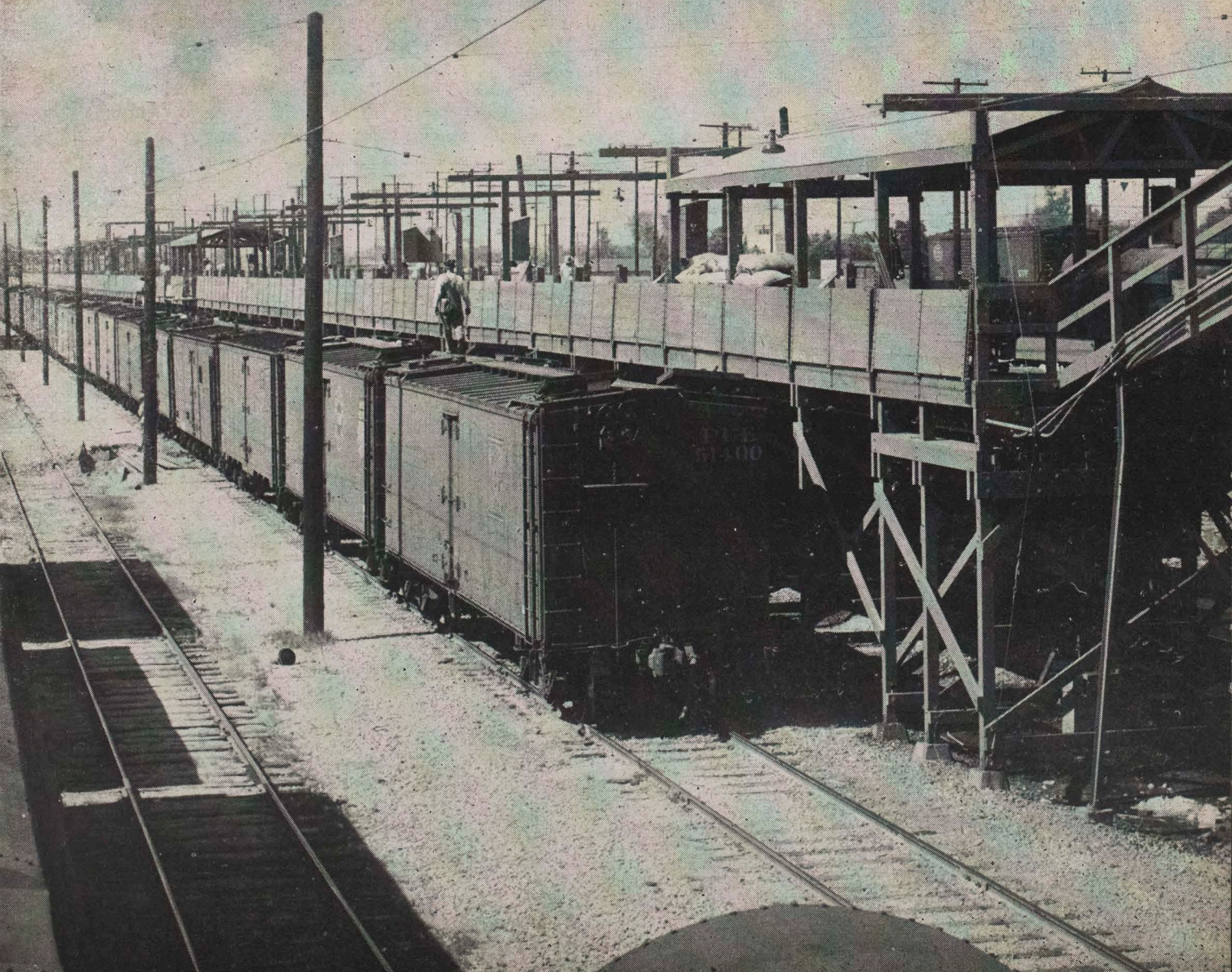


JULY - AUG. 1947  
**PACIFIC ELECTRIC**



*Magazine*





L. L. LAUGHLIN, General Manager since May, 1941, was a PE Conductor, 1908-10, and worked up through SP.



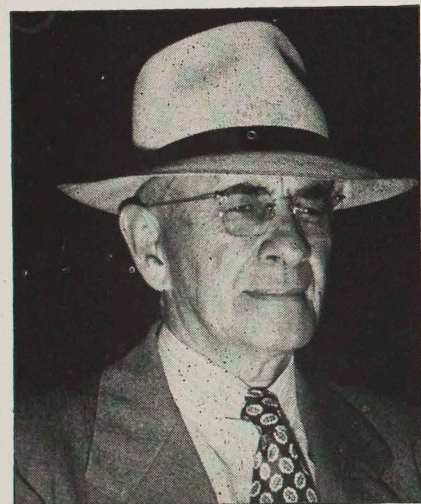
SINCE JUNE 1, 1929, these men, on leave from PE, have been assigned to the Harbor Belt. Left to right are C. C. Tange, Acctt.; Rod Panneton, Demur. Clk.; J. H. McTier, Cashier; E. C. Wisecarver, Car Clk.; C. F. Ockerman, Stkpr.; A. H. Stahl, Asst. Agt.; E. A. Swan, Rev. Clk.; B. M. Billhardt, Auditor.

## PE and the HARBOR BELT

ASSIGNED TO THE HARBOR BELT LINE" is a phrase often heard among Trainmen, Clerks, and other employes down around Los Angeles Harbor. It results from the fact that the Harbor Belt Line Railroad is a joint operating agency set up by agreement between the City of Los Angeles, Pacific Electric, Southern Pacific, Union Pacific, and Santa Fe to conduct a system of unified switching service at the Harbor. Each of the participants in the agreement furnishes its quota of employes and equipment to run the railroad, and those employes who are so assigned retain their seniority rights in their respective organizations.

Many of them have been there since June 1, 1929, when operations began as the result of five years of negotiations between the member railroads and the City of Los Angeles. Yet, though proud to be identified with their assigning road, employes mingle with perfect ease and good fellowship, and cooperate to further the best interests of the Harbor Belt Line. You're likely to find a switching crew composed of a PE Conductor, a couple of UP Switchmen, an SP Fireman, and an SP Engineer, all carrying on their work with the greatest cohesion and exchanging banter and wisecracks with the freedom of bosom friends.

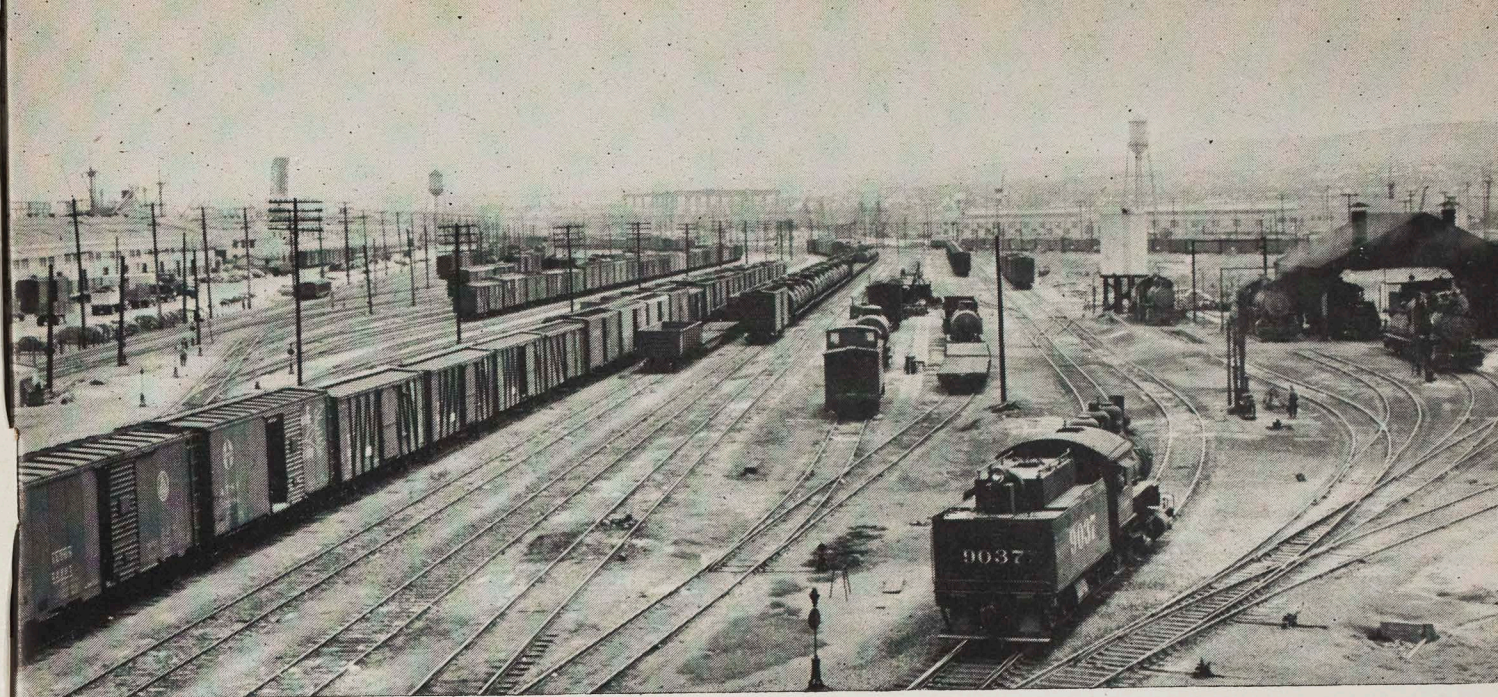
(Continued on Page 6)



PAUL H. MANN, Joint Agent, started agency work with the LA & Redondo in 1907 and came to PE with mergers.

P. A. STEPHENS, Terminal Superintendent, started with PE in 1922 as Wilmington Brakeman, worked up.

AT PIER "A" YARD OFFICE — Left to right are three old-timers; Paul W. Symons, Chief Bill Clerk, with PE since 1924; J. L. Mello, Chief Clerk to Mr. Stephens, with PE since 1926; Wilfred Brevis, Auto Messenger, with PE since 1924. Many other clerks assigned from various roads also work here.



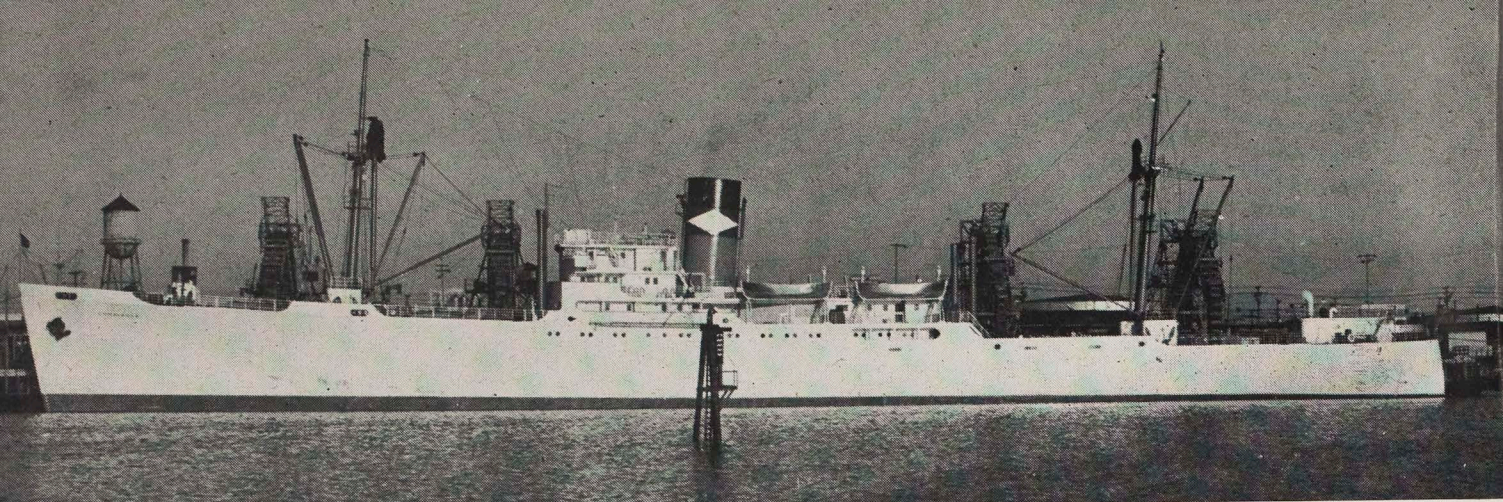
HARBOR BELT YARD at Pier "A" can hold 1000 cars, and is the largest of several yards maintained by the Belt Line.

## ON THE HARBOR BELT LINE RAILROAD

PE CREWS AT THE HARBOR BELT — Beside Engine 1132 are, left to right, R. E. Logue, Switchman; Robert Houston, Switchman; G. C. Shideler, Engineer; L. I. Tedder, Fireman; J. W. Gorley, Switchman. Switchman Logue is a UP man. Engine 1166: L. E. Haymond, Engineer; L. W. Webb, Switching Foreman; H. B. Bunn, Switchman; M. A. Bailey, Switchman; L. O. Norris, Fireman. Engine 1151: J. E. McKinley, Switchman; R. F. Reynolds, Engi-

neer; R. F. Beard, Fireman; M. E. Gans, Switchman; George H. Blunt, Engine Foreman. Switchman Gans is UP. Engine 4439: J. B. Orme, Switchman, with 35 years of railroading; Walter White, Switchman, with 44 years of railroading; Gordon Corey, Engine Foreman, 25 years with PE; Paul K. Ricks, Engineer, 31 years of railroading; Wm. G. Reed, Fireman. All PE men. Members of this crew posed for the safety pictures on the back cover.





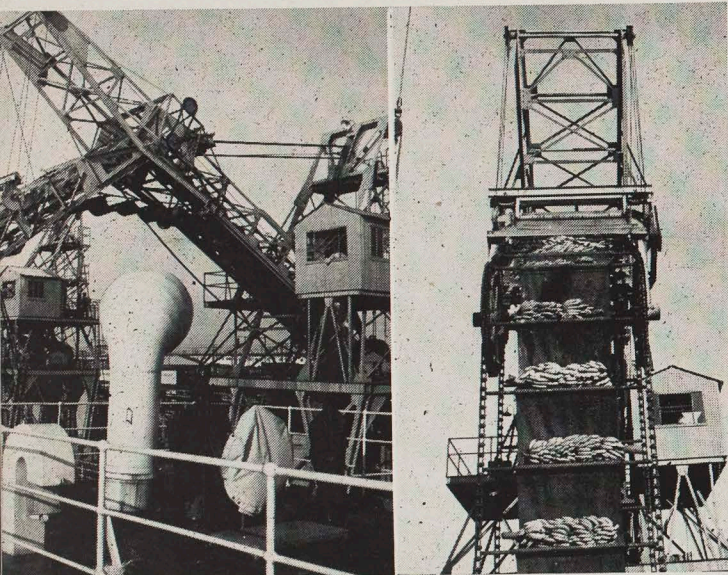
FROM COSTA RICA came the United Fruit Co. freighter *Comayagua*, arriving in San Pedro on April 9 with approximately 250 carloads of bananas, which were unloaded immediately into "reefers" waiting at banana dock.

## BANANA SHIPMENTS IN FULL SWING

TEMPORARILY INACTIVE during the war, the banana dock at Wilmington is again in full swing. That fact means, of course, renewed banana freight activity for Pacific Electric, which receives the banana trains from the Harbor Belt Line at Pier "A" and takes them to Butte Street Yard for local and interline transfer. Trains began movement on June 11. (See pages 6 and 7.)

