

MARCH-APRIL 1947
PACIFIC ELECTRIC
Magazine



New Busses Arrive!

NEW BUSES

UNLOADING a new White Coach at the Torrance Shops.



ARRIVE!

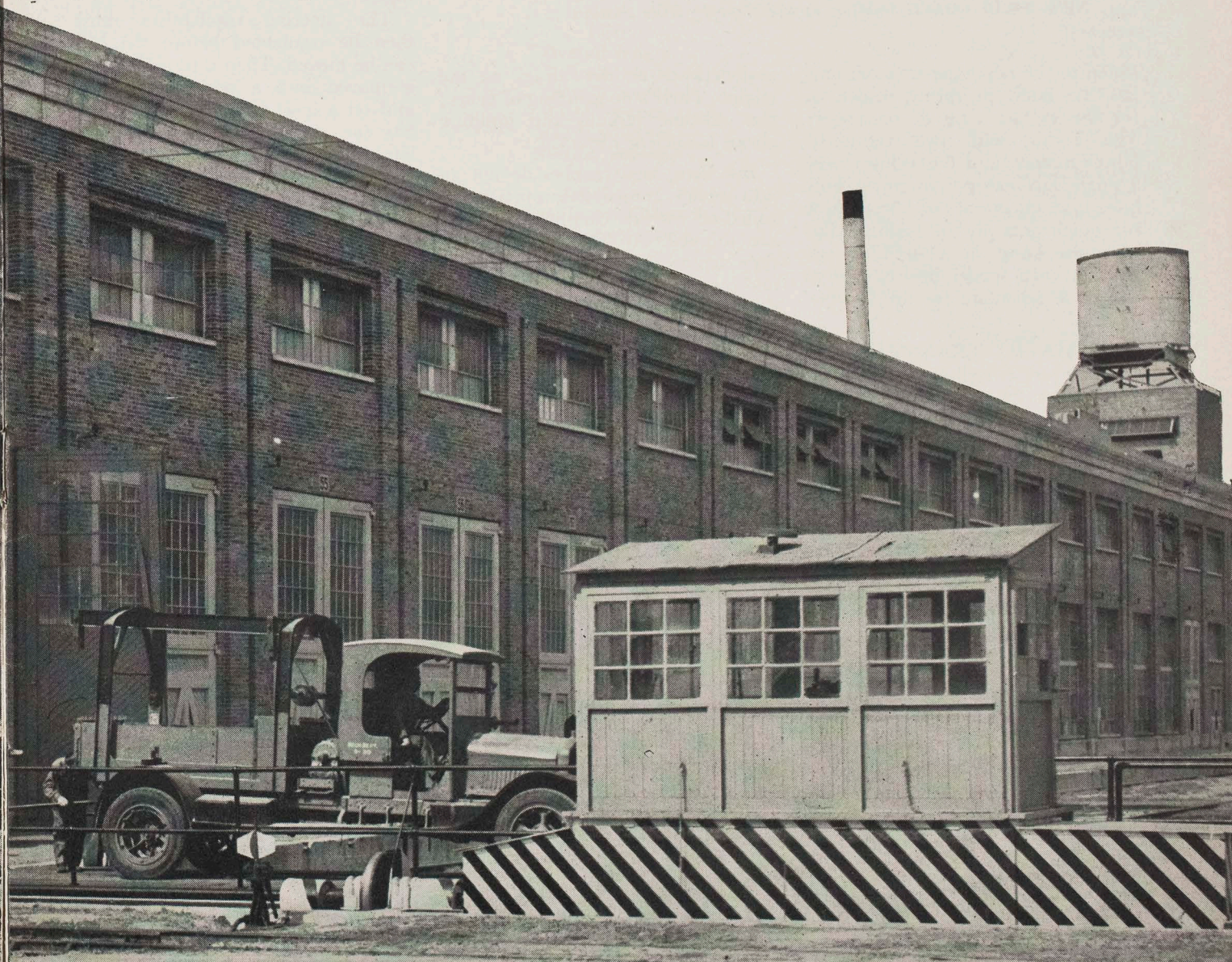
FIRST OF A SERIES of new motor coaches expected during 1947 and 1948, five new Twin Coaches and 41 new Whites have made their debuts on the lines of the Pacific Electric system since last January.

The new Twins, of 44-passenger capacity, and numbered 2125-29, were all placed into service on the Los Angeles-Santa Monica Line on January 7. The Whites, also of 44-passenger capacity, have been placed into service since January on the Long Beach-Huntington Park,

Sunland, and Temple City lines, and are also destined for service on the El Monte-Valley, El Monte-Garvey, and Whittier Local lines. Some are being used as needed on various lines. The Whites are numbered 2220-60.

Pacific Electric, as well as the general public, has long awaited the arrival of these sorely-needed motor coaches, ordered nearly two years ago, but held up on account of the war and the problems of reconversion after the war. Labor and material have been scarce.

They're beautiful busses. Each model, in ad-





NEW TWIN COACH loading at the Beverly Hills Station.

orders, certain changes and additions are also made at the Torrance Shops.

Suppose we trace the progress of a new bus from the time the box car is opened until the bus is ready for its first passenger run.

WHAT'S DONE AT TORRANCE

When the box car door is opened at Torrance, the Mechanical forces find the Coach on heavy wooden blocks, with the wheels off the floor, and with the chassis heavily and immovably braced to protect the expensive (\$18,000 to \$20,000) new vehicle in transit. The bus is first jacked up, and the bracing is ripped from the floor—a job often requiring hours. (Shop Superintendent George Evans is authority for the statement that seldom, if ever, despite its 15,000 to 20,000 pounds, is a bus found loose from its moorings.)

The steering mechanism must then be connected before the bus can be moved. Then a transfer table is moved into a position opposite and on a level with the end of the box car, and, by the use of a tow-bar, a truck pulls the bus out of the car onto the platform. Gasoline is put into the tank, and the bus is driven to the Paint Shop for servicing and inspection.

The list of accessories added, changes made, and inspections undergone is rather astonishing. A farebox stanchion, a farebox, a certificate holder, an inspection card box, a first-aid kit, a set of flares, a fire extinguisher, no smoking signs, emergency door signs, an electrically illuminated signal arm, route signs, sign holders, and aluminum-banded

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dition to the new-type transmissions, has the latest in spring suspension for the greater ease of passengers. The Twins, with two 180-horsepower motors, and the Whites, with a single 210-horsepower motor, both have unusual powers of acceleration for quick getaway in traffic. Likewise, the latest in air-braking systems in each model insures a stopping rate adequate for any normal demand.

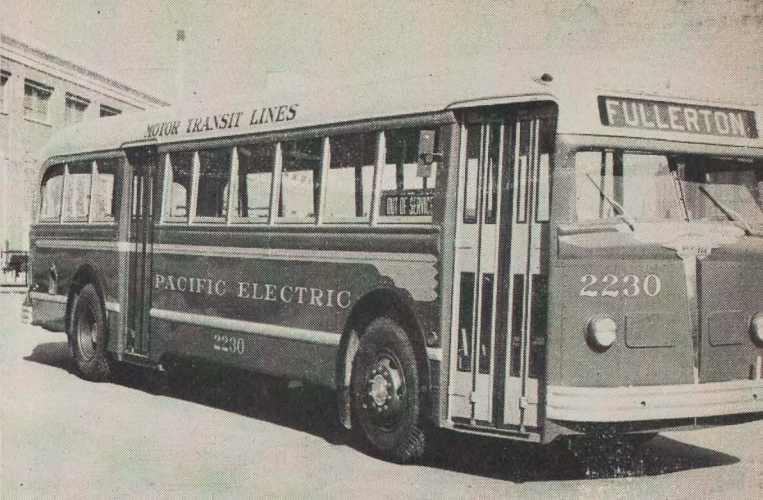
AUTOMATIC TRANSMISSION

Passengers as well as operators are grateful for the automatic transmissions, both working on the fluid drive principle. All the driver has to do is step on the accelerator to start. Shifting is then automatic,

and depends on the "drag" on the engine. There's no grinding of gears; the old-time jerking and jumping ahead is ancient history.

But these new coaches do not go into service immediately upon being rolled off the box cars in which they are shipped. At the factory, when they are loaded on the box cars—one bus to a car—the gas tanks are drained completely dry to eliminate fire hazard, and the steering mechanism is disconnected, and sometimes disassembled, to eliminate possible damage in case the bus should break loose from the strong bracing. Moreover, though the manufacturer adds certain accessories according to the specifications in the purchase

PART OF THE NEW FLEET OF WHITE COACHES BEFORE THEY WERE PUT INTO SERVICE.



SPECIFICATIONS

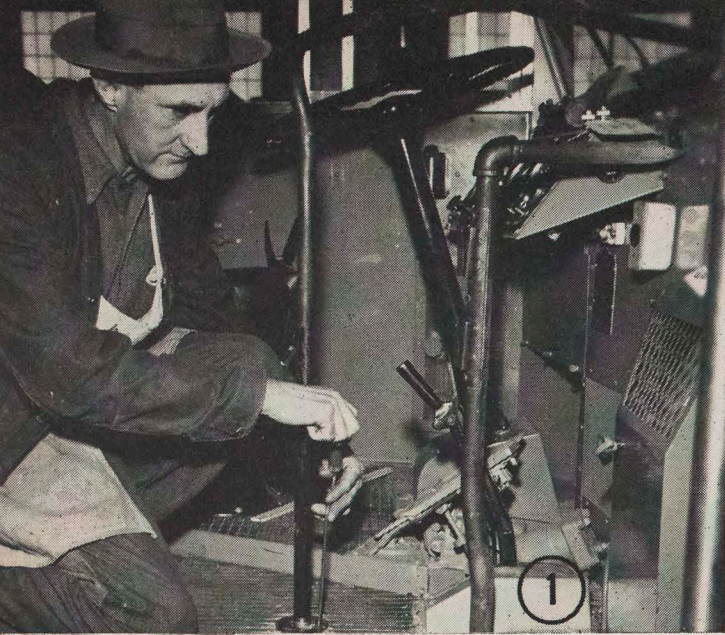
Twin Coach

- 44-D-45
- 1946
- Gasoline
- 34' 11 1/4"
- 8' 1/2"
- 9' 8"
- 30' 9"
- None
- 44
- 15 two-passenger
- 1 five-passenger
- 1 three-passenger
- 2 one-passenger
- 1 four-passenger
- Yes
- 16,450 pounds
- 218"
- Hydraulic automatic
- 11.00x20
- 9.00x20*
- 6
- 17"
- 17 1/2"
- 78"
- 21 3/4"
- Hot water
- Power and static
- 23
- 15 each
- 28 3/4 x 76"
- 22 1/2 x 76"
- 23 x 56 3/8"
- Electro-pneumatic
- Electro-pneumatic
- No
- 12"
- 360 (two 180 hp. each)
- 12 (6 each)
- 4 1/4"
- 4 3/4"
- 125 gal.
- 1
- Rear
- Air
- Manual

White Coach

- Model 798
- Year 1946
- Fuel Gasoline
- Overall length 35' 0"
- Overall width 8' 0"
- Overall height 9' 6"
- Inside length 30' 7"
- Baggage space None
- Seating capacity 44
- Cross seats 15 two-passenger
- Rear seats 1 five-passenger
- Longitudinal seats 3 two-passenger
- Longitudinal seats 1 three-passenger
- Longitudinal seats 1 three-passenger
- Advertising card racks Yes
- Weight 18,450 lbs.
- Wheel base 237 1/2"
- Type drive Automatic hydraulic
- Tire size, front 11.00x20
- Tire size, rear 11.00x20
- Number of tires 6
- Front steps from ground 15"
- Rear steps from ground 15 1/2"
- Aisle—minimum head room 76"
- Aisle—width 22 3/8"
- Heating system Hot water
- Ventilating system Power and static
- Dome lights 22
- Dome lights—candlepower 15 each
- Doors—front right 26x79 1/2"
- Doors—right center 26 1/2 x 80"
- Emergency (left center) 29x58"
- Entrance control Electro-pneumatic
- Exit control Electro-pneumatic
- Sensitive edges Yes
- Aisle space to emergency 14"
- Engine—brake hp. 210
- Cylinders 12
- Bore 4 1/8"
- Stroke 4 1/4"
- Fuel tank capacity 135 gal.
- No. fuel tanks 1
- Fuel tank location Rear
- Service brakes Air
- Emergency brake Manual

