represent the PE in the ABC meet in Los Angeles in 1947.

PACIFIC ELECTRIC ROD AND GUN CLUB



By
Arlie
Skelton

Greetings, Rod and Gun Clubbers!

The June meeting had a good turnout of members, many interesting subjects were discussed, and proper action was taken thereupon.

Our Club is now sponsoring a bowling team captained by J. B. ("High-power") Rogers. Mr. Rogers will organize his team during this month, selecting, of course, the cream of the crop and outfitting them with proper shirts and emblems to make them attractive-looking as well as efficient bowlers. We hope to hear a lot more of them as the bowling season draws near.

We welcome three new members to our Club at the June 12 meeting. They are Charles W. Schumaun, Voorhus J. Wyatt, and Frank Tonnetch. Welcome, fellow sportsmen, and we hope to see you taking active interest in your Club's affairs in the future.

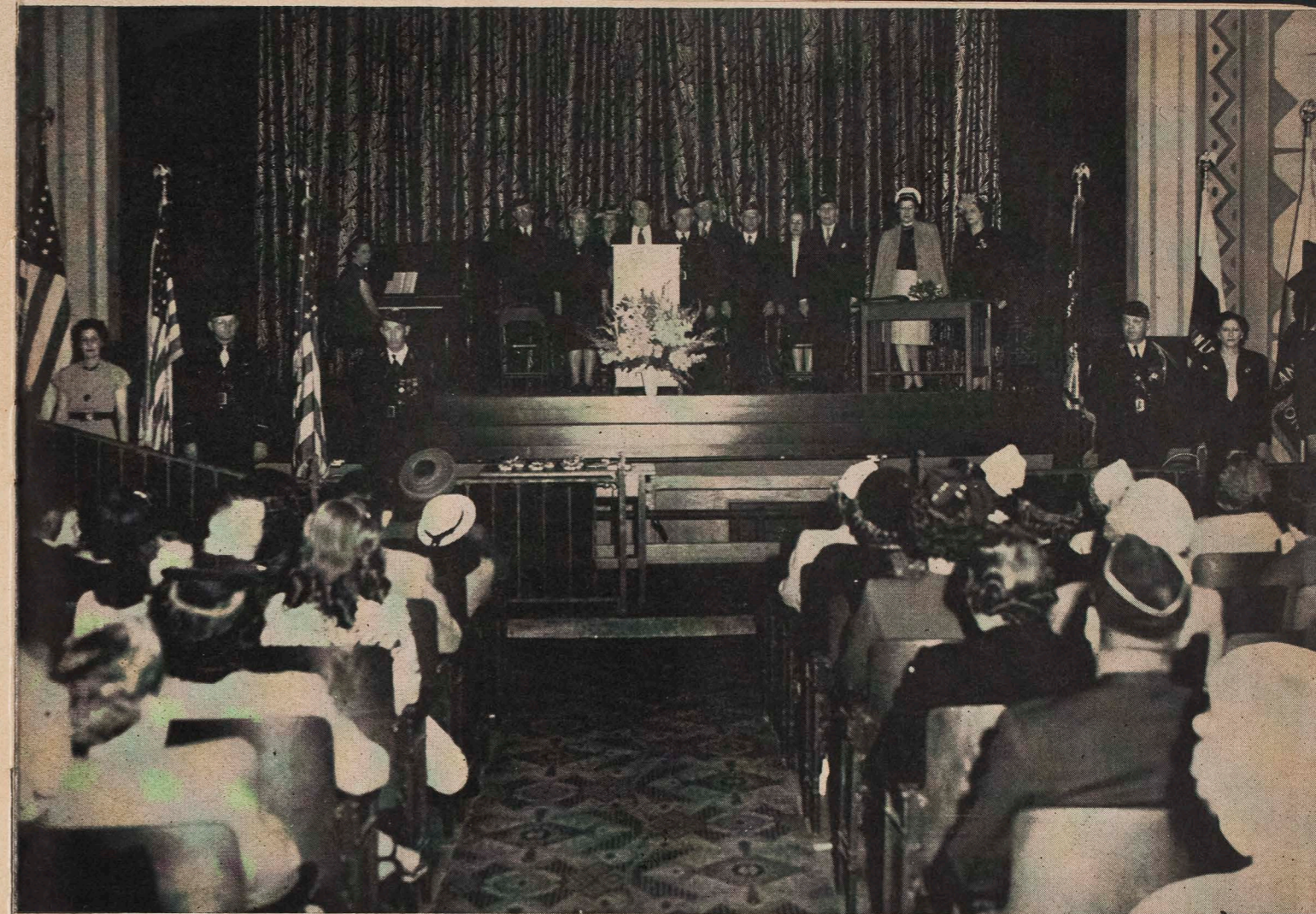
Summertime must be here, for already the fish registrations are beginning to pour in as they did in pre-war days. Most of the action seems to be coming from the trout streams and lakes, but July and August will find the trend turning to the salt water fishing. Schools of "log scooters" and albacore (chicken of the sea) have been working their way up the coast to their spawning grounds. While the season has been late because of cold water, no doubt the big schools of fish are coming in.

