

JAN-FEB 1947  
**PACIFIC ELECTRIC**  
*Magazine*



**PE STATION—A MODERN TERMINAL**



**Reflection After Christmas:  
Is There a Santa Claus?**

CERTAINLY there's a Santa Claus! First, there's the fat, genial, red-cheeked old fellow with reindeer who makes the children's Christmas jolly. There's much to be said for the remarkable example of this faithful saint as he goes on his annual journey, giving to all, expecting nothing. Then there's the Santa Claus in whom many grown-ups believe today as they do less and less work while demanding more and more pay. A characteristic of most of these individuals is an apparent blindness to the oft-observed phenomenon that the more indispensable a man can make himself, the greater the return for his services he is likely to command. Instead of seeing an employer's need, they see only their own. Santa Claus must come to the rescue!

But to still other people, Santa Claus is a quiet, kindly fellow who brings them the just rewards of their efforts. Asking him for no gifts, they find themselves blessed with his riches—including a sense of humor. They are the people who are absorbed in their work, forgetful of the clock, most concerned with doing their job to the best of their ability. Such people demand more of themselves than their employers ask of them. While desirous of the good opinion of others whom they respect, they care more for the commendation of their own consciences than for the praise of kings. Discerning employers confidently give them increasingly responsibility, and are seldom disappointed.

In which Santa Claus do you put your faith?

**A Commendable Record**

By H. L. Young  
*Superintendent of Instruction and Safety*

SERVICE RENDERED New Year's Day by all of the operating forces was very commendable, owing to the fact that through their combined efforts, approximately 35,000 people were handled to the Pasadena Tournament of Roses, Pasadena Rose Bowl, and Santa Anita Race Track without a major accident or personal injury. This fine record, achieved through the combined efforts of our operating forces, merits high praise. Such a record clearly demonstrates what it is possible to do for the rest of 1947, by the same efforts. There is no doubt that every adverse condition existed, but the absence of accidents shows that all Trainmen and Operators were alert to the hazardous traffic conditions, and operated accordingly. If this same attitude is maintained throughout the year, our accidents will be greatly reduced.

LET NEW YEAR'S DAY OPERATION BE 1947'S OPERATING PATTERN. TO THINK SAFETY, IS TO ACT SAFELY.

**YOU Are A Public Relations Officer**

PACIFIC ELECTRIC'S personalized public relations program, in which every employe participates, was explained by General Agent R. O. Christiansen to a group of advertising and publicity men last December. (See story on page 14.) Therefore, what each of us says about the company to the public, how we act toward our customers, and our attitude in general all have a direct bearing on the attitude of the public toward Pacific Electric service. Public relations has recently been defined as public good will. The public is no more than a summation of individuals. The more individuals there are who are friendly toward Pacific Electric and its services, the better, in consequence, are our public relations. It behooves each of us, therefore, to make our relations with each individual with whom we come into contact as pleasant as we can. When we are anxious to make a friend, we put our best foot forward and reveal the best of ourselves. We show an interest in the other fellow and his problems; we are friendly and courteous, and prompt to respond to his moods and desires. These self-same qualities are those most appreciated by the public we serve, as they are appreciated by us in others.

**The Pay Roll Deduction Plan for  
BUYING U.S. SAVINGS BONDS  
Provides a Painless Method of Saving**



TODAY

**PE Building Redesigned In Modern Tempo**

**Main Floor, Inside and Out, Gains Modern Beauty  
As Engineering Department Completes Alterations**

When the Pacific Electric Building was finished in 1905, it was regarded, in the light of the fashions of architecture then in vogue, as a model of its kind. Its spacious waiting room, with tiled floor, plastered walls, high, beamed ceiling, tall round columns with massive bases, arched windows extending almost from floor to ceiling, huge, heavy entrance doors, and iron train gates, was the subject of much admiration by the 5,000 passengers a day who strolled through to and from their trains. Many ornate details of the decoration, both inside and outside the building, revealed the painstaking care of the architect and the

YESTERDAY





**IN CHARGE OF BUILDING ALTERATIONS** were these men, here seen looking at blueprints in the office of Architect **Claud Beelman**, Structural Engineer **Albert de Pfyffer**, Mr. **Johnson**, Associate Architect **Herman Spackler**, Chief Engineer **E. C. Johnson**, seated. Left to right are



**DISCUSSING DETAILS** of work in progress in the building are Design Engineer **H. L. Oliver** (left), Inspector for the Structural Engineering Division; and **Joe Bauer**, Foreman for the General Contractor.

workmen to add beauty to the design.

To add still further to the attractiveness of the building, in 1923-24 the corridors from the second story up were improved with new tiled floors, a marble wainscoting, and mahogany doors at the entrances to

all offices. At a somewhat later date, in the interest of safety, the original roof cornice was replaced by a cornice of similar design but of earthquake-proof construction.

The 5,000 passengers a day of 1905 rose to 100,000, as population increased and World War II brought its soldiers, sailors, and scarcity of gasoline and tires. Additional thousands of passengers began to crowd the waiting room when, in 1942, the Motor Transit Lines were diverted from the Fifth

**STRUCTURAL ENGINEERING FORCE**—Left to right are Structural Designer **Reuben F. Gies**, in charge of contracts and specifications; Design Engineer **John A. Griffin**; Structural Engineer **Albert de Pfyffer**, in charge of this engineering division; Architectural Designer **Ingvald L. Johnson**, who designed all concessions; Architectural De-

signer **Alfred J. Weigl**, who designed the jewelry store and such details as the gilded clock faces; Assistant Structural Engineer **Athanasius Floris**, who made the structural design for exterior alterations; and Design Engineer **Charles Wuerbler**, who drew up all structural drawings for exterior alterations.



and Los Angeles Terminal to the Sixth and Main Station.

#### NEW FLOOR LAID

It was, indeed, time for a change. Hence, it was decided to begin by installing a new waiting room floor. To this end, the old one-inch hexagonal tile was removed, and replaced by rectangular tiles of Tennessee tavernelle pink marble, 10 by 20 inches. This work began in March, 1944, and has only just been completed. At the time it was done, the six-foot-square column bases were removed to increase floor area and lighten the load on the floor beams. It was necessary to keep the station open for use, a fact which necessitated working on only a part of the floor at a time. Ramps were also floored with the same tile, which was channeled and filled with carborundum non-skid strips in the interest of safety.

#### OTHER CHANGES PROPOSED

While the new floor was being laid, the decision was reached to continue with other needed alterations, provided that War Production Board approval—it was still wartime—could be obtained. Proposed changes included the following:

1. The waiting room ceiling was to be lowered and made flat, and the deep ceiling coffers, mouldings, cornices, and other dust traps removed. The lower ceiling would conserve heat and fuel, would materially aid in lighting improvements, and would provide needed space for pipes, wiring, ventilating conduits, and a new public address system. The elimination of the beams and other irregularities would also improve the distinctness of the announcement of train and bus movements by preventing echoes. A further remedy for the echo was to be acoustical plaster.

2. The old lighting system, installed in 1914, with chandeliers dangling at the end of long chains from the high ceiling, was to be replaced by fluorescent lighting built into the lowered ceiling. The old lights gave but three foot candles of illumination on the waiting room benches; the new lights were calculated to provide 20 foot candles of well diffused light, far easier to read and see by. Increased illumination would also effect a greater measure of safety.

3. The plastered walls and col-

umns were to be faced with a wainscoting of non-critical terra cotta, whose polished surface could be easily cleaned.

4. The ceiling, and the plaster above the terra cotta, were to be painted.

5. The old worn-out bus and train gates, and the iron grillwork in which they were set, were to be replaced with wooden sliding gates set into redesigned walls.

6. New store fronts were to be designed for the lobby and for the building exterior.

7. Concessions were to be modernized.

8. The exterior of the building was to be faced with marble up to the level of the second-story windows.

9. New stainless steel doors were to replace the old doors at all entrances. Aluminum was to be used on elevator fronts.

10. A marquee was to be placed over the Main Street entrance.

#### ARCHITECT CALLED IN

The extent of the proposed alterations necessitated calling in an architect. Mr. **Claud Beelman**, well-known because of his design of the Barker Bros. and Roosevelt Buildings, was entrusted with this work. Working with Chief Engineer **E. C. Johnson** and Structural Engineer **Albert de Pfyffer**, Mr. Beelman and his associates drew up a general plan and working drawings, leaving, naturally, certain details to the Structural Department for completion. The keynote of Mr. Beelman's plans is modern simplicity, with flat, easy-to-clean surfaces, and few ledges to catch the dust.

#### CHANGE TO MARBLE

Before the plans were finally approved, a major change in material was adopted when the discovery was made that marble was more economical than terra cotta. Marble, during the war, was at its lowest price in 20 years, the reason being that so few were the calls for this material in wartime that manufacturers, in order to stay in business, were willing to sell at a low price.

Alterations were completed otherwise about as planned, with **H. L. Oliver**, Design Engineer, supervising the actual construction work. The contractor was **Earl Miller**.

#### CEILING LOWERED

The old beamed ceiling in the waiting room was removed, and the new ceiling, with framework of metal lath suspended on hundreds of wires and covered with acoustical plaster, was installed at a height of 20 feet above the lower floor level and 16 feet above the upper. Its painting, in a canary yellow, is just now being completed.

#### VENTILATION

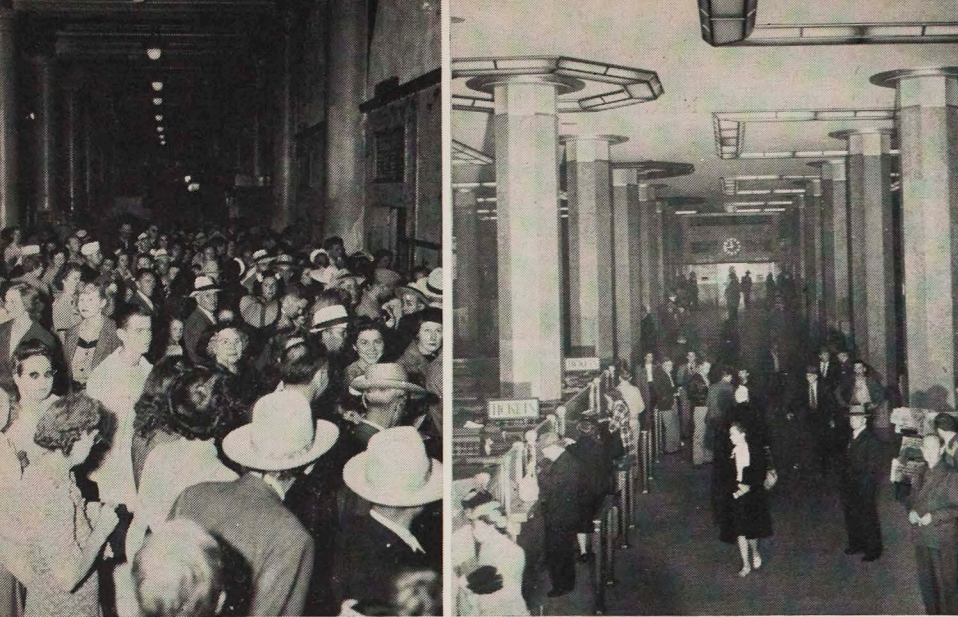
Forced ventilation was provided by installing a plenum chamber over the telephone booth and shoe shine parlor in the rear of the station. This chamber contains large electric blowers, whose combined capacity is equal to changing all the air in the waiting room every 15 minutes. A separate blower serves to ventilate the kitchen at the rear of the restaurant, and is able to change the air in the kitchen every five minutes.

#### MARBLE WAINSCOT

On the walls, Carthage tavernelle marble was installed to within 8½ feet of the ceiling. Above the marble, the old plaster was patched where necessary, what are known as "run plaster cornices" were placed at the top of the walls, and the plaster was painted a beautiful deep Mediterranean blue. A Philippine mahogany moulding was placed along the top edge of the marble wainscoting.

#### NEW TRAIN AND BUS GATES

On the south wall, the large arched windows over the bus gates were removed and the wall was made solid, except for rectangular doorways finished in stainless steel and equipped with sliding wooden doors. On the east wall, also made solid except for gateways, modernistic louvres of dark mahogany were placed near the top to aid the circulation of air. The former painted wooden destination signs were removed from these walls and replaced with modern, glass-enclosed signs recessed into the wall and made with black background on which removable white lettering is placed. In each of these walls was built a clock designed by **Alfred J. Weigl** of the Structural Engineering Division. The clock faces were made simply by placing gilt numbers in a circle on the plastered wall; the hands were also gilded.



**VIEW IN WAITING ROOM, taken from entrance and looking toward train gates at east end. Note the darkness, due to insufficient old-style lighting, in the left-hand picture; the excellent illumination provided by new arrangements, in right-hand picture.**

**ARCHED WINDOWS SQUARED**

On the Sixth Street, or exterior, wall of the waiting room, the original arched openings of the windows were filled in with brickwork on the outside and plaster on the inside. This work left a rectangular opening in which new Philippine mahogany window frames and sashes were placed. The sashes are pivoted in the center at top and bottom to swing in a vertical plane.

**MARBLE COLUMNS**

Throughout the waiting room, the old round columns were given an octagonal shape as they were covered with Carthage fleuri marble slabs from the floor up, and were surmounted with cast plaster column caps, simple in design but extraordinarily graceful in effect, as well as easy to clean.

**FLUORESCENT LIGHTS**

The lighting system, with daylight effect, represents a completely new installation, consisting of fluorescent tubes in metal recessed fixtures with diffused glass covers. The fixtures are arranged in an ingenious geometrical design coordinated with the locations of the columns and the side walls.

**REST ROOMS REMODELED**

One of the improvements for which the public is most grateful is the complete remodeling of the rest-rooms and the stairways leading down to them. Both men's and women's lounges have new tile floors and walls, new ceilings, new fluorescent lights, entirely new plumbing fixtures and stalls, and improved

ventilation and heating. The walls to the stairs are marble-lined; the stairs themselves have been remodeled and given new safety treads.

**OUTER LOBBY CHANGES**

Changes in the outer lobby are equally beautiful. Stainless steel street doors and doorframes were installed; walls were all faced with marble; a new and lower ceiling with fluorescent lighting was built; the iron grillwork of the elevator fronts was covered with marble; aluminum elevator doors and fronts were recessed into the marble from floor to ceiling; and a new elevator signal system replaced the old.

On the south side of the lobby, the flat store fronts have been remodeled with bay windows framed in Philippine mahogany. The telephone room has been greatly enlarged to include the

space formerly occupied by the jewelry store, and has been remodeled by the telephone company in a style of wood paneling which conforms to that of the overall plan of Mr. Beelman. The jewelry store has moved into new quarters formerly occupied by the PE Photo Service, just beyond the Bus Concourse. These quarters have been exquisitely remodeled, according to a design by Mr. Weigl.

**CONCESSIONS**

Improvements in the designs of the various concessions in the waiting room and outer lobby must be seen to be appreciated. Plans for alterations to the Restaurant, Fountain, and the several candy and newsstands were drawn up by Architectural Designer *Ingvald L. Johnson* of the Structural Engineering Division to match the modern beautiful simplicity of the station interior. Surfaces are flat, and much use is made of solid wood paneling, curved and octagonal-shaped corners of relatively large radius, and long sweeping lines. Philippine mahogany has been used in the construction. Newsstands at two of the columns are octagonal in shape, to fit around the columns, and are finished in stainless steel.

**MARQUEE**

The changes in the exterior of the building have likewise been impressive. The most noticeable change has been the addition of a new stainless steel marquee over the Main Street doors for the convenience of passengers in rainy weather.

(Continued on page 8)

**ELEVATOR FRONTS, old and new. Note in old-style iron fronts the large number of ledges to catch dust; compare with the flat, easy-to-clean surfaces of the new-style marble and aluminum fronts. Picture of old-style fronts was taken after metal lath structure had been erected in preparation for alterations. Elevators themselves have not been changed.**



**BUS GATES: left, before, and right, after alterations. Compare also old beamed ceiling with new flat ceiling;**



**old chandeliers with new fluorescent lights; old round pillars with massive bases with new octagonal pillars.**



**TYPICAL CONCESSIONS: Popcorn Stand, above, and Fountain, below, before and after remodeling. Note how use of long, sweeping lines in right upper picture eliminate the cluttered effect of the old style in Popcorn Stand as well as in walls; how very high, heavy doors (beyond this page are in main waiting room.**



**Popcorn Stand) have given way to smaller, less cumbersome entrances. In lower picture, note how arched windows have been made rectangular. Windows admit less light, but use of daylight fluorescent lamps provides more light, and more even light, than in old arrangement. All pictures on this page are in main waiting room.**



### PE BLDG. REMODELED

(Continued from Page 6)

Fluorescent lights covered with diffused glass have been set in flush with the flat under side of the marquee. The effect at night is especially brilliant, as the lights of the marquee are reflected on the polished stainless steel of the new doorways and on the new marble facing.