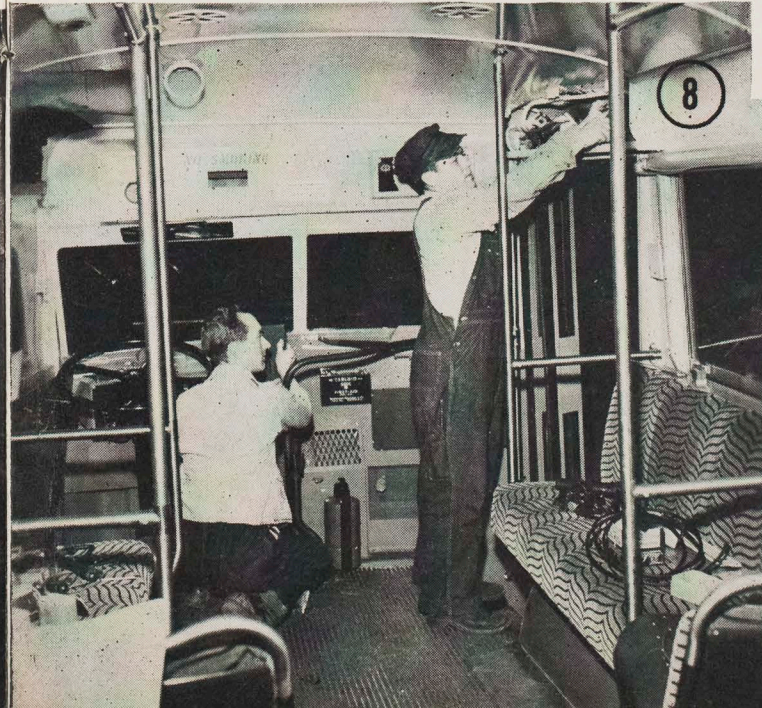
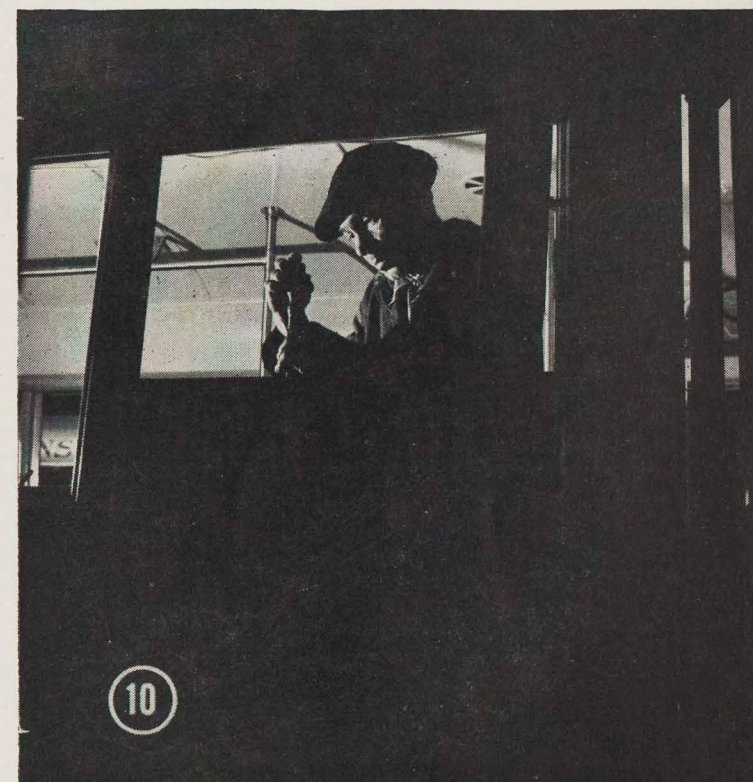
*Will be changed to 10.00x20 as tires wear out and are replaced.

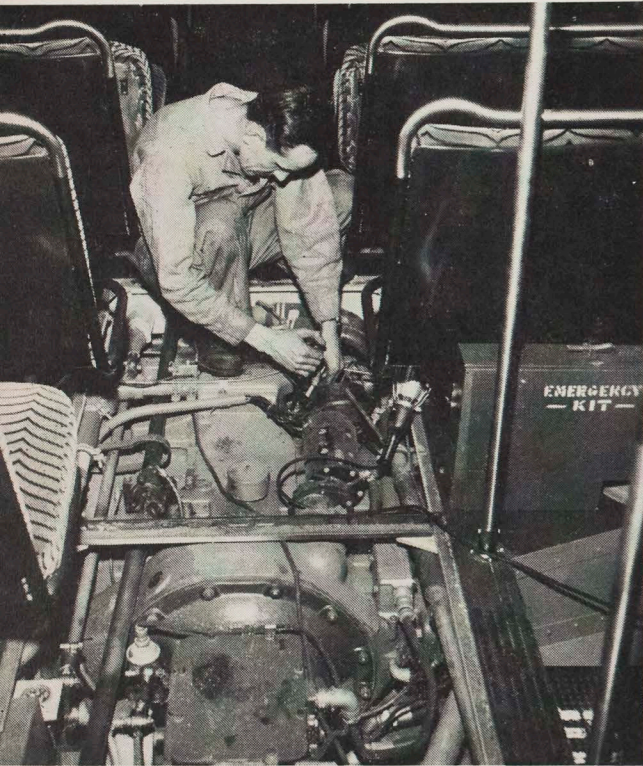
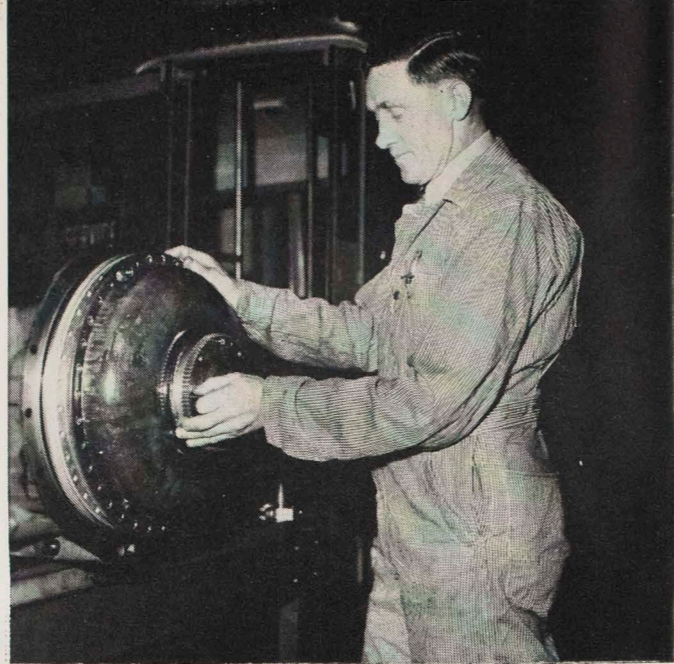
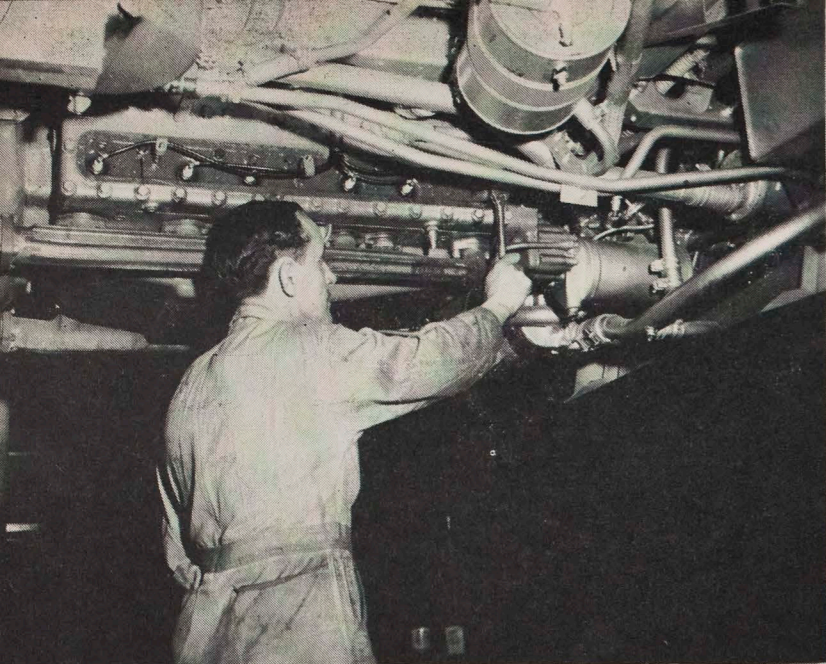


NEW BUSES GET THE ONCE OVER AT TORRANCE

(1) A stanchion is being put in by Carpenter Earl Choate to steady passengers as they enter and leave the bus. (2) A farebox is being plugged in by Pipe-fitter Earl Smith. (3) "Break Glass" is being painted over emergency ax in glass case above windshield, by Painter Clay O'Brien. Other signs are also specially painted on at Torrance. (4) An electrically-illuminated signal arm is being attached by Carpenter James Brady. (5) Stanley Bantofl, Wireman, checks headlights for shorts. (6) Milan Turner, Carpenter, puts an aluminum band around a Torrance-constructed wooden seat-end which (7) Emmanuel

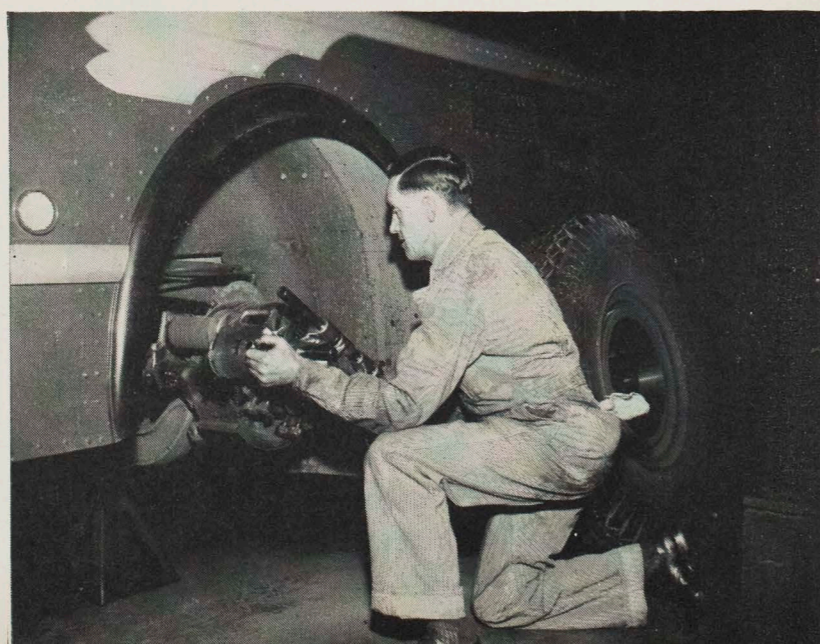
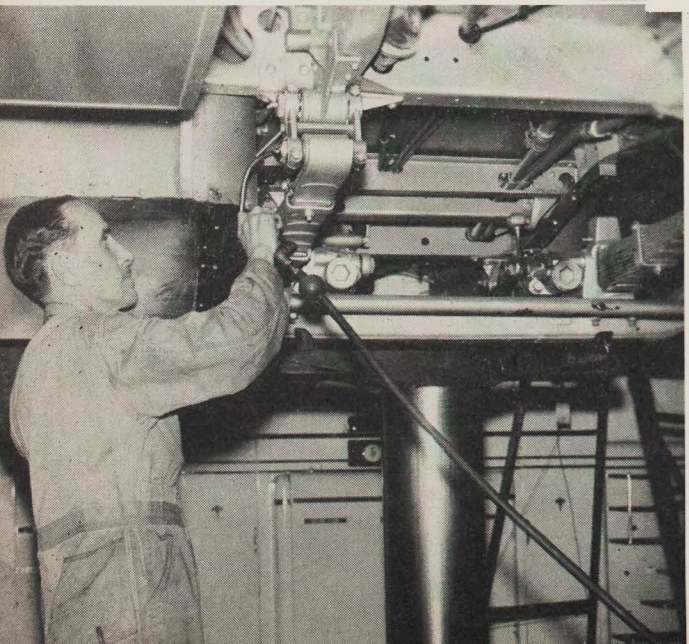
Coats, Carpenter, installs at the end of a longitudinal seat so that passengers will not damage upholstery with the familiar urge to put their feet up on something. (8) Wireman David Drazkowski, left, and Raymond Cheek connect and synchronize electrical door circuit with light over driver's seat. (9) After all work is done, including the installation of all signs, certificate holders, emergency equipment by the Trimmers, Harry Hillier, Trim Shop Leader, makes a final inspection. After this, the bus goes to the White Motor Company. (See next page.)





AT THE WHITE MOTOR COMPANY

Everything about the new Whites is thoroughly checked at the White Motor Company, at Washington and Maple, Los Angeles. UPPER RIGHT—Bill Thorpe, Service Engineer, inspects the turbine of a torque converter (automatic transmission to you) before installation. In this type of fluid drive, the engine may be made to act as a brake on down-grades. There is no stalling. Also, the bus may be held stationary in traffic or when stopping on up-grades by slightly depressing the accelerator pedal. UPPER LEFT—Mechanic Steve Elco tightens a spark plug he has just checked for spacing. LEFT CENTER—He rechecks the timing on a new motor. BOTTOM LEFT—He lubricates a spring shackle. New springs are more flexible than the quality of metal would permit during the war, and provide more riding comfort. BOTTOM RIGHT—Bill Thorpe trues up the brake shoes on a new bus.



NEW BUSES ARRIVE

(Continued from Page 4)

seat-ends (to protect upholstery on longitudinal seats from passengers' feet) are added. The rear-door treadle step mechanism must be linked up; the light over the driver's seat must be connected and synchronized with the electro-pneumatic door mechanism; and door mechanisms must be inspected to see that they are in proper working order.

Other inspections must be made to see that all lights operate; that all windows open and close properly; that the instrument panel, with its many switches and dials, functions as it should; that destination signs, if provided by the manufacturer, are complete and accurate in spelling; that the motor is properly lubricated; that there is water in the radiator; that tires are properly inflated; that the battery is charged and connected—in short, that everything about the bus correctly performs its proper function.

BUSES READY FOR USE

Then the bus is rolled up to the gasoline pump, filled with gasoline, and—in the case of the Twins—pronounced ready for service. In the case of the Whites, each bus is taken to the White Motor Company at Washington and Maple in Los Angeles and given another and perhaps even more thorough inspection, servicing, and lubrication than it received at Torrance. Each new White is then driven to its proper bus lot to await its maiden run.

The arrival of the five Twins and the 41 Whites has permitted the retirement from passenger service of 27 wornout busses, and brings to a total of 359 the number of motor coaches in active service. In August it is expected that 29 more Whites will arrive.

The purchase of the new equipment, at an expense running into six figures, clearly demonstrates the intention of Pacific Electric to provide the best in transportation service for the people of Southern California.

TAKE CARE, MR. OPERATOR!

Take good care of these busses, Mr. Operator! Their shiny newness and easy riding qualities, combined with your careful operation and your sincere efforts to keep your

passengers happy, are creating much good will—with consequent increased business—upon the part of the traveling public.

Retirements

An unusually large number of employees, judging by the following list, retired during the months of January and February. The total is 55. May they spend many happy years freed from the sound of alarm clocks and enjoying the whim of the moment.