Robert Dornor, our Financial Secretary, is now on vacation and no doubt will have much fishing news to report on his return at the July meeting.

R. M. Lawrence and sons Jerry and Clifford have been taking limits of trout from the Sespie River.

Jesse Edmunds has been doing his fishing at Henshaw Lake, getting limits of blue gills and crappie, with an occasional bass and catfish.

Dan Terry and daughter Ellen have been fishing Catalina waters and landing some big sea bass and halibut. So indications are for some really strong competition for prizes at the end of the tournament season.



HONORING AMERICA'S WAR DEAD, a memorial service was held in the Pacific Electric Auditorium on May 28 at 8:00 p.m. by the 23rd District of the American Legion and American Legion Auxiliary. On the stage are 23rd District officers, with Commander A. W. Bone of the Pacific Electric Post behind the lectern.

PACIFIC ELECTRIC RAILWAY POST 321

By Byron P. Heath

Byron P. Heath pinch-hitting for Jackie Lyons.

Regular meeting called to order June 11 by Commander Bone at 8:00 p.m., following a potluck dinner served by the Auxiliary.

Historian Jackie Lyons attended the meeting and reported she had re-enlisted in the WAC.

Robert LeRoy Fuller was accepted for membership. A check was presented to the Auxiliary to help with child welfare. The following comrades were nominated for office:

Comrade Parker nominated Comrade Withee for Commander.

Comrade Newhouse nominated Comrade Wilcox for 1st Vice Commander.

Comrade Parker nominated Comrade Heath for 2nd Vice Commander.

Comrade Wilcox nominated Comrade Geo. Withee for 2nd Vice Commander.

Comrade Nichols nominated Comrade Geo. Withee for Sgt. at Arms. Comrade Newhouse nominated

Comrade K. M. Brown for Finance Officer.

Comrade Milnes nominated Comrade Newhouse for Finance Officer.

Comrade Newhouse nominated Comrade Parker for Chaplain.

Comrade Wilcox nominated Comrade Milnes for Historian.

Comrade Parker nominated Comrade Morris for Historian.

Door prize won by Comrade Heath, who drew his own number.

The following letter has been received from the officers and members of the 23rd District, American Legion Auxiliary:

AMERICAN LEGION AUXILIARY
Twenty-third District
Department of California

June 10, 1946

Pacific Electric Post,
American Legion.

Dear Comrades:

The officers and members of the 23rd District, American Legion Auxiliary, wish to thank you for obtaining the Pacific Electric Theatre for the joint District Memorial Services on May 28.

The lovely setting made the ceremonies more beautiful and impres-

sive, and we especially thank you for the courtesies shown our members.