### MARBLE FACING

The former tan brick front of the building has been faced with red Tennessee marble all along the Main Street side and for some distance on the Sixth Street side. The original plan for the marble to extend to the second story was later altered by lowering the height of the marble facing to a point just above the level of the new store fronts. The effect, with a gilded moulding along the top of the marble facing, is extraordinarily pleasing. Following modern trends, store windows on Main Street were lowered and widened, and the excess window opening was filled in with new face brick. On account of war conditions, it was impossible to have special brick burned to match exactly the color of the old, a fact which accounts for the slightly noticeable difference.

On the Sixth Street side all show windows but one were completely closed in and faced with marble.

Additional display space was gained by placing windows inside the corner pilasters.

### DRUG STORE REMODELED

As this is being written, major changes are being made inside the drug store, formerly one of the Best chain, now one of the Whelan chain. The luggage shop on the corner nearest Sixth and Main has moved out, and the entire space it occupied has been taken over by the drug store. The partition that separated the two stores is being removed, a new floor is being laid, new entrance doors are expected to be in by February 1, and the entire interior will be completely modernized.

### CHANGES AID BUSINESS

These extensive improvements add to public good will toward Pacific Electric and increase the efficiency of our service. They also are expected to attract tenants to the building.

If you have not yet walked through the PE Building since the alterations were made, you have a real treat in store. Pictures in black and white can by no means do justice to the creative imagination of Mr. Beelman, Mr. E. C. Johnson, and the entire Structural Engineering force. To the management and the various staff officers for their determination to produce a terminal

of which everyone can be justly proud goes the appreciation of all employes.

## Brakeman Turns Actor: or, Shakespeare vs. P'nut Bu'r Sandwiches

Spouting Shakespeare while eating peanut butter sandwiches is old stuff with Butte Street Brakeman Edward M. Suchocki.

Chosen, along with Mrs. Suchocki, from a studio audience on the CBS radio show, "Surprise Party," on October 24, to do a scene from *The Taming of the Shrew*, husband and wife took, respectively, the roles of Grumio and Katherine, in full costume. They were required to act out the scene without previous preparation.

If you've never tried acting Shakespeare in full dress while eating peanut butter sandwiches before a large and tittering audience, you haven't lived!

Mr. Suchocki won a fine ball-point pen as the result of his masterful efforts, and Mrs. Suchocki became the proud possessor of a set of sheets and pillowcases and a corsage.

## Son of O. D. Harris Now Lieutenant Colonel

Retired Assistant General Claim Agent O. D. Harris informs the Magazine that his son, Robert D. Harris, who enlisted in the Army as a private in 1941, has been promoted to lieutenant colonel. Colonel Harris, overseas 2½ years, is now with the occupation forces near Vienna, Austria. He was commissioned at Fort Benning in 1942, and went overseas as major in the Second Cavalry Division.

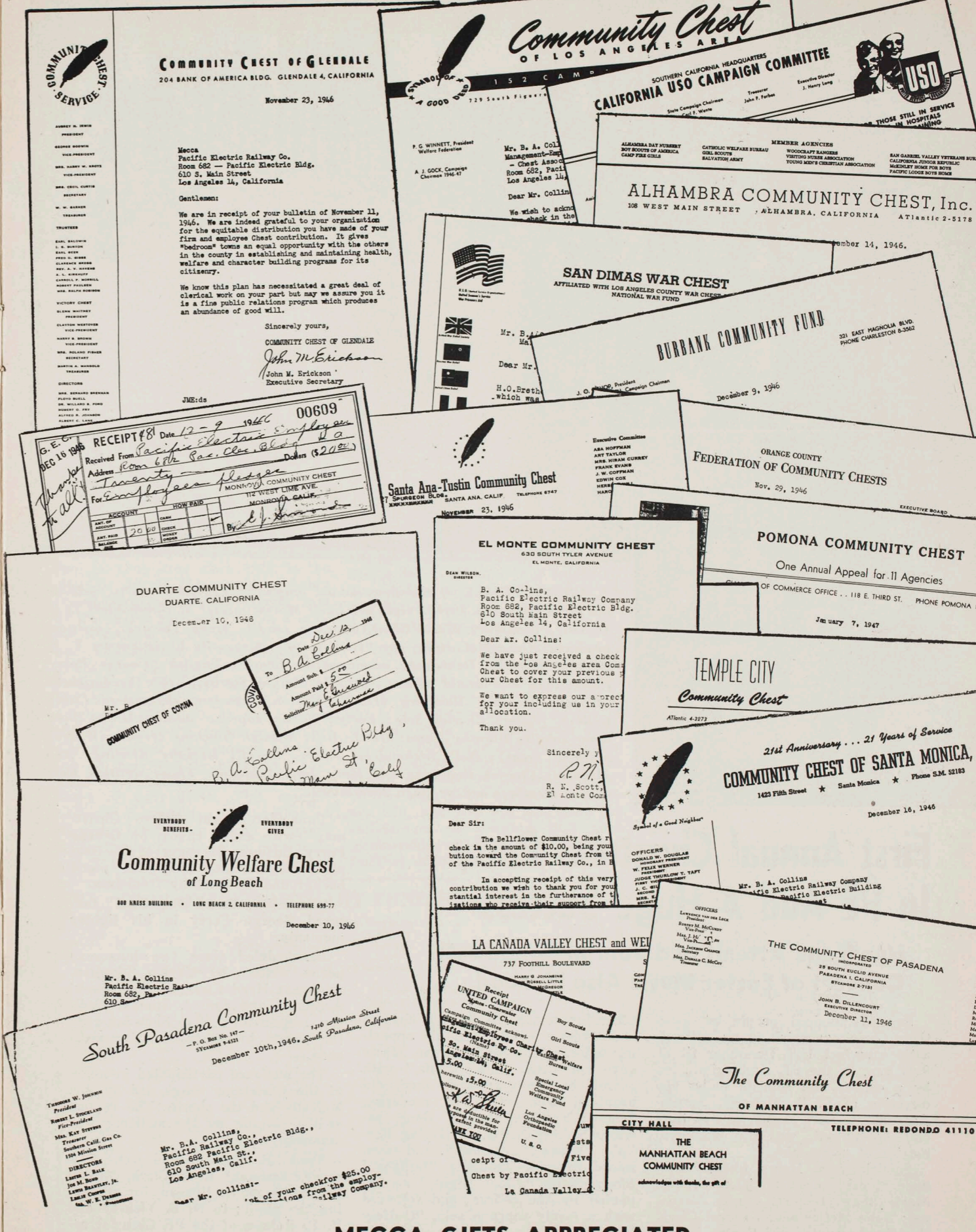
## MECCA Committee Votes New Dividends At Jan. 28 Meeting

The 18th dividend of \$2,500 to the community Chests, and the 19th, of \$600 to the March of Dimes, were declared by the MECCA Committee at a meeting called by Chairman B. A. Collins on January 28.

These dividends bring to a total of \$42,245.50 the amounts contributed by employes through MECCA to the standard relief and charity organizations.

During the 3½ years MECCA has been in operation, the contributions of 30 cents a month by employes have totaled \$50,253.15.

The financial statement for the year 1946 was also reviewed at the meeting.



**COMMUNITY CHEST OF GLENDALE**  
204 BANK OF AMERICA BLDG. GLENDALE 4, CALIFORNIA  
November 23, 1946  
Mecca Pacific Electric Railway Co. Room 682 - Pacific Electric Bldg. 610 S. Main Street Los Angeles 14, California  
Dear Mr. Collins: We are in receipt of your bulletin of November 11, 1946. We are indeed grateful to your organization for the equitable distribution you have made of your firm and employes Chest contribution. It gives "bedrooms" towns an equal opportunity with the others in the county in establishing and maintaining health, welfare and character building programs for its citizenry.  
We know this plan has necessitated a great deal of clerical work on your part but may we assure you it is a fine public relations program which produces an abundance of good will.  
Sincerely yours,  
John M. Erickson  
John M. Erickson  
Executive Secretary

**RECEIPT** Date 12-9-1946  
Received From Pacific Electric Railway Co. Room 682 Pac. Elec. Bldg. 610 S. Main Street Los Angeles, Calif. Dollars (\$20.00)  
For employes pledges  
MONROVIA COMMUNITY CHEST  
112 WEST LIME AVE. MONROVIA, CALIF.  
ACCOUNT HOW PAID  
AMOUNT OF CHECK 20.00  
DATE PAID 12-9-46  
RECEIVED BY B. A. Collins

**DUARTE COMMUNITY CHEST**  
DUARTE, CALIFORNIA  
December 10, 1946  
Dear Mr. Collins:  
To B. A. Collins  
Amount \$5.00  
Amount Paid \$5.00  
B. A. Collins  
Pacific Electric Bldg.  
Main St., Calif.

**EVERYBODY GIVES**  
EVERYBODY BENEFITS  
**Community Welfare Chest of Long Beach**  
800 BRESS BUILDING • LONG BEACH 2, CALIFORNIA • TELEPHONE 659-77  
December 10, 1946  
Mr. B. A. Collins  
Pacific Electric Railway Co.  
Room 682, Pacific Electric Bldg.  
610 S. Main Street  
Los Angeles, California

**South Pasadena Community Chest**  
1210 Mission Street  
December 10th, 1946 • South Pasadena, California  
Mr. B. A. Collins  
Pacific Railway Co.,  
Pacific Electric Bldg.,  
Room 682 Pacific Electric Bldg.,  
610 South Main St.,  
Los Angeles, Calif.  
Dear Mr. Collins: -  
of your check for \$25.00  
from the employ-  
-tions - railway company.

**LA CANADA VALLEY CHEST and WE**  
737 FOOTHILL BOULEVARD  
HARRY B. JOHNSON  
HARRIS L. SUGERLAD  
FRANK LITTLE  
HARRIS L. SUGERLAD  
President  
Treasurer  
Director  
Mr. B. A. Collins  
Pacific Electric Railway Co.  
Room 682 Pacific Electric Bldg.,  
610 South Main Street,  
Los Angeles, California  
Dear Mr. Collins:  
We are in receipt of your check for \$25.00, dated December 10, 1946, for the 17th dividend of the MECCA Campaign. We are most grateful for your contribution and the interest you have shown in the welfare of the community.

**COMMUNITY CHEST OF LOS ANGELES AREA**  
1946-47 CAMPAIGN.  
President  
Campaign Chairman

**Community Chest OF LOS ANGELES AREA**  
SOUTHERN CALIFORNIA HEADQUARTERS  
CALIFORNIA USO CAMPAIGN COMMITTEE  
Executive Director  
State Campaign Chairman  
Mr. B. A. Collins  
Management Dept.  
- Chest Assoc.  
Room 682, Pacific Electric Bldg.,  
Los Angeles 14, California  
Dear Mr. Collins:  
We wish to acknowledge in this issue of the magazine your contribution to the USO Campaign.

**ALHAMBRA COMMUNITY CHEST, Inc.**  
108 WEST MAIN STREET, ALHAMBRA, CALIFORNIA  
December 14, 1946.  
Dear Mr. Collins:  
We are in receipt of your check for \$25.00, dated December 10, 1946, for the 17th dividend of the MECCA Campaign. We are most grateful for your contribution and the interest you have shown in the welfare of the community.

**SAN DIMAS WAR CHEST**  
AFFILIATED WITH LOS ANGELES COUNTY WAR CHEST NATIONAL WAR FUND  
December 9, 1946  
Dear Mr. Collins:  
We are in receipt of your check for \$25.00, dated December 10, 1946, for the 17th dividend of the MECCA Campaign. We are most grateful for your contribution and the interest you have shown in the welfare of the community.

**Santa Ana-Tustin Community Chest**  
NOVEMBER 23, 1946  
Dear Mr. Collins:  
We are in receipt of your check for \$25.00, dated December 10, 1946, for the 17th dividend of the MECCA Campaign. We are most grateful for your contribution and the interest you have shown in the welfare of the community.

**EL MONTE COMMUNITY CHEST**  
630 SOUTH TYLER AVENUE  
EL MONTE, CALIFORNIA  
Dear Mr. Collins:  
We have just received a check from the Los Angeles area Community Chest for this amount. We want to express our appreciation for your including us in your contribution. Thank you.

**POMONA COMMUNITY CHEST**  
One Annual Appeal for 11 Agencies  
OF COMMERCE OFFICE . . . 118 E. THIRD ST. PHONE POMONA 1047  
January 7, 1947  
Dear Mr. Collins:  
We are in receipt of your check for \$25.00, dated December 10, 1946, for the 17th dividend of the MECCA Campaign. We are most grateful for your contribution and the interest you have shown in the welfare of the community.

**TEMPLE CITY Community Chest**  
Atlantic 4-3273  
Dear Mr. Collins:  
We are in receipt of your check for \$25.00, dated December 10, 1946, for the 17th dividend of the MECCA Campaign. We are most grateful for your contribution and the interest you have shown in the welfare of the community.

**COMMUNITY CHEST OF SANTA MONICA, Inc.**  
1423 Fifth Street • Santa Monica • Phone S.M. 52183  
December 16, 1946  
Dear Mr. Collins:  
We are in receipt of your check for \$25.00, dated December 10, 1946, for the 17th dividend of the MECCA Campaign. We are most grateful for your contribution and the interest you have shown in the welfare of the community.

**THE COMMUNITY CHEST OF PASADENA**  
28 SOUTH EUCLID AVENUE  
PASADENA 1, CALIFORNIA  
STANDARD 8-7131  
December 11, 1946  
Dear Mr. Collins:  
We are in receipt of your check for \$25.00, dated December 10, 1946, for the 17th dividend of the MECCA Campaign. We are most grateful for your contribution and the interest you have shown in the welfare of the community.

**THE COMMUNITY CHEST OF MANHATTAN BEACH**  
TELEPHONE: REDONDD 41110  
Dear Mr. Collins:  
We are in receipt of your check for \$25.00, dated December 10, 1946, for the 17th dividend of the MECCA Campaign. We are most grateful for your contribution and the interest you have shown in the welfare of the community.

**THIS Citation**  
ISSUED TO  
*Pacific Electric Magazine*  
In recognition of Distinguished Service  
Rendered to the  
**COMMUNITY CHEST OF LOS ANGELES AREA**  
1946-47 CAMPAIGN.  
PRESIDENT  
CAMPAIGN CHAIRMAN

"READERS OF YOUR PUBLICATION, I believe, will be glad to know that their fine record of giving to the Community Chest is helping to make a success of these 152-campaigns-in-one annually," writes A. J. Gock, Campaign Chairman for the Community Chest of Los Angeles area, in a letter dated January 2. "The cooperation of Community Chest volunteer workers and contributors among your readers has been invaluable. . . . We appreciate the splendid publicity the Chest has received this year in your publication."

## MECCA GIFTS APPRECIATED

MECCA'S 17TH DIVIDEND of \$2,500 to the Community Chests in localities where employes live evoked many letters of thanks and acknowledgment from the various Chest authorities, as shown above. Dividend was declared by MECCA Committee October 17. The 18th dividend, authorizing an additional \$2,500, was declared on January 28. Many other letters have come in since those above were received.

# The Employees' Mortuary Fund

## ITS PURPOSES, BENEFITS, AND HISTORY

On many occasions in the past, and on some occasions even up to the present, you have doubtless been asked to contribute toward a "purse" to be donated to the family of some employe who has died and left his survivors in dire need. Out of kindness, you have probably given a quarter, a half dollar, or a dollar, with the result that a fairly substantial sum has been delivered to the grateful recipients.

If the deceased person had been a member of the Mortuary Fund, however, such a donation would have been unnecessary, and the amount of money which the survivors would have received would have been unquestionably far larger.

### QUICK BENEFITS

The Mortuary Fund, sponsored by the PE Club ever since 1918, is the simplest of all plans, and probably the cheapest, to provide a large sum of money for survivors within a matter of hours after the death of a member. The amount of money depends solely upon the number of subscribers to the Fund. The more members there are, the larger the payment will be to the beneficiaries. At the present time, if you are a member, the person whom you have named in writing to receive this lump-sum payment would receive about \$575 in the event of your death. This amount is made possible by the number of current subscribers, who number 2,300. The highest payment ever made was \$1,024, made in 1927, when the

membership in the Fund had reached a peak of 4,096.

### DEDUCTION PLAN

The movement for the institution of the Mortuary Fund was begun in July, 1918, by the Pacific Electric Club, and the Fund was in operation by August of that same year, when more than 1,000 employes had signified their willingness to assume the simple obligation of contributing 25c upon the death of any member of the Fund. The procedure now followed is exactly the same. At the time you sign your deduction order, you also authorize an immediate deduction of 50c from your wages, for the purpose of creating an advance fund for prompt payments. The way the Fund works is that if one death occurs among members during the month, 25c is deducted from your wages; if five deaths, for example, should occur, \$1.25 would be deducted, etc.