NAME	Occupation	Department	Years of Service
Anton Amerjan	Janitor	Building	20
Charles B. Arter	Foreman B&B	Engineering	20
Howell M. Ayres	Conductor (West)	Transportation	25
Edna Bare	Clerk	Accounting	39
Walter J. Bayliss	Car Repairer	Mechanical	24
Charles Beck	Brakeman (South)	Transportation	25
George H. Brown	Asst. Engineer	Engineering	23
Sidney J. Burdge	Brakeman (West)	Transportation	26
Arthur S. Cooper	Switchtender (North)	Transportation	26
Michael R. Cronin	Motorman (West)	Transportation	17
Robert R. Crunk	Motorman (North)	Transportation	25
Walter A. Darden	Car Cleaner	Mechanical	4
Robert L. DeMoss	Terminal Foreman	Transportation	11
Graydon A. Dopler	Conductor (West)	Transportation	22
James E. Douglass	Trainmaster	Transportation	36
Oliver W. French	Conductor (North)	Transportation	23
Dean B. Gardner	Conductor (North)	Transportation	21
Henry Gerlach	Motorman (West)	Transportation	36
Gregorio Gutierrez	Laborer	Store	4
Mary K. Hanson	Car Cleaner	Mechanical	22
Edw. J. A. Hasenyager	Clerk	Engineering	37
Jacob Hirschman	Carpenter B&B	Engineering	18
George L. Hoffman	Bus Operator (North)	Transportation	12
John A. Hoffman	Timekeeper	Engineering	26
James H. Johnston	Conductor (West)	Transportation	16
Guy L. Kelley	Lineman	Engineering	26
Leo W. Lawrence	Substation Operator	Engineering	36
William H. Lowry	Frt. Car Inspector	Mechanical	27
Julia M. Matich	Janitor	Building	19
Elmer Matzenbacher	Motorman (West)	Transportation	21
Thomas H. Miles	Conductor (North)	Transportation	26
Joseph E. Moore	Motorman (South)	Transportation	22
Agnes B. Murphy	Machine Operator	Mechanical	22
Charles Lee Neil	Motorman (South)	Transportation	22
Tyler B. Newell	Helper	Mechanical	21
Forrest L. Newton	Conductor (South)	Transportation	25
James W. Ott	Engineer (South)	Transportation	27
Warren Pantan	Conductor (West)	Transportation	4
Bruce Putman	Motorman (West)	Transportation	24
Antonio R. Quiroz	Trackwalker	Engineering	24
Origene E. Senay	Trolleyman (West)	Transportation	26
Ralph E. Shaw	Bus Operator (North)	Transportation	23
Warren A. Shepherd	Conductor (South)	Transportation	26
Leonard T. Shockley	Passenger Director	Passenger Traffic	24
Curtis B. Smith	Dispatcher	Transportation	27
John M. Smith	Bus Operator (North)	Transportation	20
Helen F. Stewart	Head Clk., Calc. Bur.	Accounting	37
William Still	Motorman (North)	Transportation	25
Benjamin F. Strobe	Mechanic	Mechanical	27
Arthur G. Thomas	Motorman (South)	Transportation	26
Peter D. White	Motorman (West)	Transportation	25
Thomas H. Young	Car Repairer	Mechanical	27
Battista Zanotto	Helper	Mechanical	27
Edward W. Zirckel	Baggage Clerk	Transportation	16
Nicholas K. Vasileu	General Foreman	Store	39

Teacher: "What is it that binds us together, sustains us and makes us better than nature intended?"

Tommy: "Girdles."

OVER 400 FREIGHT TRAINMEN PRAISED BY MORALE COMMITTEE

Individual Letters Sent Each Man by General Superintendent, Commending High Calibre of Service to Company and Public

NORTHERN DISTRICT

- Brakemen**
 H. C. Arthur
 W. K. Barham
 R. F. Bird
 H. W. Blake
 H. G. Bracken
 G. R. Brown
 F. H. Brunner
 H. A. Bubier
 L. C. Canady
 R. E. Clary
 T. H. Coffman
 R. F. Colvett
 J. P. Coy
 D. L. Davison
 F. A. Divasiere
 E. B. Dunson
 C. O. Gordon
 A. F. Gouty
 J. A. Gross
 R. H. Harper
 E. W. Hayes
 D. E. Hill
 F. E. Hoban
 E. O. Hoffman
 A. C. Hughes
 R. M. Jones
 J. K. Kennedy
 F. J. Konzern
 R. E. Leird
 F. V. Malone
 A. G. Mason
 F. G. Mayzack
 H. A. Morin
 G. T. Nash
 J. R. Norte
 Sidney Newman
 C. W. Parker
 J. L. Pickler
 L. A. Polk
 L. S. Polk
 G. H. Powell
 J. J. Roher
 J. W. Sampson
 G. J. Scott
 W. C. Schneider
 C. W. Shearer
 S. T. Sheirrett
 H. H. Slocum
 C. W. Whitened
 W. E. Voorhis
- Conductors**
 Gordon Akerson
 G. R. Attridge
 H. J. Beck
 E. W. Daniger
 E. E. Greene
 J. H. Helm
 Roy Hunsley
 E. G. Johnson
 O. C. Jordan
 L. H. Keene
 J. F. Mahon
 C. H. Michael
 G. F. Miller
 R. L. Myers
 I. E. Nicholson
 Gerald Osman
 J. F. Ralston
 A. K. Strick
 H. H. Taylor
 R. P. Towers
 M. N. Turney
 T. C. White
 W. B. Young
- Engineers**
 R. G. Garst
 L. O. Moore
 O. E. Olefson
- Firemen**
 James Antista
 W. C. Cochran
 L. O. Goodwin
 H. F. Rynning
 Nolan Shields
 Walter Spangler

Motormen

- W. J. Anderson
 W. E. Aydelotte
 M. S. Batten
 W. E. Coleman
 H. E. Draper
 E. F. English
 M. C. Hooper
 Joe Horne
 J. R. Houseman
 C. L. Jordan
 A. H. Logue
 C. B. McClure
 J. W. Merrill
 W. H. Owen
 F. A. Richeau
 M. C. Roberts
 N. M. Simmons
 G. A. Smithson
 D. E. Steel
 J. T. Taylor
 A. D. Terflinger
 C. L. Welch
 F. C. Woodburn
- Trolleyman**
 B. L. Bradley
 O. B. Briggs
 W. F. Brown
 W. K. Bull
 H. D. Collins
 J. G. Eckland
 M. H. Gilbreath
 F. L. Grable
 R. N. Hosford
 E. M. Jennings
 Bertrand McCumsey
 C. L. Mullen
 I. E. Murphy
 M. L. Patrick
 W. C. Richardson
 Louis Taylor
- Yardmasters**
 W. B. Blevins
 R. W. Bressie
 C. L. Settle
 R. A. Shaw
 R. B. Snedaker
 A. E. Spohn
- SOUTHERN DISTRICT**
- Brakemen**
 H. F. Albrecht
 C. F. Allison
 A. M. Archer
 A. E. Babcock
 Robert Beal
 Charles Beck
 C. T. Bliss
 C. A. Boluss
 T. R. Bond
 B. N. Broberg
 H. L. Brown
 L. W. Buchanan
 M. C. Buckley
 C. S. Burgess
 P. J. Butterbaugh
 R. S. Cain
 K. R. Cassels
 Stanley Ceronsky
 C. A. Chapman
 T. G. Chapman
 A. J. Charland
 L. A. Christy
 R. C. Church
 E. J. Clark
 J. L. Clark
 W. B. Cole
 C. R. Copeland
 E. F. Cothrell
 M. C. Cross
 B. N. Cummings
 Vern Davidson
 P. M. Davis
 C. P. Dixon
 L. S. Dunham
 M. B. Dunn
 H. P. Erlenmeyer
 K. A. Ewing
 G. W. Farrow
 J. R. Feiler

Brakemen (Continued)

- E. R. Fitzgerald
 G. I. Flansburg
 J. L. Flathers
 O. K. Fleeger
 J. R. Gillilan
 C. E. Gregory
 F. L. Griffith
 W. H. Hanners
 S. G. Harper
 Gordon Holler
 G. K. Herbold
 L. L. Hill
 C. F. Hooper
 R. L. Horne
 H. C. Jensen
 J. W. Jessee
 W. M. Johnson
 G. D. Jones
 J. W. Jorgenson
 B. G. Kuebler
 V. K. Lastra
 M. W. Long
 W. G. Lutes
 M. G. Maxwell
 T. J. McDonald
 J. F. McGinnis
 E. C. McSorley
 C. T. Miller
 J. W. Morris
 W. H. Nelson
 E. E. Nelun
 C. N. Olson
 J. B. Orme
 E. F. Packer
 J. M. Panek
 W. H. Pascoe
 Charlie Percifield
 W. E. Perkins
 S. P. Piechock
 C. O. Pierson
 F. C. Potter
 M. C. Prosper
 R. H. Purdy
 C. D. Kandle
 L. H. Redding
 N. W. Reilly
 S. C. Render
 S. S. Rock
 C. W. Ronco
 S. I. Roop
 C. A. Rost
 R. R. Ruse
 A. G. Rutherford
 F. H. Saltmarsh
 B. J. Sammon
 M. F. Siders
 W. F. Silvers
 Guy Small
 R. H. Smith
 H. M. Solum
 W. M. Spann
 E. V. Stevens
 G. E. Stody
 M. R. Stroud
 L. E. Stump
 J. A. Swanson
 O. O. Swenson
 G. P. Terry
 A. W. Thyberg
 C. A. Ventris
 T. M. Vlasich
 M. L. Walker
 W. M. Welch
 H. D. Wimberly
 Jay Wyatt
- Conductors**
 E. J. Barrett
 A. H. Bartlett
 W. E. Biggers
 D. H. Brock
 James Brock
 B. R. Catlin
 R. F. De Frank
 K. L. Desjardines
 N. H. Edmondson
 O. T. Estes
 J. D. Frisby
 W. E. Garrett
 F. X. Girard

Conductors (Continued)

- R. J. Goodman
 G. S. Hanson
 T. M. Haymond
 M. P. Hendricks
 R. E. Hilburn
 S. E. Hogue
 H. A. Holmes
 D. O. Kennedy
 J. F. Luther
 D. A. Martin
 J. A. McCarty
 L. M. McDaniel
 E. J. Morton
 E. H. Myers
 R. J. Nagle
 W. C. Nolan
 H. L. Peterson
 A. J. Roy
 D. W. Shelby
 W. A. Shepherd
 R. M. Soule
 D. J. Sullivan
 W. I. Tarleton
 Edward Vacher
 R. C. Vanderpool
 L. G. Wait
 John Wamsley
 C. A. Ward
 R. K. Weaver
 A. E. Wells
 F. L. Weston
 W. H. Wise
- Engineers**
 J. R. Benson
 E. A. Cupp
 W. A. Gillespie
 E. E. Haney
 H. A. Hoffman
 J. O. Jones
 L. B. Kirkland
 C. E. Lawrence
 F. M. Milburn
 J. L. Schermerhorn
 E. E. Switzer
 L. I. Vitwar
 R. D. Weir
 G. C. Wilson
 H. G. Woodworth
- Firemen**
 McVernon Anders
 E. C. Bell
 J. L. Bottonfield
 E. L. Bulmer
 D. E. Davis
 J. N. Duncan
 A. C. Endicott
 A. O. Humphrey
 B. C. Johnson
 R. H. Ludvigson
 Garnett McLearn
 Joel Preslar
 B. B. Starr
 B. R. Warren
 C. O. Veazey
- Motormen**
 E. H. Combs
 H. L. Conklin
 J. W. Daffern
 W. R. Fielder
 F. B. Howe
 A. A. Jones
 Guy Kemp
 E. F. Klopfenstine
 G. L. Leete
 Sam Levin
 E. R. Locke
 Lee Marshall
 C. A. McCoy
 P. F. McGee
 George McLean
 G. H. Meek
 L. A. Peterson
 J. B. Reilly
 W. H. Shefronick
 F. W. Sturm
 E. P. Thayer
 G. W. Tuttle
 J. A. Zumwalt
 J. F. Zwissler

Trolleyman

- J. W. Anstrom
 F. S. Beatty
 W. H. Bond
 P. V. Campbell
 S. S. Cargill
 A. C. Conlin
 J. A. Cross
 L. S. Dupray
 R. C. Dyson
 V. R. Edmondson
 H. D. Fisher
 E. D. Foore
 J. C. Gillis
 C. G. Gronlund
 Oliver Groom
 F. C. Groth
 J. R. Harkreader
 H. B. Hart
 A. G. Hotzell
 L. A. Kirchefer
 J. F. Mallory
 L. C. Manny
 H. A. Martin
 J. R. McKee
 S. L. Mitcham
 E. H. Parslee
 P. H. Paulson
 W. W. Pettit
 Clarence Phelps
 W. F. Reardon
 P. H. Sanno
 L. S. Scheaffer
 Louis Schimmelman
 G. A. Shook
 C. L. Smith
 E. M. Suchocki
 E. F. Tipton
 S. W. Swartz
 E. W. Whalen
 S. H. Williams
 Marion Wood
 L. L. Young
- Yardmasters**
 F. W. Anders
 A. H. Bartlett
 H. B. Blount
 W. W. Braley
 S. W. Bullock
 J. T. Childs
 C. S. Coutts
 C. W. Coutts
 C. E. Noonan
 W. A. Salisbury
 E. J. Smith
 C. R. Stanley
 A. M. Tang
 C. T. Turner
 J. L. Van Valkenburg
 C. C. Welch
 F. E. Wilbert
- WESTERN DISTRICT**
- Brakemen**
 J. A. Conley
 C. E. Haig
 James Keiller
 R. J. Lewis
- Conductors**
 D. W. Abbey
 H. R. Allard
 A. E. Einert
 A. J. Gallacher
 D. G. Garlock
 O. L. Price
 A. T. Smith
 I. M. Wyrick
 H. B. Vansandt
- Motormen**
 H. G. Douglas
 J. C. Frohman
 J. W. Harp
 W. L. Speir
 F. T. Sweatt
- Trolleyman**
 G. F. Brumagin
 B. G. Gabbard
 T. W. Lane

PASADENA-POMONA BUS SERVICE INAUGURATED ON MARCH 10

MOTOR COACH SERVICE on the recently authorized Pasadena-Pomona Line began on Monday, March 10.