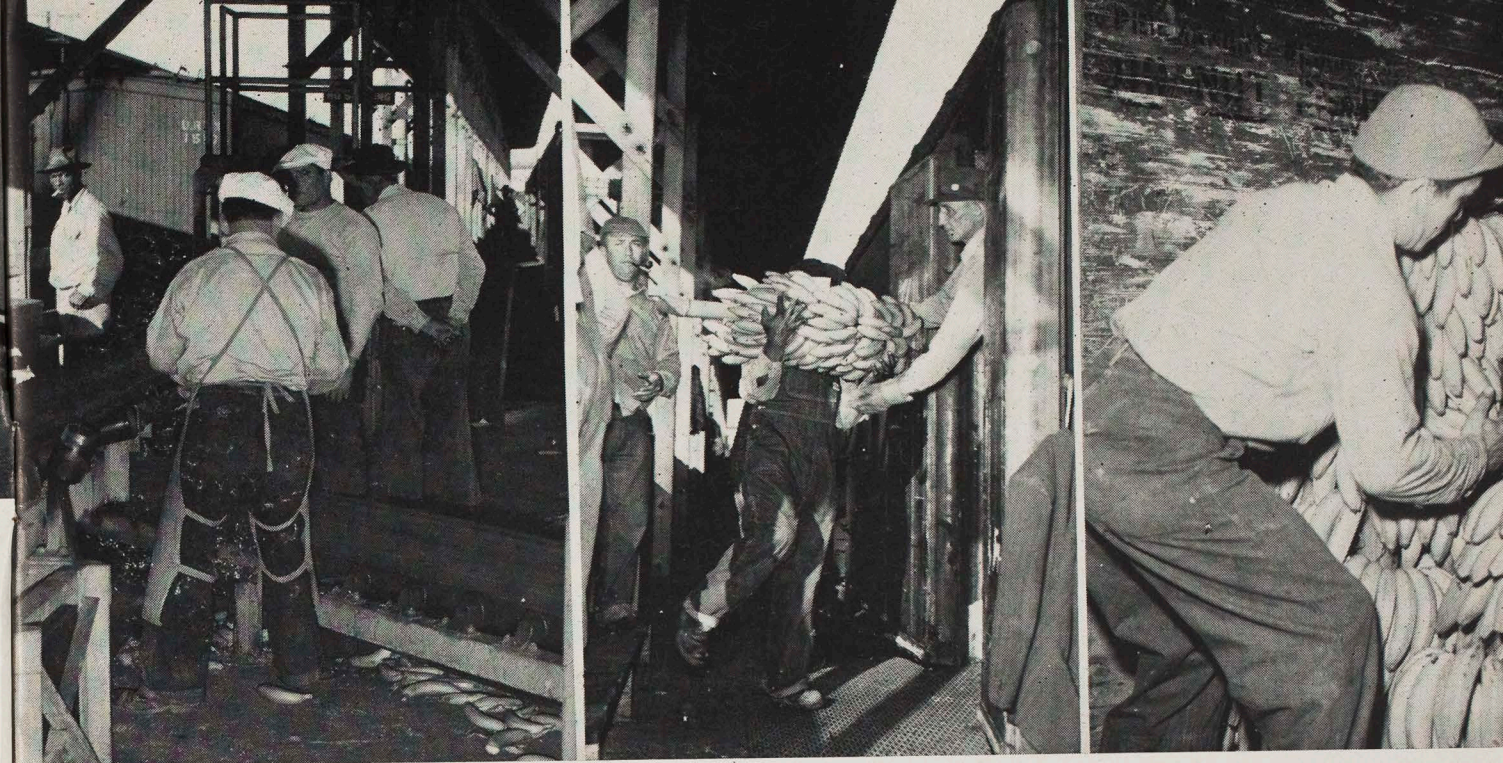
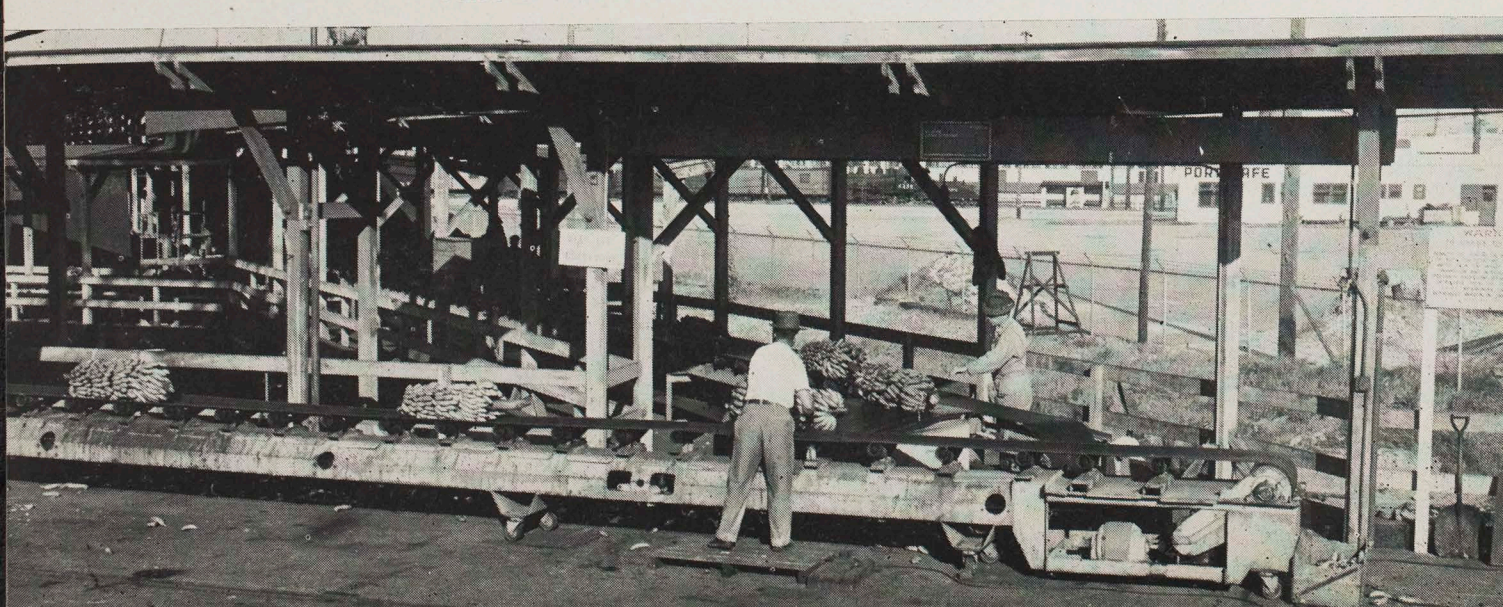
In connection with this renewed activity, a new icing facility has been built at Graham Yard by Pacific Electric, in conjunction with the Pacific Fruit Express. Making possible the icing of 50 cars at a time, the icing station was in active operation on June 11.

No time is wasted after ships tie up at the banana dock. Half an hour after the *Comayagua*, for example, came to anchor, the gantries were taking bananas off the boat. Two days later she sailed again (Friday, April 11, at 4:00 p.m.), heading for Puerto Armuelles, Panama, to load more bananas and go to New Orleans. She has made several more trips since pictures were made.

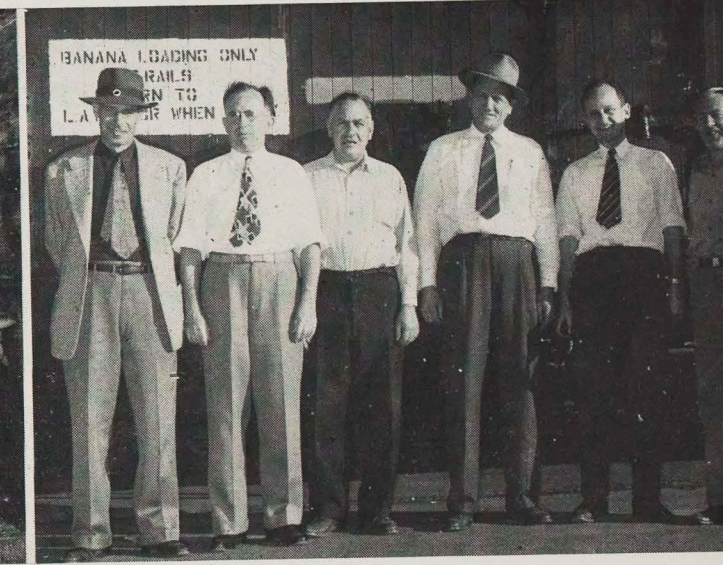
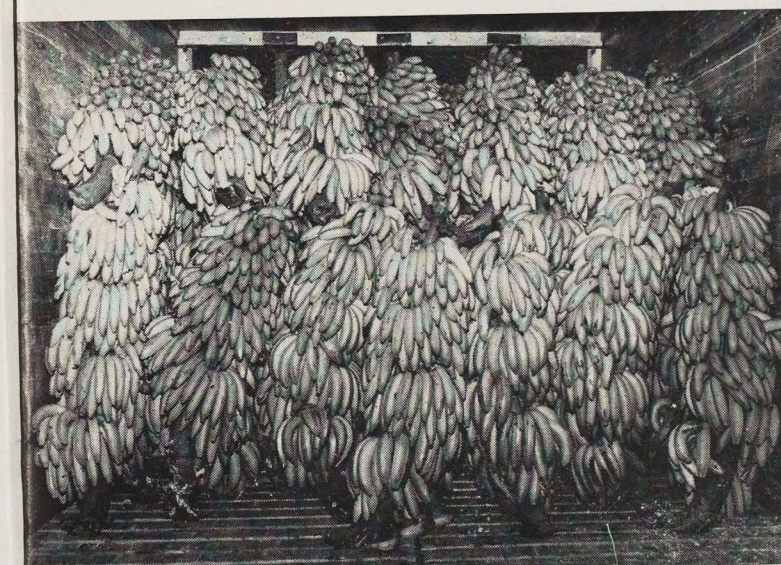


GANTRIES, whose constantly moving conveyor belts are loaded by men working in the bowels of the ship, lift the bunches of bananas up from the hold and over the side of the boat to the conveyor belts on the dock. In the picture at left, two of the four gantries are shown as seen from the ship's deck. The right-hand picture shows how the bananas are carried on the gantries' conveyor belts.

PART OF THE BANANA DOCK CONVEYOR BELT SYSTEM.



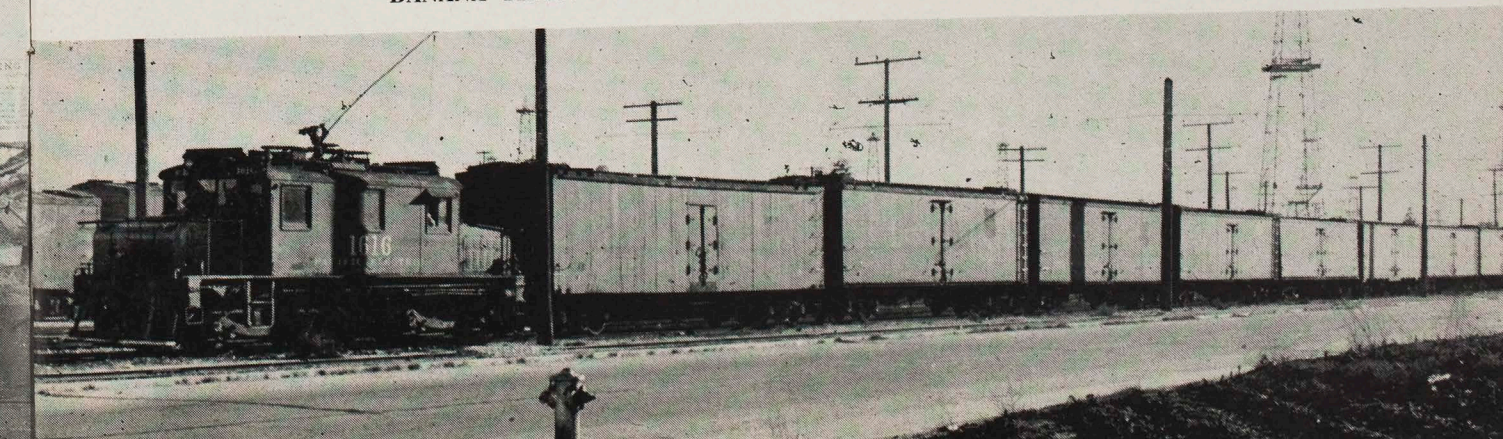
THE CONVEYOR BELTS DON'T DO ALL THE WORK: 400 MEN ARE ALSO REQUIRED.



AS CARS FILL UP LIKE THIS and are moved off to make room for others, smiles appear on the faces of transportation and United Fruit Dispatch officials. In group at right, Trainmaster A. L. Robertson, extreme left, has charge of PE's interests at the banana dock. Other men,

left to right, are with the Fruit Dispatch: D. V. Geary, Assistant Manager; J. J. Farrell, Assistant Wharf Superintendent; Gus Knudsen, Wharf Superintendent; J. B. Hansen, banana sales; and T. H. Rand, Superintendent of Perishable Freight Movements. Bananas are really here!

BANANA TRAIN MOVING OUT OF WILMINGTON OVER PE LINES





PE STAFF OFFICERS watch first train being iced (June 11) at the new Graham Yard icing facility, operated by Pacific Fruit Express. Loaded with bananas, train was turned over to PE by the Harbor Belt at Pier "A."

## PE and the HARBOR BELT

(Continued from Page 2)

Pacific Electric had a leading role in the organization of the Belt Line in the person of Mr. George F. Squires, now Assistant to the President, but at the time PE's Assistant Freight Traffic Manager. Mr. Squires was also the first General Manager of the Belt Line, highest office the joint agency provides.

Final authority on the Belt Line is the Board of Control, on which Pacific Electric's representative is President O. A. Smith. Operation, maintenance, and business matters are under the jurisdiction of the Board of Operations, with Mr. Squires as the member from Pacific Electric.

The Harbor Belt Line does all switching in the unified zone at the Harbor on 117 miles of track, and also maintains a joint freight agency for station work, with PE's Paul H. Mann as Joint Agent.



AMONG THOSE PRESENT were, left to right, A. L. Holst, Superintendent, Pacific Fruit Express, and PE officials including W. G. Knoche, Freight Traffic Manager; O. A. Smith, President; C. H. Belt, Assistant General Superintendent; and T. L. Wagenbach, General Superintendent.



## GRAHAM YARD CREWS

TOP LEFT — Day Yard Office force at Graham includes, left to right, Samuel Wissner, Yard Clerk; Frank W. Anders, Yardmaster; James McCullough, Car Clerk; Max Mickelson, Yard Clerk. Man at right is R. W. Jackson, Chief Yard Clerk, visiting from Butte Street.

ABOVE — Afternoon Yard Office force includes, left to right, W. J. Teahan, Car Clerk; Lyle K. Annis, Assistant Chief Clerk; Charles W. Coutts, Yardmaster; T. A. Roberts, Relief Clerk; and Jack Walsh, Assistant Chief Clerk. Second man from left is Butte Street's Mr. Jackson.

ENGINE 1602 — Crew 2203: W. E. Perkins, Bkm.; R. K. Weaver, Cond.; W. G. Lutes, Bkm.; R. C. Dyson, Trol.; C. R. Copeland, Bkm.; C. F. Gates, Mm. Daylight shift.

ENGINE 1603 — Extra Crew working on bananas: R. H. Graves, Bkm.; F. B. Fitzpatrick, Trol.; A. W. McGuire, Bkm.; F. K. Wuthenow, Mm.; J. L. Pickler, Cond.

ENGINE 1613 — P.M. Switching Crew: A. C. Conlin, Bkm.; C. E. Gregory, Cond.; M. L. Ogan, Mm.; E. M. Jennings, Trol.; W. M. Conroy, Bkm.; J. R. Glover, Bkm.

AT RIGHT — Group present at Graham June 11, day first train came to be iced. Back row: A. L. Robertson, Trainmaster; "Arky" Jennings, Trol.; C. F. Gates, Mm.; H. A. Holmes, Asst. Trainmaster; J. G. Blake, Asst. Supt.; F. W. Anders, Ydm.; R. J. Goodman, extra Conductor. Front row: R. K. Weaver, Cond.; and W. E. Perkins, A. C. Conlin, W. G. Lutes, and A. Schubach, Brakemen.



# L. A.-Van Nuys via Riverside Drive Motor Coach Line Starts Aug. 4

Service will be inaugurated on the Los Angeles-North Hollywood-Van Nuys via Riverside Drive Motor Coach Line effective Monday, August 4.

Routed so as to provide direct, expedited service between Los Angeles, North Hollywood and Van Nuys, the new bus line will also serve intermediate Valley points that have heretofore been without public transportation.

The route, authorized by the California Public Utilities Commission and the Board of Public Utilities and Transportation, City of Los Angeles, provides that coaches will operate from Sherman Way in Van Nuys, via Van Nuys Boulevard, Victory Boulevard, Whitsett Avenue, Oxnard Street, Lankershim Boulevard (North Hollywood), Riverside Drive, Figueroa Street, Fifth Street, and Olive Street to the Bus Terminal between Fourth and Fifth Streets, Los Angeles.

Service will be commenced with trips being operated on a basic hourly

headway with approximately thirty-minute service inbound in the morning and outbound in the evening rush hours, daily except Sundays and holidays. The first inbound trip in the morning will leave Van Nuys (Sherman Way) at 5:39 a.m. with the last trip leaving that location at 8:49 p.m. The first morning outbound departure from Los Angeles (Olive Street Bus Terminal) will be at 5:50 a.m., with last night departure from Los Angeles scheduled for 10:00 p.m.

Routing privileges on commutation tickets will be placed in effect which will permit San Fernando Valley residents to travel optionally via the present rail or new motor coach line between Van Nuys, North Hollywood and Los Angeles; i.e., passengers may travel from Valley points served by both services to Los Angeles over the rail line and return to their point of origin in the Valley over the new motor coach line or vice versa.

To be operated in limited service from Main Street and Riverside Drive, Burbank, to Los Angeles, the

## Alternate Route for New GM Plant Asked

Applications were filed July 10, 1947, with the California Public Utilities Commission and with the Board of Public Utilities and Transportation, City of Los Angeles, for an alternate route supplementing the Van Nuys-San Fernando Motor Coach Line in order to serve the new General Motors Assembly Plant in Van Nuys and to furnish increased service between Van Nuys and San Fernando.

— Look Out for Droopert! —

## Line From N. Hwd. To Sherman Oaks Sought

Proposal to establish a new motor coach line between North Hollywood, Studio City and Sherman Oaks in San Fernando Valley is made in an application filed June 9 by Pacific Electric Railway with the Public Utilities Commission of State of California and Board of Public Utilities and Transportation of the City of Los Angeles.

new Riverside Drive motor coach service will reduce by approximately 15 minutes the travel time between Van Nuys or North Hollywood and Los Angeles.



MAY 23

JUNE 9

# Diagonal Extension To L. A. St. Bridge Progressing Rapidly

## Extension of Bridge Over Los Angeles St. To Facilitate Service

Construction of a diagonal addition to the existing bridge over Los Angeles Street between the Sixth and Los Angeles Streets Bus Deck and the Bus Concourse running through the Pacific Electric Station is proceeding rapidly in order to make room for Pasadena trains to run on Tracks 7 and 8 on the Viaduct by September 1.

These two tracks are not now in use because of the movement of busses across them between the Bus Deck and the Bus Concourse.

A covered walkway for passengers will be built along the south side of the extension, and a 201-foot concrete loading platform with umbrella shed will be built south of Track 8 for Pasadena passengers.

Motor Coach Operators' quarters will be changed from their present location. The Trainmen's quarters on the mezzanine floor will be enlarged to accommodate the Motor Coach Operators and the Service Director.