### ALL FOR ONE PURPOSE

Every cent of your contributions goes for the purpose intended. Charges for bookkeeping are borne by the company, which has no interest in the plan other than as one of the benefits to be derived from working for the Pacific Electric Railway.

You yourself will never realize the benefit provided by the small contributions you make, but your beneficiary will, and you will also have the satisfaction of knowing that your membership will benefit the bereaved families of other employes who per-

haps were unable to leave their families any appreciable estate.

On this page you will find some interesting statistics covering payments and costs of the Mortuary Fund. Though figures for payments between 1918 and 1925, and figures on costs from 1918 to 1932, were unavailable, it is interesting to note that the trend in payments since 1927 has been slowly downward, owing to a gradually decreasing membership in the Fund. The opposite should have been the case, if employes had realized the benefits of joining.

### WIVES' FUND RECENT

A comparatively recent development in Mortuary Fund history is the Employees' Wives' Death Benefit Fund, which will be discussed in the next issue of the Magazine.

More than half the number of you who read this article are not members of the Mortuary Fund. If you are under 50 years of age, all you have to do to join is to fill out an application blank, which is obtainable from the PE Club or from your superior. Tomorrow may be too late!

## CHRISTMAS PARTY IN AUDITORIUM

(Continued from Page 10)

R. H. Duguid and F. M. Sullivan of the Electrical Engineering Division for handling the public address system; to Earle Moyer for a fine job as emcee; to Dorothy Danielson for her excellent accompaniments; and to the soloists, the chorus, and others who participated in the program, Pacific Electric employes owe a large vote of thanks.

### EASTER PROGRAM PLANNED

Encouraged by the response to the Christmas party, Mr. McNelly and Miss Falconer hope to develop a chorus, along with vocal and instrumental soloists, for a program of Easter music this spring. They would like to have all employes who would be able to rehearse on Thursday evenings from 5 to 6 contact Mr. McNelly for voice tryouts for the chorus. First rehearsal will be held February 13. To do well a program of really fine Easter music, such as the Hallelujah" chorus from Handel's "Messiah," and other music worthy the occasion, is his ideal. Instrumentalists should also apply. Call Mr. McNelly on 2461, or drop him a note addressed to Rm. 269, PE Building.



GRAND FINALE of the first annual employes' Christmas party, held in the PE Auditorium. Left to right are Earle Moyer, master of ceremonies; L. B. McNelly, producer; Marie Shaw, soprano soloist; Irene Falconer, assistant producer; Gene McCartney, the "Irish tenor"; Margarite Christiansen; T. E. Dickey; Dorothy Danielson, accompanist; Charles English; George Perry, funny man and sound effects "artist"; Margie Sigrist; Grace Frederickson (front); Florence Remberg (rear); Marion Snowden, rhymester; Chuck Giaimo, reader; Charles Sein; Evelyn Baker, soprano soloist; Harry Shea, tenor soloist; Dorothy Dunn; Maude Bell; Marilyn Hawkins (front); Warren Silliman (rear); Nola Nichandros; Norma Sewall; Dorothy Riseling; Ann Alcantra; Charles Ramirez; and Mary Jane Johnston. Those untitled were chorus members and/or stage decorations.



## First Annual Christmas Party In PE Aud A Huge Success

### Hundreds Attend and Join In Song-Fest; Concert of Easter Music Also Planned

Several hundred people let loose their Christmas spirit in an enthusiastic song-fest last December 24 at 8:00 a.m. in the PE Auditorium, led by a chorus and soloists under the direction of L. B. McNelly, Special Accountant. Earl Moyer, also a Special Accountant, was the masterful master of ceremonies.

Soloists were Harry Shea, Insurance Clerk, Central Timekeeping; Marie Shaw, General Clerk, Personnel; Gene McCartney, General Clerk, Freight Accounts; and Evelyn Baker, Typist-Clerk, Claim Department. Harry sang "It Came Upon the Midnight

Clear," accompanied by the chorus; and "Adeste Fideles" in his appealing tenor, all by his lonesome. Marie gave out with "Jingle Bells," with choral background; and then did beautiful solo work in rendering Schubert's "Ave Maria." Gene, assisted by the chorus, did Irving Berlin's "White Christmas," and then soloed Brahms' exquisite "Lullaby." Evelyn sang "Silent Night," accompanied by the chorus, and followed with a lovely soprano solo, "O Holy Night."

Chuck Giaimo, Contract Fanfold Clerk, Accounting Department, read

"'Twas the Night Before Christmas," with sound effects by George Perry, Business Manager of the Hospital Department; and with piano background by Dorothy Danielson.

"Have You Heard This One?" featured George Perry in his lighter moments.

Unscheduled were two humorous poems written by Marion Snowden, Assistant Head Clerk of Conductors' Accounts, and Jno. J. Suman, Auditor, respectively. Miss Snowden read the poems to an appreciative audience.

The audience participated in many of the Christmas songs, led by Mr. McNelly and the chorus. The volume of the singing by the audience was amazingly large.

To L. B. McNelly and Irene Falconer, Assistant Head Clerk, Miscellaneous Accounts Bureau, for producing the affair; to N. B. Vickrey and P. E. Holmes of the PE Club for arrangements in the Auditorium; to

(Continued on page 11, col. 3)

### EMPLOYES' MORTUARY FUND STATISTICS

Year* (from July 1)	No. Deaths	Total Payments for Year to Beneficiaries	Avg. Payment to Each Beneficiary for That Year	Average Yearly Cost to Subscriber	Average Monthly Cost to Subscriber
1925	not available	12,788.45	950.00	not available	not available
1926	not available	32,571.85	950.00	not available	not available
1927	not available	35,349.53	1,024.00	not available	not available
1928	not available	40,574.25	1,000.00	not available	not available
1929	not available	38,979.50	1,000.00	not available	not available
1930	not available	44,776.36	975.00	not available	not available
1931	not available	35,436.37	875.00	not available	not available
1932	not available	26,872.81	825.00	not available	not available
1933	32	27,853.11	775.00	8.00	.67
1934	34	25,220.09	750.00	8.50	.71
1935	48	36,199.12	715.00	12.00	1.00
1936	35	25,975.33	675.00	8.75	.73
1937	46	30,893.25	675.00	11.50	.96
1938	52	36,398.94	660.00	13.00	1.08
1939	55	36,061.60	625.00	13.75	1.15
1940	55	33,735.30	600.00	13.75	1.15
1941	51	34,722.65	575.00	12.75	1.06
1942	51	29,475.00	575.00	12.75	1.06
1943	57	34,909.83	575.00	14.25	1.19
1944	58	38,402.00	575.00	14.50	1.21
1945	62	35,115.64	575.00	15.50	1.27
1946	56	**29,861.55	575.00	14.00	1.17

\*Figures for years 1918 through first half of 1925 not at present available.  
\*\*December not included.

# Ed Thomas, Retired General Agent and Former Magazine Editor, Dies

A host of friends, both Pacific Electric employes and those outside the company, mourn the death on Tuesday, January 7, of Edward C. Thomas, 73, retired General Agent for the Pacific Electric Railway. At the time of his passing, he was Vice President of the California Federal Savings and Loan Association and President of the Miracle Mile Association. He died of a heart attack at his home, 648 S. Burnside Avenue, Los Angeles.

Mr. Thomas was perhaps best known to Pacific Electric employes as Editor of the PACIFIC ELECTRIC MAGAZINE, which position he held, together with that of General Agent in charge of Publicity and Public Relations, at the time of his retirement December 31, 1942.

## BEGAN AS PRINTER'S DEVIL

Born in Iron Mountain, Missouri, February 2, 1873, he early became a printer's helper, and before he came West in 1904 had risen to the position of superintendent of a large printing establishment in Kansas City.

His railroad career began in 1905, when he was employed by the Los Angeles-Redondo Railway to operate



EDWARD CARLOS THOMAS

the old pavilion and bath-house at Redondo. He rose to the position of Traffic Solicitor for that railway, and, when it was consolidated with Pacific Electric and other roads in 1910, became Advertising Agent in the Pas-

senger Traffic Department, of which D. W. Pontius was then Manager. **FIRST PE CLUB MANAGER**

Mr. Thomas was the first editor of the PACIFIC ELECTRIC MAGAZINE, which he was influential in bringing into being in 1916. He was also the first Manager of the Pacific Electric Club, which began operation in 1917. To carry on this new work, he left the Passenger Traffic Department for several years. In 1920, he went to the Executive Department as General Agent, but continued with the Magazine. When the depression forced the closing of this Executive Department position, he was reassigned to Passenger Traffic Department as General Agent, which position he held until his retirement.

Masonic funeral services were held on Friday, January 10, at Grace Chapel, Inglewood Cemetery, with Graham and Isbell Mortuary in charge.

## FRIEND TO ALL

Genial, sociable, easily approachable by high and low, Ed Thomas was as kindly in spirit as he was in countenance—the sort of fellow you instinctively trusted and were glad to call a friend. He was, in addition, a shrewd, level-headed business executive, who looked ahead and made his moves count. Despite his success, the Vice President of the California Federal Savings and Loan Association was as democratic in his high office as he had been as a printer's devil back in Missouri.

Surviving him are his wife, Mrs. Mary Ann Thomas, and one son, Edward C. Thomas, Jr., to whom all employes extend their sincerest sympathy.

# Vital Statistics

## DEATHS

October 21, 1946, to December 20, 1946

NAME	OCCUPATION	Died	Group	
			Insurance	Mortuary
*Frownfelter, Jonas	Engineer	10-20-46	Yes	Yes
Leininger, Forrest F.	Depotmaster	10-22-46	Yes	Yes
Davison, Wm. R.	Bus Serviceman	10-26-46	Yes	No
Macias, Carmen	Switch Repairer	10-27-46	Yes	No
*Perry, Paul L.	Trainman	10-31-46	No	Yes
Loera, Walter G.	Car Repairer (Ret.)	11- 2-46	Yes	Yes
Richards, Hugh M.	Carpenter	11- 8-46	No	No
Bowman, Louis A.	Foreman (Retired)	11- 9-46	Yes	Yes
Higgins, Thomas H.	Car Repairer (Ret.)	11-14-46	Yes	Yes
Smith, Charles C.	Cabinet Maker	11-15-46	No	No
Hiatt, Vina	Laborer	11-19-46	No	No
Andrina, Angelo	Helper (Retired)	12- 5-46	Yes	Yes
Rondone, Frank	Car Repairer (Ret.)	12- 6-46	No	No
Newman, Irvin	Switch Tender	12-12-46	No	No
Cottengim, William H.	Trainman	12-16-46	Yes	No
Banks, Daniel W.	Foreman (Retired)	12-17-46	Yes	Yes

## EMPLOYEES' WIVES' DEATH BENEFIT FUND

NONE

\*Reported subsequent to last publication.



**HONORING DR. W. L. WEBER, Pacific Electric's retired Chief Surgeon, the executive officers of the company presented him last November 13 with a beautiful portable radio, at a little ceremony in the office of President O. A. Smith. Present, left to right, included R. H. Duguid, Electrical Engineer; R. E. Labbe, Treasurer; F. W. Spencer, Engineer of Planning and Development; L. H. Appel, Research Engineer; J. R. Worthington, Assistant General Superintendent in charge of Passenger Operations; K. L. Salmon, Secretary to the President; Clifford Thorburn, Purchasing Agent; W. G. Knoche, Freight Traffic Manager; R. R. Wilson, Superintendent of Motor Coach Oper-**

**ations; L. R. McIntire, Personnel Manager; E. L. Young, Manager of Land and Tax Department; H. L. Young, Superintendent of Instruction and Safety; E. C. Johnson, Chief Engineer; John J. Stadon, General Claim Agent; Jno. J. Suman, Secretary and Auditor; Glenn E. Collins, Assistant to the President; Dr. Weber; F. E. Geibel, Superintendent of Equipment; R. J. McCullough, Chief Special Agent; D. R. Lewis, Engineer Assistant, Executive Department; E. L. H. Bissinger, Attorney; President Smith; H. O. Marler, Passenger Traffic Manager; George F. Squires, Assistant to the President; and T. L. Wagenbach, General Superintendent, Transportation Department.**

## Appendicitis and PE Hospital Dept. Changed His Mind on Doctors

Doctors and hospitals, to burly G. L. Calvert, a former mule skinner, oil driller, truck driver, and cat skinner in various parts of the world, had become objects of suspicion over a period of 44 years. Never sick since 1902, he had had but little to do with them in previous jobs except as the result of a few accidents, cases in which he says "the treatment was just right to cause anyone to be scared of all doctors and hospitals."

But an acute attack of appendicitis, suffered after Mr. Calvert had been with PE 1½ years, changed his mind. He is a Conductor-Motorman on the Northern District.

So here are some excerpts from an enthusiastic letter he wrote in September:

"On August 2, 1946, I had an acute attack of appendicitis and went to St. Vincent's Hospital, where I was operated on by a grand old guy by the name of Dr. W. L. Weber, who has since retired. Perhaps I was the cause of his retirement, for after the operation—which he said was pretty hard—I had pneumonia, and gave him and Dr. Castanares—who is another grand fellow—a pretty rough time.

"Doctors Scholz and Olney are pretty nice themselves. In short, I find the Medical Department as a whole a darn nice group of men and women. . . . Let's not forget the nurses at St. Vincent's, for a better group of girls and boys never existed anywhere. Each and every one treated me like one of their own family—and they'll do the same for anybody else."

Of the nurses, Mr. Calvert especially remembers the kindness of Misses Dix, Turner, Wells, Stehanoff, Ireland, Wilson, and Walthall.

## "Be Patient," Urges Dr. Scholz

The entire staff of this association has as its primary concern: SERVING THE MEMBERS AS RAPIDLY AND AS EFFICIENTLY AS POSSIBLE.

There will be times when you may feel your waiting period for a doctor is unduly prolonged.

If, during a recent visit, you felt others had received attention before you did, it was due to one of the following three reasons:

1. Special examination or minor operation was necessary and appointment had been made in advance.

2. Patient was on duty and was given preference to avoid loss of time on job.

3. Patient was on duty and his or her superior had telephoned for an appointment. Patient's card was placed in routine order and superior advised by telephone just before patient's turn came so as to avoid unnecessary loss of time.

Remember, your hospital association wants to help YOU help yourself to health. We can do a quicker, more competent job if we are assured of your understanding and co-operation.

A. M. SCHOLZ,  
Chief Surgeon

## Motorman Grateful to Hospital Department For Fine Treatment

Motorman William E. Smith has asked that the following tribute to the Hospital Association be printed:

I should like to express through the pages of the PACIFIC ELECTRIC MAGAZINE my most sincere appreciation to the Pacific Electric Hospital Department and the St. Vincent's Hospital staff for the excellent medical and nursing care I have received following a severe injury last February.

Particularly, I should like to express my gratitude to Dr. Weber, Dr. Scholz, Dr. Olney, and Miss Ireland (head nurse at St. Vincent's) for their kindness, unflinching interest in my welfare, and superb treatment during this period.

I shall never forget the courtesy shown, not only to me, but also to my wife.

WILLIAM E. SMITH  
Motorman  
Northern District

(Mr. Smith was struck by a rapidly moving train at Macy Street last February 6, and was so badly injured that for a period of time he was not expected to recover. He was in the hospital until March 8, but remained under medical care until last August 6. He is now back in service.

"I have been in Pacific Electric service 20 years," says Mr. Smith, "and in all that time I have observed that our doctors are always on hand in cases of real need, regardless of the time of day or night.")



NEW YEAR'S DAY TRAFFIC to the Tournament of Roses, the Rose Bowl, and Santa Anita Race Track brought its usual thousands and required careful planning by the Transportation and Passenger Traffic Departments. Here are some of the early-morning travelers entering the Station. At left, long tables were set up in the lobby to expedite ticket selling.

## PE's Public Relations Program Told to Advertising Group

"All 7,000 Pacific Electric employees participate in the personalized public relations program of the company," declared R. O. Christiansen, General Agent, Passenger Traffic Department, to a group of advertising and publicity men who constitute the Compass Club, in a talk on Thursday, December 12, outlining PE's public relations program.

Mr. Christiansen stated that although the Passenger Traffic Department is "the focal point for public contact concerning service, schedules, and other matters having direct bearing on the public," every department is a public relations department to which the public has ready access, from the office of President O. A. Smith throughout the entire company.

Some of the problems confronting Pacific Electric were also discussed in the talk, particularly the difficulties of providing adequate service for the increasing population of Southern California in the face of current production shortages which have resulted in the inability of the equipment companies to fill orders long on file.