The new motor coach service is operated from the Pacific Electric Station in Pasadena at Union St. and Fair Oaks Ave. via Union St., Delacy St., Colorado St., Rosemead Blvd., Foothill Blvd., First Ave. (Arcadia), Huntington Drive (Monrovia), Foothill Blvd. (Azusa), Citrus Ave., Foothill Blvd., Michigan Ave. (Glendora), Glendora Ave., Alosta Ave., Foothill Blvd., San Dimas Ave. (San Dimas), Bonita Ave., 4th St. (La Verne), Lincoln Ave., Pomona Ave., La Verne Ave. and Garey Avenue to the Pacific Electric Depot, Pomona.

FIVE ROUND TRIPS DAILY

The schedule provides for five round trips daily except Sundays, with coaches scheduled to leave Pasadena at 8:00 a.m., 11:10 a.m., 2:15 p.m., 5:30 p.m., 8:15 p.m.; and to leave Arcadia at 8:23 a.m., 11:33 a.m., 2:38 p.m., 5:53 p.m. and 8:37 p.m. They will arrive at Pomona at 9:15 a.m., 12:25 p.m., 3:30 p.m., 6:45 p.m., and 9:25 p.m., respectively. Westbound coaches are scheduled to

Bascule Bridge Route At Wilmington Reopens

Return to prewar routing and operation of the Los Angeles-San Pedro Rail Line passenger service of Pacific Electric between San Pedro and Wilmington via the Bascule Bridge began at 3:30 a. m., Friday, February 28. This direct operation will decrease running time between San Pedro, Los Angeles, and intermediate points by approximately 8 minutes.

Long Beach-San Pedro trains will continue to operate over the present route via the West Basin Line with transfer arrangement at Wilmington Station with trains operating over the Bascule Bridge direct route. Some slight schedule adjustments have been necessary in order to provide conectinons and adjustment in the new running time.

All service had been operated via the West Basin Line since February 15, 1942, when the Bascule Bridge, as a military measure, was closed to regular service.

Under the new arrangement, Los Angeles-San Pedro trains operate

leave Pomona at 6:35 a.m., 9:45 a.m., 12:50 p.m., 3:45 p.m., and 6:55 p.m., arriving at Arcadia 7:25 a.m., 10:35 a.m., 1:40 p.m., 4:35 p.m., and 7:43 p.m., and arriving at Pasadena 7:50 a.m., 11:00 am., 2:05 p.m., 5:00 p.m., and 8:08 p.m.

CONVENIENT SERVICE

Persons residing at points along the route and working in Arcadia or Pasadena will find that the new service conveniently serves workers who commence their shift at 8:00 a.m. or 8:15 a.m. and get out at 5:00 p.m. or 5:15 p.m. Likewise, the service has been so routed that persons residing in Arcadia along First Avenue and Foothill Blvd. will be provided with public transportation service, the major portion of that area not having had such service available up to the time the new line started.

DIRECT TRANSPORTATION

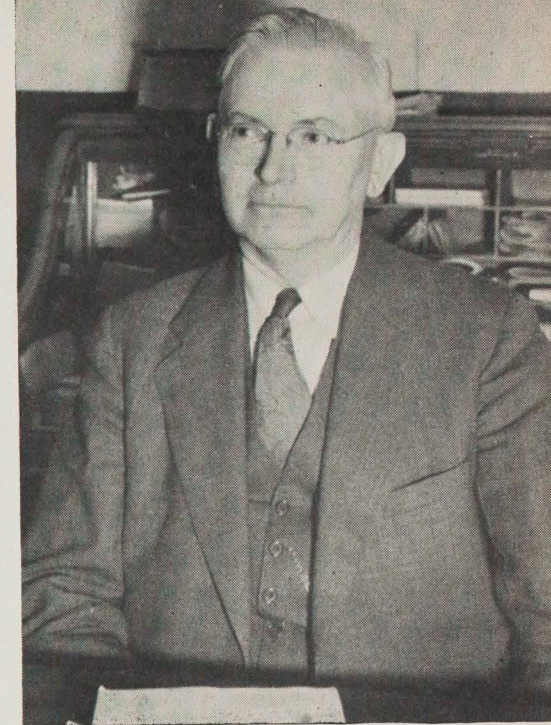
The new passenger service will provide direct transportation between Pasadena, Arcadia, Monrovia, Azusa and Glendora on the one hand, and San Dimas, La Verne and Pomona on the other hand. In addition, the new line will provide service, by transfer at Pomona, between the cities served directly and points east of Pomona.

over the direct route by Bascule Bridge, and Long Beach-San Pedro trains operate via the West Basin Line. Service is thus provided via both routes for passengers originating or having destination at intermediate points between Wilmington and San Pedro.

USE PAY ROLL PLAN FOR BUYING BONDS

One Traffic Accident May Cost You \$\$\$\$\$

The Los Angeles Police Department reports that it is not uncommon for a family to suffer a loss of several thousands of dollars as a result of a single traffic accident. Initial hospital costs, medical and nurses' fees during the recovery period, automobile repairs or replacement, loss of working time and payment of damage suits are only a few of the expenses entailed in an automobile collision. Think it over! Can YOU afford to be faced with such a financial burden? For your own sake, and your family's, obey traffic laws and avoid accidents and their subsequent financial loss.



JAMES E. DOUGLASS

James E. Douglass, Who Headed West District For 13 Years, Retires

After a career of 30 years on the Western District in which he rose from Conductor to Assistant Superintendent, James E. Douglass retired on February 1.

Probably the finest tribute to his ability is the fact that his men, one and all, were sorry to see him go. He worked with them and for them, and also helped many of them to learn to help themselves. If a man was at fault, Mr. Douglass handled the matter in a private discussion with the culprit. He preferred to lead his men rather than to drive them, to praise rather than to find fault—although he had little patience with careless operation, and knew how to resort to stern measures if the occasion demanded.

Mr. Douglass handled both rail and motor coach operations on the largest—in point of passengers carried and schedules operated—of the three districts on the Pacific Electric system. It was a big job and a tough one, and he handled it successfully for 13 years, from the time he became Trainmaster in March, 1934, to the time of his retirement.

Now that he's free to use his time as he likes, he has moved from his former home on Motor Avenue to what he calls "a little place" out in the San Fernando Valley, where he plans to experiment with the growing of almonds.

The best wishes of all follow this splendid old-timer in his retirement.

14 Bowling Teams from P E Enter A B C Tournament

PE Ramblers Represent PE Railway Company; 13 PE League Teams Sponsored by Other Concerns

By Charlie Hill

THE EYES of the bowling world will be focused during March, April and May on Exposition Park, where will be staged, during those months, the 44th Annual American Bowling Congress championships, the world's greatest sporting event. Great excitement prevails over the fact that this is the first time in history that the championships have been held west of the Rockies. Located in the shadow of the famous Memorial Coliseum (the largest permanent structure of its kind in the world) is the National Guard Armory, which has been selected for the housing of the huge spectacle. This building has been converted into a mammoth bowling theatre, with seats for several thousand spectators. Thirty-six lanes have been constructed exclusively for these championship events, and will be removed immediately at the close of the tournament.

PE LEAGUE PROMINENT

The Pacific Electric Bowling League will be especially prominent in the tournament. The Pacific Electric Railway Ramblers, composed of Ollie Steuernagel, Dick Prettyman, Charlie Hill, Rod Price, and Claude Kazee, with DeWitt Sparr filling in for the doubles event, will officially represent our company. The Ramblers will participate in the Open Division.

OUTSIDE-SPONSORED PE TEAMS

In addition to the above team, there will be thirteen teams made up of Pacific Electric Leaguers, to take part in the 850-average or less Boosters Division, these teams being sponsored by various local firms or organizations, as follows (first name mentioned for each team is captain): Brotherhood of Railroad Clerks Aces—Dave Newman, Bill Hawkins, Ona Gregg, Ed Wheeler, and John Kinney.

PE Restaurant and News Service—Joe Shafer, John O'Malley, Ray Jones, Johnnie Hubener, and Clyde Henry.

Tiny Piper's Cafeteria—Harold Bates, Merlin Tague, Jack Setty, Preston Jones, and Jack Rowe.

Reed's Jewelers—Ole Swanson, Lloyd Irby, Fred Widman, Ernie Pont, and L. Franchin.

Jones Decorating Co.—Herman Grenke, Harold Mason, Ray Albrecht, Allen Hanna, and Joe Krug.

Acme Brewing Company, Team 1—Charlie Gonzalez, Archie Brahm, Burleigh Manley, Harry Hampton, and Jimmie Rankin. Team 2—Harold Diamond, Beach Rogers, John Oates, Ben Blun, and Tom Lowry. Team 3—Harold Reiter, Dick Carter, Wilson Cowell, Nolan Lambert, and Neil Seyforth. Team 4—Les Lutes, Bill Lutes, "Jug" Yeager, Charlie Oliver, and Lloyd Covell. Team 5—Frank Converse, Harold Smith, Lloyd Loyd, Lee Wedl, and John Stewart.

Tivoli Beer Company, Team 1—Kenny Coats, Floyd Patterson, Jess Greene, Orville Sadoris, and Winston Edwards. Team 2—Ted Schuster, Tony Huber, Clarence Davis, Bill Hanratty, and Ivan Klausmeier. Team 3—Bob Rachford, Merle Donagh, Gene Harrison, Roy Thornburg, and "J.B." Haynes, with L. McKinney filling in for the doubles event.

The following members of the Pacific Electric Bowling League are to bowl with other teams not named above: Ted Wolfe, Tommy Putman, Jack Gerhardt, Mike George, and Frank McBride.

All of the foregoing teams, with the exception of the PE Ramblers and Brotherhood of Railway Clerks, are scheduled to bowl on Monday night, May 5, along with teams from the Steamship League and other transportation leagues. Dates have not as yet been set for the Ramblers and BRC teams.

PRETTYMAN HELPS

The thanks of all are due to V. C. Prettyman, South Motorman and Captain of the PE Ramblers, for his excellent work in handling the entries of PE teams in the tournament. He was asked by President Charlie Hill to take over this considerable task, and has really put his shoulder to the wheel.



row), Team Two Captain Harold Diamond (in front row, third from end), Team Three Captain Harold Reiter (missing), Team Four Captain Les H. Lutes (in second row, second from left), and Team Five Captain Frank Converse (just to left and behind Mr. Lutes); Tivoli Beer Team Three, with Captain Robert V. Kachford at left; and Jones Decorating Co. team, with Captain Herman R. Grenke in center.

UPPER LEFT—Charles Trueter, ABC official from San Antonio, Texas, assigned to run the ABC Tournament in Los Angeles, shakes hands with Ona Gregg (right), General Manager of the Arcade Bowling Alleys, upon the consummation of the contract for the entries of the transportation teams to bowl on Transportation Night, May 5. V. C. Prettyman, center, had charge of the entries of the PE teams.

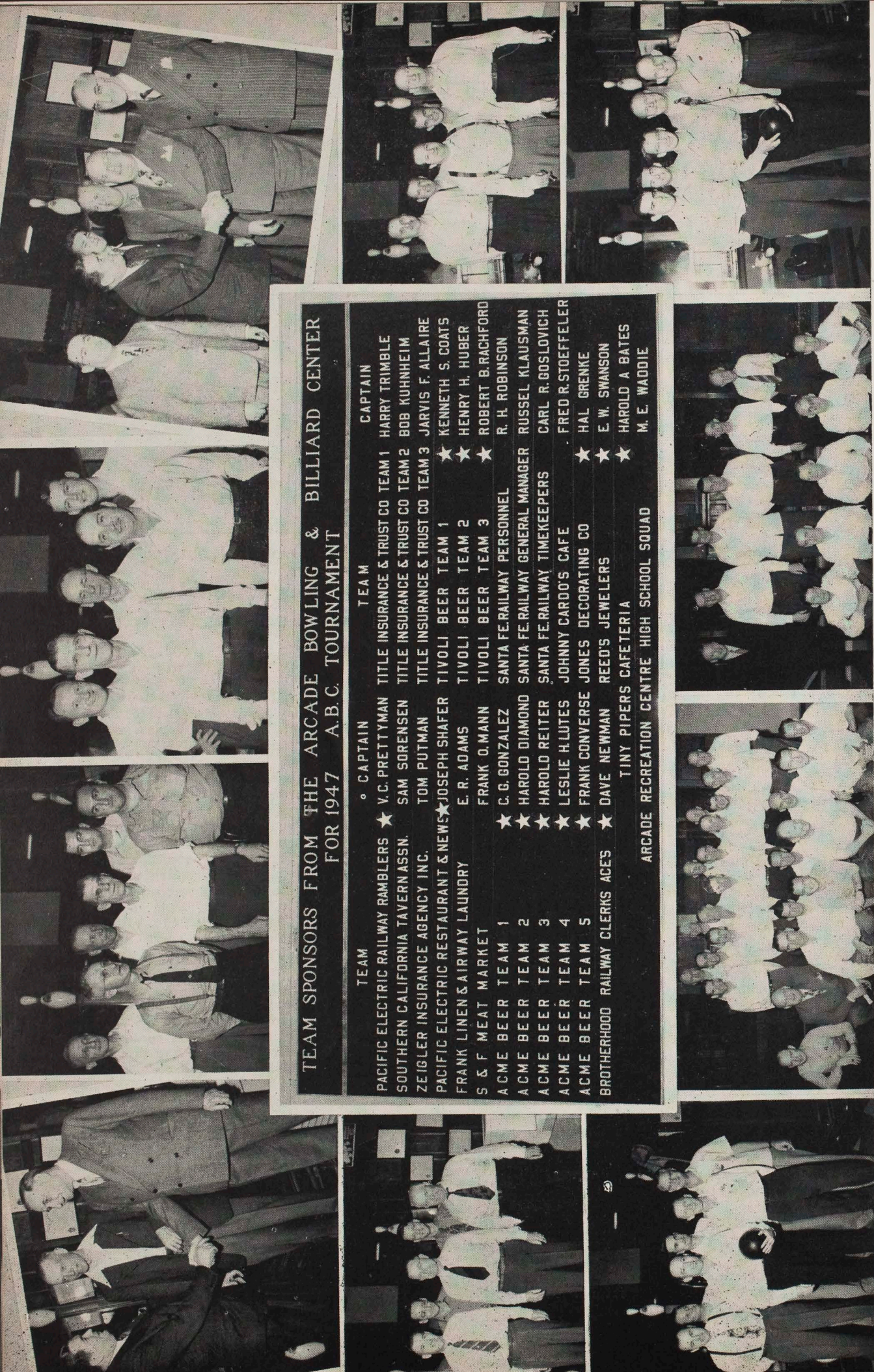
UPPER RIGHT—Mr. Trueter congratulates Mack Mohr (right), President of the Arcade Recreation Center, for the good showing of the Arcade in entering 22 teams in the ABC Tournament. Others in the picture are, left to right, Morris Waddie, Vice President of the Arcade; a Times reporter; Tiny Piper, who has all the food and drink concessions for the tournament; and Mack Garbarini, General Manager of the Acme Brewing Co.