The entire project was made necessary by the City's traffic plan to make Sixth Street a one-way artery for eastbound traffic.

On the Viaduct, a crossover for Pasadena trains is being built at Maple Street.

# Retirements

Best wishes to the following employees, who retired, according to the Treasurer's office, during the months of May and June. May their faithful service bring its just reward of many more years of peaceful, happy living.

NAME	Occupation	Department	Years of Service
George H. Aston	Conductor (West)	Transportation	8
William M. Bradhurst	Wireman	Mechanical	25
Charley C. Carney	Motorman (West)	Transportation	20
Claude J. Carroll	Carpenter	Mechanical	27
Ethel I. Carruthers	Stenographer	Accounting	30
William J. Chapman	Machinist	Mechanical	29
Irene R. Cunha	Stenographer	Transportation	23
Daniel A. Erickson	Mechanic	Mechanical	25
George H. Goff	Blacksmith	Mechanical	27
Harley H. Hapgood	Foreman	Mechanical	38
Arthur G. Hotzell	Motorman (South)	Transportation	29
William O. Johnson	Motorman (North)	Transportation	20
Ralph E. Kidd	Agent	Transportation	34
Allen R. Klope	Conductor (West)	Transportation	20
Wallace T. Lichty	Fr't. Checker	Transportation	27
Harold Lytle	Conductor (South)	Transportation	26
James R. Loney	Switchman (North)	Transportation	3
William Mapstead	Foreman	Engineering	41
George T. Mesler	Motorman (South)	Transportation	23
Lloyd V. Nelson	Motorman (West)	Transportation	15
John Nemanich	Motorman (North)	Transportation	17
Albert R. Noyer	Motorman (South)	Transportation	27
Oscar Rice	Towerman	Transportation	25
Jos. L. Santoscoy	Car Repairer	Mechanical	21
Bertha C. Scarborough	Janitor	PE Building	16
Chas. B. Short	Bus Operator	Transportation	23
Alfred C. Smith	Substation Operator	Engineering	29
Henry R. Tucker	Conductor (South)	Transportation	10
Eugene Wickham	Bus Operator	Transportation	28
Edwin H. Woods	Guard	Transportation	21
Elmer J. Woodside	Cashier	Transportation	31

## E. D. Lyman Elected To Board of Directors

Election of Edward D. Lyman to membership on the Board of Directors of Pacific Electric Railway Company was announced July 28 by President O. A. Smith.

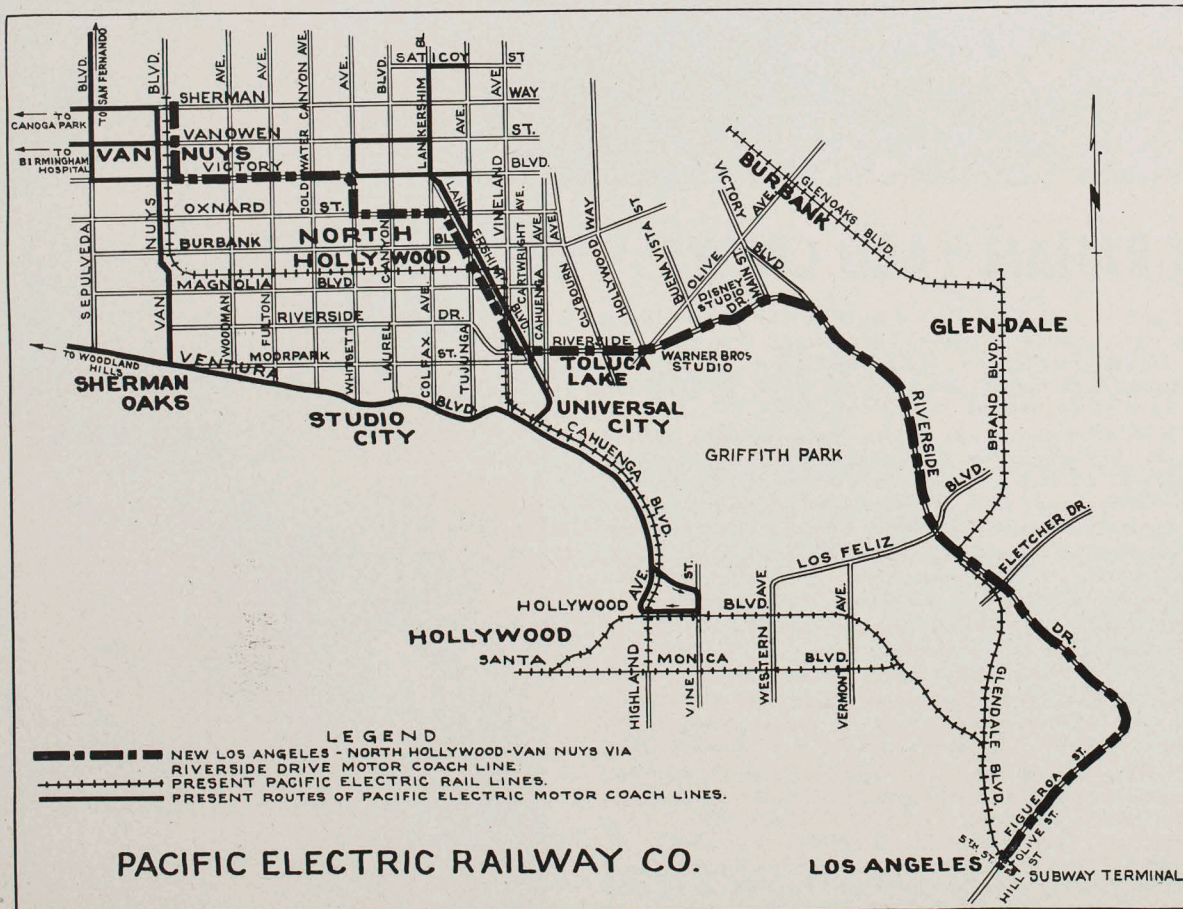
Mr. Lyman, who will fill the vacancy created by death of Isidore Dockweiler, is a member of the law firm of Overton, Lyman, Plumb,

Prince, and Vermille, and has long been prominent in the civic affairs of Southern California.

A graduate from Stanford University in 1904, he received his law degree from University of Southern California in 1910 and was admitted to the bar the same year. Mr. Lyman is a past president of Los Angeles Bar Association and is a member of the Board of Directors of the Farmers & Merchants National Bank. He is also a trustee of Claremont College.

## COVER PICTURE

The new icing facility at Graham Yard, located just north of Watts, is capable of servicing 50 refrigerator cars at a time. Twenty-five cars may be spotted on each side of the 900-foot long deck pictured here. Ice is brought up to the deck by a conveyor belt after being unloaded in 500-pound cakes from ice cars alongside the belt.



PACIFIC ELECTRIC RAILWAY CO.

ROUTE MAP OF THE NEW LOS ANGELES-VAN NUYS VIA RIVERSIDE DRIVE LINE

## The Public Appreciates

Martin L. Ashley, Conductor, West, for his courtesy to elderly passengers, and again for his courteous forbearance when a lady dropped money in the farebox instead of handing the money to the Conductor in payment for takens.

Homer A. Darling, Motor Transit Operator, who has received three letters, all commending his courtesy and efficiency. One letter said he was "unusual," another mentioned his skillful driving and neat appearance, and the third spoke of his pleasant way of thanking people as they presented their tickets.

E. H. Dickerson, Conductor, West, for his kindly assistance in helping an old lady to board his car—an act which drew favorable comment from several other passengers.

Express service between Riverside and Los Angeles, and the general courteous attitude of PE Motor Coach Operators.

L. H. Faulkner, Motor Transit Operator, who, according to a representative of another railroad company, operates so efficiently and courteously as to make it a pleasure to ride his coach.

Paul E. Greschke, Operator, West, for his friendliness, cheerfulness, and good driving, often the subjects of comment by his passengers.

O. D. Hanson, Conductor, West, whose "thank you's" are a delight to the ear, and whose "consideration of his passengers is a sight to behold."

A. C. Henderson, Conductor, West, for his clear and distinct enunciation of stops and transfer points.

Robert J. Heurkins, Conductor, West, whose temper never seems ruffled, despite many trying situations. He is always courteous and cheerful.

R. R. Hinson, Motorman, West, whose courtesy and efficiency have been often noted by a certain passenger.

Ronald E. Hubbard, Conductor, South, who was very friendly, helpful, and courteous, particularly toward women and aged passengers on the Santa Ana Line on a morning trip last May.

G. J. Keep, Conductor, West, whose courtesy in helping a lady board and leave his train was much appreciated by a woman passenger.

Walter Kressin, Motorman, West, for his assistance to a lady involved in an auto accident at Sherman Way and Van Nuys Boulevard. (Mr. Kressin was not involved in the accident.)

E. H. Nordstrom, Operator, West,

whose driving ability a woman passenger considers nothing short of "amazing."

Simon Sachs, Conductor, West, for his outstanding courtesy and efficiency, which were the subjects of two letters.

Charles Shaha, whose work as Motorman on the Venice Short Line was considered by a patron as particularly outstanding, especially in his handling of the brakes, and his handling of the controller in starting.

D. B. Simmons, Conductor, West, considered by one passenger—who has ridden the Venice-San Vicente Line for six years—as the most courteous and considerate Conductor this passenger has ever ridden with.

J. W. Smith, Conductor, South, who makes riding with him a pleasure because of his pleasantness and patience.

W. A. Smouse, Special Operator provided for a Travellarians' outing to Padua Hills Theater recently, for his efficiency and good fellowship on the trip. In this same letter the helpfulness of Ralph Dimon, City Passenger Agent, in arranging the transportation, was also appreciated.

Harley Snyder, Conductor, West, whose pleasant manner and efficient service are frequent subjects of favorable comment by his regular passengers on the Glendale Line.

M. A. Soper, Agent at Garden Grove, for his courtesy in arranging for a special car for a Garden Grove Girl Scout troop to use in traveling to Los Angeles. Troop Secretary Patricia Morse in her letter also mentioned the "Conductors (unnamed) who were so nice to us."

J. W. Watts, Motorman, West, for the courteous and efficient service he rendered on a certain night, especially with reference to his and his Conductor's cooperation in assisting an elderly lady board the train.

Roy E. Wright, Motor Transit Operator, whose courtesy and efficiency, in the opinion of a visitor who frequently rode our trains during her year's visit in California, were equalled by no other Operator's. She especially mentioned his distinct calling of streets, and his personal interest in every passenger's welfare.

The switching crew which braved a fire on June 30 in order to pull to safety a car being loaded at the Carlow Company, 738 E. 59th St. The crew included S. G. Harper, Conductor; W. O. Baker, Engineer; C. A. Ventriss and C. A. Rost, Brakemen; and J. W. Daffern, Fireman.

## TRANSPORTATION DEPARTMENT

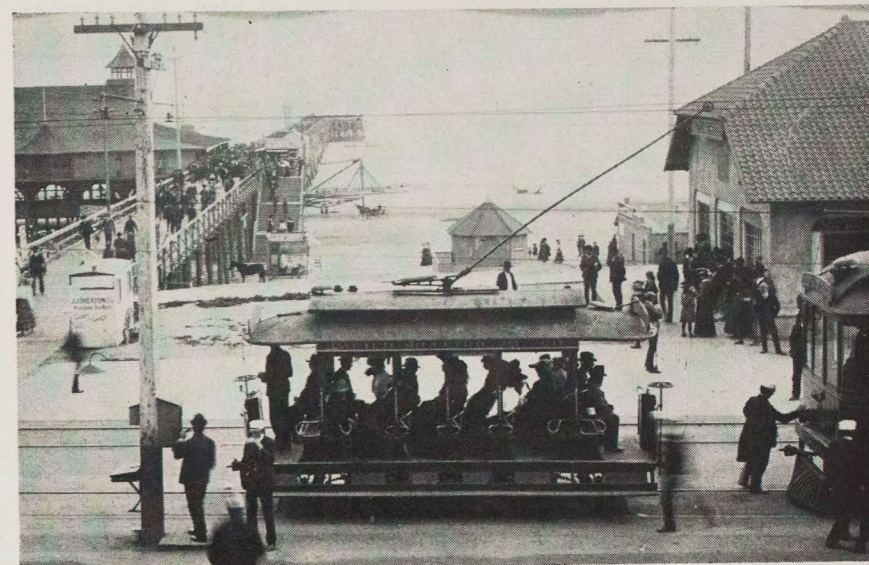
By  
Suzanne J.  
Smith



Mr. and Mrs. Thomas Greholver presented their two-year-old daughter, "Penny," with a 6 lb. 8 oz. brother named John Thomas on Sunday, May 18. Papa Greholver is a Car Clerk at 8th St. on the afternoon shift. . . . Oween Baker, daughter of Engineer W. O. Baker, became the bride of Don Lee Smith, Sunday, May 25, at the Greenwich Wedding Chapel in Long Beach. . . . A teletype machine has been installed at Eighth Street to expedite the movement of trains. . . . Assistant Superintendent D. W. Yeager is sporting a "new" used car. . . . C. Brooks Allen, Assistant Trainmaster, has acquired the nickname, "Jingle," as he is always carrying around silver dollars. . . .

Patsy R. Schwertfeger has transferred from the Transportation Department to the Claim Department. She and hubby celebrated their second wedding anniversary on June 3. . . . Mary Eleanor Lifur spent the July 4 holidays in Carmel and Santa Barbara. . . . L. A. Campbell says he is still recovering from his vacation in South Carolina. . . . Max Senn, Car Clerk at Wingfoot, celebrated his 25th wedding anniversary on May 27, 1947. . . . Charles Senn is a champion bowler. . . . Kenneth Urquhart is back to work, after an extended sick leave. . . . Gary Bowers is re-building his car—a "hot-rod" job. . . . Fred Kolosick stayed home and took things easy on his vacation. . . . Bonnie Jean and Edward Morris Thompson celebrated their first wedding anniversary on June 28. . . . Bonnie used to work in the Personnel Department, and Morris is employed at the Torrance Shops. . . . Tex Zamudio went south of the border to Mexico City vacationing. . . . W. H. ("Red") Nelson, Brakeman at Eighth Street, vacationed in New Mexico, and Conductor J. Wamsley spent his time camping. . . . D. A. Martin, Conductor, built a fish pond while enjoying his time off. . . . Mr. (Trolleyman South) and Mrs. E. D. Foore, with a seniority date of "10-10-17," vacationed in Denver, Cheyenne, etc., visiting friends and relatives. . . . Assistant Trainmaster H. A. Holmes

celebrated a birthday on July 2. . . . Trainmaster A. L. Robertson, with his family, got as far as Seattle and Chicago. . . . Assistant Trainmaster S. W. Bullock and family traveled to New Orleans. . . . Jane Burch of Personnel was married on June 7, in Memphis, Tennessee, to Clarence F. Spencer and is now at home at 524½ West 45th Street. . . . Florence Stockdill and her sister, Joyce Wagner, flew to the home state of Minnesota. . . . Ruth Barney went to Catalina. . . . Beth Mayo became Mrs. Bass in Las Vegas, Nevada, on May 18, 1947. . . . Martin Hudson wants to go to Mississippi and wife to Texas, so they'll go to Arizona. . . . Johnny Buckner passed out cigars on the arrival of 7 lb. 8 oz. son, Steve. . . . Carl Haufe, who works at Butte and Wingfoot, on his vacation got married in Las Vegas, and honeymooned at Boulder Dam. . . . Agent G. P. Barkhurst of Wingfoot has a hobby like Red Kennelley's (last Magazine) — he is a bunny raiser. . . . David Montgomery Thorne was born on June 26 to Mr. and Mrs. Hugh Thorne of Butte Street. . . . I. W. Erhardt vacationed at home. . . . The red messenger car has moved to San Bernardino, and a three-wheel motorcycle is in its place, with Jack Green operating it in the daytime. . . . Trainmaster B. G. Jones and wife, Elsie Unger Jones, are planning to go places and do things in the month of August. . . . Florence Furnivall now boasts two daughters, two granddaughters, and two grandsons, with the arrival of a boy-girl set of twins, born to her youngest daughter. . . .



## CAN THIS BE PACIFIC ELECTRIC?

IT'S HARD TO BELIEVE, but the lettering along the top of the car says: "PACIFIC ELECTRIC RY. CO." The time: July 4, 1902, at the gala opening of the Long Beach Line. The picture came to our attention in the "Long Beach Press-Telegram" for June 29, 1947, and it was used in connection with Walter Case's "Close-ups and Cutbacks" column, in which he describes the early days of PE in that city, whose population in 1900 he says was 2252! The small car was used in local service; behind it is a relatively huge interurban. C. N. Andrews, Long Beach resident, supplied the photo. Thanks to Mr. Case for a good PE story, and to Mr. Andrews for a good picture.

July 1 was the wedding date for John R. Fraser, Clerk in R. W. Jackson's office, and Joyce Elaine Gifford (of SP). They were married at the Chapel of the Roses in Pasadena. . . . Marion Hardy, Mr. Jackson's previous clerk, decided to spend her time doing "housework" instead of "office work."

## Marie Shaw Becomes Mrs. Rae M. Chisholm

At a lovely candlelight wedding ceremony at Westwood Community Church on Saturday evening, June 14, Marie Shaw, General Clerk in the Personnel Bureau, became Mrs. Rae M. Chisholm.

## OUR TOURIST GUESTS

Southern California, and Los Angeles in particular, ranks first in the nation as a year-round tourist attraction. It is estimated by the All-Year Club that during 1946 almost three million people came here and spent over half a billion dollars. Of this amount, almost \$55,000,000 went for transportation. These tourists provided employment for 80,000 people with a pay roll of \$130,000,000—certainly big business. Similar millions of tourists have been arriving all during 1947.