The cancellation of the staggered hours program since V-J Day, said Mr. Christiansen, has also brought great hardships to all transportation companies during peak-hour traffic. A third problem has been that of coordinating passenger traffic with the greatly increased freight traffic to avoid delays in getting commuters to work on time.

### Famed Mission Play Starts at San Gabriel Jan. 29; Runs 8 Weeks

First event scheduled on California's Centennial Calendar for 1947 was the world-famous Mission Play opening in the Mission Playhouse at San Gabriel on Wednesday, January 29.

This marks the twenty-second season the Mission Play has been presented and over the years it has been adjudged the most entertaining and authentic drama-spectacle of California lore ever produced in this state.

## The Lost Art

By H. L. Young  
Superintendent of Instruction and Safety

It is disheartening to observe in our everyday life that courtesy, through disuse, has fallen into the category of the lost arts.

The lack of it is prevalent, everywhere you turn — on highways, streets, public conveyances, stores, offices, and, pitiful as it is, in our very homes. The result is that we find ourselves developing into the selfish, ruthless people that one would expect to find in other parts of the world among people less humane than we allege ourselves to be.

Courtesy is a thing we owe ourselves. The lack of it opens a field for the growth of disrespect for ourselves as well as for others, a condition which, in due time, results in the loss of a sense of responsibility to ourselves, and to the world.

When discourtesy develops within us, we find ourselves selfish, disgruntled individuals, with the door to a happy, successful existence closed.

Courtesy is an essential requirement in every one's business—in any walk of life, be the position high or low. When one fails to be courteous, he has failed in a part of the responsibility to his position as well as to himself.

To one who meets the public daily, courtesy is his most essential possession. By its exercise, one wins friends for oneself and for the company one represents.

SMILE AND BE COURTEOUS.



## TRANSPORTATION DEPARTMENT

By  
Suzanne J. Smith



Senior Trainmaster D. W. Yeager says the best taxi service in town has been furnished him by his co-workers J. A. Lewis and W. E. Craig . . . A. C. Endicott, Freight Trainman recently returned from India, is married to a very lovely young lady, and we wish the new bride and groom oceans of luck . . . Andy Moreno spent his vacation moving into his newly-acquired home at 955 21st St. in Santa Monica, and has forsaken State Street to work at Sentous . . . Jimmy Lewis likes his tamales, but he is not so sure, after eating one that was so hot that it almost blistered the paint on his desk . . . Conductor H. A. Holmes celebrated 20 years on the PERyCo recently, and says he's good for 20 more! . . . Ralph and Mary Lou Ross have two new prizes to be proud of: first in importance is their son, Robert Elsworth Ross; and second, their newly-built home at 721 West Harding St. in Monterey Park, which Ross says he built practically all himself . . . W. E. Craig's car has been ostracized since he ran over a skunk . . . Recently a regular Birthday Month was spent by the Transportation Department, with T. L. Wagenbach, D. W. Yeager, W. A. Buck, W. B. Young, Don Houston, and J. A. Lewis coming in for their share of candle blowing . . . Terminal Trainmaster J. G. Blake wound up the year vacationing at home . . . Dave Martin, Freight Conductor, was surprised to see a picture of the place where he originally started his "railroading" in Trains Magazine, namely the Alton Railroad at Bloomington, Ill . . . Road Foreman of Engines W. O. Baker spent his vacation Christmas shopping and working in his yard . . . Red Jones's son surely draws circles around his Dad, when it comes to bagging deer . . . J. W. ("Shorty") Wamsley spent Christmas Day in bed suffering from a severe headache sustained from an accident he had while switching at 8th St. Yards . . . Christmas trees were very much in evidence around the various yard offices, with parties to boot, but now we are all settled down to work for another year.

## Riverside-Arlington Bus Service Extended to La Sierra Area

Effective Monday, December 16, the Riverside-Arlington Local Motor Coach Line was extended to La Sierra, to serve students at La Sierra College and residents of the La Sierra area who had been some distance from public transportation.

Up to December 16, the line had operated from Riverside to Magnolia and Tyler Avenues, Arlington. The extension operates from Magnolia and Tyler via Tyler Avenue, Wells Avenue, Hole Avenue, and Pierce Street to Raley Drive, La Sierra, ending in front of the administration building of the college.

Service between Riverside and La Sierra is operated daily, with trips daily except Sunday leaving Riverside for La Sierra between 6:10 a.m. and 10:15 p.m., and leaving La Sierra for Riverside between 6:46 a.m. and 7:54 p.m. On Sundays only, busses leave Riverside for La Sierra between 7:30 a.m. and 10:15 p.m., and leave La Sierra for Riverside between 8:08 p.m. and 10:45 p.m. Basic service during the day is hourly, with hour-and-20-minute headways during the evening.

"Don't go so fast, Henry," said his wife. "That policeman on the motorcycle behind us won't be able to get by."



GENERAL SUPERINTENDENT'S OFFICE served a tasty buffet luncheon at its Christmas party in room 221. Shown here are part of the crowd, including, left to right, Nancy Norriss and Phyllis Cooper, Mail Messengers; Ruth Barney, Secretary to the Assistant General Superintendent; Gladys Clay, Car and Freight Service Clerk; T. L. Wagenbach, General Superintendent; Charles Sein, Time Supervisor; Patsy Schwertfeger, Typist-Clerk, then in Schedule Bureau, now in Instruction and Safety Bureau; Ruth Fisher, Trainmaster's Clerk, MT Dispatcher's office; Curtis B. Smith, Assistant Supervisor, Schedule Bureau; Beth Mayo, Secretary-Clerk, General Superintendent's office; H. L. Young, Superintendent of Instruction and Safety; I. W. Erhardt, Office Manager; David Nelson, Head Service Director; Mareita Sherwood, Trainmaster's Clerk, room 212; A. C. Moll, Assistant Schedule Supervisor; Pat Frieze, Secretary-Clerk, room 212; A. H. Nasher, at the time Assistant Supervisor, now Station and Merchandise Service Inspector; J. W. Butler, Supervisor; G. F. Jehl, Assistant Station Supervisor; William Barnes, Car and Freight Service Clerk; and J. R. Worthington, Assistant General Superintendent.

PERSONNEL DEPT. had its Christmas party before 8:00 a.m. Left to right are Betty B. Redman, Secretary; L. R. McIntire, Manager of Personnel; Helen M. Freedle, Supervisor of Personnel Records and Employment; W. C. Scholl, Assistant Manager of Personnel; Irene Fuller, File Clerk; and Evelyn Kipp, Interviewer.

## 'PE Great to Work For,' Says Conductor with No Missouts in 26 Years

"It's been great to work for this outfit. All the men are one fine bunch of boys, and the Watts Line people are a swell bunch to handle," states B. B. Ayres, 65-year-old Conductor who retired October 1 after a total of 44 years of railroad service of which the last 26 were with Pacific Electric without a single missout.

He also express his appreciation and gratitude for the courteous treatment he has had by all the officials of the company.

Good luck to you, Old-Timer! PE needs more men with records like yours.



# The Public Appreciates

The dependable pick-up service given by PE's Glendale Agency (C. A. Stein, Agent) to the Williams Radiator Company, as evidenced by a letter dated Oct. 28 from Thos. R. Bridges, Vice President of the concern. "... our requests for a truck have never been overlooked. . . . Some day business will be difficult to get again and we will express our appreciation in a more tangible form by giving you first call of our business," wrote Mr. Bridges.

The "extra and prompt service" rendered by Agent M. A. Soper and Station Clerk J. W. Putnam at Garden Grove in going out of their way to provide an immediately-needed car for a Garden Grove shipper, Miller Bros. Co., as evidenced by a letter dated Nov 11 from Harry E. Teter of that firm.

Courtesy in Motor Coach Operators toward the public. Letter dated Nov. 12 from a rider, inclosing a clipping from the Reader's Digest for PE drivers to read, "as I noticed some of them are very insulting to their riders." The clipping reads:

I was so impressed by the courtesy of a conductor toward the passengers on a streetcar in Chicago that I spoke to him about it when the crowd had thinned out.  
 "Well," he explained, "about five years ago I read in the paper about a man who was included in a will just because he was polite. 'What the heck,' I thought, 'it might happen to me.' So I started treating passengers like people. And it makes me feel so good that now I don't care if I never get a million dollars!"  
 —R. Webber, Jr. (Chicago, Ill.)

E. H. Dickerson, Conductor, Hollywood Line, for his courtesy to an elderly woman, "even seeing to it that some young man gave her a seat to which he helped her, and I noticed other acts of courtesy during the long trip." Letter dated Nov. 12 from Mrs. John Levich.

R. T. Forsythe, Conductor, Pasadena-Oak Knoll Line, for his courtesy in personally advancing the fare for a regular passenger who had inadvertently left his purse at home. Louis A. Arzt, the passenger, states in a letter dated Nov. 13 that he has since reimbursed Mr. Forsythe, and says, "I appreciate his friendly consideration very much."

L. W. Johnson and L. G. Harper, Conductors, South, for their "kindness" and "humanity" in letting a passenger ride who had misplaced her carfare. Letter dated Oct. 16 from passenger, Mrs. Vera L. Gold, who enclosed the amount of the round trip fare.

Bert Perry, Motor Coach Operator, North, for being "always polite and kind when things were bad," and for waiting several times for Charles J. Allen (the writer of a letter of commendation, dated Oct. 21) to reach his bus.

D. W. Varner, Conductor, El Monte Line, for the courteous and respectful manner in which he handled a verbally abusive passenger. The writer of the letter (dated Nov. 19), A. C. Parker, says, "If he (Mr. Varner) is reported for any discourtesy

by this passenger I would appreciate it greatly if you would take my word in support of this employe."

A. W. Carlock, Conductor, West, for "his very pleasant, businesslike manner with the public. Not only did he very carefully call each street but we heard the various connections called out. . . . When passengers were alighting he asked them to be careful of the automobile traffic." Letter dated Dec 5 from Mrs. Leo Villyard.

R. H. Nissley, Conductor, Venice Short Line, for the first "Good morning!" she had heard from a Venice Short Line Conductor in 15 years, wrote Mrs. Howard C. Slaughter, a passenger, in a letter dated Dec. 19. "This man created such a pleasant feeling that all the people getting on smiled at him and at each other, and believe it or not, it made one feel good inside," said Mrs. Slaughter.

E. S. Fitzgerald and G. L. Fry, Motor Coach Operators, Motor Transit District, for their courtesy to Miss Elaine G. Du Val, according to her letter of December 3. Mr. Fitzgerald handed down her dress box to her waiting friend at the Ramona stop, and politely answered her questions regarding her destination. Mr. Fry, at another time, she said was "very courteous," and "deserves special attention."

R. S. Gaffney, Motor Coach Operator, Motor Transit District, for his "superb manner and attitude," and the "efficient manner in which he operated his coach, according to a passenger, Miss Anna Bray, who made a personal visit to the Superintendent's office on Dec. 28 to commend this Operator.

R. F. Zook, Motor Coach Operator, Redondo Line, for his "masterfully skillful handling of the bus" during the heavy rains Christmas night. "I am a professional driver myself," wrote the passenger, Willis L. Skinner, "but I have never seen a better exhibition of skillful, safe driving."

## A Passenger

A PASSENGER is the most important person in our business — IN PERSON, BY PHONE, or BY MAIL.

A PASSENGER is not dependent on us—we are dependent on him.

A PASSENGER is not an interruption of our work—HE is the purpose of it. We are not doing him a favor by serving him—he is doing us a favor by giving us the opportunity to serve him.

A PASSENGER is NOT an outsider to our business—he is IT.

A PASSENGER is not a cold statistic—he is flesh and blood, a human being with feeling and emotions like YOU and ME—and with biases and prejudices—likes and dislikes.

A PASSENGER is not someone to argue with or match wits with—or even try to out-smart. NO ONE ever won an argument with a passenger.

A PASSENGER is a person who brings us his wants. It is our job to handle his requirements so pleasantly and so helpfully that he will ride with us again and again.

—Capitaliners.

## MACY STREET TERMINAL



By Ted Harrison

Happy New Year, folks, to you all from us all at Macy St. Hope you had a swell Christmas and that Santa was good to you, and all that sort of stuff. Don't know how many parties will be reported in this issue—plenty, I guess, though I've had no reports handed to me of any goings on among the Macy crowd. Guess they were all working, as I was. Of course our big party is New Year's Day, when we invite all divisions to visit us, and while I'm writing this just before January 1, I think I'm safe in saying our party was well attended and everybody stayed all day.

Conductor "Tommy" Miles retired from service about the first of the year, after about 28 years. He had been working a box motor job recently and said he felt the need of a little rest. Don't blame you, Tommy; after all, a little guy like you handling all that freight should be tired. We all wish you many years to enjoy your retirement.

Seems difficult to get a report on the condition of Conductor Ben Bowman, who has been in the hospital as the result of a recent accident at Echandia Junction. However, we did hear that a few days ago he told his wife to bring his pipe down next time she came to see him; so that should be a sign of improvement. Hope you're not sneaking out behind the barn to smoke or even smoking on duty, Ben.

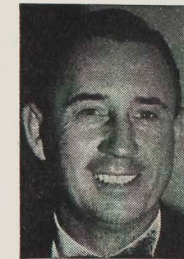
We were all shocked to hear of the sudden death of Motorman B. F. Beeks of the Baldwin Park Line. He has been in the employ of Pacific Electric about three years, having entered the service November 30, 1943. He was well liked by all who knew him and worked with him. We of Macy St. extend our deepest sympathy to those of his family he left behind. Your loss is ours, too.

Change seems to be the big thing around Macy these days—and not the kind you spend! There are so many changes that it's no use trying to tell you where any one is as he will be moved again before this magazine comes out.

## QUESTION AND ANSWER BOX

for

### PASSENGER CONDUCTORS AND OPERATORS



By W. J. Fenwick

Supervisor, Northern and Southern Districts

Q. Is a half-fare round trip to Long Beach 46, which is the one-way adult fare, or is it one-half of 69c, which is the adult excursion rate? Is there a tax on the child's round trip?

A. One-half of 69c, which is this case would be a 35c fare. Quoting from Local Passenger Tariff No. 1447, Original Page 5, the child's fare, round trip, would be "One-half the adult fare shown herein, adding sufficient when necessary to make child's fare end in full cent."

There would be no tax, since the one-way child's fare would be one-half of 46c (the adult fare before tax is added), or 23c. Since twenty-three cents is less than 36c, there will be no tax on the child's round trip; for, quoting from the Tax Circular PD No. 1955, "Tax does not apply on a round-trip fare if the one-

way fare between the same points is 35c or less."

It is important to be governed by tariff instructions establishing certain minimum fares for children. It is believed that in many instances some Operators and Trainmen are not following the tariff on the following rates:

When adult one-way fare is	Child's one-way fare shall be
7c or 12c	7c
17c	10c
23c or 29c	15c

Do not charge a 12c child's fare when the adult fare is 23 c or 29c.

Bear in mind the 10c minimum child's fare one way to or from Los Angeles.

Please cooperate and be governed strictly by your tariff to avoid further confusion on half fares.

**"A WORD TO THE WISE"**  
 The things you say and how you say 'em  
 Move folks to praise or else to mayhem.

Make frequent use of "please" and "thanks" And you'll end up with dough in banks.

Success will never play the host To folks who always brag and boast.

Constant talkers have never yet Gained half the friends good listeners get.

## PE 3rd in Fleet Safety Race; 11 Entrants; Ends June 30

The Greater Los Angeles Safety Chapter of the National Safety Council, Fleet Transportation Division, under the direction of D. W. Pontius, President of the Chapter, is sponsoring fleet safety contests in Los Angeles and adjoining areas.

Ninety-five fleets participate, operating 8,830 vehicles 13,952,458 miles a month.

This contest is based entirely upon accidents resulting from interferences and collisions between vehicles. The report of the progress of the contest for the month of August, 1946, shows an overall total of 978 interferences, an average of 14,266 miles per interference, and a total of 7.03 accidents per 100,000 miles driven.

The Pacific Electric Railway Motor Coach Service is enrolled in the Mo-

tor Coach division of this contest, along with ten other companies operating fleets of motor coaches.

During the month of November, 1946, the Pacific Electric Motor Coach Service operated 314 coaches 1,273,350 miles, and experienced 94 interferences, an average of 13,546 miles per accident. This is a reduction of 28 accidents as compared with the month of October, when we occupied third place from the top, and this reduction of accidents in November should enable us to climb back to at least second position from the top.

Pacific Electric Railway Motor Coach Operators are all working to win this contest, which closes June 30. All realize there can be no laxity in their efforts, if Pacific Electric is to gain and hold first place.

### OCEAN PARK CAR HOUSE AND BUS LOT



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

From all of us at Ocean Park to everyone on the PE System, a Happy and Prosperous 1947!