BEST WISHES FROM PACIFIC ELECTRIC AND ITS EMPLOYEES for a successful American Bowling Congress Tournament! And may the PE Ramblers, Pacific Electric's official entry (top row, second picture from left) come out a winner! All of the teams shown above are PE Bowling League teams which have been, except in the case of the Ramblers, sponsored by outside concerns. In the center of the layout is a picture of the Arcade Recreation Board, on which starred teams are those shown in the surrounding pictures, with the exception of Dave Newman's Brotherhood of Railway Clerks Aces, whose picture could not be secured in time for publication. In the picture of the Ramblers, V. C. Prettyman, third from left, is the captain. The first man at the left is Charlie Hill, PE Bowling League President. To the right of the Ramblers is the PE Restaurant and News Service team, with Captain Joe Shafer at left. Starting with picture at right center and reading clockwise, the other PE teams include Reed's Jewelers, with Captain E. W. Swanson at right; Tiny Piper's Cafeteria, with Captain Harold A. Bates at right; Tivoli Beer Teams One (top row, with Captain Kenneth S. Coats at right) and Two (bottom row, with Captain Henry H. Huber next to last at right); the five Acme Beer teams, with Team One Captain C. G. Gonzalez (in center, rear

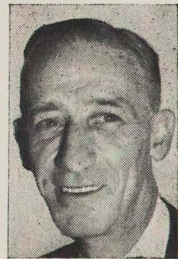
TEAM SPONSORS FROM THE ARCADE BOWLING & BILLIARD CENTER FOR 1947 A.B.C. TOURNAMENT

TEAM	CAPTAIN	TEAM	CAPTAIN
PACIFIC ELECTRIC RAILWAY RAMBLERS	★ V. C. PRETTYMAN	TITLE INSURANCE & TRUST CO TEAM 1	HARRY TRIMBLE
SOUTHERN CALIFORNIA TAVERN ASSN.	SAM SORENSEN	TITLE INSURANCE & TRUST CO TEAM 2	BOB KUHNHEIM
ZEIGLER INSURANCE AGENCY INC.	TOM PUTMAN	TITLE INSURANCE & TRUST CO TEAM 3	JARVIS F. ALLAIRE
PACIFIC ELECTRIC RESTAURANT & NEWS	★ JOSEPH SHAFER	TIVOLI BEER TEAM 1	★ KENNETH S. COATS
FRANK LINEN & AIRWAY LAUNDRY	E. R. ADAMS	TIVOLI BEER TEAM 2	★ HENRY H. HUBER
S & F MEAT MARKET	FRANK O. MANN	TIVOLI BEER TEAM 3	★ ROBERT B. RACHFORD
ACME BEER TEAM 1	★ C. G. GONZALEZ	SANTA FERAILWAY PERSONNEL	R. H. ROBINSON
ACME BEER TEAM 2	★ HAROLD DIAMOND	SANTA FERAILWAY GENERAL MANAGER	RUSSEL KLAUSMAN
ACME BEER TEAM 3	★ HAROLD REITER	SANTA FERAILWAY TIMEKEEPERS	CARL R. GOSLOVICH
ACME BEER TEAM 4	★ LESLIE H. LUTES	JOHNNY CARDO'S CAFE	FRED R. STOEFFELER
ACME BEER TEAM 5	★ FRANK CONVERSE	JONES DECORATING CO	★ HAL GRENKE
BROTHERHOOD RAILWAY CLERKS ACES	★ DAVE NEWMAN	REED'S JEWELERS	★ E. W. SWANSON
		TINY PIPERS CAFETERIA	★ HAROLD A. BATES
		ARCADE RECREATION CENTRE HIGH SCHOOL SQUAD	★ M. E. WADDIE

BEFORE THE A. B. C. TOURNAMENT



PACIFIC ELECTRIC BOWLING NEWS



By
Charlie Hill

One more week of play, at this time, will wind up the current season's schedule in the PE Bowling League; then on April 11 and 18 will come the sweepstakes and play-offs, followed by the distribution of season's prize award, which will probably be at a banquet—yet to be arranged.

Joe Shafer has the high individual series so far in the First Branch, which he gained on January 24 with 211-202-211 games, and John O'Malley, of the same team, has individual high game (246). In the Second Branch Ollie Steuernagel carries high individual series of 674, and Bill Hawkins has rolled the high game of 259.

Bob Rachford, after rolling a 245 stanza and a neat 551 series, was beaming like a sunbeam, and was telling us (in his own words): "Even a low bowler has a chance." Bob has improved very much and has been a big factor in his team's high standing.

Back to the ladies, the following damsels have 200 games to their credit: Vi Steuernagel (217), Marion Lutes (212), Ruth Harrison (206), and Myrt Shaw (205). It seems like old times to see Bessie Chobotsky back in the line-up.

PACIFIC ELECTRIC CLUB BULLETIN

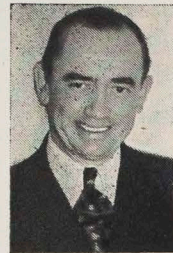
- TUESDAY, APRIL 8:**
American Legion Post 321 Semimonthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- WEDNESDAY, APRIL 9:**
PE Rod & Gun Club Monthly Meeting. Refreshments—7:30 p.m.
- THURSDAY, APRIL 10:**
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- FRIDAY, APRIL 11:**
PE Bowling League Sweepstakes and Play-offs. Arcade Recreation Center—8:15 p.m.
- TUESDAY, APRIL 15:**
Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.
- THURSDAY, APRIL 17:**
PE Women's Club Afternoon Card Party. Bridge and 500—1:00 p.m.
- FRIDAY, APRIL 18:**
PE Bowling League Sweepstakes and Play-offs. Arcade Recreation Center—8:15 p.m.
- TUESDAY, APRIL 22:**
American Legion Post No. 321 Semimonthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- THURSDAY, APRIL 24:**
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- THURSDAY, MAY 1:**
PE Women's Club Afternoon Card Party. Bridge and 500—1:00 p.m.
- TUESDAY, MAY 6:**
Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.
- WEDNESDAY, MAY 7:**
PE Rod & Gun Club Monthly Meeting. Refreshments—7:30 p.m.
- THURSDAY, MAY 8:**
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- TUESDAY, MAY 15:**
American Legion Post No. 321 Semimonthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- THURSDAY, MAY 15:**
PE Women's Club Afternoon Card Party. Bridge and 500—1:00 p.m.
- TUESDAY, MAY 20:**
Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.

USE PAY ROLL PLAN FOR BUYING BONDS

We are grieved over the passing of our good friend and comrade, George Orr, who was one of our oldest members. Our sympathy is extended to Mrs. Orr and family.

PACIFIC ELECTRIC ROD AND GUN CLUB

By
Arlie Skelton



Season, 1947: All fresh water fishing in Southern California opens April 5, except in Lakes Arrowhead, Crystal, Big Bear, and Gregory; and in Ventura, Santa Clara and Santa Ynez Rivers. These will remain closed until May 1. Puddingstone Reservoir will remain closed until June 30 to permit the newly planted fish time to spawn.

The object of our affection is, of course, the opening of Trout Season at Lake Arrowhead on May 1, where we have held forth successfully for more years in the past than I can remember. This year, we hope, will be as great as or greater than it was in years gone by. Our club works on the "one big happy family" basis. Where one goes, we all go together, play alike and think on equal terms. You may be a big shot on the job, but on this outing you are just one of the boys.

Originally, we reserved the entire old PE Camp for our party for this outing. When that property was sold to private parties, we were invited to hold forth at the nearby Blue Jay Camp on the same basis we had enjoyed at our own camp. The camp, normally closed at that time of year, would open for the one day for our benefit, and many happy outing par-

ties were held there until the Blue Jay Camp became a year-round resort, when moving their regular guests out for our one-day party just couldn't be done from a financial standpoint. While this is not a sportsman, the fact remains, WE HAVE TO MOVE AGAIN. Bob Belfrage and Richard Woodall, proprietors of Alpine Terrace Lodge, have invited us to stop with them at their lodge, and their invitation has been accepted.

Alpine Terrace offers meals and lodging and suitable recreation such as we have enjoyed in the past, and at nearly the same rate of pay. It may be reached by traveling the same old route as before. Turn off at Daley Canyon toward Blue Jay Camp until you reach the boulevard stop sign just above the old PE Camp; then turn left one and two-tenths miles to Alpine Terrace.

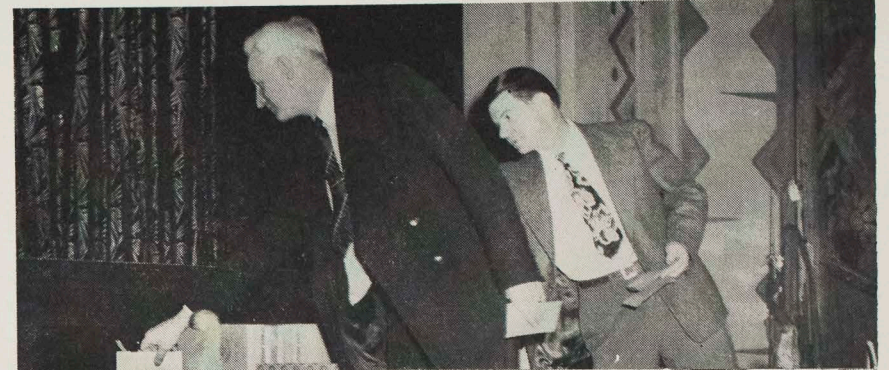
Reservations have been made for 50 members at the lodge. Also, 20 boats have been reserved at the lake. This is in addition to the several boat reservations made by individuals. C. G. Gonzalez, Signalman at 6th & Main, is the man to see about getting your name on the list, but you had better hurry.

Prexy Converse and several of the boys journeyed to the mouth of the Ventura River for some steelhead trout fishing recently. Stolesberg landed one but the others just fished. They mentioned one little hole about the size of a bathtub with half a dozen beauties just resting and fanning the water with their fins. Ten fellows were standing by and offering them everything in their tackle boxes, just for a tussle. Who said fish were suckers?

Several big game wardens, such as Lee C. Bartula, P. A. Enders, G. F. Michael, Warren Stewart, yours truly, and others have expressed a desire to have this club offer prizes on big game taken outside this state. So far the Prize Committee has not seemed favorably impressed. Remember, fellows, this is your club. In numbers there is strength. Some of our neighboring states may be reached more easily than some portions of our own state and we hear the game possibilities are just something out of this world.

Card of Thanks

Mrs. Mary O. Swartz, widow of Trolleyman S. W. Swartz, who passed away on February 6, wishes to express her deep appreciation to one and all for their gifts of flowers and cards, and for their expressions of sympathy.



ANNUAL PRESIDENT'S SHOW and 30th anniversary of the PE Rod and Gun Club was held in the PE Auditorium on Saturday evening, January 11, with entertainment on the stage and prize awards for hunters and fishermen. At top, B. F. Manley (left) and J. B. Rogers, of the Prize Committee, sort prizes for distribution. The young lady playing the accordion is Martha Hiltbrandt of CTB, who also entertains audiences at "The Drunkard." Below, a magician, with the assistance of two suspicious sons of Club members, entertains the crowd. Motion pictures of hunting and fishing scenes were also shown. Retiring President Arlie Skelton was the guest of honor. First prizes were won by Dave Foyle, Paint Foreman, B & B; O. A. Smith, PE President; W. G. Knoche, Freight Traffic Manager; Roger LeMelle, Signalman; W. C. Kennedy, West Conductor; R. E. Sanders, North Motorman; I. M. Cammack, North Conductor; Arlie Skelton, Towerman; Scott Braley, Track Foreman; L. T. Leary, Truck Driver, Engineering; J. B. Rogers, Substation Maintainer; R. R. Corey, Relief Agent; Hal Smith, Bridge Inspector; George Lallich, Torrance Painter; J. S. Harris, Truck Driver, Electrical Engineering, Long Beach; R. W. Simpson, Auto Machinist, Torrance; Frank Converse, Tax Agent; and many other prizes were also distributed.