Directly or indirectly, these Southern California guests come into contact with Pacific Electric. Indirectly, they contact us through street traffic. They appreciate traffic courtesy and are critical of any discourtesy. Directly, a goodly portion of them will be our passengers. Strangers to the city, they may ask what seem to us foolish and odd questions. If we place ourselves in their position,

however, we'll keep a tight rein on an impatient tongue.

Sooner or later most of us will go to an unfamiliar city where we may find ourselves asking similar questions concerning direction and route. We may sound foolish or odd to transit operators there, but we'll resent sharp, indirect, or misleading answers when what we want is a clearcut explanation.

So let's be courteous hosts—most of us are—to our Southern California guests. Let's take a moment to explain the route of our car or coach, or to give directions to anxious questioners. We'll feel better for our act of hospitality, and our appreciative guests will almost certainly tell the folks back home that "those people in Los Angeles are certainly nice to strangers—especially those operators on the red cars and busses."

## LONG BEACH FREIGHT HOUSE



By  
**Jack  
DeLaney**

Occasionally some of the old-timers get together in "The Shanty" here and the question comes up as to who has the most whiskers. We submit a photograph showing 145 years of service with the Pacific Electric Ry. All pretty young-looking fellows, but they pack a lot of seniority, and this is saying nothing about the "Old Galloping Duck," Motor No. 1563, which has served the Company 45 years and is still going strong, says Frank Howe, Motorman.

Pop Howe, speaking for the crew, says, "It goes without saying that we have been satisfied with the treatment received from the company in the past or we would not have remained all of these years. We are more satisfied than ever, and pledge ourselves to give the company the best we have in us. It pays to take an interest in your work and do the right thing by your employer."

Vacation times are here now. Vic Watson, Telegrapher, Yard Clerk, Mudhop, and a dozen other titles, is well on his fishing trip up on the Klamath River with his brother, who joined him at Oakland.

"Pappy" Tang, Yardmaster, spends the week-ends down at 29 Palms, where he is finishing his new home. Pappy says he has hauled more cement in a wheel-barrow than you can put in a PE gondola.

Tommy Thompson just returned from his vacation. Says he had a

**THEY LIKE THEIR JOBS**—This group of freight men at Long Beach have total of 145 years of service with PE and are glad of it—see Jack DeLaney's column for details. Left to right are Leonard E. ("Dirk") Cole, Trolleyman; Charles R. ("Chuck") Monroe, Conductor; Edward F. ("Ted") Packer, Brakeman; Frank B. ("Pop") Howe, Motorman; and Lawrence W. ("Buck") Buchanan, Brakeman. More power to them!



## HAVE A FINE VACATION

Vacation days are here again. If you've had yours, we hope it was the best ever. If you haven't then we hope you will enjoy it to the fullest measure. But be careful! The toll of vacation accidents is tremendous, ranging from poison ivy to death on the highway.

If you would rather "be safe than sorry," then you will want to look over this checklist of precautions:

- See that your car is in safe condition. Check tires, brakes, lights, battery and steering gear before you start your trip . . . and take your time getting there.
  - Wait at least two hours after eating before swimming.
  - Always go swimming with another person, keep within your depth, and avoid unsupervised beaches.
  - Observe common sense rules of safety in boats. And if you can't swim, stay out of canoes.
  - Make sure that your water supply is safe! Always boil water from sources of doubtful purity.
  - Unless proper sanitary precautions have been taken, milk can be dangerous. Pasteurized or canned evaporated milk is safe. Raw milk should be boiled.
  - Be sensible about sunshine. Take it in small doses at first to prevent suffering and possible serious illness.
  - Be sure that your vacation site is clean and sanitary—and keep it that way.
  - Remember that many a flowering field or shady woods conceals a profusion of poison ivy or poison oak.
  - Don't step into trouble. Watch out for traffic when walking on or crossing highways. Also beware of dangers under foot, such as glass, nails, unprotected holes, or objects lying on the ground.
- Of course, these pointers may seem like an old story to you because you think that accidents only happen to the other fellow—somebody who is thoughtless or doesn't use good common sense. BUT CAN YOU BE SURE?

thriller on his way back. He was riding one of our competitors' trains through Arizona when the train jumped the track and gave him a good shake-up.

We are sorry to learn of Geo. Gates' father's death at San Diego July 9. Interment was at Long Beach.

## EAST SEVENTH STREET EXCERPTS

By  
**J. S.  
Beckett**



The present state of the weather puts only one thought in the minds of everyone at the Freight Station—vacations and how to spend 'em. L. M. Duke, Terminal Freight Agent, spent his painting the house and making a few local trips. He reports the painting a success, with the greatest labor involved in getting up and down the ladder periodically to get in the ice box for refreshment.

Alice Fairbanks, Clerk-Collector, just returned from a trip to Mansfield, Ohio, occasioned by the illness of an aunt in that city. While there she visited with relatives in Cincinnati, Cleveland, and Columbus.

Johnny Olson, Rate and Bill Clerk, is back from a vacation visit with his mother in Omaha, Nebraska. LOTS of things back there must have been interesting, as Johnny stayed an extra week. Blonde or brunette?

After hearing Sammy Tellechea talk about fish THAT long, Peggy Wepler and Ruth Fuerstenau, Steno-Clerks, took off on a spur-of-the-moment moonlight fishing trip to Cabrillo Beach. No sooner had they dropped a line in the water than,



**NO CHICKEN, THIS**—Referring, of course to the object Steno-Clerk (and fisherman) Ruth Wepler, of the L.A. Freight House, holds on a string. It's a sea bass she caught. See Joe Beckett's column for details.

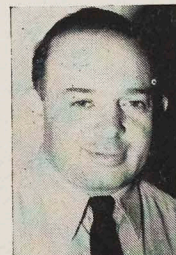
WHAM! a 12-lb. sea bass hit it! After much pulling and hauling (and feminine squealing, no doubt) he finally was landed. As proof of the pudding the gals cut off the head and formally presented it to Sammy, who since that time has been extremely silent about fishing. Now all the guys say, if we're gonna catch any fish, let's take the women!

Jeanne Thompson, Abstract Clerk, and her husband have recently moved into their brand spankin' new home out Inglewood way. Congratulations, and may they spend many happy years there.

General vacation round-up and plans: Bea Morell, Bill Clerk, visiting friends and relatives in Texas and Oklahoma; Reba Weathers, Bill Clerk, at home entertaining guests from Pittsburg, Kansas; Jimmy Boswell, Assistant Accountant, planning to tour the Pacific Northwest; and Dan Sanchez, General Clerk, now in Mexico City, where yours truly expects to see him within the next few days. That relaxin' feelin' is creepin' over me too!

— Look Out for Droopert! —

## SUBWAY TERMINAL



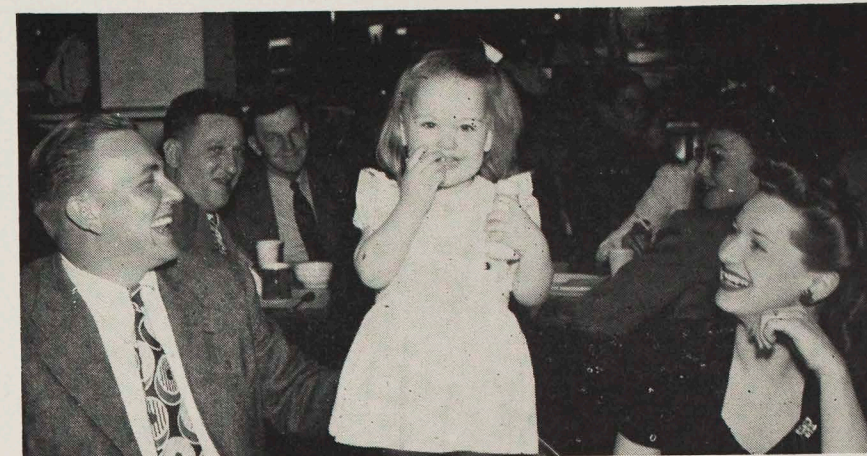
By  
**Bill  
Newman**

W. F. Servranckx has taken the field position of supervisor for the BRT between Los Angeles and San Diego, and has turned over this news column to me.

We are happy to welcome back Motorman C. A. Parr, one of the mainstays of the San Fernando Valley Line, after a three-months trip across the country for the benefit of his wife's health. In Abilene, Texas, according to Mr. Parr, he shot rabbits as big as St. Bernard dogs (so he says), and then went on through Arkansas, Iowa, Oregon, and Minnesota.

It seems one of our popular Supervisors is the owner of two pair of shoes. One morning he came to work with one shoe of each pair on. Was his face red when someone told him about it! Guess who it was! He has charge of the Glendale Line.

K. E. Leonard was the Conductor of the Valley train on which I was working the trailer car on the last



**WORTH HER SALT**—Armed with a salt shaker, Miss Janice Gerhardt, aged 2, poses for the camera while her mama and daddy, Mr. and Mrs. Jack Gerhardt, look on proudly at their beautiful little daughter. (It's easy to see where Janice got her good looks.) Jack is a Motorman at the Subway; Mrs. G. worked in the West Trainmaster's office till they were married July 9, 1944.

## Man Who Broke Retired Trainmaster Douglass In On Cars Passes

Morgan A. Holder, retired West Passenger Director, passed away on June 8. Retired since April 30, 1938, he had for many years previously been a familiar figure to regular passengers going through the Subway Terminal, and, according to Terminal Foreman Jess Hanselman, broke retired Trainmaster James E. Douglass in on the cars when Mr. Douglass first came to work for Pacific Electric.

— Look Out for Droopert! —

## SAFETY ALPHABET

Always  
Be  
Careful.  
Don't  
Ever  
Forget, the  
Greater the  
Hurry, the more  
Injuries result.  
Just try to  
Keep busy;  
Let your  
Mind be on your job,  
Neglect  
Often leads to  
Permanent disability.  
Quit making excuses;  
Results  
Speaks for  
Themselves.  
Use your head, it's  
Very valuable.  
When at work  
X-ercise due care.  
Your injuries will drop to  
Zero.

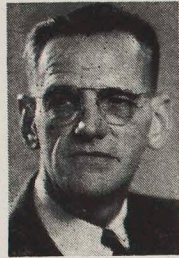
We wish to welcome the following new Conductors to Lodge 448 BRT, and to wish them a lot of good luck—E. A. Ridgeway, J. U. Whelan, A. Michael, F. H. Belk, C. England, H. J. Babrow, J. De Watney, E. P. Landrum, J. W. Saunders, O. W. Sullivan.

Conductor and Mrs. C. E. White celebrated their 25th wedding anniversary on June 15. Open house was held with relatives and friends dropping in all day and evening.

— Look Out for Droopert! —

William ("Bill") Newman, Conductor who hails from the Subway Terminal, is the name of the new correspondent for that group of Trainmen and Motor Coach Operators, and we think he's going to be top-drawer talent. With PE since July 6, 1945, he was previously a Trainman on the Rochester, N. Y. Transit Corporation cars and, a fine bowler himself, managed a bowling alley on the side. He also used to write city-wide bowling news for two Rochester papers.

**OCEAN PARK  
CAR HOUSE AND BUS LOT**



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

Conductor A. E. Way married a FORD and bought a CROSSLEY. It all happened on May 24, when Art brought home the former Shirley Louise Ford as his lawful wedded wife. The marriage took place near Riverside. God luck to both!

Motorman Geo. Rice has been a temporary bachelor, as his wife, Esther, and her mother went East to visit relatives. Another bachelor was Motorman R. E. Dean, whose wife, Lottie, spent some days at Catalina.

When "Happy" Hapgood retired as Foreman of the Mechanical Department at OPCH, our Trainmen joined all his other friends in the presentation of a gold watch, in appreciation for the good work done by Happy.

For your information: Somehow we slipped up by not telling you that the good-looking guy next to T. F. Bill Kennedy in last month's picture is Frank Beatty, OP Conductor.

Motorman W. F. Coleman has left the hospital and is now recuperating at his home at 719 Ozone Street in Ocean Park. Glad to hear you are doing well, Bill!

His many friends will be sorry to hear that Operator M. N. Woods was in St. Vincent's Hospital, but latest information received is that he is home by now.

A familiar sight is Conductor C. G. Aichele, back on the job after spending his vacation on his farm in Indiana.

And then there is the new papa, Conductor Clarence H. Marshall. Little Miss Marshall made her debut as a prospective bathing beauty on June 9. Clarence and Dolores are doing well, and so are the proud grandparents. Clarence is the son of Motorman C. T. Marshall.

On June 15, we received the shocking news that Conductor L. J. Leman's young son had passed on. Our sympathy to conductor and Mrs. Leman.

**LIKE PRO FOOTBALL?**

N. B. Vickrey, PE Club Manager, has made arrangements with the Los Angeles Dons to secure for PE employes season tickets for the home-scheduled games played by the Dons this fall. Seven games for the price of six in three price ranges. See N.B.V. right away.

*Vital Statistics*

April 21 to July 20, 1947

**DEATHS**

NAME	OCCUPATION	Died	Group Insurance	Mortuary
Clara B. Templeton	Retired Head Clerk	5- 2-47	Yes	Yes
John Julian	Blacksmith Foreman	5- 5-47	Yes	Yes
Charles R. Purcell	Retired Check Clerk	5-16-47	Yes	No
John B. Shuster	Retired Conductor	5-24-47	Yes	Yes
William E. Ruppel	Crane Operator	5-29-47	Yes	Yes
Robert H. Wilson	Retired Leader	6- 3-47	Yes	Yes
Morgan A. Holder	Retired Passenger Dir.	6- 8-47	Yes	No
Thomas N. Sharp	Sec. Foreman	7- 1-47	Yes	No
Gordon Holler	Brakeman	7- 7-47	No	No
Joseph C. Furst	Conductor	7-10-47	Yes	Yes
Brigg Snyder	Engineer	7-13-47	Yes	Yes
Winthrop S. Allen	Elec. Operator	7-15-47	Yes	Yes

**EMPLOYES' WIVES' DEATH BENEFIT FUND**

NAME	Died	Wife of	Department
Grace R. Sanchez	4-27-47	Gen. Clk. Daniel Sanchez	Transportation
Marguerite M. Barry	6-21-47	Guard Louis E. Barry	Mechanical

**PASADENA  
TERMINAL**



By  
**H. L.  
Woodford**

What I had hoped would be a bright and cheery column this time must begin on a sad note as the passing of two old friends is recorded: Mrs. H. E. Rodenhouse, wife of the retired Assistant Superintendent, died May 16; and retired Conductor John B. Shuster, May 24. Our sympathies go out to the bereaved.

After 32 years, Leader Switchman and Mrs. A. R. Reid took a trip back to visit their old home town, Springfield, Mass., going by way of New Orleans, Washington, D. C., New York City, Middlebury, Vermont, and returning by way of Salt Lake City. In New York they took a side trip to the top of the Empire State Building and another trip to Brooklyn, the writer's home town, which they decided they didn't like so well as Pasadena.

Motorman Frank Hill took his son to Laguna to teach him the finer points of fishing, and, as usual, the pupil out-fished the teacher.

Conductor and Mrs. Borger vacationed in Oregon; Conductor and Mrs. W. C. Walker in Yosemite.



**TAKING IT EASY**—Pasadena's Night Switchman A. R. and Mrs. Reid sitting on the lawn of their niece's home in Springfield, Mass.

**MACY STREET  
TERMINAL**



By  
**Ted  
Harrison**

Maybe the editor will frown upon any advertising in this column but maybe this will slip by. Want a Bird House? It would be quite an addition to your home place. It seems Motorman Jimmy Talbot, of line car fame, had his vacation recently. Friend wife desired a bird house in the yard. Jimmy built the bird house; made it quite secure; then tested it; and, though satisfied it was safe for the birds, decided on one more nail. He hit the nail on the head once. Then, down came Jimmy, ladder, and all. Even if Jimmy spent the rest of his vacation with his arm in a sling the bird house is there; so if you want a bird house just call on Jimmy.

Did you ever wonder, as you read the papers, at all the child delinquency there is these days? Well, there's a Conductor at Macy St. who will never have any trouble along this line. This fellow is Dave Gillispie. When he has a day off, you can see him with his young son. He takes him on all kinds of trips and he may be seen explaining everything to the little fellow. Takes him to see all the new trains, the new engines, and on unusual trips to unusual places. Yes sir, Dave and his boy are real pals.

We were sorry to hear that Motorman Rex Powell of the Sierra Vista lost his mother on June 2. She was 75 years of age at her passing.

— Look Out for Droopert! —

**Physiotherapist Weds;  
Becomes Mrs. de Ribas**

Pauline Morrel, for 18 years a physiotherapist in the Hospital Department, became Mrs. John D. de Ribas at Reno on July 1. Her artist husband is at present doing commercial work for a large Chicago mail order house, and on July 27 the couple left for Chicago to set up a temporary home. Mrs. de Ribas, now on leave, will return with her husband in November to Los Angeles. She will resume her former position while he sets up an artist's studio.

A reception was held Sunday, July 20, at the bride's home, 718 South Orange Grove Avenue, Los Angeles.