Very truly yours,
(Signed) HELEN ENGMAN
Secretary
3119 Hill Street
Huntington Park, California

PE Post 321 met June 25 at 8:00 p.m. The meeting was called to order by Commander Bone.

New comrades accepted for membership were Wm. O. Powell, C. C. Scott, and Mayo S. Herrington. Welcome, Comrades!

A new constitution and by-laws were acted on and approved.

New officers elected for the coming year are Ray E. Withee, Commander; C. E. Wilcox, 1st Vice Commander; Byron P. Heath, 2nd Vice Commander; James W. May, Sergeant at Arms; K. M. Brown, Finance Officer; Wm. Parker, Chaplain; John E. Morris, Historian.

The new Executive Committee includes Orville Newhouse, Roy E. Mead, and F. W. Nichols.

Appointed to office were George Withee, as Adjutant; F. W. Nichols, as Hospital Chairman; and Roy E. Mead, as Service Officer.

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J. R. Dougher, Rep. L. A. Motor Coach Employees
J. G. Duesterhoff
P. A. Du Bose at P. E. Club
Joe Sharpless, Rep. L. A. Motor Coach Employees

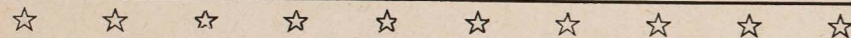


Welcome Home!

Pacific Electric Employes Returned from Military Service Since Last Publication of Pacific Electric Magazine

Albertson, Bernhard T.
 Barr, Russell Lee
 Basore, Edwin A.
 Blake, James D.
 Castanares, Dr. Salvador
 Cranford, John P.
 Dornor, Robert L.
 Downing, Legustus A.
 DuVal, Kenneth C.
 Eggeman, Ernest F.
 Fisher, Dennis
 Gilson, T. J.
 Goforth, Robert Lee
 Hanson, Wilbur
 Hume, E. A., Jr.

Lenz, John R., Jr.
 Montante, Michael S.
 Nulton, Jack E.
 Riseling, Howard L.
 Pinson, Joseph E.
 Roberts, Geo. E.
 Roberts, L. K.
 Slater, Bernard J.
 Stewart, Harold F.
 Tyler, John W.
 Vallejo, Santos P.
 Walker, Harold
 Watson, Robert J.
 White, Charles K.
 Young, Fay A.



this motion by the Committee which was unanimously approved.

Poor Ventilation in Large Offices:

Mr. U. L. Drake remarked about poor ventilation in overcrowded offices throughout the building. Suggested a type of suction fan be placed in transom over doors to draw stagnant air into the halls. Pointed out this would prove to be an efficiency measure as well as a health measure.

Mr. Collins to pass this suggestion on to Mr. Rankin and Mr. Suman for consideration.

No further business, meeting adjourned at 3:55 p.m.

CLASSIFIED ADS

Employes are invited to send in their "want" and "for sale" ads to the Editor. Ads will be published free of charge.

FOR SALE—Umbrella tent, complete, used only twice. See Alec, 988 PE Bldg., or phone Ext. 2731.

Funeral Director (to aged mourner): "How old are you?"
 "I'll be 98 next month."
 "Hardly worth going home, is it?"

"I can't understand why women are so fond of knitting."

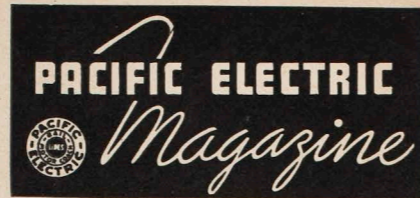
"That's easy."

"Why?"

"It gives them something to think about while they're talking."

"Can I interest you in a pocket fire extinguisher?"

"No! I'm afraid I've never had a fire in my pocket."



Vol. 27 No. 1 July-August, 1946

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 O. A. SMITH, President
 610 South Main St.
 Los Angeles, California

in the interest of active and retired employes of Pacific Electric Railway and Motor Coach Lines.