Dan Cupid and the Stork have made up for lost time, and, to go by the statistics, Uncle Sam cannot complain about the birth rate in these parts.

On November 10, 1946, a five-star new performer announced his arrival to Conductor Wilbert C. Sarver and his wife, Mary C. His name is Richard Andrew and he weighed at birth 7 lbs. 7 oz.

November 16 was a good day for Conductor C. L. Robbins when his wife, Dorothy, presented him with a boy, named Garry Lyn, who tipped the scales at 7 lbs. 12 oz.

Not to be left behind was little Don Allen, who arrived on November 17 for a permanent stay with Conductor Henry H. Levy and his wife, Lilly. Don weighed 7 lbs. 15 oz.

Cigars were passed around on November 29 when Conductor Ivan J. Turner smilingly said that his wife, Ella, made him an early Christmas

present of a daughter. They named her Ginger Lei. She weighed 7 lbs. 10 oz.

Late reports are that all the mammas are feeling great, and we sincerely hope the papas have recuperated from the ordeal.

If I had not looked through the newspapers, I would not have been able to tell you that on November 29, 1946, Conductor H. H. ("3H") Henkel married the good looking Miss Pearl Skolniak.

Probably because of the "unusual" California weather, several of our Trainmen went East on their vacations.

For instance, there is the case of Conductor Glen ("Buck") Weaver. Buck, his wife Irene, and daughters, Loretta and Shirley, were on their way to visit friends in Iowa. At Big Springs, Texas, early in the morning, Mr. and Mrs. left the train to have breakfast in the station restaurant, leaving the girls in their berths. While enjoying his eggs, Buck looked up, only to see their train leaving. Running across the platform, he swung aboard the rear car—only he forgot his wife. Irene had to take the next train!

Conductor Everett Cooney, accompanied by Thelma, his wife, and son, Eugene, went to Indiana and Iowa. At Bancroft, Iowa, Everett paid a visit to his birthplace, shot pheasants in South Dakota, and encountered a snowstorm at Casper, Wyoming.

Conductor Emile Trahan and Mrs. Kathryn T. went to Las Vegas, Nevada, but had to rush back to work to replenish the family coffers.

Conductor Frank Winder and his wife, Helen, traveled by bus to Arkansas, where they bought a farm.

Frank Servranckx (the chief), is back from Miami, Florida. He was accompanied by Mrs. Servranckx. Mrs. S. was disappointed not to have a taste of hurricane weather.

Correction please: In the last issue, we announced the birth of a baby boy to Conductor and Mrs. G. M. Levitt. The "boy" is a "girl," named Elaine Frances.

Among the visitors we noticed former Conductor C. C. Berry, who retired, and who looks well and rested.

Conductor Al Cochran is enjoying a life of leisure in his Malibu Mountain retreat on an extended leave of absence. Both say "Hello" to the gang.

The bare-footed young man stood before the grizzled mountaineer.

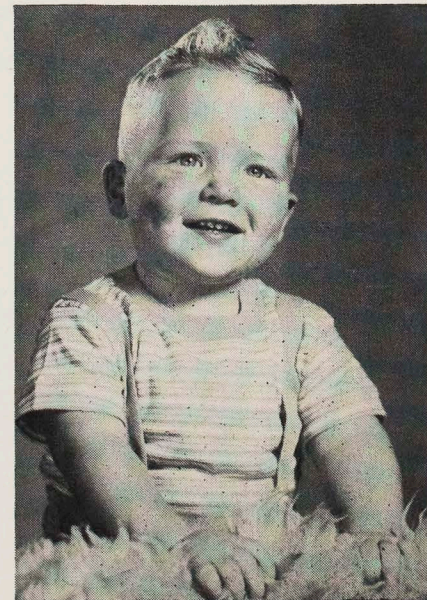
"Mistuh Glaghorn," he stammered, "Ah've—Ah've come hyar to ask ya fer yer daughter's hand."

The mountaineer knocked the ashes out of his pipe.

"Cain't allow no sech thing," he drawled. "Ither yer takes the whole gal, or nothin'!"

He was at a meeting of the Henpecked Club. Suddenly his wife burst in, shook him until his teeth rattled, and screamed:

"What do you mean by coming to this place? You're not henpecked!"



**GRAND PRIZE-WINNER—Le Roy, 19-months-old son of West Conductor and Mrs. J. W. Brown, won the grand prize at a Mar Vista baby contest held in November. Prize was a ten-dollar merchandise order and a hand-tinted 11x14 photo of handsome, healthy Le Roy.**

## Ladies' Auxiliary, BRT, West District, Installs Officers

By D. L. G. van Roggen

On December 4, 1946, the wives of PE Trainmen certainly proved to their husbands that the ladies can put on ceremonies as well as their BRT Brothers.

In an open meeting of the combined Los Angeles lodges of the Ladies' Auxiliary, BRT, officers previously elected for 1947 were installed by Mrs. Mary Gorman, Grand President-elect.

Venitian Lodge No. 919, members of which are all relatives of PE Trainmen residing in Santa Monica, Ocean Park and Venice, was well represented to witness the installation.

The ceremonies were conducted by Mrs. Mary Gorman, Installing Officer; Hazel Lowell, Installing Secretary and Acting Past President; and Mary Brown, Installing Conductress.

Officers installed are Ruben Ludvigson, Councilor; Claudia Woods, Past President; Faye Brinker, President; Marion Thompson, Vice President; Ethel Groves, Secretary; Corinne Ludvigson, Treasurer; Libby Johns, Chaplain; Blanche Nichols, Conductress; Florence Johnson, Warden; Izetta Graadt van Roggen (proxy for Grace McLinden), Inner Guard; Billy Boswell, Outer Guard; Betty Boardman, Pianist.

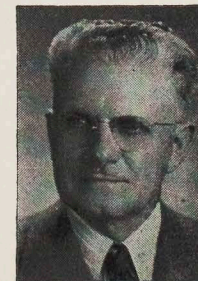
## Retired Frt. Motorman Now Justice of Peace at Toll House, Calif.

A. S. Brumagin, Freight Motorman of the Western District who retired in 1943 after 32½ years with PE, shortly thereafter moved to his ranch

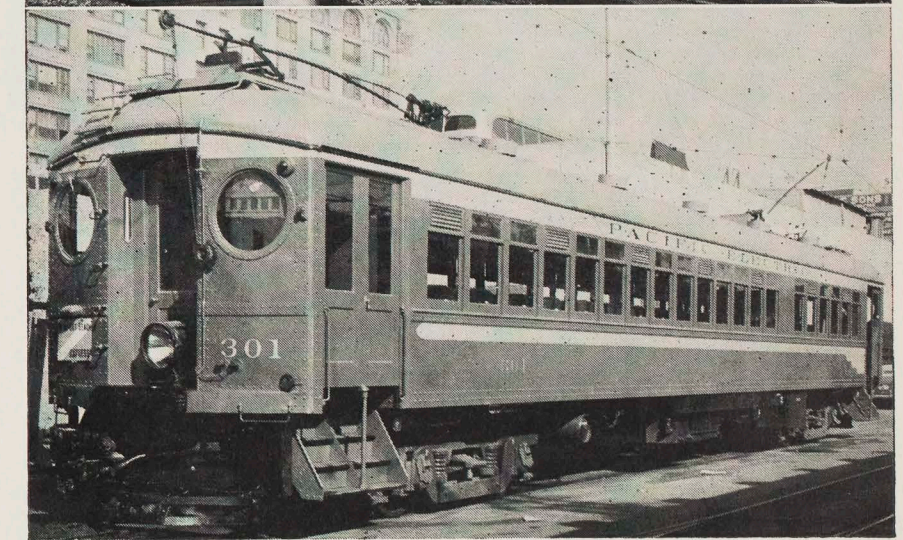
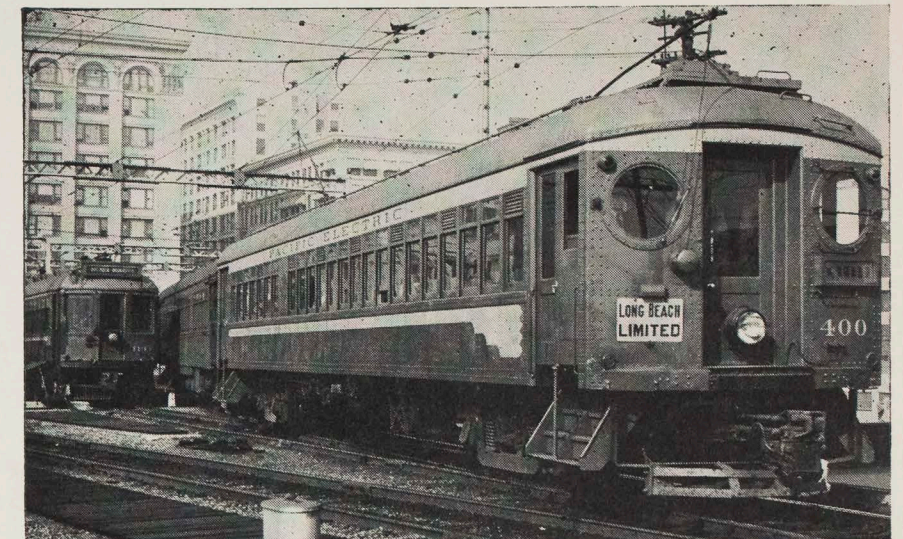
at Toll House, California, and the latest word is that he became a Justice of the Peace on January 6. Toll House is 37 miles east of Fresno on the Huntington Lake road.

When he first moved there, he had visions of sitting on the front porch and taking life easy,

but found that the winter's wood had to be cut and that his old shack had to be fixed up. He's added four rooms in his three years there, and the house is now completed.



A. S. Brumagin



**MORE REMODELED CARS—Car 400, formerly 4622, was placed into service November 15, and is shown leaving the Sixth and Main Station at the head of a Long Beach limited. Car 301, formerly 4511, was placed into service December 5. It is shown on the surface tracks that run under the Sixth and Main Viaduct. Cars 401, 402, and 403 have also been placed into service since these pictures were taken.**

Mrs. Brumagin, who started to raise chrysanthemums as a hobby, is now raising them commercially and sold 300 dozen last year.

Besides being Justice of the Peace for Fresno County's 10th Township, Mr. Brumagin is a 4-H Club Leader.

He says there's no more beautiful setting in which to get the marital knot tied than in his garden, looking toward the beautiful Sierras and the historical Toll House, made famous in Stevenson's *Silverado Squatters*.

A teacher was testing the observation ability of a kindergarten class. Slapping a quarter on the desk, she asked sharply: "What is that?"

Instantly a boy in the back row cried: "Heads."

Woman (to floorwalker) — "I was to meet my husband here two hours ago. Have you seen him?"

Floorwalker — "Anything distinctive about him?"

Woman — "Well, by this time he's probably purple."

Two farmers, sitting by the stove in the village store, were engaging in a little exaggeration fest.

"Naow, I oncet had a nephew," said one, "who was as fast a critter as I ever see. Why he use tew hev people shoot at him, and then outrun the bullet for five miles and get clean away."

"Wal, yew won't think that's so fast when yew hear about my cousin. Why that man could blow out the light and then be undressed by the time the room got dark."



LONG BEACH FREIGHT HOUSE had an enthusiastic Christmas party enjoyed by the whole force. As Agent H. P. Clark confided: "Once a year we let our hair down." The ten men standing above the others at the rear are, left to right, Adolph Rupman, Salomon Solomon, Melvin Pribboth, Hap Mayne, J. O. Jesme, Cecil Turner, Jimmy Connors, Charles Jolly, Vic Watson, and Bob Anderson. Others, left to right, are Leonard Kahlman, Al Luden, A. C. Morrill, Al Lefman, Maurice Anderson, Chuck Bald-

win, Leo Baker, Walter Somerby, H. L. Cresey, Verne Brechner, Paul McMillan, Everett Woodward, Tom Blackwell, E. R. Muse, V. J. Licata, Dan S. Harris, Bernice Swiney, Harry Maxwell, Irene Baldwin, James Thompson, Bob Hoffman, Edna Taylor, Madeline Somerby, Frank Nelson, Eddie Oakes, Mary Stowell, Lorna Deckard, Bill Lawrence, William Carey, Fay Stirn (Santa Claus), Amos Tang, H. P. Clark, Charles Coutts, Ariel Langston, and Hugh Havener.

### LONG BEACH FREIGHT HOUSE

By Jack DeLaney



Yes, sir, Long Beach has got into the big time, for we really did have a Christmas party. We had eats; everyone received a gift from Santa Claus; and a fine time was had by all. Santa Claus' identity had us guessing, but finally we had him all figured out as none other than Fay Stirn. Everyone is thankful for the fine party due to the efforts of Dan S. Harris, Lorna Deckard, and Bernice Swiney, the committee.

Harry Maxwell, Claim Clerk, announces the arrival of an eight-pound boy born November 23. Little late with this news, but cigars and candy were passed out by Harry only a few days ago.

We are pleased to know that Jess Shoemaker's little girl is fast recovering from her recent sick spell. Jess is employed as Warehouseman here.

Retired Warehouse Foreman Al Bryant, well known to most of the older employes, passed away on November 23. Several of those who knew him well sent a floral piece in his memory.

We have a brand new Chief Tele-

phone Operator now, none other than Valla Hefferin, replacing Hattie Nuele who left for Fresno some time ago. Glad to have you with us, Valla, along with the fine staff you have, Florence, Muriel, and Noryne. Valla says they are a railroad family. Her husband, Mike, holds down the job as Head Clerk, Yard Office, Pier A, Harbor Belt Line. From what we hear, Mike is a pretty fine fellow.

Yardmaster Charlie Coutts' beautiful daughter, Joan, was married December 15 to Joe Smedley. Joan is only four years old—her birthday comes on February 29.

### PERSONAL INJURY BOX SCORE

**Mechanical Department:** 35 personal injury accidents during October, 1946. Twelve of these were lost-time accidents, with total estimated loss of 36 days.

**Los Angeles Freight House:** 5 personal injury accidents during October, 1946. All were lost-time accidents, with total estimated loss of 45 days. No accidents during November.

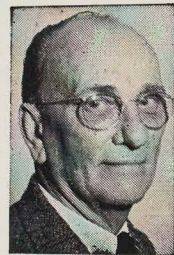
**Engineering Department:** 22 personal injury accidents, October 15 to November 15, 1946. Of these 11 were lost-time accidents, with total estimated loss of 29 days.

**Transportation Department:** 33 personal injury accidents during November, 1946. Of these, 32 involved Trainmen; one, a Motor Coach Operator.

### MECHANICAL DEPARTMENT

North and South Districts

By Guy F. Gehde



Night Car Repairer R. H. ("Sully") Sullivan is very proud of the highly polished condition of his safety light. They say he's paying new man Winfield Wooten to watch it so it won't be confiscated.

Winfield had better watch Benny Baker also, and show him where the oil cups are. Rumor has it that Benny's been pouring oil down people's necks, mistaking them for oil cups!

Owing to the illness of Carrol Crocket in the first half of December, "Pop" Haggerty was a lonesome "Boss-man." John Hansen returned December 16 after a vacation and leave visiting in Washington and Utah. Ludvig Otterstedt is resting in Washington after an operation. Ruth Green's daughter, who is a teacher in Wiley College, Marshall, Texas, was unable to spend Christmas in California with her mother. "Josephus" Yesinkus, on leave for three weeks during November, visited his home town in Illinois to dispose of his property. Returned November 21

bringing his mother, Mrs. Mary Matulis, who spent the holidays with him.

Fred C. Phlaf, Foreman at San Pedro, and Mrs. Phlaf had a wonderful trip to the wilds of New Brunswick and other parts of Canada, leaving October 20 and returning to Los Angeles November 11. Most of their stay was in New Brunswick, where Fred did some real hunting and canoeing, with the help of several guides—necessary in a section of N. B. country so primitive, so thickly wooded, as to be completely minus roads. He had forgotten the beauty of the fall colors in the country where the four seasons are so definitely and characteristically marked. Frost was in the air and Fred had to buy some woolens and long-handled underwear. Campfires roared at night to keep off the chill; cold mornings made getting up a dismal prospect, even with the prospect in the offing of bagging a deer or a bear. Fred shot two deer and a bear. He sent home 168 pounds of venison, and saved the bearskin as a trophy. Salmon and birds were also plentiful, but out of season.

After obeying the call of the wild, and also visiting with his wife's relatives, the Phlafs left New Brunswick November 3 via Canadian National to Vancouver, beholding en route the wonders of the aurora borealis—green, yellow, red, purple, and orange lights shooting out from a huge dome of blue-white light.

After November 11 they settled down to eating venison steaks at home.