*Hospital Association*

**FACTS AND FIGURES**

By **George Perry**  
*Business Manager*

Combined operating figures for the months of April and May, together with report of net gain for the first five months of 1947, are shown below for your information:

Receipts	
Employees' contributions	\$ 40,882.67
PE Ry. Co.—Industrial & Claim	14,237.78
LAMC Lines—Industrial & Claim	2,032.82
Harbor Belt Line RR—Industrial	256.25
SP Co. Hospital Dept.—Services rendered	3,024.65
Miscellaneous	3,372.08
<b>TOTAL</b>	<b>\$ 63,806.25</b>
Expenditures	
Professional services (salaries and fees)	\$ 33,422.46
Medical supplies (medicines, X-ray films, bandages, etc.)	5,817.68
Hospitalization	13,398.80
Miscellaneous (rental, telephone, insurance, P/R taxes, ambulances, repairs, etc.)	7,082.86
<b>TOTAL</b>	<b>\$ 59,721.80</b>
Net gain (2 months)	\$ 4,084.45

Net gain for the five months ended May 31, 1947, amounts to \$6,290.59.

Effective April 1, 1947, there has been a decrease of approximately \$1,600.00 per month in employes' contributions due to transfer of Los Angeles Motor Coach Lines employes to the Los Angeles Transit Lines Medi-

cal Plan. A decrease of about the same amount is reflected in the expenses. The net gain therefore is practically unchanged.

Following are some statistics for the months of April and May 1947, showing the case load at the main offices in the Pacific Electric Building and at St. Vincent's Hospital.

	Main Offices		
	April	May	Total
Number of patient visits	3,260	3,058	6,318
Services utilized:			
Doctors	2,085	1,849	3,934
Nurses	1,685	1,456	3,141
X-Ray	742	673	1,415
Physiotherapy	353	399	752
	Saint Vincent's Hospital		
	April	May	Total
Cost	\$4,661.40	\$6,010.57	\$10,671.97
Number of patients	40	38	78
Number of hospital days	275	340	615
Av. days per patient	6.88	8.95	7.88
Av. cost per patient	\$ 116.54	\$ 158.17	\$ 136.82
Av. Cost per hospital day	\$ 16.95	\$ 17.68	\$ 17.35

NOTE: Difference of \$2,726.83 between cost of hospitalization reflected in operating figures and that shown for St. Vincent's Hospital, represents expenditures for hospital care at hospitals other than St. Vincent's.

**OVER-CONFIDENCE**

Over-confidence is a safety hazard.

Over-confidence gets people into more trouble than anything else because it encourages them to take too much for granted.

Surveys of the primary causes of accidents among operators of automotive equipment have been made, and it has been determined that over-confidence is a major cause right down the line.

Over-confidence causes more accidents than its opposite — also a bad trait — lack of self-confidence. It proves the danger of being overly certain of one's ability to meet any emergency.

On every transit property it is known that good operators have become involved in serious accidents largely because they relaxed. They were over-confident. "It can't happen to me," they said, but it did!

It isn't the brand-new operator who gets into the most accidents; it's the man with six months to two years experience. He has just enough knowledge to lull him into false self-approval of his own operating ability. He feels he knows all the angles, can come closer, stop quicker and get away faster than the average driver. After a few more years this same operator's accident record will drop to the average for all older operators. But right now — he's over-confident — he has to learn the hard way!

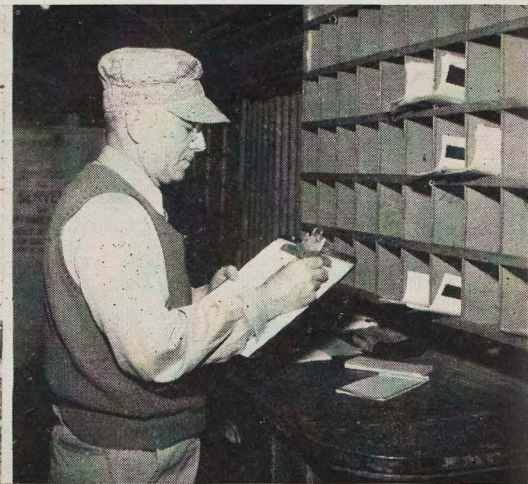
How about you? Are you over-confident? If you are, you'd better stop and think a moment: It COULD happen to you!

—KEYNOTER.



# Box Motor Run to San Bernardino

CAPTIONS AND PICTURES READ FROM LEFT TO RIGHT, ACROSS BOTH PAGES



IT'S 5:45 A.M. as Motorman R. C. Scaggs pulls Box Motor 1449 out of 8th Street Yard for San Bernardino.

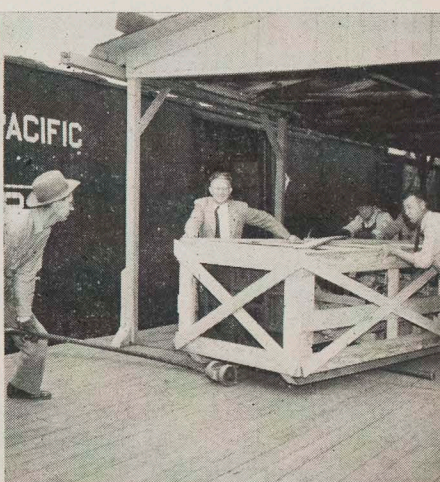
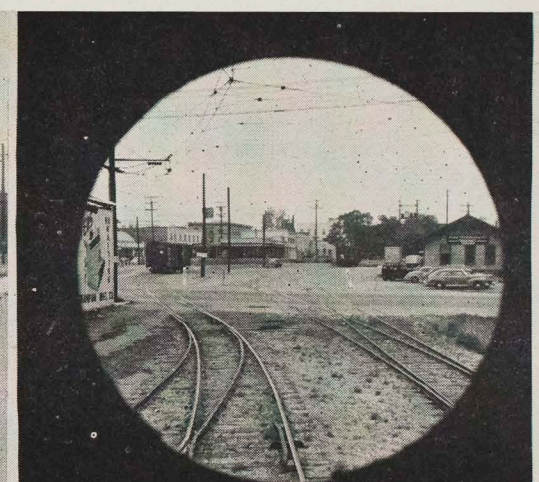
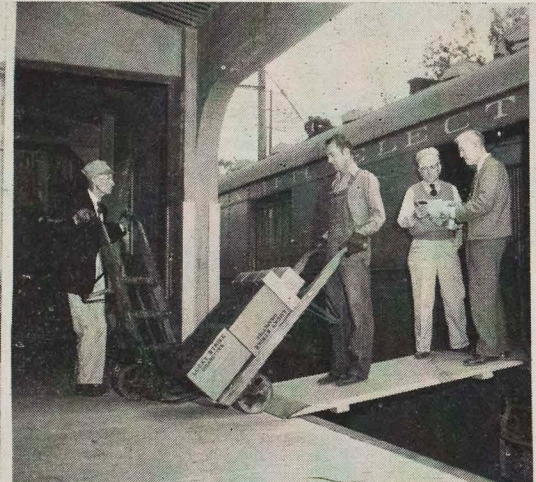
AT EL MONTE the box motor leaves a box car which the box motor crew has picked up at State Street Yard.

G. D. ("JERRY") JEREMIAH, Conductor, at his desk in the box motor makes out reports, sorts waybills, etc.

AT BALDWIN PARK Dispatcher tells Jerry to run extra to Upland and meet extras at Charter Oak and La Verne.

AT UPLAND Jerry talks to Agent H. M. Wright & Asst. Agent J. W. Tate after calling Dispatcher & unloading.

BIG REFRIGERATOR is one piece to be unloaded at Upland Freight Station by Wright, Tate, Jerry, and Scaggs.



EXTRA 1623 is met at Fontana. Its crew: Mm. W. E. Coleman, Cond. T. C. White, & Bkm. R. Clary, A. J. Saville.

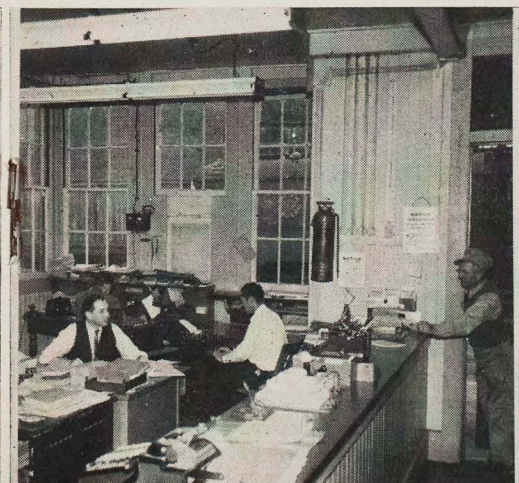
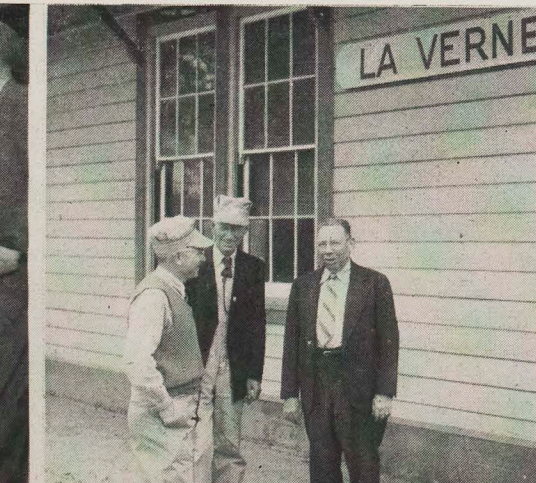
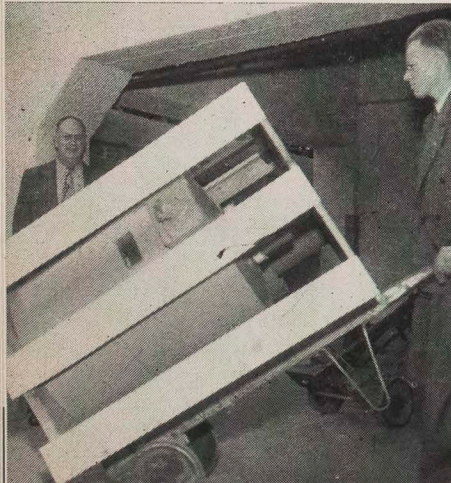
AT FONTANA, Jerry hands Station Clerk J. A. Dean waybills for freight delivered. Trucker is Joy Justice.

PICK-UP & DELIVERY for Fontana is done by Justice on PE contract. Truck has PE "fast freight" emblem.

T. F. SHAFER, Fontana Agent, gets waybills from Jerry. Beside truck are J. A. Dean and Clerk Irene Lorenzo.

SAN BERNARDINO Freight Station as seen from approaching box motor, which reached the dock at 10:35 a.m.

LOADING at San B'do: Aman A. Ott, Agt. C. Stephens, Helpers A. Jacquot & L. Brown, & Asst. Agt. R. Corey.



AT CLAREMONT, having left San B'do at 11:15, Scaggs & Jerry find Agt. H. Hammond & Clk. L. Allen.

BANTER is exchanged at La Verne with Agent M. E. Gilbert. Jerry ribbed "Cannonball" Scaggs whole trip.

AT SAN DIMAS the crew wheel out a load brought down from North San Dimas earlier by Agent G. C. Haase.

"ANY BUSINESS?" asks Jerry of L. A. Vincent, Covina Agent. Others are Fred Vance, left, and Dave Sawyer.

BACK AT 8TH ST., entering assigned place at dock, after more or less uneventful run from Covina Station.

SIGNING OFF at 8th St. Yard Office. Clock says 3:25. Jerry changed clothes as box motor arrived "home."

# No-Accident Week Achieved by Group of Mechanical Employees

Improved Record Due Largely to Concerted Drive; General Foreman R. L. Mankins Initial Organizer

By Frank H. Markley  
Equipment Engineer

"Thinking safely can pay dividends daily." This has been proved in the Mechanical Department, as is shown by the actual record of lost time injuries for the past two months. The lost time injuries for the first four months of 1947 averaged 16 3/4 injuries per month with 5.7 days off per injury. During May and June the lost time injuries were cut to 9 per month with 4 days off per injury.

Month	Total Number Injuries	Injuries Causing Lost Time	Total Estimated Days Off
January	35	13	74
February	43	18	120
March	37	21	63
April	42	15	124
May	36	8	34
June	33	10	39

This improvement in May and June we feel is largely due to a concerted drive to make each individual think safely. Each General Foreman or Superintendent has personally contacted the men working for him, and has then passed the follow-up job on to his Foremen, who in turn frequently admonish their leaders and workmen to continue to think safely.

Much credit is due General Foreman R. L. Mankins, who was the first to begin the campaign of personal appeals, beginning May 6 when he started a series of visits to points under his jurisdiction, asking employees to make the week beginning May 11 "No-Accident Week." Just before the no-accident week began, he sent around a written reminder: "Remember Our Safety Week." Responding loyally, his employees followed through without a single accident, as a result of which Mr. Mankins sent a letter to each point expressing his thanks and appreciation for the efforts of all workers.

The employees under his jurisdiction include all those who maintain passenger cars, express cars, and loco-

motives. They work at the following points: Macy Car House, Macy Repair Shop, Pasadena Car House, Sixth and Los Angeles Streets, Santa Ana, Watts Car House, San Pedro, Long Beach, Eighth Street, Butte Street, Baldwin Park, West Hollywood Car House, West Hollywood Repair Shop, Ocean Park Car House, Toluca Yard, the Subway Terminal, Hill Street, and Vineyard.

In addition to the above drive, regularly scheduled safety meetings are held, at which responsible workmen, Foremen, and Leaders discuss ways of promoting safety and making recommendations for safer conditions.

One of the reports we all dislike is titled: "Statement of Personal Injuries."

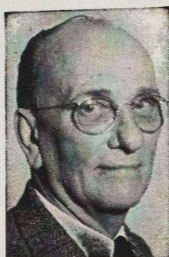
There is no reference in the title to indicate accidents or accidental happenings, and when each individual involved in an injury stops to analyze carefully the events leading up to the injury, the word "accidental" can usually be eliminated as a contributing factor to the actual injury.

We would like to be able to state that all injuries are avoidable, but since human attributes are unpredictable and mechanical objects not perfect, a certain proportion of injuries will no doubt be with us so long as the body is susceptible to injury.

We can definitely say that most injuries can be avoided if each one of us will conduct his or her work with "safety thoughts" as a major part of everyday work. Thinking requires a small part of our time, and thinking "safety" can consciously or unconsciously be made a part of every waking moment.

From our experience of the past month we feel that the only way to decrease injuries is to promote a personal interest in safety. When each individual learns to think safely and it becomes a subconscious part of everyday work, we will have eliminated the greatest contributing hazard to personal injury.

## MECHANICAL DEPARTMENT North and South Districts



By  
Guy F. Gehde

Gilbert M. Boswell and daughter Roberta are home after two weeks spent visiting relatives in Louisville, Ky. George and Mrs. Weatherby made a midsummer trip to visit Mr. and Mrs. Lee J. Meidinger in Little Rock, Ark. Mrs. Meidinger is their only daughter. They motored through northern Arkansas, and to Memphis, Tenn., going over the Ozark Mountains and through the Diamond Crystal Caves—beautiful scenery! Mr. and Mrs. Ralph P. Murphy on a second honeymoon to Vancouver, B. C. During August J. W. Wilcomb and the family will enjoy the mountains fishing and resting.

It's been a bachelor life for Harry Pearson all summer. Mrs. Pearson is visiting in London, England, with extended trips to Norway and Sweden, and expects to return in October. Harry went fishing, but only got a sunburn. He misses that good cake, candy, etc., in his lunch; he does not go in for cooking, and is losing weight.

Another bachelor, Joe Yesinkus, is enjoying "batch days" getting fat—going to shows and races, swimming, and taking trips in his new red Chrysler. Joe is an excellent cook and likes to prepare his own grub—makes his own dill pickles, famous in West Frankfort, Ill. Yesinkus cuisine is hard to beat!

After 22 years of faithful and valued service Jesus L. Carrillo has retired.

Leslie D. Woods, is an interesting individual on the night shift: Born in St. Louis, Mo.; reared in Little Rock, Ark; played baseball until drafted in Army, 1942; son-in-law of Alfred Penwell; has one child. With discharge after four years of military service he came to Macy, June, 1946. Hobbies: Making model airplanes, first-day cover collecting, and tradstamp collecting, U.S. coin collecting, ing in several countries all over the world.

Many greetings to Roy L. Mankins and William R. Tingler, whose birth dates are in July.

## MACY REPAIR SHOP

Such joyously bubbling vacation spirits in May and June—Andrew Bednar attended family reunion in Denver. The Martin Whalens experienced the rains at Klamath Falls. The Ira Reynolds family were guests of relatives near Oklahoma City. Al and Mrs. Anderson sent greetings from N. Y. and Chicago. Willie Jones saw relatives in Birmingham. Jack Chapman surprised his sons in Salt Lake City. The Dick Youngs planned to see Chicago and Detroit. Clifton Moody chose June 16 for playtime. Frank Palmer's time off began June 16. We are eagerly waiting to hear the adventures of the Andrew Campbells, who forsook their cares during June.

A startling experience for the Oren K. Barbers—a large granite boulder rolled down the mountain and crashed through the kitchen of their cottage at Camp Rincon.

An interesting experience for the J. J. Huemerichs: Granddaughter Peggy graduated from the eighth grade.

Sincere sympathy for Night Foreman Bill Hennon on the loss of his youngest son, Warren, who died June 16 following the crash of his private plane near New Castle, Pa. Warren was the father of two daughters and a son living in New Castle.

— Look Out for Droopert! —

## Camera Club Organizes; Good Programs Planned

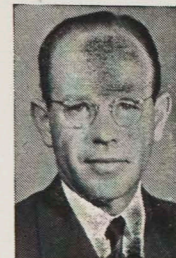
THE PACIFIC ELECTRIC CAMERA CLUB is now being organized and so far has held two meetings. The third Wednesday of each month has been selected for our meeting night, and interesting and instructive programs are being planned with illustrated material furnished by Eastman Kodak Company.