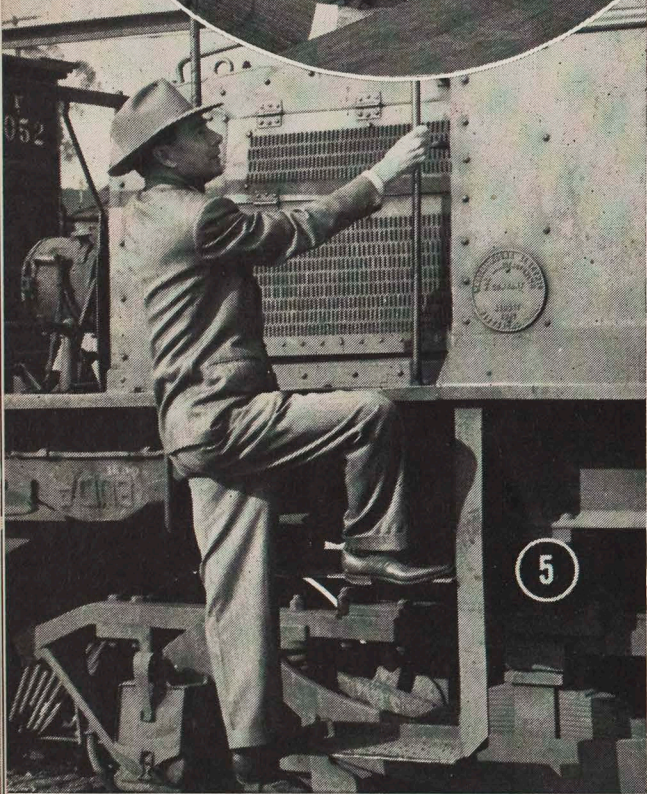
WEEKLY HIGHLIGHTS OF THE PACIFIC ELECTRIC BOWLING LEAGUE

Date	Team High Series	Team High Game	x Individual High Series	x Individual High Game
FIRST BRANCH				
Jan. 3	Electrical Department (2734)	Rod and Gun Club (948)	F. McBride (561)	J. B. Haines (216)
Jan. 10	B.R.C. Railettes (2803)	B.R.C. Ralliers (959)	J. B. Rogers (592)	J. B. Rogers (221)
Jan. 17	Rod and Gun Club (2798)	B.R.C. Railettes (975)	Lee Wedl (591)	Lee Wedl (243)
Jan. 24	Special Agents (2831)	Special Agents (1015)	Joe Shafer** (624)	J. B. Rogers (234)
Jan. 31	Atomics (2866)	Atomics (993)	Chas. Oliver (609)	Tom Putman (232)
Feb. 7	P. E. Club (2823)	Rod and Gun Club (1013)	Ted Wolfe (592)	L. Loyd (233)
Feb. 14	Schedule Bureau (2790)	Schedule Bureau (1010)	Tom Putman (642)	J. C. Rankin (244)
Feb. 21	Schedule Bureau (2802)	P. E. Club (948)	Chas. Oliver (599)	Ted Wolfe (226)
Feb. 28	B.R.C. Ralliers (2786)	B.R.C. Ralliers (998)	B. F. Manley (572)	Bob Rachford (245)
SECOND BRANCH				
Jan. 3	L. A. Terminal (2729)	L. A. Terminal (990)	O. Steuernagel (588)	V. Prettyman (234)
Jan. 10	Green Inks (2786)	Green Inks (986)	M. E. Tague (610)	M. E. Tague (226)
Jan. 17	Motor Transit (2842)	Motor Transit (969)	Clyde Henry (591)	N. T. Lambert (226)
Jan. 24	L. A. Terminal (2825)	L. A. Terminal (1007)	*V. Prettyman (603)	J. T. Gould (244)
Jan. 31	Station Hounds (2778)	Station Hounds (972)	*O. Steuernagel (603)	J. Hubener (223)
Feb. 7	L. A. Terminal (2854)	B. R. T. (980)	V. Prettyman (599)	E. W. Pont (241)
Feb. 14	Long Beach (2779)	Motor Transit (985)	C. H. Kazee (617)	*L. E. Irby (235)
Feb. 21	B.R.C. Aces (2845)	B.R.C. Aces (1009)	A. Brahm (589)	*W. L. Cowell (235)
Feb. 28	Motor Transit (2786)	Motor Transit (986)	Mike George (602)	Mike George (221)
			O. Steuernagel (604)	Dave Newman (235)

x—Does not include individual handicap.

*—Tied

**—Season's high score.



New Appointments in Transportation Department

HEADED BY THE APPOINTMENTS of *James G. Blake* and *D. W. Yeager* as Assistant Superintendents, a number of promotions were effective in the Transportation Department as of February 1.

Three new Trainmasters were appointed: *B. G. Jones*, Trainmaster, Passenger Service, North and South Districts, became Trainmaster, Freight Operations, Northern District. *H. F. Tieman*, Assistant Trainmaster, Passenger Service, North and South Districts, became Trainmaster, succeeding Mr. Jones. *Russell Moebius*, Assistant Trainmaster, Passenger Service, Western District, became Trainmaster succeeding retired Trainmaster *James E. Douglass*.

New Assistant Trainmasters include *F. W. Nichols*, System Freight and Box Motor Operations; *T. L. Halverson*,

Passenger Service, Western District; and *T. V. Hoyle*, Passenger Service, North and South Districts. Mr. Nichols moves up from the position of Supervisor of System Freight and Box Motor Operations; Mr. Halverson from the position of Supervisor on the West; and Mr. Hoyle from the position of Supervisor, North and South Passenger Service.

A. H. Nasher, Assistant Supervisor, System Freight Service, moved up to the position of Station and Merchandise Service Inspector.

Two new Assistant Supervisors have also been appointed: *L. C. Maloney*, who transferred from a similar title in Freight service to Rail Passenger Service, North and South Districts; and *W. W. Wherry*, who transferred from Train Dispatcher to Assistant Supervisor, Passenger Service, Western District

ON THE JOB—(1) Assistant Superintendent *D. W. Yeager* in his new office at 223 PE Building. (2) Assistant Superintendent *James G. Blake* (right) talks freight at Eighth St. Yard with Trainmaster *A. L. Robertson* (center) and Assistant Trainmaster *Don F. Houston*. (3) West Trainmaster *Russell Moebius* (seated) and Assistant Trainmaster *T. L. Halverson* appear happy in their new positions. (4) North and South Trainmaster *H. F. Tieman* (seated) talks over a schedule with Assistant Supervisor *L. C. Maloney*. (5) North Freight Trainmaster *B. G. Jones* climbs aboard a motor at

State Street—healthy exercise, says he. (6) Assistant Trainmaster *F. W. Nichols* (System Freight and Box Motor Operations) and Station and Merchandise Inspector *A. H. Nasher* warmly discuss a box motor schedule. (7) Assistant Trainmaster *T. V. Hoyle*, shown in circle and also facing camera in foreground (white sweater vest), had plenty to do after the Santa Anita races getting trains loaded at Santa Anita. (8) Assistant Supervisor *W. W. Wherry*, in Mr. Moebius' office, discusses an assignment with Conductor *R. C. Williams*, Western District.



Meet Your New Assistant Superintendents

(See pictures in center spread, pages 16-17)

Both *James G. Blake* and *D. W. Yeager*, the new Assistant Superintendents now working under the direction of Assistant General Superintendent *C. H. Belt*, are men who have forged their way up in PE's Transportation Department the hard way. They both started as Passenger Trainmen, and have been through the mill, gathering needed and valuable experience through the years. They've proved their ability. Here's the record of their accomplishments:

JAMES G. BLAKE

JAMES G. BLAKE is an old-timer. He started work for PE back in 1910, as a Passenger Motorman on the Southern District. A few months later, he switched to freight service as a Freight Brakeman, and in 1915 became a Freight Conductor. 1918 saw him break in as Terminal Foreman at Sixth and Main, in both freight and passenger service. Less than a year later he was an Assistant Freight Trainmaster. In January, 1927, he was made Freight Trainmaster, and held this position till March, 1941, when his ability earned him the title of Terminal Freight Trainmaster, with jurisdiction over the entire system.

Then came the war, and his knowledge of transportation was urgently needed by the Army. Taking military leave on December 10, 1942, he received a captain's commission in the Transportation Corps and went to India, where he became U. S. Transportation Officer of the Port of Calcutta, in the CBI area. In this capacity he directed the movement of American troops over one of the most extended supply lines in the world with such distinction that he won the Bronze Medal and the Legion of Merit—and promotions, first to the rank of major and then to that of lieutenant colonel.

His tour of military duty over, he returned to his old job of Terminal Trainmaster for Pacific Electric on April 23, 1946, and held it until his present promotion. All his experience, up to now, has been on the Southern District.

He likes to fish and hunt, and is an early member of the Rod and Gun Club.

D. W. YEAGER

D. W. YEAGER is promoted from the position of Freight Trainmaster, which he held from January, 1942, to February 1, 1947, handling system freight under the direction of C. W. Coutts until James G. Blake returned from the war to resume his former position of Terminal Trainmaster.

Beginning as a Passenger Conductor in 1927, Mr. Yeager worked on the Southern District in that capacity until June, 1935, when he entered freight service as a Brakeman and later as a Conductor.

Freight Conductor until January, 1941, he was then made Yardmaster for a few months, and in August of that year became Assistant Trainmaster on the Southern Freight District. In January, 1942, he received the appointment as Freight Trainmaster, all districts, and held this position until his present new appointment.

Before coming to PE, he used to play semi-professional baseball in Portland for the Associated Oil Company. He also played for PE as centerfielder from 1927 to 1932. This year he's bowling for the PE Club team.

You've often heard him called "Jug." Asked how that nickname came into existence, he accused a Freight Clerk, "Speed" Frazier, of getting it started. The jokes Mr. Yeager used to play reminded Frazier of "Jughead" in the comics, according to the victim.

Jokester he may have been—perhaps he still is—but when it comes to getting a job done fast and accurately, all the Trainmen find that D. W. Yeager is right on the ball, and expects his men to play ball too.

TRANSPORTATION DEPARTMENT

By
**Suzanne J.
Smith**



Merle N. L. Donaghu, who works the Car Desk at Butte Street, revised an anonymous poem, entitled "Night Yard Goat," that is really sharp. Sorry we haven't the space to print it . . . **Andy Moreno** just couldn't stay away from State Street and is back there from Sentous, without his steam heat. . . . Assistant Trainmaster **Willis A. Buck** is on an extended leave of absence and **H. A. Holmes**, previously a Southern District Freight Conductor, is taking his place. . . . Trolleyman **George Preece** is headed for his second eye operation in April and until then will hold trolley at Butte. . . . **R. H. Tufts** better not try to dodge a subpoena, as it just wouldn't work since he has taken to wearing a tie-clasp with his name as big as all get-out on it—that's a joke, Ray! . . . **John W. Sampson, Jr.**, is breaking in as a Conductor on the North, and says that's what gives him that hale and hearty look. . . . Spring was ushered in on March 21 in style, with **A. H. Nasher** decked out in blue, **L. M. Duke** in grey, and the boss, Assistant Superintendent **J. G. Blake**, wearing a new chapeau. . . . **Bob Tyler**, brother of **John Tyler**, says he wears a red hunting cap the "better to see him with" while hopping in and out between boxcars. . . . The arrival of **Mr. and Mrs. L. M. Duke's** baby girl,

Appreciation

March 10, 1947

We gratefully appreciate the many kind expressions of sympathy we received from employees following the death of **MRS. ROY E. MEAD** as the result of an auto accident last Monday.

ROY E. MEAD,
MRS. R. T. WALTERS,
VERNER BYERS.

(Editor's note: Mr. Mead, Mrs. Walters, and Mr. Byers are the husband, sister, and brother, respectively, of Mrs. Mead.)

Dorothy Louise, on January 29, was an eventful day for all of us, too, with cigars and candy being passed out a-plenty. The Dukes have a son, also. . . . **Norman W. Vance**, Jumbo Clerk, will be confined till sometime in April in the Good Samaritan Hospital, Room 316-A, due to a spinal operation. Why don't you mail him a card, or better still, pay him a visit, as he has a long sick siege in front of him, and will more than likely get quite lonesome? . . . Cupid surely was busy around Valentine's Day with **R. W. Jackson's** stenographer, **Marion Rowles**, becoming **Mrs. A. E. Hardy**, and **Joy Dixon**, in **H. L. Young's** office, becoming **Mrs. Hugh Graham**. . . . Joy was feted by a wedding shower in the PE Tea Room on February 12, Lincoln's Birthday. . . . Am extending a warm welcome to **Joe Beckett**, new scribe recently returned from the service, and sincerely hope he will bear with me if I trespass a little on his news. . . . Vacations are now in order, with most of us planning ours, but **Sam Weisberg** jumped the gun and is already back from Cleveland—wanted to avoid the rush, says he. . . . **Nina Mae Coffman**, formerly employed by the PE, and her husband, "Butch," announce the birth of their first baby girl on February 18. . . . **Ruth M. Harrison**, General Secretary-Treasurer for the BRC System Board, is sporting a beautiful star sapphire (her birthstone) ring, on the third finger of her left hand, announcing her engagement to **Walter Lohman**, and their impending marriage in August. . . . Over Washington's Birthday holiday yours truly motored to Lindsay, near Porterville, California, to visit relatives and see the wild flowers. **Jim Lewis** had the same idea, with Lone Pine in mind, but after an attack of ptomaine on the way his trip ended in the doctor's office—tough luck, Jim! . . . Heard in our Yard Office: From Trainmaster **A. L. Robertson**, "Yes, we do have some bananas."—Asst. Trainmaster **Don Houston**, "Wait until I look in my crystal ball for the next move"—and someone putting a sign, "No Vacancy—Mice Take Heed" after removing a mouse nest out of a bottom drawer of an unused desk.—Our sympathies are extended to the bereaved families of the late **S. W. Swartz** and **G. W. Orr**. Mr. Swartz, a Trolleyman on the Southern District, passed away the night of February 6, and funeral services were held on February 10 at 9:30 a. m. at the Wee Kirk o' the Heather in Glendale. . . .

USE PAY ROLL PLAN
FOR BUYING BONDS

To know a rule is only half of it; the application of the rule is what counts.

PE Bus Fleet Ranks Third in Safety Race; Time Yet to Win!