Fred wrote a fine story of his trip, revealing a gift for close observation, and replete with local color. Wish we could print it in its entirety. It was



WINGFOOT FREIGHT STATION, of which G. P. Barkhurst is the Agent, is keeping plenty busy down in the heart of the industrial district. This is PE's year to do all the switching there; the Santa Fe Railroad switches in the even-numbered years. PE has four freight crews now working at Wingfoot. Picture contributed by G. P. Barkhurst, Jr.

read in full at the Executive Committee meeting of the Rod and Gun Club in January.

### MACY REPAIR SHOP

Most of the Repair Shop had cozy family dinners on rainy Christmas.

Electrician and Mrs. Arthur G. Romero, with son, Arthur Jr., chose Christmas as vacation time and spent the two weeks with relatives in El Paso, Texas.

Mr. and Mrs. Sam Clayton, both employed at Macy Street, welcomed Daughter Rose Marie, born December 7.

Electrician Andrew Bednar had a cool experience in November. He made a trip north and was blocked in the mountain snow and traffic many hours.

Christmas dinner guest of Car Repairer Charles Lugnalo was his 93-year-old father.

R. V. Rachford visited Macy Street October 24.

Best wishes to car repairer Demesio C. Rojas. He married attractive Miss Ophelia Ramero on November 9.

Pipefitter Martin Whalen and family had Thanksgiving vacation at Traitor Lake, where snow was five feet deep.

Joe Valdez had Christmas at Cal-exico.

Victim of the march of time is the little mock orange tree at the corner of the Repair Shop—taken out to make room for new buildings.

### TORRANCE NEWS TOPICS

By the Ghost Writer

Since the last issue there are some congratulations in order for promotions which some of our men are enjoying: Lacy King, Foreman of the Air & Pipe Shops; Konrad ("Anahaim") Oefinger, Asst. Foreman, Winding Room; Milton Foster, Foreman in charge of Electric Shops; John Sach, Leader Armature Winder; William Thomas, Leader, Wiring Gang.

Robert Simpson, Gus Gundersen, Walter Randig, and William Tingler would have you know they were one party that brought back a bit of deer meat. One Sunday during the closing days, it happened up at Independence, California. The guy that hit the target was Bob Simpson and he got a beauty, too; better'n 200 pounds.

Look! Look! A free lesson in golf: take a ball 1 3/4 inches in diameter, place it on a ball 8,000 miles in diameter, and hit the smaller one without knocking a hunk out of the larger one. Easy, huh? TRY IT SOME TIME!

Great weather we are having this month out Torrance way. So far we have had FOG, FROST, RAIN and SUNSHINE. What we would like is an abundance of sunshine. Speaking of sunshine, understand William Robbins was so bright when he was a lad



VERNON B. WILLIAMS, Macy Car Repairer, wears Army dress uniform in vogue in 1907, and thinks it is the answer for the Army's recent search for a new style. It's navy blue with light blue trouser stripe, and lots of gold braid. He has suggested it to the War Department.

# RED CROSS APPEAL

## HERE ARE 1947 CAMPAIGN FACTS

- THE GOAL:** Los Angeles Chapter's share of the American National Red Cross drive for \$100,000,000. **\$1,610,000**
- THE THEME: GIVE GLADLY** Help Red Cross serve humanity's cause at home and overseas by bringing new courage and happiness to those it aids.
- THE DATE: MARCH 1** In every town and city across the land volunteers are mobilized, ready to open the 1947 Red Cross appeal.
- MECCA** This is the name of your PE organization to aid all worthy cases.

### EVERYONE IS ASKED TO GIVE GLADLY TO

- provide Red Cross Home Service to servicemen, veterans and their families at times of stress
- provide morale services and contact with the community for patients in veterans' hospitals
- provide Red Cross clubs and recreation centers for our occupation troops overseas
- provide Disaster Service for the entire nation, ready to give aid in any emergency
- provide health and safety services for industry, schools, homes and all citizens of the community

### GIVE GLADLY

down in Arizona he was called the "Sunshine Kid."

An interesting item in the Reader's Digest: "Enjoy Yourself; It is Later That You Think." So often, these days, we are prone to let ourselves fall into a rut and go around with a sour look on our faces . . . LET US ALL SMILE A LITTLE MORE!—C'MON! SMILE!

William Chapman is ack on the job after a "too long period off" with limp-i-tis or whatever that bug is that gets in muscles and joints.

Tom Higgie is also back from a severe cold siege.

Couple small fry (and maybe future employes of PE) belonging to Gus Gundersen and Jack Wright are about to normal again after unfortunate accidents: Mel Gundersen, a gunshot wound; and Richard Wright, broken leg.

F. A Shultz, better known as Floyd, had his hands full while his sidekick, James ("June") Tarbit was off three weeks. Yeh, June used his two-weeks vacation to recover from the fracas he had with the sawbones over at St. Vincent's.

Condolences to families of three PE employes who recently passed on; Thomas Higgins (retired), Vina Hiatt, and Charles Smith.

The Christmas holidays are always something we look forward to, and how glad many of us are when they are gone—so we can look forward again. The parties here at Torrance Shops went off very nicely, during the lunch period ('twas the day before Christmas). You could see little groups throughout the shops having their little get-together of fellowship. But the big one was in the conference room of the Administration Building, where the Foreman and office force gathered for their get-together . . . Hostess was Mrs. Evans, wife of our Superintendent, George Evans . . . The table was beautifully decorated, just as you would expect for a Christmas lunch . . . Plenty of turkey sandwiches and all that goes with it; pies that no one but Mrs. Evans can bake; and good coffee. The party closed with gift exchanges, including gift presentation to Mrs. Evans ( a Parker 51 pen) from the gang.

# Safety CONSCIOUSNESS

## Highlights from an Unusually Fine Talk Given at a Safety Meeting by GEORGE JONES

Safety Consciousness . . . is an individual responsibility for one's own physical welfare and that of others he may be working with.

Supervisory employes must insist upon an active interest in the PREVENTION OF ACCIDENTS, primarily for the physical welfare of those entrusted to their care and jurisdiction; secondarily for the efficient and productive capacity of their separate departments.

Too many accidents are caused by "taking chances." The Supervisor cannot afford to be lax with himself or his men; else his sins catch up with him at the least expected moment.

Investigations reveal that by far the greatest percentage of accidents is attributable to HUMAN FAILURE. These human failures must be continually brought to our attention [in safety meetings], so that we may use our mistakes as stepping stones . . .

Individual and collective safety consciousness is the one and only way to counteract this human failure.

The greatest menaces, in my opinion, are POOR ORGANIZATION and INDIFFERENCE. If we give these intelligent consideration, most accidents CAN be avoided.

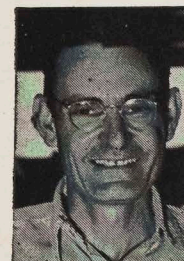


[In our safety meetings we find that] safety is not entirely a Supervisor's responsibility, but an individual responsibility as well. We owe it to ourselves and others working with us to be continually alert.

It is common logic that when a job is done properly, it naturally follows that is done safely . . .

We in the Electrical Department occasionally get together for informal talks and we have found that they go a long way toward a better understanding and TEAMWORK. During these brief get-togethers, we speak impartially, reviewing any unsafe practices or condition we may observe. As a result, we don't take a PEEVE or grievance to the job.

## SYSTEM GARAGES



By A. L. Bristow

R. E. Van Deren, Foreman at San Bernardino, took his vacation late this year in order to attend the Knights Templar convention at Houston, Texas. After the convention he and the Mrs. went on to New Orleans, taking in the points of interest en route.

While taking Van's place at San Bernardino I had the opportunity to renew old acquaintances and meet the new boys as well. Most of the boys at San Bernardino and Riverside are old-timers, but that doesn't mean they are old. They can really get in and dig when occasions arise, especially when Fred Sauerwein wants a locomotive in a hurry—Amos Patton will verify that.

Jim Gilbert, Retired General Foreman, Eastern Division, sends greetings to his friends.

At Ocean Park, Lloyd Meeker is back on the job after a sick leave of considerable duration. We all hope you continue to feel better, Lloyd.

The Stork visited the Rumfields in November, bringing a beautiful baby daughter.

Stanley Hauge had an opportunity, the other day, to show the boys how they throw "fog balls" in dear old London.

A Happy New Year from the boys and girls in the garages to the other boys and girls of the PE Railway.

## J. E. Leake, Retired Leader, Spends His Time Helping Others

James E. Leake, retired Leader, Automatic Substation Maintenance, was in the editor's office December 13 to donate some old issues of the PACIFIC ELECTRIC MAGAZINE in response to our request in the November-December issue for a file for Stanford University Library.

Mr. Leake retired in November, 1937, after a service of 32 loyal years. He still carries his group insurance, as well as his membership in the Mortuary Fund, PE Club, and PE Masonic Club. He says he believes retired men should all carry the group insurance, because it is so cheap in relation to benefits received.

Since his retirement, he has spent his time working in his garden, taking care of his yard, and doing for his church much work which, he says, requires a person with plenty of time to spare. He builds the fire for the Sunday and Wednesday services, teaches in the week-day Bible school, for which children are dismissed from public school once a week, and does many other odd jobs which need doing.

He lives at 215 West Olive Street, Compton, with Mrs. Leake. Their daughter, Edna, teaches English at Columbia University Extension in New York City.

## Ed J. A. Hasenyager, Overhead Line Clerk, Retires After 37 Years

After 37 years of faithful and efficient service, E. J. A. Hasenyager, Line Department Clerk and active clubman, retired from duty January 4. Following a vacation period of two weeks, his retirement was effective January 18.

Mr. Hasenyager's service began on February 1, 1910, as Timekeeper in the Electrical Department, in which he rose to the position of Chief Clerk. Early in 1944 he transferred to the Signals and

Overhead Division as Overhead Line Clerk, in which position he remained until his retirement.

### GREAT CLUB WORKER

Old-Timer Ed Hasenyager is one of those solid citizens who, by their interest in their organization and in the other fellow, help immeasurably

to improve the morale of the employes of the concern they work for. He is a charter member of the PE Club, the Masonic Club, the Rod and Gun Club, and the Bowling League, and has worked hard for many years to make each of these groups a success. He has been an Executive Committeeman of the PE Club, Secretary of the Masonic Club, and President of the Bowling League. For several years he wrote the Masonic Club news for the PACIFIC ELECTRIC MAGAZINE. Mrs. Hasenyager has long been a consistent worker in the Women's Club, in which she serves as Treasurer.

His innumerable friends in the company cordially extend to Ed Hasenyager their very best wishes for many long and happy years of retirement.

## SIGNAL ENGINEERING



By Bob Burns

Happy Greetings to all, and a Prosperous New Year! And . . . for safety and smiles, save time and miles. Ride modernized Luxury Liners!

Gerald H. Brewer, Signalman, on leave of absence from the Signal Department under the G. I. Bill of Rights, is attending Long Beach Junior College, majoring in Electrical Engineering. We wish you the best of luck, Gerald!

E. P. Malmborg, Line Foreman, better known as "Pete," and his Swing Shifter, consisting of "Shorty" Williams, "Spud" Russell, and "Swede" Vicker, are doing a grand job.

Big Jim Haley, ex-G. I., is now back in the saddle with his old gang, the night Arc Welders, singing "That Old Gang of Mine."

Al Clenard is now at ease in his new Dobe Hacienda home out Highland Park way.

Roy Davis has his new teeth now and can whistle "Bring on the Food," and, oh, what a relief it is!

Eben Lane, Line Department, is the new M. C. at Washington Street Yards. Yes . . . married, native son, a champion pie-eater at one time, and a swell fellow.

Hiram Ravey, who has been ill for several weeks and is still off the job, is improving nicely. We wish for you a speedy recovery, and hope you won't be away too long.



**INFORMATION BUREAU** joined forces with *Lost and Found* for Christmas party enjoyed in relays in the *Lost and Found* office. **Deane H. Koch, left, and Helen F. Drew, Lost and Found Clerks, did the decorating.**

**INFORMATION PLEASE**



By **Deane H. Koch**

After being absent from these columns because of vacations and such, we are glad again to be able to tell you some of the news around our department.

One familiar face will be missing from here as Evelyn Cook has resigned after being with the Information Bureau since 1926. The Cooks have sold their lovely little home in Glendale and are now moving to a new home just purchased in Santa

Cruz. We wish them much joy in their new home.

Other changes that have taken place have been caused by the end of vacations. Yours truly was Vacation Relief Clerk and chose to displace Lenore Tepley on the relief shift, which requires four days in Lost and Found and two in the Information. Miss Tepley is on the other relief work.

Elsie Tappendorf is enjoying a three-months leave of absence and is visiting her family in Wisconsin. We hear she is having a wonderful time. Wonder how she likes the cold weather?

Helen Spafford is working the much-needed new shift from 3:00 until 11:30 p.m. This is proving a big help in handling the night travelers. Doris Burden is again one of our number, after having been gone for a little more than a year. Seems good to have her again.

Our Christmas party was one of the outstanding "events" of the season. Our Chief, Mrs. Tilley, had previously had us each draw a name of someone in the department or of one of the ladies in the Main Street Ticket Office, who had been invited to participate. The party was held in the rooms of the Lost and Found, where Miss Drew and the writer had bedecked a tree and provided refreshments. This was also in the nature of a farewell to Evelyn Cook, who was the recipient of a three-piece cigarette set from the bunch.

Adeline McIntyre was married on Friday, January 10, to George Doucharadt, an engineer for SP, and also radio engineer on an American sub during the war. They honeymooned at Mission Inn, Riverside, and are now

staying at the Rosslyn until their new home near Highland Park is completed. Expect to travel to St. Petersburg, Florida, for three months beginning about the middle of February. Congratulations to both.

**CENTRAL TIMEKEEPING BUREAU**



By **V.B. Tellechea**

And Winter came—bringing with it a few marriages: Loriston Noble, Jr., did get his "dear." Oct. 26 was the eventful day, and Mr. and Mrs. honeymooned at Lake Arrowhead.

Ida Durchin became the bride of Don Stein Nov. 16, at a wedding performed at his aunt's home. Ida carried a bouquet of orchids and white roses. Their "luna de miel" was spent in Bakersfield.

Dec. 8 Eugene Harrison took for his bride the former Helen Sawyer. We've all met "Gene" and think he's a swell fellow! Their trip was scheduled to include Phoenix and Tucson, Arizona. Congratulations and best wishes were extended to all, of course—and the wedding gifts were something to rave about!

Marian Green announced her engagement. The spring (better be) will find her status changed!



**MISCELLANEOUS-DISBURSEMENTS ACCOUNTS** decided at the last minute to celebrate Christmas with a tree. The six men above the others at the left rear are, left to right, Dale Hyde, George S. Watson, Frank Woodruff, L. T. Tighe, Charles Masterton, and Kenneth Pomeroy. Others, left to right, include Charles Escovar, A. T. Sharp, Frank Carr, Jack Biggerly, Ferdinand Ogden, Charles Ramirez, William Perkins, Mildred Bates, Marilyn Haw-

kins, Nola Nichandros, Ethel Carruthers, Noble Cates, Charles English, A. F. Manhart, Norma Friedman (formerly Bennett), C. W. Knight, Ruby Binkley, Carol Tegmeier, Margaret Hicks, Norma Sewall, Helen Haseski, Golda Burnam, U. L. Drake, Clara Smith, Velma Douce, Mary Bauer, Dolores Boles, Charles Giaino, Ruth Renter, land, Dorothy Riseling, Irene Falconer, Gladys O'Connor, and Rosalie Lomonaco.

Phyllis Bonner, who has been running around with crutches for the last two or three months, will resolve this year: "No more falls, accidents or such." Good luck!

Christmas Party? Oh, we didn't have one—or did we? However, everyone enjoyed the program in the auditorium and wished it could have been twice as long. Our own Harry James Shea was wonderful!

Don't forget the "March of Dimes."

**PACIFIC ELECTRIC CLUB BULLETIN**

**TUESDAY, FEBRUARY 4:**  
Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 P.M.  
Veterans of Foreign Wars Auxiliary Semimonthly Meeting—8:00 P.M.

**THURSDAY, FEBRUARY 6:**  
PE Women's Club Afternoon Card Party Bridge and 500—1:00 P.M.

**FRIDAY FEBRUARY 7:**  
PE Bowling League Matches—6:00 P.M. and 8:15 P.M.—Arcade Recreation Center.

**TUESDAY, FEBRUARY 11:**  
American Legion Post No. 321 Semimonthly Meeting—8:00 P.M.  
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 P.M.