Every camera fan, whether he is a beginner with a Brownie or an advanced amateur with expensive equipment, will get a lot of valuable and interesting information from Camera Club meetings. Dues are \$1.00 per year. Let's see a big turnout at our next meeting in the PE Club, 9th floor, Pacific Electric Building. Meetings are held the third Wednesday of each month.

— Look Out for Droopert! —

A long bus that can turn short corners has been patented by a Californian. It is hinged in the middle. Front and rear axles are fixed, and each is powered with its own engine. The bus is steered by flexing the center joint through a hydraulic system controlled by the steering wheel.

## MECHANICAL DEPARTMENT Western District



By  
Milton R. Clark

Harley H. Hapgood, Day Foreman at Ocean Park, retired June 16, 1947, after 38 years of service in the Mechanical Department on the Western District. Hap was born in Stratford, New Hampshire, in the year 1882. As a young fellow he worked as a woodsman. He started to work for PE June 24, 1909. Hap is really an old-timer with the company, and has seen many changes and new developments during his many years of service. He has no definite plans for the immediate future, but plans later on to buy a new car when one is available, and do some traveling. His PE friends presented him with a beautiful gold watch and chain as a retirement present. Hap's jovial personality will be greatly missed by his fellow-workers, but his retirement is well earned and we all extend our best wishes for many happy years of health and contentment.

Fred Wurm has been appointed Day Foreman at Ocean Park, succeeding Mr. Hapgood. Congratulations Fred, and our best wishes for your success.

Mr. Mankins has expressed himself as being well pleased at the splendid record achieved by the Western District Mechanical employees in reducing personal injuries. Let us all earnestly strive to keep this record good by making safety practices a habit. A job well done is one that is safely done.

— Look Out for Droopert! —

Joe: "I hear you have a new job."  
Moe: "Yeah."  
Joe: "From all I hear about it, you should be fired with enthusiasm."  
Moe: "I was."

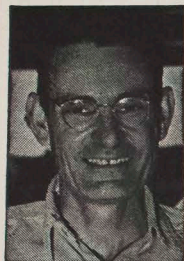


IT'S MUTUAL—Harley H. Hapgood, retiring Day Foreman in the Ocean Park Mechanical Department, receives congratulations from his successor, Fred Wurm, on his prospective life of leisure, and congratulates Fred on his new job. Couple of fine fellows.



"HAP" had a lot of friends. Here are a few of the Mechanical and Transportation workers who gathered for the little farewell ceremony at OPCH. Proudly holding the small box containing his newly-acquired watch is the retiring Foreman. Hat in hand is General Foreman T. H. Green of the Western District. Picture is by D. L. Graadt van Roggen.

**SYSTEM GARAGES**



By  
**A. L.  
Bristow**

Spent most of the months of May and June on the Eastern end. Renewed acquaintance with the Old-Timers there, who, together with the newcomers, send greetings to the rest of the PE Family. Riverside and San Bernardino shops have a large percentage of old-timers, representing over 300 years of "whiskers." These are Jim Gilbert, now retired and really enjoying it; "Pop" Ward, "Cap" Miller, Russell Van Deren, "Doc" Sims, Glenn Jackson, "Frenchy" Vial, Oscar Swanson, Bob King, Fred Tingleaf, and Amos Patton.

Really got a big kick out of the "remember when's," such as the time "Mac" McLain brought the wax model from the ash can back of the Mission Inn and the boys on the night shift laid it out on the bench in the locker room with a sack of upholstering hair and a rain coat. It looked so lifelike that the day shift was afraid to go in the locker room and Charlie Ives started to call the cops. We always regretted tipping him off.

Russell Van Deren is back on the job feeling much better after a sick leave. Everyone hopes he continues to feel better. Van is Mechanical Department Foreman on the Eastern Division. Under his supervision are the Riverside Garage and the Shop at San Bernardino, which is a combination garage, locomotive, and freight car repair shop. There are 35 employes in all, covering all three shifts at both shops. A fine bunch of fellows who do a lot of work.

"Doc" Beckett, swing shift Foreman at Macy Garage, is back on the job after a sick leave. Everyone is glad to see him back, for the place isn't the same without Doc.

Old Ike Walton must have been a very persevering chap, for his followers always try again. Walt Randig had another try with better success. 'Tis reported he and party made a good catch. Elmer Harper and "Shorty" Hall took another "Red Robin" excursion with rod and reel July 12 and 13.

The record of the garages during Safety Week (June 30-July 5) is outstanding, owing to the excellent

talks on safety by W. Randig and E. Harper, the continuing vigilance of the Safety Committees, and the co-operation of all the employes. Only one accident was reported: a bug flew into a Car Cleaner's eye—which could hardly be attributed to carelessness. Let us not stop at a week. Why not make it a safety lifetime?

—Look Out for Droopert!—

**TORRANCE NEWS TOPICS**

**By the Ghost Writer**

Vacation time is here for sure. Looking around the Shops, it seems like an awful lot of faces are missing.

Charles Moore was granted a two-weeks leave and one-week vacation to make a hurry-up trip to Detroit to bring back his future bride. Con-

gratulations, Charlie. We hear she is a sweetheart.

Ken Black is finding out what it is all about. He spends his days welding out here, spends his evenings washing triangle pants. Understand they had a little one recently. Congrats, Ken and Mrs. Black!

Albert Olsen and James Bottoms are back at Torrance after spending approximately a month at Macy Garage on a special assignment. Seems they did a swell job.

Clara Leatherman is planning an extended trip in the East.

James Ruse had a very nice trip through Canada. Would have liked being along with him.

Guess what our boat expert did on his vacation? He, Thomas Moore, spent his time putting in new lawns around his place.

**TORRANCE TRACK STORE**

By Della Pinkerton

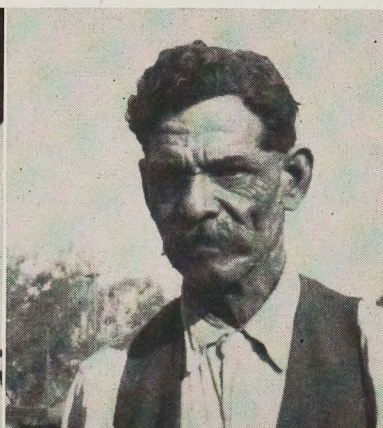
The task of the Track Store, that of keeping the various outside jobs supplied with the necessary material when called for, would be much more difficult than it is were it not for its liaison officers who interpret and explain what is wanted to the workers in the yard, many of whom do not understand this bewildering English tongue.

All this business of getting the right size and amount of rail or fittings on the car it is meant for, or seeing that all the material to go is loaded on the truck, etc., is an old story to the General Foreman, Jose Dominguez, who has been in this location since May 15, 1915. The Subforeman, Lino Gonzales, is a mere newcomer, having just come October 25, 1920.

These two men are very conscientious, and, as you may see by their worried expressions, take their work very seriously. Of course the fact that they know from experience the wrath that descends upon their unlucky heads when the left-hand switch tongue ordered in a hurry turns out to be right hand, or the No. 75 CS joints should have been No. 75 CSR, may have something to do with those worried looks. At any rate however, when that frog is the wrong size or there are not enough tie plates, the fault usually can be traced to a misunderstanding at the ordering end.



**LINO GONZALES**  
Subforeman



**JOSE DOMINGUEZ**  
General Foreman

The department we are going to go through in this issue is the Carpenter Shop. This is the shop that has the major part of the streamliner program. The cars are disassembled as they come in, all necessary repairs to the body are made, and the numerous parts that are made up for them by other departments are installed—all in the Carpenter Shop.

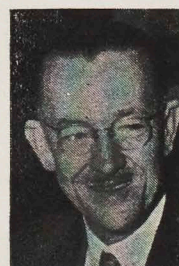
The Shop is under the supervision of Martin Monson, Foreman. He has four Leaders who work with him on various types of work: Walter Neilsen, Harry Hillier, Otto Gaser, and Jesse Brown.

This department has the maintenance of the shop yards and floors, also emergency carpenter work on the buildings, along with the regular car body work.

The Mill, another of the Carpenter Shop functions, comes under the assistant foremanship of Harry Pierce, with Pedro Fernandez as Leader in the mill work, and Ernest Lock as Leader in the Cabinet Shop. They have the responsibility of door and sash reconditioning and building, and also make controller barrels, signal equipment boxes, roadway boxes, besides repairing desks, swivel chairs, and other furniture. In fact, so many things go through this shop it would make your head swim to try to figure them out. Keep up the good work, fellows. You have a nice department.

—Look Out for Droopert!—

**ENGINEERING DEPARTMENT**



By  
**Earle C.  
Moyer**

Someone once said, "The best way to kill time is to work it to death."

If there is any doubt as to the interest which a good number of Engineering employes have taken in photography, a glance at the picture of Ted Eater and Tom Roscoe of the Signal Department will chase away such a doubt, and they are only two of many. If all the other departments are the same, the new Camera Club should have a large membership.

If anyone has any old parts of cameras, lenses, shutters, cases or what have you, see Ted Eater, as he is quite a mechanic in this line. An-



**YOUTHFUL ENGINEERS**—Left, Michel E. Moyer, son of Ronald E. Moyer, Junior Engineer, Field Bureau; center, Gloria Widmann, daughter of Rudolph Widmann, Assistant Engineer, Field Bureau; right, Gerald Chester Collins, son of Chester W. Collins, Chief Clerk, Engineering Department. "Hm-m-m, that rail looks a bit out of line," says Michel, meditatively. "We'll have fun on this job!" cries sunny Gloria. "Can that applesauce about laying off sick!" demands forthright Gerald.

other new member to the hobby is L. A. Hoognstyn of the Field Department, who has just bought himself a complete outfit and is doing some good work as a beginner. Our photo hobbyists include Roscoe Eater, Lee Cash, H. K. Nickerson, C. W. Collins, R. Widmann, R. A. Rodlech, Jr., W. D. Boyle, R. Moyer, W. R. Wilkinson, L. A. Hoognstyn, yours truly, and there are no doubt others.

L. B. Denton had an extended motor trip through Utah, Idaho, and Oregon via the Columbia Highway and says he had a wonderful trip except that it rained almost the whole time he was in Utah.

On August 1, Bette Wells, Secretary to Mr. Johnson, moved to Honolulu, where she is joining the Marines by taking unto herself a leatherneck captain, one Walter E. Sullivan. We wish Bette and Walter lots of good luck and everything that goes with it.

We are also proud of our baby department, as evidenced by the pictures of several of our arrivals.

We were all surprised when our File Clerk, Edna Klein, who was on vacation, called and said from now on it's Mrs. Luther J. Collins to you. Congratulations to Edna and her hubby.

The sympathy of the entire Engineering Department is extended to Nancy Kelly on the passing of her brother.

—Look Out for Droopert!—

**Tom Sharp, Foreman of Section 33, Passes**

Tom Sharp, Foreman of Section 33 working out of Riverside, died suddenly of heart failure on his way to work on July 1. He had been with the company about six years, and had helped build the former Terminal Island Rail Line.

**SIGNAL ENGINEERING**

By  
**Bob  
Burns**



Good old summertime — hikes, swimming, baseball, travel.

As time marches on:

Donald Cobb, Bonder and Welder called the "Corncob Kid," is now a charter member of the Lonely Heart Club. (P.S.: Scribe will answer all letters.)

"Spud" Russell, Driver, Line Department, has a large new television set, lucky fellow!

Newcomer Harold Ward, Jr., Helper, ex-GI, hails from Mass., is married, and is air-minded.

Harold ("Dutch") Crotts, Driver, Line Department, ex-GI, married, has a boy and girl, and his hobby is baby-sitting.

**CAMERA FANS**—Ted Eater and Tom Roscoe, Engineering Department, examine new camera one of them has just acquired.





GEORGE PRELL, Signalman, 41 years with PE August 1.

## 41st Year of Service Marked by George Prell

By Bob Burns

Gather round, Old-Timers, and greet George Prell, Signalman, who on August 1 marked his 41st year of service with the company. Still as active and full of pep as the day he started in knee-pants back in 1905 as Apprentice in the Mechanical Department at the old Seventh and Central Shops, he's a grand fellow with a wonderful personality, always willing to help or give advice to the best of his ability.

George was one of the organizers of the PE Club Orchestra, in which for a number of years he played the drums. That was in the days when "Missouri Waltz," recently revived by the Man in the White House, was one of the favorite tunes.

Wallace Walker, Assistant Bonder and Welder, ex-GI, born in Alabama, married, has a son named Richard — a cute blond. Open the door, Richard!

Leonard Phillips, Bonder and Welder, married, has a new automobile. Toot, toot!

Attention! Honorable Mayor Vic Labbe needs a house or apartment. Dial 2706 or 2709, please!

And remember: For safety and smiles, think and be careful before you act.

In 1924 he was transferred to the Signal Department, where he is still employed. As time went on, George met a lovely lady from South Dakota, and church bells rang one Sunday morning as she became Mrs. Prell. In time George and Edna had two lovely children, Donald and Margie. Donald, following in his dad's footsteps, likewise became a drummer, and a good one. Margie followed her mother's interests in good cooking, art, culture, and glamor.

It's a grand family, living in a modern home on Dunsmuir Terrace, where the sun always shines, and there's always a welcome on the doormat. Their friends are many over the entire system.

Congratulations on to George Prell on 41 years of good and faithful service.

— Look Out for Droopert! —

## 21st Dividend Declared By MECCA Committee

The Mecca Administrative Committee, at its meeting on July 24, approved an addition contribution of \$5,000 on behalf of Pacific Electric employes to the Community Chests in the Los Angeles and surrounding areas.

This, the 21st dividend declared by the Committee, brings to \$10,000 the total contributed to the Community Chests for the year 1947.

As employes know, distribution to each Community Chest is based on the number of employes living within the areas served by the Chests.

Los Angeles County received a total of \$4,710, San Bernardino and Orange Counties \$120.00 each, and Riverside County, \$50.00.

Details of the distribution to each community may be found on the mimeographed sheet on your bulletin board.

— Look Out for Droopert! —

"I think you're wanted on the 'phone, sir."

"You think! Even an office boy ought to know who's wanted."

"Well, the man on the other end just said, 'Hello, is that you, you old idiot?'"

## Appreciation

Substation Operator Robert E. Hilliard wishes to extend through these pages his thanks to the many employes who expressed their sympathy following the death on June 25 of his father, M. C. Hilliard.



LUNCHEON AND SHOWER were given in the Electrical Engineering offices Saturday noon, June 28, in honor of the prospective wedding of Staff Engineer William Hall Pulver of that department and Paggy Cherrier, Motor Coach Record Clerk, Mechanical Department. Left to right are Staff Engineer T. J. Clark, Electrical Inspector John Metz, Staff Engineer F. M. Sullivan, Mr. Pulver, Electrical Draftsman M. L. Rodda, Miss Cherrier, Working Foreman J. R. Johnson, Assistant Electrical Engineer C. F. Quirnbach, and Steno-Clerk Victoria Barr. Married Saturday, July 12, the couple honeymooned in Santa Barbara.

# Plain Talk on Accidents

## IN THE ENGINEERING DEPARTMENT

THERE is an old saying that goes: "Better be safe than sorry." I don't know who first said it, or how long ago it was said but it's just as true today as ever. It's a wonderful life when we practice SAFETY and stay well and sound.

But the picture can change so quickly to pain and misery when an accident strikes without warning. Accidents like these nineteen listed below that happened in the Engineering Department during May and June and caused an estimated time lost of 241 days.

Accidents to men who, like you and me, don't want to be hurt or be absent from work or get a small pay check. But somehow they forgot how MUCH better it is to be safe than sorry. So please remember all of you who read these lines.

If you work SAFELY you will never be sorry. Think what you're doing! Remember too there is a right way and a wrong way to work. The right way is the safe way. The wrong way is dangerous to you and to your fellow workman. I thank you.

—J. D. S.

## LOST! — LOST! — IRRECOVERABLY LOST: TIME AND MONEY!

Electrician, working under truck, dropped filter which struck his right eye.

Track laborer mashed finger while handling ties. Estimated time lost, 3 days.

Track Laborer fell while aligning new track and bruised shoulder. Estimated time lost, 7 days.

Track Laborer skinned finger while loading hand roller on truck.

Carpenter bruised both legs when ladder he was working on slipped. Estimated time lost, 3 days.

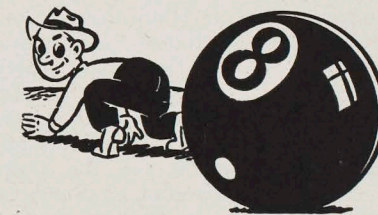
Track Laborer cut wrist when file slipped with which he was sharpening shovel. Estimated time lost, 3 days.

Assistant Signalman received electric burn on left hand while working on trolley wire. Estimated time lost, 2 days.

Track Laborer skinned knee and sprained ankle when he fell off truckload of ties.

Track Laborer dropped claw bar on foot. Estimated time lost, 3 days.

Car Cleaner sprained back after slipping and



falling against side of car. Estimated time lost, 8 days.

Track Laborer broke toe when keg of spikes he was unloading from truck fell on foot. Estimated time lost, 25 days.

Lineman fell and cut arm when hooks on shoes slipped from pole.

Lineman's hook slipped and pierced foot while he was working on pole.

Line Foreman smashed finger when he fell after tripping on rail.

Track Laborer injured when struck by fellow-worker's spike-hammer.

Carpenter mashed big toe when steel he was loading on truck fell on foot.

Signalman injured right ribs when hooks slipped while he was working on pole.