Pacific Electric Motor Coach Lines ranked third as of last December (latest available figures) in the Fleet Safety Contest sponsored by the Greater Los Angeles Safety Council. Ten fleets in the area are entered. The basis of the contest is the number of accidents per 100,000 miles—accidents involving an actual interference between a motor coach and another vehicle.

PE's record for December was 7.89 accidents per 100,000 miles operated, or 12,670 miles of operation for each accident that occurred. The fleet holding first place has the enviable record of no accidents in 86,000 miles operated, but names of other fleets are not disclosed in this contest.

In total miles operated, Pacific Electric leads the entire group by far, with 1,330,000 miles. The nearest any other fleet comes is 1,160,894 miles, and this fleet is in ninth place with 19.82 accidents per 100,000 miles. There was no report from one fleet for December.

Is PE's record of holding third place an enviable one? In one sense, yes. But when we are dealing with relative statistics involving life and death, can any except an accident-free record be truly enviable? Putting the matter concretely, can the conscience of any Operator with even one accident against his record compare with the conscience of an Operator with no accident against him? Yet to hold first place in this con-

test should be the aim of every Motor Coach Operator on the road, first, as a matter of personal pride, and second, as a matter of cumulative achievement.

ATTENTIVE DRIVING WILL WIN THE FLEET SAFETY CONTEST!

USE PAY ROLL PLAN
FOR BUYING BONDS

39 PE Children Helped At Children's Hospital Which MECCA Aids

Last year, among the patients at Children's Hospital, one of 152 Community Chest agencies supported by your contribution, 39 were children of Pacific Electric Railway Company employes.

The Hospital provides the best in medical, surgical, and orthopedic care for every kind of childhood illness, except communicable diseases, and children under 14 years of age anywhere in the Community Chest area are eligible, regardless of color or creed.

And, thanks to Chest funds, last year 15 per cent of the children were cared for free, and the rest paid on a sliding scale adjusted to their parents' income.

In addition to actual hospitalization, the Hospital operates daily clinics for 32 different kinds of illnesses, ranging through skin diseases, nerve disorders, epilepsy, diabetes, endocrine cases, and heart ailments.

WEDDING SHOWER for Joy Dixon, now Mrs. Hugh Graham, was held in the Tea Room of the PE Club February 12. Joy, Accident Clerk in the office of Instruction and Safety, and Mr. Graham were married at the Riverside Wedding Chapel February 15, and spent the weekend honeymoon in Riverside, enjoying the attractions of the Mission Inn. They've postponed their real honeymoon till summer vacation time. In the picture, starting at extreme right and reading counterclockwise, are Pearl Burruss, Lillian Ryan, Helen Semnacher, Ruth McCabe, Millie Johnston, Ruth Barney, Irene Nordquist, Jeanette Everson, Joy Dixon, Georgia Nakos, Lillian Teter, Katherine Salmon, Alma Fullen, Eleanor Lifur, Vi Martin, Evelyn Baker, "Bubbles" Jackson, and Nancy Norriss. Mrs. Graham has resumed her work for Pacific Electric.—Long life and happiness to the bride and groom!



The Public Appreciates

Pat Murphy, Conductor, Northern District, for his kindness and efficiency. "One of your best Conductors," wrote a passenger.

Thomas J. Koskey, Motor Coach Operator, Western District, for his excellent driving, "genial friendliness, his good humor, patience, and helpfulness to all," according to a letter from a passenger.

Jesse O. Lucas, Motor Coach Operator, Western District, as well as the entire motor coach division, for "very kind and thoughtful service in transporting the children to and from Sunday school." Letter from the Thirty-sixth Church of Christ, Scientist, Studio City.

Russell S. Colt, Motor Coach Operator, Los Angeles-Sunland Line, for the kind and courteous manner in which he helped an elderly lady on and off the bus. He was observed by another passenger who personally visited the Passenger Traffic office to commend Mr. Colt.

W. T. Duggins, Motor Coach Operator, Western District, for doing all in his power to help a passenger make train connections for San Francisco on the evening of February 2. In the letter of commendation, the writer stated that Mr. Duggins "stands head and shoulders above anyone else in service, courtesy, and cooperation."

L. W. Couch, Motor Transit Operator, for the pleasant manner in which he operated his bus between Whittier and Long Beach despite loss of time due to motor trouble. A passenger telephoned that he admired Mr. Couch's ability to be friendly and maintain the patrons' good will in spite of the trouble.

W. G. Burnham, Conductor, Western District, for his courtesy and efficiency. The most recent of many such letters in his personal record file.

R. A. Ritter, Conductor, Western District, for his courtesy and efficiency on the San Fernando Line.

Ray L. Conger, Trainman, Western District, for his courtesy, efficiency, and immaculate personal appearance.

R. D. Bailey, Conductor, Southern District, for his personal attention to each passenger's need.

F. H. Miller, Motorman, and C. H. Underwood, Conductor—both of the Southern District—for the capable manner in which they performed their work on Box Motors 1439 and 1498 on February 19, according to a letter from the District Superintendent, Railway Mail Service.

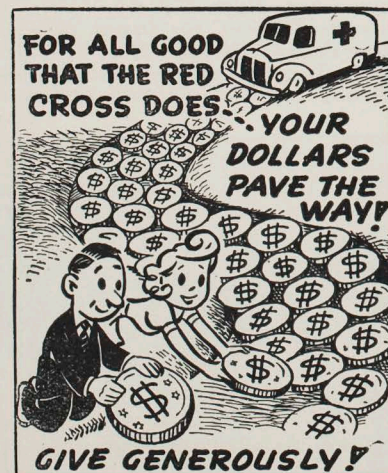
C. W. Knight, Conductor, Northern District, for his courtesy in returning a slipper to a lady who had left it on another operator's bus; and for his careful directions to passengers.

PE Motor Coach Lines for the efforts made by the company under adverse conditions to keep service at a high level of efficiency—painting, re-upholstering, etc.

L. M. Hacker, Operator, Northern District, as "the most courteous operator" with whom one woman passenger had ever ridden.

A. G. Evans, Service Director, Motor Transit District, for his courteous efforts to assist a lady to recover a handbag which she left on a bus on February 8. Two other unnamed employees were also helpful, according to a letter from the lady who lost the handbag.

W. O. Ballinger, Motor Transit Operator, for his efforts in locating and returning a handbag left by a lady on a bus on the evening of February 8. Mr. Ballinger, according to a letter from the lady, received the bag from another passenger, telephoned the owner via long distance, and arranged for delivery of the bag.



W. A. Merriweather, Motor Transit Operator, for his pleasant manner on his trip leaving Los Angeles for Sunland at 5:15 p.m. February 7. An observing patron wrote that Mr. Merriweather was cheerful, courteous, and lively from the beginning of the trip to the end, that he called the stops clearly, and that he assisted in moving a stalled automobile which was blocking traffic on the freeway near Figueroa St.

J. R. Hefferin, Conductor, Southern District, for his courtesy and efficiency in handling a heavy crowd January 29; and again for his "happy-go-lucky" spirit, which "builds more good will for your company than a full-page ad."

W. R. Keown, Traffic Officer, for risking his life by stepping in front of a car driven by two sailors who would have otherwise crashed into a train at Florence and Long Beach February 5.

H. R. Rush, Motor Coach Operator, Hollywoodland Line, for his sincere and unfailing courtesy and friendliness toward all his passengers. Letter from a rider who has ridden with him "countless" times.

R. A. Moore, Motor Coach Operator, Western District, for his courtesy and efficiency.

J. M. Turchin, Motor Coach Operator, Western District, as the "best and most careful driver" with whom one woman passenger had ever ridden.

C. H. Miller, Motor Coach Operator, Long Beach-Pasadena Line, for his courtesy and attentiveness to passengers, and his excellent coach operation.

Samuel Mosley, Conductor, Northern District, for his courtesy in returning a passenger's key which had been lost on his car.

Robert D. Mullen, Conductor, Western District, for his unfailing courtesy, great helpfulness, and ability in handling traffic.

E. T. Peterson, Conductor, Western District, for his honesty and kindness in returning a billfold containing \$58 to a lady who had lost it on his car. "He acted as if he was happy to help me," wrote the lady.

MACY STREET TERMINAL



By
Ted
Harrison

Well, winter must be over, for it seems there are lots of Macy men who are disappearing for about two weeks at a time, which fact can mean but one thing, and of course that is vacation. Just wait till the fish stories start coming in.

By the time this issue of the Magazine gets to you another big event will be history. Santa Anita will be over. Say, do you know that spot out there at Arcadia where they store the cars is the greatest place to see reunions? Yes, sir, Trainmen who meet there are from the North and the South and the West. Even Bus Drivers get around to help get the crowds home. Some days one wonders if it isn't Pasadena Terminal moved out to the country.

We were sorry to hear the other day that Conductor Louis Velzy had the misfortune to break his arm and will be out of circulation for some little time. Hope you'll be back with us again soon, Lou!

A complaint was heard the other day that Sierra Vista was never in the news in the Macy Column. Well, it's just too bad, but everything



LOOK PRETTY, BOYS!—Motor-men Julius Grunwald, left, and L. M. Young pose for the camera out at Santa Anita stop, where they were the "official loaders" during the racing season.

seems to run along so smoothly. Of course with this busy corner presided over so ably by Motormen S. C. Jacobia and A. F. Wilson, what else could be expected? Well "Jake" asked for it, and so he'd better have a few items of news next month.

USE PAY ROLL PLAN
FOR BUYING BONDS

WEST HOLLYWOOD TERMINAL

By Fred T. Sweatt

At last! News from West Hollywood!

On the vacation list in February were the following Trainmen: R. R. Scott, A. C. Givan, M. M. Greene, P. D. Reed, W. Savage, M. Smith, and M. Neuss.

I understand Conductor Neuss spent his vacation at a winter resort out near Arcadia. Best of luck, Neuss!

Conductor H. M. ("Pop") Ayres and O. E. Senay retired February 1. Drop around and see the gang at West Hollywood if you find time between domino games. I am told you are pretty good players.

Conductors F. F. Farquer and M. E. Cronin have been on the sick list for several months. Hurry up and get well; we miss you.

Conductor E. A. Banta held the lucky number at the drawing February 20 at the new Beverly Hills Ford Motor Co., the lucky number winning a new Ford. Congratulations, Earl!

Conductor R. J. Steward is in St. Vincent's Hospital, Room 245. Drop around and see Bob; it might help him a lot.

Brakeman H. P. Davis is out with the latest style in headwear—a new derby hat. It's very fetching with his model "T" Ford.

J. A. Colley, R. G. Cody, E. C. Perkins and E. W. Daniger transferred to North Freight. J. W. Harp and B. V. Peacock went to South Freight.

USE PAY ROLL PLAN
FOR BUYING BONDS

Daughter Born Feb. 19 To the G. E. McBrides

Conductor and Mrs. Garner Elmo McBride are currently rejoicing in a new daughter, Elma Leta, who arrived on February 19 via stork mail in a package weighing seven pounds, two ounces. Mr. McBride is working on the Western District.—Congratulations to Mom and Pop.

USE PAY ROLL PLAN
FOR BUYING BONDS

Camera Club Started

Formation of a PE Camera Club is under way. Watch your bulletin boards for announcement of the first meeting.



NEW FORD FREE—STAR-DUST, TOO!—Earl Banta, West District Trainman, is being properly congratulated by lovely Angela Greene, Warner Bros.' star, on his holding the winning ticket for the new 1947 Ford given away free by the Beverly Hills Ford Company to celebrate the grand opening of their large new quarters at 8850 Wilshire Boulevard on Thursday, February 20. A report from other PE employes—not so lucky—who attended said that Earl, who was in uniform, was a model of how the well-dressed Trainman should look and act; he also made a little extemporaneous speech which was well received by the big crowd which had gathered. Inset is a picture of Mr. Banta in a slightly less ethereal moment at the wheel of his new car.

USE PAY ROLL PLAN
FOR BUYING BONDS

Sudden Illness Takes Tommy Gibson Away

The many friends and fellow employes of James Thomas ("Tommy") Gibson, Typist-Clerk, Los Angeles Freight Station, received with surprise and shock the news of his death on February 1, after an illness of only a few days.

A native of Great Britain, Tommy came to Pacific Electric on October 15, 1923, and had served faithfully and well in many capacities since that time. He was known as a conscientious worker and faithful friend, and his ready smile and brisk movements will be greatly missed at the Freight Station. We all join in extending our deepest sympathy to the bereaved family.

Funeral services, attended by a large number of Pacific Electric employes, were held February 4 at Rice Mortuary in Maywood, interment following in Rose Hills Cemetery, Whittier.

George W. Orr Passes February 24; Was Retired Terminal Freight Agent

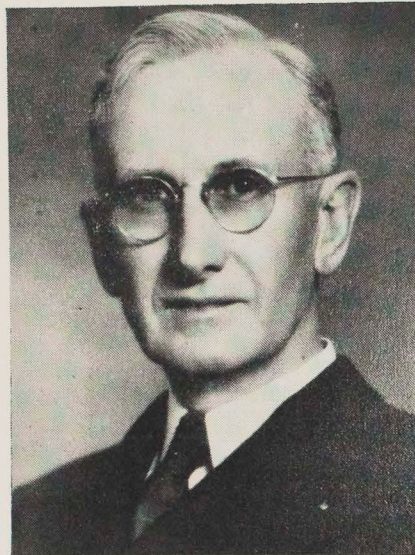
By Joe S. Beckett

Employees of Pacific Electric, as well as a host of friends throughout Southern California, were deeply shocked and saddened by the loss of George W. Orr, retired Terminal Freight Agent, who passed away suddenly at his home in San Gabriel early on the morning of February 24 as the result of a heart attack.

In addition to his wife he is survived by one son, Master Sergeant Robert Orr, Army Air Forces, at present stationed on Guam; and one brother, Dwight Orr, of Wisconsin, who was visiting in California at the home of Mr. Orr at the time of the latter's death.