**WEDNESDAY, FEBRUARY 12:**  
PE Rod & Gun Club Monthly Meeting. Refreshments—7:30 P.M.

**THURSDAY, FEBRUARY 13:**  
PE Women's Club Afternoon Business Meeting and Program—1:00 P.M.

**FRIDAY, FEBRUARY 14:**  
PE Bowling League Matches—6:00 P.M. and 8:15 P.M.—Arcade Recreation Center.

**TUESDAY, FEBRUARY 18:**  
Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 P.M.  
Veterans of Foreign Wars Auxiliary Semimonthly Meeting—8:00 P.M.

**THURSDAY, FEBRUARY 20:**  
PE Women's Club Afternoon Card Party 500 and Bridge—1:00 P.M.

**FRIDAY, FEBRUARY 21:**  
PE Bowling League Matches—6:00 P.M. and 8:15 P.M.—Arcade Recreation Center.

**TUESDAY, FEBRUARY 25:**  
American Legion Post No. 321 Semimonthly Meeting—8:00 P.M.  
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 P.M.

**THURSDAY, FEBRUARY 27:**  
PE Women's Club Afternoon Business Meeting and Program—1:00 P.M.

**FRIDAY, FEBRUARY 28:**  
PE Bowling League Matches—6:00 P.M. and 8:15 P.M.—Arcade Recreation Center.

**TUESDAY, MARCH 4:**  
Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 P.M.  
Veterans of Foreign Wars Auxiliary Semimonthly Meeting—8:00 P.M.

**THURSDAY, MARCH 6:**  
PE Women's Club Afternoon Card Party Bridge and 500—1:00 P.M.

**FRIDAY, MARCH 7:**  
PE Bowling League Matches—6:00 P.M. and 8:15 P.M.—Arcade Recreation Center.

**TUESDAY, MARCH 11:**  
American Legion Post No. 321 Semimonthly Meeting—8:00 P.M.  
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 P.M.

**WEDNESDAY, MARCH 12:**  
PE Rod & Gun Club Monthly Meeting. Refreshments—7:30 P.M.

**THURSDAY MARCH 13:**  
PE Women's Club Afternoon Business Meeting and Program—1:00 P.M.

**FRIDAY, MARCH 14:**  
PE Bowling League Matches—6:00 P.M. and 8:15 P.M.—Arcade Recreation Center.



**LAND & TAX Christmas party landed and taxed everybody in that office for an exchange of gifts. In the rear, standing on chairs to smile at the birdie are Rental Clerk John Birney and Steno-Clerk Maxine Kysor. Others, left to right, are Florence Gretz, Tax Clerk; Cecil Bordner, Assistant to Tax Agent; Tony Strasser, Head Janitor; James C. Rankin, Building Manager; Frances Graham, Steno-Clerk; Earl Miller, guest from Claim Department (also new hobby columnist—see page 30); Earl Van Dusen, Assistant to Manager; Maye Ritterhoff, Personnel Clerk; Katherine Timmerman, Steno-Clerk; Dorothy Pearson, Secretary to Manager; and E. L. Young, Manager, Land & Tax Dept.**



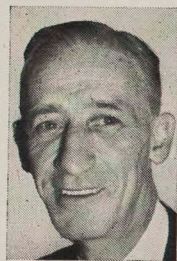
**RESEARCH BUREAU had a gay time, as you can see, during its Christmas party. Left to right are Ed. L. Marcy, Robert C. Labbe, and C. Walt Heck, Assistant Research Engineers; John M. McFadden, Research Assistant; Sam H. Akers, Alec K. Hartman, and W. Warren Silliman, Jr., Assistant Research Engineers; Vi Martin, Steno-Clerk; Carl M. Fast and Mike Levin, Assistant Research Engineers; Clara V. Smith, Steno-Clerk; and Frank O. Haymond, Assistant Research Engineer.**

**Daughter Born Jan. 22 To Ken & Mrs. Pomeroy**

Mr. and Mrs. Kenneth W. Pomeroy announce the birth of a daughter, Gayle Eileen, on January 22 at 7:30 a.m. in the California Hospital. Weight: 7 lbs. 14½ oz. Both mother

and baby are "doing fine," says Father Kenneth, who is a Clerk in the Accounting Department. Seven-year-old Son Rex Lee "signed" the announcement, which was in the form of a verse. Kenneth took his camera down and snapped a picture of the new daughter as soon as the nurse brought her out for inspection.

### PACIFIC ELECTRIC BOWLING NEWS



By  
**Charlie Hill**

At this writing, and after a two-week holiday lay-off, 12 of the 27 weeks of schedule have passed, and the Rod and Gun Club team is standing out in front by five points over the BRC Railers, the latter having 34 wins and 18 losses. The Railers are followed by the Schedule Bureau (32 wins) and Special Agents (31 wins). In the Second Branch the race is even closer, the Los Angeles Terminal leading the parade by a scant one point over the BRC Aces, who are in second place with 33 wins and 19 losses. The Station Hounds, Virgil Coasters, and Lucky Strikes follow with 31, 30, and 29 wins, respectively.

The leading sportsmen team's early lead in the race has been hard to overtake, with Beach Rogers doing the heavy work for his squad. Bob Rachford's Railers have been going to town, taking all 20 points during the last five weeks. The Schedule Bureau grabbed off 23 out of a possible 24 wins, but have only broken even in their last three matches. Johnny O'Malley's great spurt has been one of the big factors in the Special Agents' climb.

During the past eight weeks it has been a nip and tuck affair between the Los Angeles Terminal and BRC Aces. In three alternating weeks they were tied for first spot, the Brotherhood taking the lead four times during this period, and the Terminal lads finally jumping ahead on the last night of bowling. In the meantime the Virgil Coasters have coasted from last position to fourth.

The special events for Thanksgiving and Christmas were a big success. The winners in the Turkey Shoot were Ollie Steuernagel, "Slim" Fanchin, Frank McBride, Lloyd Irby, Ruby Knight, John O'Malley, Ona Gregg, Betty Knight, Merlin Tague, and Archie Brahm. One of the fair sex failed to enter, and afterwards wished she had, as her score would have taken first prizes. In the Christmas Tournament prizes were won by Ivan Klausmeier, Nolan Lambert, Roy Thornburg, Kenny Morris, B. Blunn, Dick Prettyman, Vi Steuernagel, Curt Wisler, Lloyd Irby, Harold Mason, Virginia Boone, "Rusty" Thornburg, Merlin Tague, and Ruby Knight.

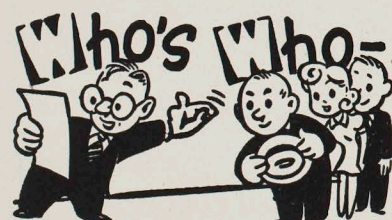
#### Steamship League

The Pacific Electric team in the Steamship League is in third place, with 21 wins and 18 losses, seven points out of first spot held by the St. Paul White team. The railroaders, after having a fair hold on first place, hit a slump during the three weeks prior to December 30, but at that time partly regained their equilibrium by taking two from the American President Lines. Ollie Steuernagel remains the top bowler in the circuit, carrying an average of 191.

#### Pacific Electric Ramblers

The Ramblers took part in the team, doubles and singles events of the American Bowling Congress Preview, and made a fair showing, with the possibility of taking some of the prize money. Joe Shafer filled in the doubles and singles and was a credit to the team.

She: "So you want to kiss me. I didn't think you were that kind."  
He: "Baby, I'm more than kind."



### PACIFIC ELECTRIC ROD AND GUN CLUB



By  
**Arlie Skelton**

Greetings:  
Election of officers for the 1947 Tournament Season was held at the December 11 meeting. The following were elected:

Frank Converse, President; Roger LeMelle, 1st Vice President; Robert M. Lawrence, 2nd Vice President; Rollin A. Podlech, Recording Secretary; Robert Dornor, Financial Secretary; Carlos G. Gonzalez, Treasurer.

The Executive Committee: Burreleigh F. Manley, Wm. G. Knoche, James B. Rogers, Aubrey M. Cross, and Arlie Skelton, your retiring prexy.

Other committees were to be appointed by President-elect Frank Converse, when he was installed in the driver's seat at the regular January 8 meeting.

We congratulate Mr. Converse and other elected members on their success, and we are very happy to know those free cigars were not spent in vain.

It has been a pleasure and an honor for me to serve you as your President for the past year. I thank each and every one of you for your tolerance and cooperation, and especially the various committees, who did such a splendid job that about all I had to do was to take the credits.

Also, thank you for the party given in my honor as your retiring President January 11. Sorry we don't have the list of 1946 prize winners at this writing, but prizes were awarded as usual and the winners will be announced at a later date.

### PACIFIC ELECTRIC MASONIC CLUB



By  
**M. J. Davison**

Grand Lodge has honored one of our members by appointing Brother E. A. Stevens to the position of Inspector of the 116th Masonic District. We are happy to see this honor conferred on one who we all feel is so worthy of it. Brother Stevens has served Masonry very faithfully. He served as Master of Valle de France lodge No. 329 in 1937, and was its Treasurer from 1938 until 1945. His seniority with Pacific Electric dates from December 1, 1906.

On December 19 Brother Guy Woolley was installed as Worshipful Master of Elysian Lodge. A record crowd was present and everyone enjoyed a pleasant evening. Congratulations, Guy! We know Elysian Lodge is in good hands.

Since last edition our club visited York Lodge and assisted in conferring the M. M. degree on Brother A. S. Bell.

On December 13 we journeyed to El Monte, where Brother J. W. Samson was made a Master Mason.

On December 20, a large crowd convened at Temple City, where our

club also assisted in raising Brother Otto H. Martin.

The above three lodges received us royally and a pleasant evening was spent in each instance.

There are many degrees coming up, and if you will let the Secretary know of them in time, notices will go out.

December was a busy month for Masons, with the installation of officers in various lodges, Christmas parties, etc. Many of our members have been elected and appointed to office. Drop me a line and we will publish a list in the near future.

At time of writing, the hospital list doesn't carry any of our members. Brother J. E. Douglass has been in the hospital for some time, but is home now. Brother Stevens was on the sick list for a few days but is on the job again.

We are still building up our new mailing list. Many of our members have not sent in their home address. Please do so.

1946 was a banner year for California Masonry. Let all of us do what is in our power to make 1947 a little better by supporting our lodge and our club.

By the time this reaches you, the New Year will be in full swing and I want to extend to everyone my best wishes for a Happy and Prosperous New Year.

Judge: "Now, sir, please tell the court exactly what passed between you and your wife during the quarrel."

Defendant: "A flatiron, rolling pin, six plates, and a teakettle."

### VETERANS OF FOREIGN WARS P. E. Post 3956



By  
**Jim Boswell**

Our last meeting for 1946, our birthday meeting, was a fitting climax for a successful year of our Post. Comrade Fred L. Fluss furnished a motion picture camera and some very excellent pictures, which were enjoyed by all in attendance. By unanimous request Fred has consented to show the film entitled "South Seas" at a future date. Many of us who had been in the South Pacific during the war were asked if scenes and people were as shown in this film. All answers were negative and the consensus was that this film could have been used for recruiting purposes only! Very educational.

Comrade Art Tellechea has been doing a fine job as Adjutant, and his efforts have been very much appreciated.

Comrade James T. Smith was elected to fill the office of Post Chaplain for the completion of the current term. The Post extends its wholehearted support and wishes him all the success for this important office.

Comrade John F. O'Malley is planning on passing out cigars in the very near future. Just a helpful hint for his friends to be on the lookout.

Comrades Ludvig Otterstedt and Wilburn Martin are both recuperating from recent illness. We hope to see them both amongst us soon.

#### SALUTATION, COMRADE:

Joe S. Beckett is our newest member and is back to work at the Los Angeles Freight Office after an absence of six years. He went in as an enlisted man, and when separated from active duty he held the rank of Captain. Joe saw service in Hawaii and various airfields in Southern California, ending with service in Washington, D. C., where he served as Executive Officer of the Radio Branch of the Office of Public Relations, Hq. AAF. He modestly claims there is "nothing outstanding about my tour of duty but it was a lot of fun." We are all glad to have Joe with us again and would like to have many more of the boys now working for the Pacific Electric who are eligible for membership to come in and join our Post.

### WEEKLY HIGHLIGHTS OF THE PACIFIC ELECTRIC BOWLING LEAGUE

Date	Team High Series	Team High Game	x Individual High Series		x Individual High Game	
<b>FIRST BRANCH</b>						
Nov. 8	PE Club (2906)	P.E. Club (995)	B. F. Manley (601)	J. C. Rankin (218)		
Nov. 15	B.R.C. Railettes (2752)	Payroll Accounts (967)	F. McBride (575)	J. O'Malley (246)	**	
Nov. 22	B.R.C. Railers (2783)	B.R.C. Railers (969)	R. M. Jones (581)	J. O. Malley (235)		
Nov. 29	B.R.C. Railettes (2771)	Rod and Gun Club (984)	J. B. Haines (569)	J. B. Haines (213)		
Dec. 6	Rod & Gun Club (2785)	Special Agents (1005)	C. P. Hill (599)	C. P. Hill (224)		
Dec. 13	B.R.C. Railers (2710)	B.R.C. Railers (971)	I. Klausmeier (554)	W. G. Lutes (213)		
<b>SECOND BRANCH</b>						
Nov. 8	B.R.C. Aces (2918)	B.R.C. Aces (1013)	W. Hawkins (642)	W. Hawkins (259)		
Nov. 15	L.A. Terminal (2752)	L.A. Terminal (1034)	O. Steuernagel (674)	O. Steuernagel (234)		
Nov. 22	Virgil Coasters (2782)	Motor Transit (982)	H. Diamond (653)	H. Diamond (244)		
Nov. 29	Virgil Coasters (2744)	L.A. Terminal (979)	C. H. Kazee (615)	T. E. Lowry (245)		
Dec. 6	L.A. Terminal (2787)	L.A. Terminal (975)	V. C. Prettyman (647)	V. C. Prettyman (243)		
Dec. 13	Western Dist. (2812)	Western District (978)	B. Blunn (576)	O. Steuernagel (234)		
			T. E. Lowry (576)			

x Does not include individual handicap

\* Tied

\*\* Season high score





AMERICAN LEGION AUXILIARY celebrated its Christmas early with a party on December 10 in the Women's Club rooms of the PE Club. Seated, left to right, are Kathryn Withee Hardy, Geraldine Price, Doris Crossley (Marshal), "Butch" Kady, Rollie Phillips, Ethel Heath (Executive Committee), Frances Denzer, and Betty Bott. Standing are Elsie Dement (Executive Committee), Martha Harper, Maple Malmborg, Cora Newhouse, Alice Newman, Edna Price, Mary Jorgensen, Lydia Shelton (President), Ollie Jacot, Sylvia Morris (Historian), Bessie Kady, Ellen Bryant (Junior Past President), Kathryn Brown, Juanita Braley (Second Vice President), Lillian Lyons, Leota Wilcox, Bernyce Rose (Sergeant at Arms), Ray Troubridge (Executive Committee), Irene Cecil, Myra Belle Clemons (Treasurer), Donna Cofield, Nellie Mead, Phyllis Withee (Secretary), Mrs. May, and Bernice Nichols (Chaplain).

**AMERICAN LEGION  
AUXILIARY  
P. E. Unit No. 321**



By  
**Ethel M.  
Heath**

Our Annual Christmas Party held Tuesday, December 10, was well attended and started with a delicious dinner furnished and served by the men of the Post. Following a short business meeting, presents were exchanged from under the Christmas tree.

We extend our welcome to the following new members: Edna Price, Geraldine Price, Leota Wilcox, and

Mary Jorgensen: also a junior member, Phyllis Jean Snyder.

Senior membership citations were presented by Lillian Lyons, Acting Juniors' Chairman, to former Junior Members Doris Crossley, Kathryn Withee Hardy, and Geraldine Price.

On November 30, Regina Bryant, oldest daughter of Frank and Ellen Bryant, became the bride of Karl Stute at St. Malachy's Church. Best wishes to the newlyweds.

Kathryn and K. M. Brown entertained at a cootie party at their home in Gardena December 18. A number of Legion and Auxiliary friends were present.

At our meeting November 26, Mrs. Leona Fischer, 23rd District Vice President and Membership Chairman, gave a short talk on membership. Alma Bonds, President of Community Unit, and Mrs. Mays were also our guests.

Sylvia Morris regretfully spent the Christmas holidays in Long Beach Community Hospital. Sylvia is the wife of Legion Correspondent John L. Morris.