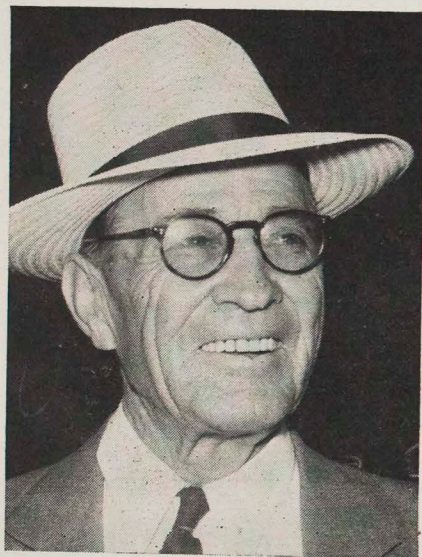
Track Laborer broke leg when rail sprang back while track was being shifted. Estimated time lost, 6 months.

Bonder struck thumb with hammer while removing bond.

# WHY?

Known as one of the oldest pioneer residents of San Bernardino, William Mapstead, of 355 25th St., tells many interesting stories connected with his 42 years of experience as an employe of the Pacific Electric Railway and its predecessors in that community. He retired from service as Line Foreman last May 31.

Born here January 12, 1882, during a blizzard which left eight inches of snow over San Bernardino, he worked on a nearby ranch in his youthful days until he was persuaded to go to work in 1905 for the Kohl Brothers, who had begun in 1903 to operate an electric line from San Bernardino to Highland. Passenger equipment then consisted of open-



BILL MAPSTEAD

faced handbrake cars with seating capacity of about 10 people. This line was originally maintained, declares Bill, solely for the purpose of taking people to Harlem Springs, a recreation park with plunge, dancehall, picnic grounds, and horse racing. Taken over by the San Bernardino Valley Traction Co. in 1903, the line was used, according to the retired Line Foreman, to haul oranges for the Cleghorn Brothers, who operated an orange packing house.

#### HELPED BUILD ARROWHEAD LINE

Mapstead remembers helping build the Arrowhead Line in 1906 and assisting in the operation of a small portable substation located at the foot of the mountain on the way up to Arrowhead. On Sundays, he says, the Line Crew, of which he was a member, served as Motormen or Conductors on the Redlands Line, taking passengers to the racetrack located at Mill and Hippecanoe Sts. On Saturdays, Bill recalls, seats were bolted onto flatcars to provide additional transportation for the large crowds always expected on Sundays.

The duties of the Line Crew also included taking care of the lights at

## REMINISCING with Bill Mapstead

Retired Eastern District Line Foreman

the plunge and the dance pavilion at Urbita Springs in San Bernardino. Bill operated the electrically-driven merry-go-round.

Urbita Springs was the playground of San Bernardino County and was then operated by the PE.

For several years, about that time, the Linemen took care of all track bonding, as well as the common battery telephone system. During emergencies, they would also "pinch-hit" in the car barn. (In those days Linemen were paid \$50.00 a month).

#### MADE LINE FOREMAN 1911

On October 12, 1911, about the time PE took over the San Bernardino Valley Traction Co., Mapstead was promoted to Line Foreman; and in 1914, when the San Bernardino-Los Angeles Line was completed, he was made Division Line Foreman.

Also about this time, a line was built from San Bernardino to Riverside, and the Riverside Line was extended from Riverside to Corona. All this construction work, says Mapstead, was done by the Los Angeles Line Crew under the supervision of S. H. Anderson.

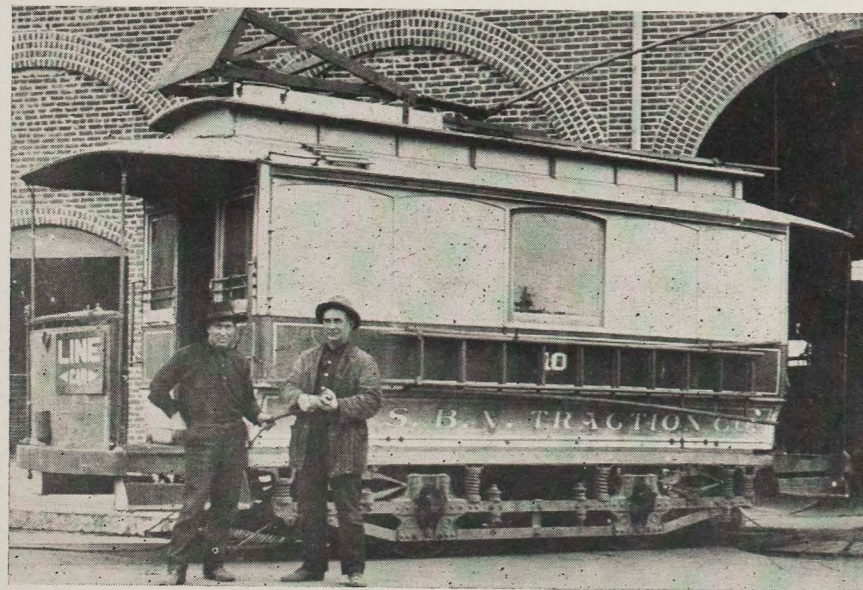
#### RECALLS HORSE-DRAWN TOWER WAGONS

Through the years, Mapstead has seen many improvements in equipment used in line work. He remembers the time when the work was done with a horse-drawn tower wagon, and later with a small electric car with one motor, the Foreman or a Lineman serving as Motorman.

Late in 1945, the Arrowhead, Redlands, Highland, and Riverside-Corona rail lines were changed over from electric to diesel operation, and overhead electric lines were removed. However, electric motive power for freight service is still maintained from San Bernardino to Los Angeles and from San Bernardino to Colton.

#### LOVES TO DANCE

Beyond looking after his various pieces of property in San Bernardino, Bill plans to take life easy. He thoroughly enjoys dancing and figures that he and Mrs. Mapstead will take in two or three dances per week. Around December they will spend a few months with relatives in St. Paul, Minnesota.



EARLY-DAY LINE CAR on the San Bernardino Valley Traction Company lines. The photo, from Bill Mapstead's collection, was taken about 1905. Bill is at the left; the other man is Billy Willis, then Line Foreman.

## CENTRAL TIMEKEEPING BUREAU



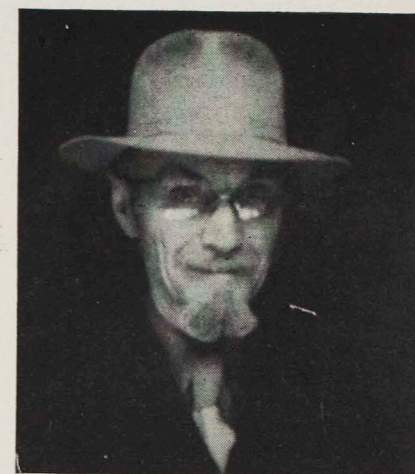
By  
V.B.  
Tellechea

Excitement was rampant in our office, the week starting June 30: Lavonne McDonald will henceforth be known to her friends as Mrs. Howard Sanders. The marriage took place in Prescott, Ariz., June 30, and L. looks radiantly happy.

Virginia Lamb, our Insurance Clerk, said one day: "Golly, gee—here it's the first of July and I haven't done my Xmas shopping yet!" And what do you think she does? Goes out and gets married July 3! Martin Marchel is the lucky man and the wedding was performed at the Wedding Manor in L.A.

Joan Dudding middle-aided it July 6 to become the bride of J. B. Haynes. Chapel of the Roses in Pasadena was the setting as Joan's father, Mr. L. Miller, gave her away. Ruth Shannon, the bride's sister, was matron of honor. Our Harry James Shea was in perfect form as he sang "Because" and "O Perfect Love." A host of health, wealth and happiness to all! "Ma, she's making eyes at me." And what gal might that be, we ask, R. Albrecht?

Well, let's get out of the romance department and take up vacations: Frank and Mrs. Hardesty to N.Y.C. Visited Radio City. Theatres. En route stopped at Chicago. Folks in Ohio and W. Va. Harry Shea: To Peoria, Ill., by plane. Grounded twice, at Albuquerque, N. M., and Amarillo, Tex. Finally arrived in Peoria by train. Mr. and Mrs. Al Hanna: Cleveland, O. Saw major league ball games. Mr. and Mrs. Noble: Fishing in Calif. waters. Lorry got seasick. Wife got fish! Frank Ferris: Lancaster . . . folks' ranch . . . got sunburn. Hugh Chestnut: Around home. Mr. and Mrs. Geo. La Roche: Santa Barbara. Dave Alexander: Placerville. Visiting his brother. Toni Moldenhaus: Motored through 16 states. Saw Indianapolis races. Black Hills of Dakota. Bad Lands. Yellowstone. Seattle, S.F., Petrified Forest, and Painted Desert. Lots of rain. Mr. and Mrs. Sam Brogan: Grand Canyon. Rode mules down canyon and found it thrilling! Marian Emley: Fourth of July holiday: Phoenix and Flagstaff, Ariz.



LAST KNOWN PHOTO of Walter W. Morrison, Time Allowance Clerk, CTB, before he cut off his beard. Mr. Morrison has 24 years with PE, is the dad of Optometrist Walter F. Morrison, and his hobby—he says it's a ritual—is baking bread.

Hot! 118 degrees! But she fixed that! Fell in stream—head first!

After we had threatened him with doing a Delilah, Walter W. Morrison has finally chopped his whiskers off! At first we were curious when the little stubble appeared and was one-sixteenth of an inch long, but when it began to bend to the breeze and half-scared a couple of girls into screams—that was enough, brother! However, Mr. Morrison is taking his vacation in Oct. and wants to go to a Centennial. Hm . . . should we let him start it all over again?

On our welcoming list: Margaret Atchley, Dorothy Talkington, and Elsie Hanis.

— Look Out for Droopert! —

#### ACCOUNTING DEPARTMENT



By  
Marge  
Zimmer

After 31 years of service with the PE, Mrs. Ethel Carruthers, Head Typist of Disbursements Accounts, retired in July. A Packard-Bell radio was given her as a gift. She will spend part of her time in traveling.

Barbara Bates, daughter of Mrs. Mildred Bates, of Disbursements Accounts, was awarded two scholarships: \$100 by the Alhambra-San

Gabriel Branch of the American Association of University Women, and \$150 by the Alumni Association of UCLA. She will enter UCLA in the fall to begin her training in merchandising.

We have three brides among us who were wed in July: Ruth Renter, Clerk of Miscellaneous Accounts, to Roy Chandler, July 4, at Las Vegas, Nevada.

Gertie Masson, Clerk of Freight Accounts, married Herbert Morrison, July 3, at the Salvation Army of Los Angeles. Mr. and Mrs. Floyd Carper were the attendants. Mr. Carper is PE Agent at West Hollywood; Mrs. Carper, Assistant Head Accounts Clerk, Conductors' Accounts.

Dorothy Dunn, Secretary to Dr. Jamison of X-Ray, became Mrs. Eric Ronald Baker, July 12, at the Wee Kirk o' the Heather. Dorothy was our reporter before taking her present job.

Irene Hurlburt and G. Lamb of Freight Accounts are on sick leaves. All hope for their speedy recovery.

Mrs. Harriet Lawler is back to work in Freight Accounts after a year's leave of absence.

Those vacationing from Freight Accounts Bureau beginning the latter part of July are: Grace Frederickson, Omaha, Nebraska; Joan Johnson, Huntington Beach; Emma L. Berry, Ukiah.

— Look Out for Droopert! —  
INFORMATION  
PLEASE

By  
Deane H.  
Koch



Since vacation time is here again, our department is busier than ever, if such could be, telling folks the "wheres and wherefores" of this big city. With all the new streets and necessary new routes of transportation, we have more problems than ever.

As for vacations of Information Clerks—well, there haven't been many long trips made. Adeline Douchart and husband spent a few days in San Diego, where they enjoyed the lovely Harbor Excursion trip. Helen Spafford spent her vacation at home, but we are sorry to report that a part of her time had to be spent nursing her mother, who had the misfortune to suffer a broken

ankle in a fall. Reports are that Helen did a good job and the patient is doing nicely.

Louise O'Connor has apparently isolated herself at her home in Santa Monica. During the time Bessie Bundy was on vacation, she and Catherine Rohwer spent a week-end at the Grand Canyon. From cards sent we wonder what some of their amusement was and they haven't given a very satisfactory explanation.

We were a bit amiss without one face — that of our chief, Edna Tilley. She traveled to Santa Cruz to visit our former co-worker, Evelyn Cook and husband. She reports a good time.

Elsie Tappendorf is next on the vacation list, and as she lives on the "Yellow Lines" she says she is going to spend her time taking advantage of her pass on the "Red Lines." We will depend on her for late information after that.

It seems good to have Doris Burden as an extra Clerk to whom we can send an S.O.S. when necessary.

Some folks are so anxious to go places and do things a little differently that we have them tell us that the Venice Short Line doesn't take them as far west as they wish to go and what other transportation can they get. Attention, water taxis!

It would be so helpful if we were psychic when it comes to guessing the destination of some of these folk. For instance, a call came in: "I am to meet a friend driving south on Hoover. Will you tell me how to get there from my home, here?" Wish we knew!

— Look Out for Droopert! —



BEFORE PRESIDENT TRUMAN'S HOME — Elevator Operator Lionel Averitt and Mrs. Averitt had this picture of themselves taken in Independence, Missouri, May 12, when they were back in that city to visit relatives. In the background is President Truman's home.

## P. E. NEWS SERVICE AND RESTAURANTICS

Carl F. Ester, Manager of the PE Restaurant at 6th and Main, retired June 1, and was succeeded by Rudolph W. Cordes, who comes from a position as Steward in the L.A. Commissionary of the SP.

Mr. Ester had managed the Restaurant since March, 1945, and had worked for various railroads intermittently during the past 27 years. He was once a Steward on the original Overland Limited running between Oakland and Chicago in the early 1900's — in the days when pheasant, mountain trout, and prairie chicken were a few of the delicacies served on dining cars.

As a parting gift, the employees of the Restaurant and News Service Department presented Mr. Ester on May 29 with a set of matched luggage, Superintendent C. F. Hill making the presentation.

Failing health caused the retirement on May 21 of Charles V. Bolls, well-known Newsstand Helper in the 6th and Main Waiting Room. Mr. Bolls, born in Vicksburg, Mississippi in 1887, came to work for the R & NS when PE assumed operation of this department in January, 1937.

The Restaurant and News Service served a fine buffet supper to the Los Angeles Traffic Managers Conference, Inc., when that group had its first meeting in its new offices at 755 PE Building last June 5. Open house was held in honor of the occasion. Capable and well-known Chef Felga Preston of the PE Restaurant prepared the food.



RETIREES — C. F. Ester, right, retiring PE Restaurant Manager, with his successor, R. W. Cordes, left, and Superintendent C. F. Hill.

## VETERANS OF FOREIGN WARS

P. E. Post 3956

By J. F. O'Malley

At our meeting held Tuesday, June 17, Quartermaster Joe Beckett gave a full report on our recent Poppy Day sale. Joe said we showed a substantial profit and that our Post will be able to contribute to many worthwhile endeavors toward veteran rehabilitation. The Post salutes Past Junior Vice Commander La Verne C. Vogt and his small niece, who sold the most poppies during the drive. La Verne modestly claims his niece sold 3 poppies to his one, but nevertheless it was through his efforts that this goal was accomplished. The Post would like to thank everyone who helped to make the poppy drive a success.

Quartermaster Sergeant Lester Wolfson is a strong supporter of our Post and has been working hard to bring in new members from among his Macy Street co-workers.

### SALUTATIONS, NEW MEMBERS:

Albert E. Lee, employed by Pacific Fruit Express since 1930, has just joined our Post. He served overseas in France and German. He is the proud wearer of four Battle Stars. We are very glad to have Lee as a member and hope to have many other employes working in the Pacific Electric Building join our Post.

Harley B. Talbott, official photographer for Pacific Electric, has joined our Post. Harley served in both wars and is very well known to everyone in the Pacific Electric Building and many other points on the system.

## P. E. POST 321 AMERICAN LEGION



By  
John L.  
Morris

At our recent election we comrades elected the following as officers to serve us for the coming year: Comrade Wilcox, Commander; Comrade Heath, Senior Vice Commander; Comrade Steward, Junior Vice Commander; Comrade Sayles, Sergeant-at-arms; Comrade Brown, Finance Officer; Comrade Parker, Chaplain; Comrade Morris, Historian.

The members of the executive committee are Comrades Nichols, Mead, and Foore.

The delegates and alternates who have been elected to represent us at the California Department Convention are Comrades Nichols, Wilcox, Heath, Bone, Parker, Rose, Mead, Brown, Foore, and Steward.

The place and date of the installation of our new officers was Patriotic Hall, 1816 South Figueroa, July 22, at 8:00 p.m.

We wish to welcome to our post these new Comrades: Laurie Ogilvie, Truck Driver; William J. Oliver, Conductor; and James I. Moore. Comrade Moore cannot be with us for a while, for at the last report he was a Staff Commander of a U. S. Navy Service Group, somewhere in North China. Comrade Moore, we wish you the best of luck!

### G.I.'s ATTENTION!!

Apply for your terminal leave pay now. The deadline date is September 1.

— Look Out for Droopert! —  
AMERICAN LEGION  
AUXILIARY



By  
Ethel M.  
Heath

Election of officers was held at our regular meeting June 24, with the following members elected for the coming year:

President, Bernyce Rose; 1st Vice President, Juanita Braley; 2nd Vice President, Leota Wilcox; Junior Past President, Lydia Shelton; Secretary, Phyllis Withee; Treasurer, Kathryn Brown; Chaplain, Ollie Jacot; Sergeant-at-Arms, Ethel Heath; Historian, Sylvia Morris; Marshal, Phyllis Jean Synder.

Executive Committee: Cora Newhouse, Lillian Lyons, Alice Newman.