Contributions of news items regarding employes or activities of the company are invited, and should reach the Editor on or before the tenth working day (Saturdays, Sundays, and holidays are not counted as working days) before the fifth of the month. Address all communications to the Pacific Electric Magazine, Room 682, Pacific Electric Building, P. O. address 208 East Sixth St., Los Angeles 14, California.

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Glenn E. Collins
Assistant to President

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W. Warren Silliman, Jr.
994 P. E. Building
TU 7272, Ext. 2195

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Fred B. Hopkins, Charles P. Hill, Arlie Skelton, Arden H. Nasher, Deane H. Koch, Suzanne M. Jacquemin, John Curtis, Ted Harrison, W. B. Shrewsbury, D. B. Gardner, A. K. Hartman, Jack DeLaney, M. J. Davison, Mabel E. Forsberg, George M. Kappers, Viola B. Tellechea, J. A. Degerman, Guy F. Gehde, Milton R. Clark, Ruby Gallacher, A. L. Bristow, Jackie Lyons, W. J. Fenwick, Rosanne Smith, Dorothy B. Dunn, Robert F. Burns, Lillian M. Lyons, J. E. Neville, Glenn L. Russell, Norman H. Olson, D. L. Graadt van Roggen, J. M. McFadden.

PHOTOGRAPHY

Harley B. Talbott

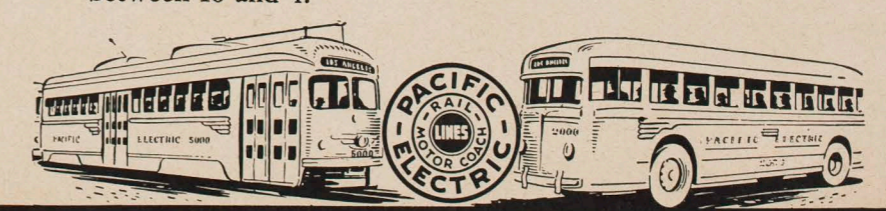
The urgent need for reducing expenses all along the line because of rising costs has made it necessary, beginning with this issue, to reduce the frequency of publication of the PACIFIC ELECTRIC MAGAZINE to every other month. Beginning with the September-October issue, the number of pages will be reduced to 24.

Copy deadline for the September-October issue will be August 20. Please be prompt.

Bridegroom (in poetic frenzy as they stroll along the shore): "Roll on, thou deep and dark blue ocean, roll on."
 Bride: "Oh, Gerald, how wonderful you are. It's doing it."



- ★ By leaving home *after* the morning traffic rush, the wise shopper finds travel comfortable and arrives at the shopping district fresh for the day's adventures.
- ★ And shopping, too, is more satisfactory. There are greater selections of merchandise—more time to make desired purchases—clerks are not all tired out—and neither are you!
- ★ By boarding car or motor coach not later than 4 p.m., the wise shopper is homeward bound *before* the evening traffic rush and has ample time to leisurely prepare the evening meal.
- ★ Thus a more pleasant day is had by all—when you "Shop between 10 and 4."



DENTAL SERVICE

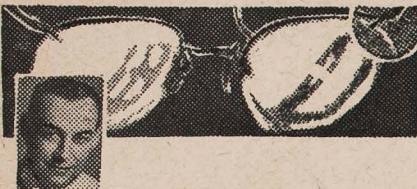
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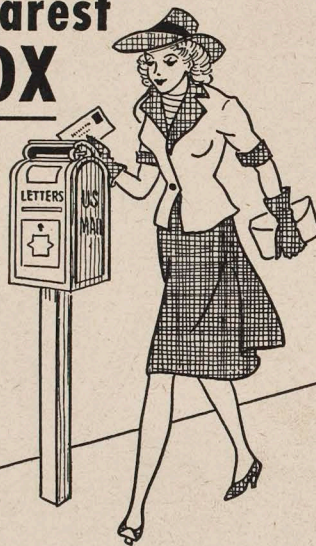
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