**P. E. POST 321  
AMERICAN LEGION**

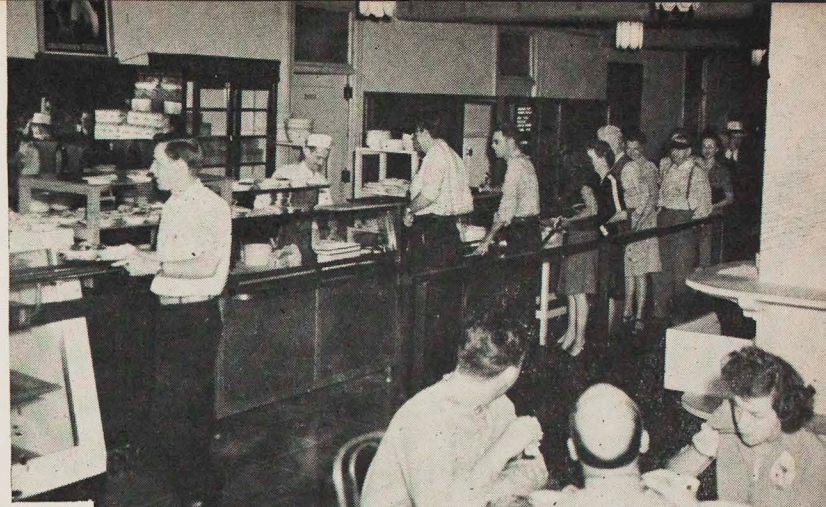


By  
**John L.  
Morris**

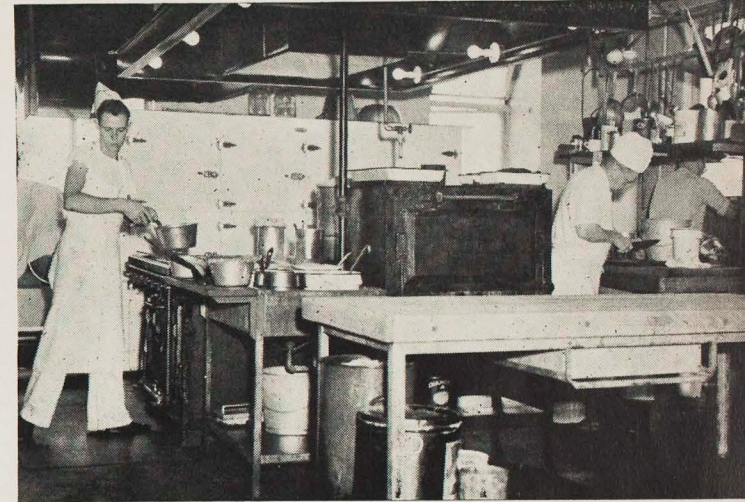
Comrades:

By the time this goes to press the Christmas and New Year holidays will be in the past. My personal wishes for a prosperous New Year for each of you.

Our Post was host to a FREE turkey dinner in the Club dining room preceding our regular meeting December 10. Comrade Charles R. Cecil, a new member of the Post, prepared the dinner. During a previous meeting he had been appointed to serve



PE CLUB CAFETERIA, on the mezzanine floor of the PE Building, serves about 800 customers a day, according to Manager Jack Fuentes, shown in white cap serving meals to the noon-time crowd (top right). Jack says that, considering the number of people served, he gives the speediest service in the city. City health authorities say he has one of the cleanest kitchens (right) in the neighborhood. Top left, at cash register, is Jane Sheehan, who has been in the cafeteria for many years. Others behind the counter, left to right, are Holly King, Ella Peguas, and Patsy Arguello. In the kitchen are Gene Hurley, Fry Cook, left, and W. P. McCarter, Chef. Note the large new refrigerator at rear. Jack bought it, and is being reimbursed by the PE Club for the purchase. Note, too, the modern, illuminated hood over the stove. It contains a blower to eliminate fumes, odors, and hot air.



**HERE AND THERE  
With THE WOMEN'S CLUB**



By  
**Ruby  
Gallacher**

as Refreshments Chairman. He really prepared a wonderful meal. Since our second meeting date fell on Christmas Eve, we decided to eliminate the meeting for that night.

The Auxiliary had a Christmas tree, and made up a Christmas basket for a needy family.

The Post extends a hearty welcome to these new comrades: Harry L. Adair, Ray G. Cantrell, William W. Crowley, Joseph A. Denzer, William Foore, Edward D. Hardy, John E. Snyder, and Floyd W. Starkey.

Comrades George Schneider, Junior Post Commander of the 23rd District; "Pappy" Woods, Commander of the 23rd District; and 23rd District Adjutant Lillywhite were honor guests at recent meetings.

Several reports of the service work that is being done by our Service Officer, Roy E. Mead, were published in the December issue of Legion News—the official paper of Teddy's Rough Riders Post 516. I heartily advise our members to read these reports.

The Post extends a hearty welcome to all members, new and old, and to all visitors. Bring your families and friends. Let's fill the halls.

Customer: "You sent me a half dozen handkerchiefs instead of my shirt last time."

Laundry Man: "Those aren't handkerchiefs. That's your shirt."

Happy New Year to my readers, one and all!

Looking back, we are glad and proud to have had a part in the club activities of the year just finished. The annual bazaar, December 5th, was quite a success, and we wish to thank all the loyal workers who took part. Mrs. Palmer wishes to thank various office workers for their co-operation in selling the merchandise tickets, Mrs. Wheeler and her kitchen crew for the luncheon at noon, and all the chairmen of the various booths . . . again, many thanks. The proceeds of the bazaar goes to our hospital work, which is a very worthy cause.

December 19 was the date of our Christmas party. Gifts and cards were exchanged after a short musical program. Little Phyllis Andrews entertained with songs and instrumental numbers. The two talented children

of Mr. and Mrs. A. B. Marshall (West Hollywood Foreman) also entertained. Alice Marshall played two piano numbers and Martha gave two fine violin selections. After a short business session we adjourned to the Tea Room where ice cream, cake, tea, and coffee were served by Mrs. H. A. Green. Members turned out in good numbers to the Christmas party; many old-timers were welcomed, and it is hoped that such good attendance will continue into the new year.

This will be my last column as I am unable to continue as Secretary and Press Chairman. I hope your new Chairman will get as much pleasure serving you as I have; and that she will treasure the friendships made while in office HERE AND THERE WITH THE WOMEN'S CLUB.

**CLASSIFIED ADS**

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

FOR SALE—17-jewel Waltham man's pocket watch; gold case; perfect timekeeper. watch; gold case; perfect timekeeper. Very reasonable. See E. C. Moyer, 694 PE Bldg., or call Ext. 2932.

FOR SALE—At local market value, new 1946 Packard Clipper, de luxe 4-door sedan, 6 cylinders, all extras including special overdrive, radio, heater, etc. Perfect condition throughout. Gene Barwood, 754 PE Bldg., Ext. 2632 or 2880.

# Your Hobby and Mine

By  
**Earl O. Miller**

THERE is no such thing as an "orchid-bug," yet Jack Raynard, Draftsman in our Engineering Department, found himself deeply bitten by this mythical insect about three years ago. He had fooled around with flowers and shrubbery (as who hasn't?) for a few years, when suddenly he chanced on a book about orchids, wrote a casual letter to the American Orchid Society, received some literature, and—presto! he was a lost soul!

Since 1943 his spare time has been filled with jaw-breaking words like "cymbidium," "cattleya," "odondoglossum," and "oncidium." From a tiny investment of less than \$20.00 his hobby has developed until now the lovely, fragile flowers cover all available space in a 6-foot by 16-inch greenhouse fully equipped with heater, regulating thermometer, varied baskets, pots, heaps of osmundine (fern roots), gravel, and bottles of mysterious chemicals.

Does it pay? Of course it pays. He breaks better than even financially and has untold hundreds of hours of deep-down enjoyment, for his is a hobby that is never-ending in its surprises. Each day some plant has a new development, some noticeable change; and in the fall and winter months, when the "spikes" of the plants slowly surrender their gorgeous blooms of multi-colored orchids, Jack is rewarded a thousand-fold for any time spent or any effort made.

It is difficult to visualize a 230-lb. six-footer like Jack Raynard fussing over delicate flowers. Yet he has done a good job of it and admits that Mrs. Raynard is a better orchidist than he is. His hobby has developed into an avocation that, through gratifying his desire to produce beauty, has made

**ORCHID HOBBYISTS**—Draftsman Jack Raynard and Mrs. Raynard, riding their hobby.



him a happier man, and has thereby beneficially affected his home life.

Want to try your hand with orchids? Jack says he will be glad to tell you how easy it is to get started, and he states most emphatically that Southern California is "the" orchid country. But don't blame him if the "orchid-bug" sinks his stinger into you and you find your fellow-employees raising eyebrows when you rave and rant about "cymbidiums" and "cattleyas" and "odondoglossums"!

## WHAT'S YOUR HOBBY?

Among Pacific Electric's 7,000 employees, there are many who have found that another way of spelling H-A-P-P-I-N-E-S-S is H-O-B-B-Y. We want to know about yours, so that hobby-sketches like this can be included in the Magazine to encourage others to seek outlets for their hidden talents. Get in touch with the Editor or Earl Miller, Claim Department, Extension 2750.

After eighteen years of continuous service in the Passenger Department of the New York Central Railroad in Buffalo, a year's fling at passenger traffic work with an airline, and two years of traveling and managing sales for a wholesale concern, energetic Earl O. Miller, our new Hobby-Columnist, finally reached a life-long goal and landed in Los Angeles. With him it has always been "Southern California," and now that he has arrived he vows he will never leave, come Hades or heavy rains. Earl is now a Claim Investigator in our Claim Department, and stands pat on his opinion that Pacific Electric is a real outfit to work for.

## RETIREMENTS

Best wishes to the following employees, who, according to the Treasurer's office, retired during the months of November and December:

NAME	Occupation	Department	Years of Service
Edwin C. Coulson	Motorman (West)	Transportation	19
Emory L. Harris	Foreman	Mechanical	32
Thomas R. Hodges	Conductor (South)	Transportation	26
Charles R. Johnson	Motorman (West)	Transportation	27
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Vol. 27, No. 4 Jan.-Feb., 1947

Published bimonthly by  
**PACIFIC ELECTRIC RAILWAY COMPANY**  
O. A. SMITH, President  
610 South Main St.  
Los Angeles, California

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

Contributions of news items regarding employees 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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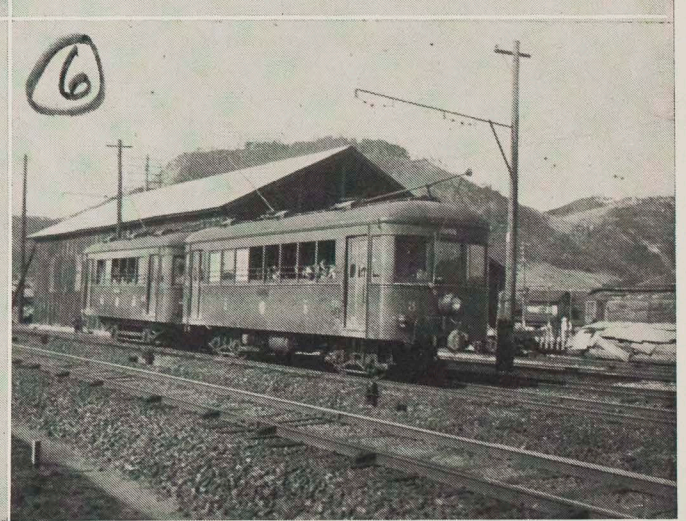
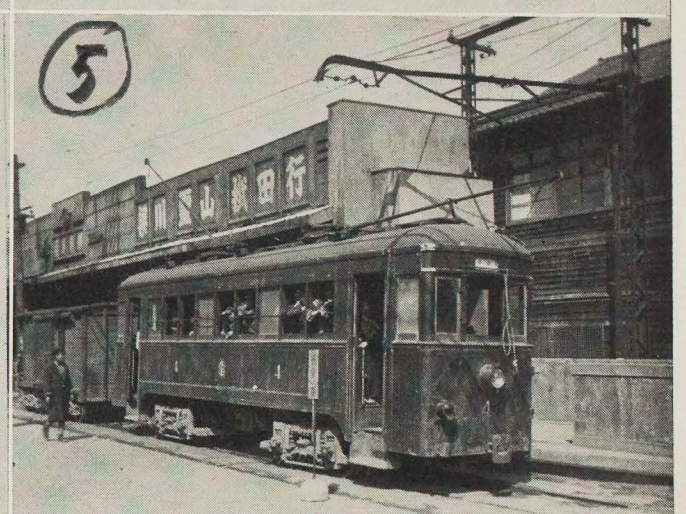
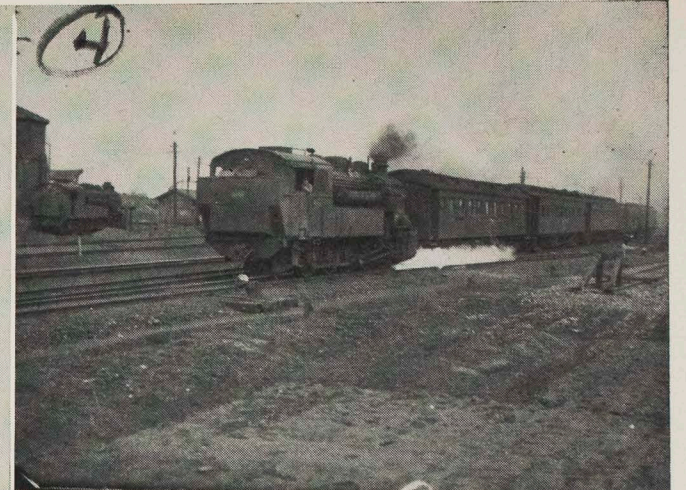
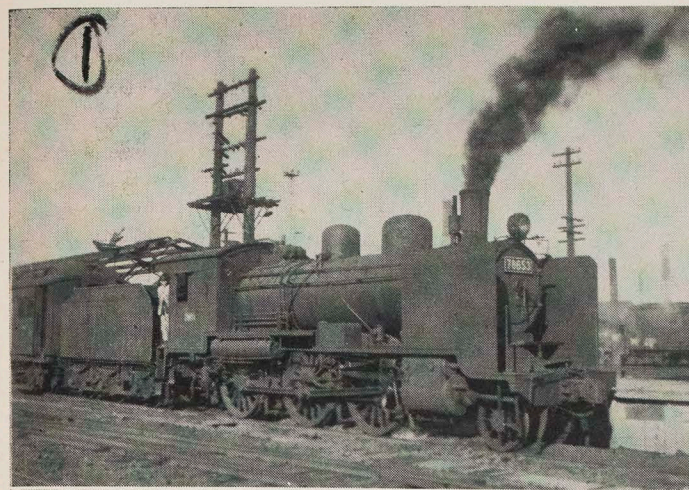
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PHOTOGRAPHY  
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Copy deadline for the March-April issue will be February 28. Please be prompt.



**ON JAPANESE RAILROADS**—Harold Stewart, former South Conductor, ex-infantryman, and now in the Executive Department, brought home from Japan some pictures he took of Japanese railroad equipment. (1) Branch line passenger locomotive about to leave its initial station. Note smoke deflectors, six-wheel tender, and lack of "cow-catcher." Japanese steam engines are virtually all coal burners. Passenger train speeds reach a maximum of 50-55 miles an hour, which isn't bad considering the Jap standard 3' 6" gauge. (2) Freight hauler, 2-8-0 type, equipped with pilot snowplow for winter operations. This is one of the 9600-class engines used generally in Japan on secondary main lines and in helper service. Under favorable conditions they can attain a speed of 30 mph, and are limited to 35 mph descending grades. (3) Switcher, 0-6-2 type. One of a large order of such engines, built

between 1899 and 1902 by the North Glasgow Locomotive Works of Scotland for the Japanese Government Railways. This is one of the few large locomotive orders ever filled outside Japan, except for some U.S.-built 2-8-2 engines delivered to Japan before World War I. (4) Tank engine, 0-10-0 type, pulling west bound passenger train on Yonezawa branch, Northern Honshu Island. These engines are operated cab foremost, as their 31-mile engine district is in tunnels or snowsheds for more than 50% of its distance. (5) Suburban streetcar in Fukushima, Northern Honshu. Note freight car trailer. (6) Two-car interurban train near Fukushima. Because of lack of multiple-unit control and communicating signals, a motorman is required on each car, and all moves are made using the standard Japanese whistle signals. Both single- and double-truck cars on this line were built at Tokyo in 1942.





### HERE AND THERE IN THE PE BUILDING

(1) New train gates in the east wall; louvres for ventilation near top of wall. (2) New store fronts in lobby. (3) New motor coach schedule signs, replacing old wooden ones. (4) Hundreds of wires suspend the new lowered ceilings. (5) New marble ramp leading to upper floor level at train gates. (6) Column caps came in half sections (left); they are shown installed on pillar at right. (7) Shoe shine parlor and parcel check room. (8) Old pillars received frames of metal lath to which marble slabs were attached. (9) New and enlarged telephone room, with space for several operators, new lounge seats to whose backs are attached desks for telephone directories, and indirect fluorescent lighting. Since picture was taken library table type fluorescent lamps have been placed over directory desks.