Delegates to Convention: Bernyce Rose, Lydia Shelton, Juanita Braley, with Kathryn Brown, Ollie Jacot, and Phyllis Withee as alternates.

The first of our group off for summer vacations this year was our President, Lydia Shelton, who with her husband, John, have returned from a month's trip Cape to Cape Breton, Nova Scotia.

Leaving July 1 and planning to return September 1 was Myra Belle Clemmons, who went to New York and Lake Louise.

Bernice Nichols is improving after being ill for some time, and that is good news, as we all miss her.

Your correspondent has been re-appointed for another year, so please send or tell me the news you would like to see in print and thanks for all the help in the past.

Geraldine Price and James E. Ryan were married June 7 in St. Alphonsus Church, East Los Angeles.

— Look Out for Droopert! —

## PACIFIC ELECTRIC BOWLING NEWS



By  
Charlie  
Hill

The 15-week Summer Mixed League, which started May 23, has been moving harmoniously and enthusiastically along, and at the end of the eighth week the PE Lions, with their 15 wins and 9 losses, were holding first place by a two-point lead over the PE Bears and PE Tigers, tied for second and third positions. The PE Wild Cats held down fourth place, the PE Leopards fifth, and the PE Boars were in last place. The teams are evenly balanced, which has resulted in a rather close race.

Mike George (Lion) is high man with an average of 191, and Ollie Steuernagel (Boar) carries 183. The

top lady is Bettie Yancey (she's a Bear), with an average of 148, closely followed by Vi Steuernagel (Boar), who carries 147.

Preston Jones, Captain of the Bears, has season's high game (246), and Mike George has high series of 605, which he states is his first league 600.

The Summer League has brought to light several good lady bowlers, including Bettie Yancey and Donna Ekman (a Bear) of the Law Department, and Peggy Lambert (Lion), daughter of Nolan Lambert. Two of these girls have already signed up for the PE Winter League.

Incidentally, Bettie Knight (Wild Cat) has really been going wild, increasing her average 13 pins over last winter's average. I wonder what the cause is?

And, concluding this short article, it is about time for you vacationists to get thinking about the forthcoming fall and winter season, so let's get the old bowling ball out and shine it up. Notices will be issued shortly covering the date and place of the annual meeting.

— Look Out for Droopert! —

## PACIFIC ELECTRIC ROD AND GUN CLUB

By  
Arlie  
Skelton



Greetings, Rod and Gun Clubbers! Our July regular monthly meeting was well attended, there being 77 present for the business meeting, plus several others present for the interesting picture show, "Westward Is Bataan," presented through the courtesy of Lieutenant H. W. Addington and his staff, of the Public Relations Section of the U.S. Army. In addition to all of this, we held our drawing for door prizes and showed our own "movie" of our Arrowhead outing for the opening of trout season May 1.

Our smiling Prexy, Frank Converse, is really doing a swell job in the driver's seat of our Club, and all indications point to a banner year.

One of our major projects of the month is the establishment of a shooting gallery for pistol and small-bore rifle shooting. This project involves considerable work, expense, and responsibility. The big question is, does

## WHY PRACTICE SAFETY?

Almighty God created man after his own image—with legs to walk, arms to work, eyes to see, ears to hear, and endowed him with the infinite power of reason. He charged that man should use these inherent faculties for the betterment of himself, his family and his fellow man. So that this great strength and knowledge should be wisely used, he injected into the soul of man that little thing we call conscience.

Life, therefore, and the full use of all our senses is a treasure to be jealously guarded against any and all impairment or loss. There is no greater wealth. It was never intended that there should be. If you do not believe this, then watch the blind man pitifully tapping with his white cane along the curb. Look into the haunted eyes of the legless beggar. Hear the hollow mockery in the strained laugh of the deaf. Remember that most of these maimed were rendered so because of an accident. An accident that could have been prevented by the application of courtesy and common sense. Then ask me—if you dare—why I should practice safety first and accident prevention while on my job.

I do not care to trade places with any of these unfortunates. This is a thing too horrible to contemplate. I do not care to spend one hour of one day as a patient in even the world's finest hospital. Because I do not wish calamity to strike me, I likewise do not want to face the future with the grim knowledge that because I was heedless or lazy, someone else has cause to suffer. I could not enjoy the comforts of my home, nor sleep well in my bed if my conscience kept telling me over and over again, "You did not heed a warning light and a child was killed." "You were reckless and a man you know lost an arm." "You were careless and your friends were hurt."

That is why I should observe all rules of safety, not only at my work, but on my way to and from work, on the streets and in my home.

—N. C. and St. L. Ry. Bulletin.

—Look Out for Droopert!—

### CLASSIFIED ADS

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

FOR SALE—1946 Kroll baby carriage; large size, collapsible, in perfect condition—cost \$46, sell for \$29. Also used Hoover vacuum cleaner, \$10. R. W. Forcier, 221 PE Bldg., Ext. 2859 or 2860.



AT ENSENADA—Here are four of a party of eight PE men and five of their friends who traveled to Lower California for a day's fishing last June 10. The 13 caught a total of 18 yellowtail and 16 bass that day. Biggest fish was a white sea bass caught by B. F. Williamson (third from left), North Motorman; it weighed 50 pounds. Others, left to right, are M. W. McBrayer, North Motor Coach Operator; Bob Melton, Motor Transit Operator, and Steve Franich, Operator. Dispatcher Jay Purvis, Motorman A. F. Hedrick, Operator A. T. Zmoos, and Service Director Gary Evans were the other PE representatives. Bob Melton says to see him or call him on 2785 if you want to get up an Ensenada fishing trip.

the interest of the club members warrant it? This will be determined at our August meeting.

The fishing section has been enjoying a banner year so far with more fish and bigger fish, and with plenty of tires and gasoline to go after them.

Believe you me, this is one year every prize will be claimed from our display cases. Starting August 7 with the deer season in Southern California and along the west side of the coast range, the hunting section comes into its own, with a two-buck limit, forked horn or better, per hunter. The north and east sections of the State open September 16 with a one-buck limit, and the northeast part of the State calls for three-point on either side, or better.

At no place or time is it legal to take spike bucks, does, or fawns. It is also illegal to shoot at, kill, or maim persons, domestic animals, or game birds or animals out of reason. Be careful; remember you are sportsmen; and govern yourselves accordingly. It is far better to miss getting a buck than to carry a sorrow the rest of your life. Check with proper authorities on regulations before going afield.

The August 13 meeting should be another big one. There will be motion pictures, prize drawings, and refreshments, as well as plenty of discussion on fish and game problems.

ROGER LEMELLE, 1st Vice, Rod & Gun Club, with two white sea bass he caught off San Clemente this season while fishing with his two sons, Eugene and Edward, and his son-in-law, Dan Brown. One fish weighed 15 pounds, the other 30. So he says!



—Look Out for Droopert!—

It was the first time she had been to dinner with them, and they smiled indulgently as she refused a whiskey and soda.

"I've never touched it in my life," she explained.

"Why not try it?" urged her host. "See if you like the taste."

She blushed and slowly consented, and he poured her out a mixture which she delicately raised to her lips.

"Why," she cried, "you've given me Scotch!"

## PORTRAIT OF A PACIFIC ELECTRIC EMPLOYEE

### Amado Angeles Frias

#### Window Washer

EVERYBODY in the PE Building knows by sight, if not by name, the ever-smiling, friendly, courteous fellow who comes around about once every 60 days with pail, brush, squeegee, sponge, and usually a safety rope and a ladder, and shines up the office windows in a jiffy. Often he has to climb out on a ledge several stories from the ground to get at the outside of some of the glass, but, using his safety rope, his experience, and his good judgment, he's never fallen off in his 17 years of service.

#### BORN IN PHILIPPINES

His full name is Amado Angeles Frias (pronounced "FREE-us"). He's the son of a well-to-do farmer in the Philippines, and was born in Bayambang, Province of Pangasinan, as one of seven brothers and sisters. His grandfather was well known in Pangasinan as a county sheriff at the time Amado left for America 20 years ago on the Dollar Line's President Jackson.

#### CAME TO U. S. IN 1927

Amado started to learn English, along with the other children, in the first grade in the native school at Bayambang. When he was in the eighth grade, he decided he wanted to come to the States and learn electricity at a school he'd heard of in Chicago. His family was able to buy his passage, but when he arrived in Los Angeles in 1927, he discovered while here that the tuition in the Chicago school was more than he

could afford. Hence, he started doing odd jobs to support himself, and three years later began washing windows for PE, where he's been ever since, except for a period of six months during the war, when he worked as a pipefitter at the Calship yards. In 1928 he married Francisca Marquis. They have no children.

#### OWNS HIS HOME

In 1943 Amado decided to build a home. So making financial arrangements with the owner of a lot he wanted, he set to work, built first a dining-room, kitchen, and bath; later added a bedroom and living-room; and now has it all complete, including the front steps. What's more, he already has it paid for, because he always made much higher payments than the contract called for.

How did he learn to build a home? He watched others being built, and figured he could do it, too.

As an object lesson in industry, thrift, patience, and perseverance, we think this story of building his own home is tops. How many people could build and pay for their own home in less than four years?

#### LIKES U. S.

Did he think giving the Philippines their independence last year was a good thing? He wasn't sure—didn't know enough about the in's and out's of the situation. Of one thing, however, he is quite certain: though he was disappointed in his ambition to learn electricity in the United States, he maintains that this country is a fine place to live in.

## PULLING TOGETHER

Strangely enough, the act of "pulling together" does not necessarily mean cooperation in the larger sense of the word, because most co-workers are loyal to their company, wish it to succeed, and are proud of the products which it markets. "Pulling Together" means taking care of the small things—saying something kind about a fellow worker when you are tempted to take a "dig," helping the new employe as he starts on the job, "squelching" rumors before they do harm, and maintaining a high attendance record for your own good and that of the company. When a company has this kind of cooperation its opportunities for further success are unlimited . . . and your chances of job security and steady income are definitely assured.



AMADO A. FRIAS

## Automatic Mail Tube Installed At Frt. Hse.

About the first of the year an automatic tube device was installed for the transmission of bills between the Freight Office and the Routing Office way down yonder in the Warehouse, and vice versa. Operations have been greatly speeded up, not to mention the saving of shoe leather and wear and tear on messengers going up and down stairs. You just put the tube in here and whoosh!—in 19 seconds (by the clock)—it comes out there! However, as the suction in the tube is considerable we have had to erect a sign—"Thin girls stand clear!"

TORRANCE SWITCH CREW—Torrance freight is no light haul in anybody's language. With all the industries to serve and keep happy, a very congenial crew is required. These boys on the morning shift deserve a lot of credit for a good job done in keeping the freight running smoothly in and out of Torrance. Left to right, they are Brakemen C. T. Miller and A. W. Thyberg, Conductor W. C. Nolan, Engineer C. L. Smith, and Fireman G. McClear. While strolling by the locomotive the other day at noon, the photographer, A. H. Zurborg, noticed Engineer Smith (inset) knitting a sock—and doing a very neat job, too.



# System Pool Tourney to Start Aug. 19; Entries Close Aug. 12

### Open to Any Active Male Employee and Club Member; Non-Members Join Now; Trophies to Be Given

Like to play pool? Yes? Member of the PE Club? Yes? In active PE service? Yes?

Then all you've got to do is fill out the attached entry blank, cut it out of this page, and return it via company mail to Bill Newman, Tournament Chairman, care of the PE Club, 917 PE Building. And then—oh, boy!—Cool weather news!—you're going to get your feet wet in a system-wide straight pool tournament starting August 19. Just watch your bulletin board for time and place of your first match.

If you're not a member of the PE Club, it's a very simple matter to join. Just ask your superior or your PE Club Committeeman for an application blank, and get it back to the Club right away. Entry deadline for the tournament is August 12.

You don't have to be an expert to get in this tournament. All you have to be is interested in having some fun, declares Chairman Bill, Subway Conductor. If you turn out to be a whiz, you may win a fine trophy which will be presented by Manager N. B. Vickrey of the PE Club to the first four place-winners.

#### TOURNAMENT RULES

The tournament rules are few and simple. Here they are:

1. Any active PE employe belonging to the PE Club by entry deadline, August 12, may enter this individual straight pool tournament.

2. Entry blanks may be secured from your PE Club Committeeman, Department Head, or Foreman, and must be in the hands of Tournament Chairman Bill Newman, c/o PE Club, 917 PE Building, by August 12.

3. The tournament will be by elimination, according to posted listings on your bulletin board.

4. Matches will be held on tables at Subway Terminal, West Hollywood, Macy Street, Pasadena, 6th and Main, Long Beach, San Pedro and the PE Club Rooms, as the Tournament Committee may decide.

5. A referee agreeable to both players shall have charge of each match, shall run the matches according to national rules for straight pool, and shall keep score on an official score card provided for the tournament. His decisions shall be final. He shall turn in the score card to the Tournament Chairman not later than 24 hours after each match. Referee must be a PE employe.

6. Each match shall be of 100 balls in the elimination rounds, 125 balls in the semifinal rounds, and 150 balls in the finals.

## — ENTRY BLANK — FIRST ANNUAL PACIFIC ELECTRIC RAILWAY SYSTEM POOL TOURNAMENT

(Straight Pool)

Individual Tournament open to all male members of the Pacific Electric Club, or those who become members by August 12

Bill Newman, Tournament Chairman  
c/o Pacific Electric Club  
917 Pacific Electric Bldg.  
Los Angeles 14, California.

Please enter my name in the forthcoming Pool Tournament.  
(No Entrance Fee required)

(am a member of)

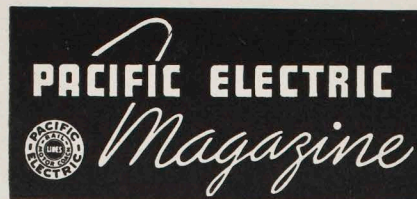
I (have applied for membership in) the Pacific Electric Club.  
(Cross out wrong statement) Please Print:

Name \_\_\_\_\_

Dept. \_\_\_\_\_

Location \_\_\_\_\_

(Return Entry Blank to Bill Newman, Tournament Chairman, c/o Pacific Electric Club through Company mail or otherwise.)



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

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PHOTOGRAPHY  
Harley B. Talbott

Copy deadline for the September-October issue will be August 30.

7. For the first round, names will be arranged alphabetically. No player will be handicapped, since this is the first tournament.

8. If a match is scheduled for the first or second rounds and either contestant cannot play at the appointed time or place, the Tournament Chairman will arrange new schedule or declare a default by the contestant who fails to appear at the appointed time, at his discretion.

9. Semifinal and final matches must be played according to schedule, and will be held in the PE Club Rooms.

10. Your PE Club Committeeman will receive mimeographed copies of results of each round and schedules for succeeding rounds, and will post them immediately on your bulletin board.



ABOVE — The station, with City Hall — building with tower — in background.

TOP LEFT — Mrs. Ellen Leeper, Car Cleaner, who has been at San Pedro since 1919, when she began PE work.

RIGHT — Agent James M. McQuigg, who has been at San Pedro in various agency capacities since 1920. A civic leader, he is a director and Past President of the San Pedro Chamber of Commerce, Past President of the Optimist Club, Past President of the Pacific Electric Agents Association, and is active in Scout work. His railroading career began in 1906, when he entered the service of the Great Northern at Buford, North Dakota. After studying telegraphy and agency work, he took his first agency at Nansen, North Dakota, in 1909. Later he went to Montana, where he was Agent and General Yardmaster from 1914 to 1920. He came to work for PE as Relief Agent at that time.



## SAN PEDRO STATION SCENES



SWAPPING STORIES are, left to right, J. B. Mason, Conductor; K. C. Kemp, Switchman; J. R. Englert, Conductor, R. H. Johnston, Conductor; H. W. Klement, Motorman; J. P. Harlow, Conductor; F. A. Groftholdt, Supervisor; L. F. Fogle, Leader Switchman; John DeVries, Mechanic. Looks like a Grof-told bit o' yarn.



JOHN MAINIO, Janitor at San Pedro Station since 1943, used to be a sea-cook. "A fine dependable janitor," says Agent McQuigg warmly.

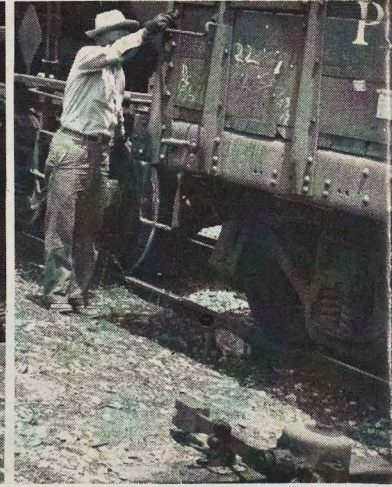
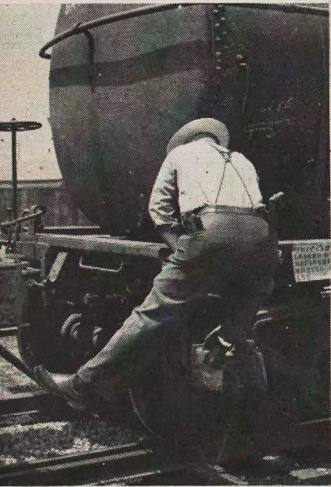


# HOW TO KEEP OUT OF THE HOSPITAL



IN  
THREE  
EASY  
LESSONS

CALL THE AMBULANCE! *He's standing between the rails.* HERE'S THE RIGHT PLACE to get car numbers.



## PULLING THE PIN

A FOOT from heaven.

LOOK OUT for that switch!

UNPLEASANT surprise.

CORRECT position.

HINDSIGHT . . . is not so good as . . . FORESIGHT