Funeral services, attended by a large number of former fellow employees and friends, were held in Grace Chapel, Inglewood Park Cemetery, on March 1, interment following in that cemetery.

No mere words can truly express the sorrow of those who knew Mr. Orr at his passing, nor can they adequately express the sympathy we extend to the bereaved family. The patience, tolerance, and understand-



GEORGE W. ORR

ing of this truly Christian man who for so long was a part of our daily lives will be treasured in the hearts of all who knew him for a long time to come.

Vital Statistics

DEATHS

December 21, 1946, to February 20, 1947

NAME	OCCUPATION	Died	Group Insurance	Mortuary
Beverly F. Beeks	Trainman	12-29-46	Yes	Yes
Orel T. Flood	Retired Foreman	1- 3-47	Yes	Yes
Edward C. Thomas	Retired Pass. Agent	1- 7-47	Yes	Yes
Robert C. Wells	Trainman	1- 7-47	Yes	Yes
David W. Anderson	Retired Car Inspector	1- 7-47	Yes	Yes
Burgess Bradford	Substation Operator	1- 7-47	No	No
Axel E. Tang	Car Repairman	1-11-47	No	No
Harry J. Charlton	Trainman	1-14-47	Yes	Yes
Walter E. Deal	Service Director	1-17-47	Yes	No
*Edward L. Gulden	Trainman	1-17-47	Yes	Yes
*Myron A. Sterye	Yard Clerk	1-14-47	No	Yes
Andrew E. Dorrell	Retired Agent	1-26-47	Yes	Yes
Benjamin F. Jurdan	Retired Electrician	1-28-47	Yes	Yes
James T. Gibson	Clerk	2- 1-47	Yes	No
John C. Willeford	Retired Foreman	2- 1-47	Yes	Yes
Lloyd J. Ozbirn	Substation Operator	2- 4-47	Yes	No
Albert P. Cullymore	Substation Operator	2- 5-47	No	No
Charles G. Hadley	Retired Janitor	2- 6-47	No	No
James A. Madigan	Electrician	2- 7-47	No	Yes
Stanton W. Swartz	Trainman	2- 7-47	Yes	Yes

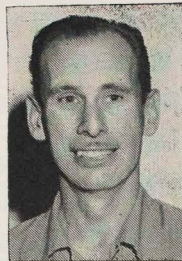
EMPLOYES' WIVES' DEATH BENEFIT FUND

NONE

*Reported subsequent to last publication.

EAST SEVENTH STREET EXCERPTS

By J. S. Beckett



A cute little LCL package, in the form of a 7 lb. 4 oz. daughter, christened Dorothy Louise, arrived in the home of L. M. Duke, Terminal Freight Agent, on January 29. Mother and daughter are doing fine, but the buttons on Mr. Duke's vest are suffering.

In addition to celebrating her birthday on February 20, Reba Weathers, second trick Bill Clerk, fretted out—with the moral support of the entire second trick—the birth of a youngster to her daughter, Mrs. June Ballinger. The little one, 7-lb. Christine Patricia Ballinger, arrived in time to make it on Grandma's birthday, and at last reports mother, daughter, and "Granny" Weathers were all doing nicely.

In the spring a young man's fancy turns—and so does a woman's. At any rate, Cupid has been busy at the Freight Station. A PE romance blossomed on March 3, with the marriage of Juanita Johnson, Abstract and Balance Clerk, to Dorance Lovin, Conductor, South District, at the Little Church of the West in Las Vegas, Nevada. The happy couple are making their home in Los Angeles.

Charmaine Nittinger, Steno-Clerk (better known as "Chuck"), became the wife of Everett Gauthier at the Pasadena Rose Chapel on March 16. They are residing in Belmont Shores at present. Our heartiest congratulations to both these young couples, and may their happiness always be as great as it is now.

Belatedly, but with no less sincerity, we offer our congratulations to Mary Hendrix (Secretary to Mr. Duke) and to J. N. Breese (Supervising Crew Dispatcher, Butte Street), who were married on December 1, 1946, at the Little Church of the West in Las Vegas, Nevada. Maid of honor and best man were Maxine Reed and Murrell Leister, the latter a Yard Clerk at Graham.

Bids, bumps, etc., are rather hard to keep up with. However, one or two do catch your eye. For instance, the phenomena of seeing James Boswell, now Assistant Accountant, in daytime, after such a long stretch

on the graveyard as Night Chief Revising Clerk. And Dan Sanchez, after twenty-odd years of remaining in the "cellar" (Warehouse), finally hopped aboard the elevator and came topside, where he is now holding forth as General Clerk.

Joe S. Beckett, Rate and Bill Clerk, swing shift, L. A. Freight Station, since November 1, 1946, takes over with this issue as correspondent for the Freight House. He's no newcomer to the Magazine, having written the Freight Stations and Yards column from 1939 till he entered the Army in February, 1941. As an Army man, he worked up from a job as clerk in the Adjutant's office, 40th Division, to Executive Officer, Radio Branch, office of Public Relations, winding up as a captain. Starting with PE in October, 1937, on the Mail Desk, he was successively OS&D Clerk, Freight Claim Clerk, and Terminal Trainmaster's Clerk before he entered military service.

USE PAY ROLL PLAN FOR BUYING BONDS

Group Insurance Changes Explained

Revised group life insurance certificates for employes having changes in the amounts of their insurance were forwarded to policyholders on or about March 1.

Changes in the amount of insurance are determined by the annual pay class. An increase in your pay during any certain year, for example, means an increase in the amount of group insurance you carry, the increase in insurance being effective on the first of January of the next year.

The increase in the amount of insurance is, of course, accompanied by an increase in the premium. The amount of the premium for any given amount of insurance is determined by your age group, and increases as you pass from one age group to another. The four age groups under our group insurance plan are: those under 40; those 40 to 49; those 50 to 59; and those 60 or over.

Increases due to age group changes were deducted from earnings for the second half of December, 1946, and increases due to increased amounts of insurance were deducted from earnings for the first half of January, 1947.

USE PAY ROLL PLAN FOR BUYING BONDS

Remember that a Train Dispatcher can only give a train order; it is the crew that must execute it.

As you look, think and act, thus you are judged by your fellow man.

YOUR Hospital Association Facts and Figures

By George Perry Business Manager

To keep you informed of the financial progress of your Hospital Association, the Board of Managers has directed that there be included in each issue of the Magazine a condensed operating statement, together with suitable explanation or comment on large or unusual items.

January 1947 results follow:

Receipts	
Employes' Contributions	\$18,960.58
PE Ry. Co.—Industrial & Claim	5,090.28
LAMC Lines—Industrial & Claim	1,813.02
Harbor Belt Line R.R.—Industrial	103.00
SP Co. Hospital Dept.—Services	
Rendered	1,625.67
Miscellaneous	1,044.72
TOTAL	\$28,637.27
Expenditures	
Professional Service (Salaries & Fees)	\$16,342.98
Medical Supplies (Medicines, X-ray Films, Bandages, etc.)	3,561.01
Hospitalization	8,419.76
Miscellaneous (Rental, Telephone, Insurance, P/R Taxes, Ambulances, Repairs, etc.)	2,838.43
TOTAL	\$31,162.18
NET LOSS	\$ 2,524.91

The largest increases (over month of December 1946) are reflected in Hospitalization, \$2,119.53; Special Nurses, \$613.77; and Specialists' fees, \$1,641.38. Major portion of the increase is attributable to serious sickness cases.



BRT AUXILIARY OFFICERS—Delayed in transit, this picture of the new officers of the Venitian Lodge, BRT Auxiliary, did not arrive in time for inclusion in the January-February issue. In the front row, left to right, are Hazel Lowell, Acting Past President; Libby Johns, Chaplain; Faye Brinker, President; Mary Gorman, Grand President; Ruben Ludvigson, Councilor; Marion Thompson, Vice President; Claudia Woods, Past President; Blanche Nichols, Conductress. Back row, left to right Billie Boswell, Outer Guard; Ethel Groves, Secretary; Corine Ludvigson, Treasurer; Mary Brown, Installing Conductress; Florence Johnson, Warden; Isetta Graadt van Roggen, Inner Guard (by proxy); Betty Boardman, Pianist.

Some of the more costly hospitalization items were:

(a) Carpenter, Mech. Dept., 29 days, \$509.08; (b) Clerk, Acctg. Dept., 23 days, \$814.77; (c) Laborer, Eng. Dept., 17 days, \$467.23.

Special nurses required in connection with the foregoing and other sickness cases account for the increase.

Specialists' fees included such costly items as a brain operation, an auditory operation, and various expensive urology cases.

* * *

There have been several inquiries as to the item of \$5,000.00 premium for malpractice insurance payable in July, 1947, which was mentioned in the bulletin issued to all contributors in connection with increase in dues effective with month of February, 1947. A brief explanation of this item may be of general interest.

The premium is payable in advance and covers a three-year period. A cash saving is secured by taking a three-year policy. The policy covers the professional employes of the Association (doctors, nurses, X-ray technicians, etc.), the Association and the Pacific Electric Ry Co. The latter of course contributes its proportionate share of the premium. The total monthly charge to operations is approximately \$139.00.

The premiums for this type of insurance are high, but such coverage is an absolute necessity.

ENGINEERING DEPARTMENT



By **Earle C. Moyer**

A wise man once said: "Analyze yourself before you criticize or condemn others and you will usually find others' faults no worse than your own."

We are glad to see Leonard Biehler, L. B. Denton, Rudy Widmann, Bette Wells, H. M. Ravey and R. H. Duguid back on the job after being out sick. Mr. Johnson, not to be outdone by the rest of the office force, had to fight a bad cold, but is getting along.

You may see Vic Labbe, now of Washington Street and thereabouts, if you get to the main office at 7:30 every morning.

We understand Bette Wells, Secretary to Mr. Johnson, is having difficulty in buying coconuts, as she is endeavoring to learn to drink coconut milk. It seems that there is a certain captain of Marines, one Walter Sullivan, who is stationed at Mid-

way and is endeavoring to provide suitable living quarters for his prospective bride. As soon as he succeeds, Bette is leaving for the South Pacific, where she and the leather-neck are to be married, and where they will make their home for as long as he is assigned to that part of the Pacific. We have not found out as yet whether Bette has learned the South Sea Island dances. Everyone wishes Bette and Walter the best of everything.

Our new Chief Clerk, Chester Collins, says he is going to lock his door and throw away the key until he can clean out the volume of files to be handled. He claims that for every 10 he gets out 20 more come in.

Florence Davis, our half-pint Chief Purchase Bill Clerk, says that Bill (that's her other half, by the way) wonders who the names belong to that she talks about in her sleep. Florence has so many accounts to handle that she discusses them with herself during the night.

Ron Podlech has gone in for colored movies, and we understand his initial efforts were quite satisfactory. We expect to see some fine pictures before very long.

We are happy to hear that Maxine Eaton and her new hubby have bought a new home. May they have many happy years enjoying it.

We hear that Burleigh Manley has a fever—not the kind that most of us get, but the trout season fishing

party fever. The latest is that Burleigh is getting ready for that big day, May 1, when the boys go up with nothing and some come back the same way or with stories about that Big One that got away.

Congratulations go to Harry Culp, who is now a Grandpop.

Engineering Department personnel were sorry to hear of the death of H. A. Culloden, who retired from the company service some years ago.

Rudy Widmann and Ronald Moyer have both been proudly showing pictures of their young offsprings, girl and boy, respectively.

USE PAY ROLL PLAN FOR BUYING BONDS

Earle C. Moyer, Special Accountant assigned to the Engineering Department, is a real old-timer, having entered PE service in 1910 as Mail Clerk in Conductor's Accounts. He's been in the Accounting Department ever since. He's worked in the PE Building ever since 1907—for 2 or 3 years before he came to PE he worked for UP. He's been very active in employe welfare activities for many years, as manager of the PE Band, President of the PE Camera Club and Horticultural Club, Junior Past Commander of the VFW; and has so many other titles to his credit we haven't room to list 'em all. His chief hobby is photography, with which he's been successfully experimenting for 30 years. He's the proud dad of Ronald E., Junior Engineer, Field Bureau. Ronald won the DFC, Air Medal, Purple Heart, and seven battle stars in World War II. The Magazine is very proud to welcome this versatile and talented old-timer, Earle Moyer, to the ranks of its correspondents.

USE PAY ROLL PLAN FOR BUYING BONDS

It May Surprise You, But . . .

Road defects are not even partly responsible for 95 per cent of all motor vehicle accidents!

Wet, slippery roads are not even partly responsible for 80 per cent of the accidents!

Vehicular defects are not even partly responsible for 85 per cent of the accidents!

Despite all the excuses we sometimes hear (and make), it remains a supported fact that the majority of motor vehicle accidents occur when a car is functioning properly . . . somewhere on a good roadway . . . in good weather . . . when there is relatively little traffic . . . in the daytime. Why?

—Two Bells
Atlanta, Georgia



CAMELLIA FESTIVAL ROYALTY—When Temple City had its annual Camellia Day March 1, a royal court was chosen by contest among 39 children, choices being made on the basis of leadership-followership ability. At the extreme right of King Terry Cushatt and Queen Beverly Gene Borger is His Royal Highness, Prince Billy Wherry, 6, son of Assistant Supervisor W. W. Wherry. Princesses Mary Lynn Luther and Carolyn Lloyd are at the left; the other prince is Stephen Kennick. Jack Beckley, President of the Temple City Chamber of Commerce, is standing at rear.

SIGNAL ENGINEERING



By **Bob Burns**

It's Spring, and April reminds us of robins, and a plaintive tune called "April Showers," — and the circus season is in full swing, — and the calliope pipes bellow — it's the gypsy in me.

Ray J. Quinn, Bonder and Welder, known as "Irish," is the champion egg-eater at Washington Street Yard, and has a lovely wife.

Victor Labbe, Line Department Clerk, is married, and has two lovely daughters. A regular fellow. Does colored photography work for a hobby.

Behold! it's the Siamese twins: R. L. Skidmore and Del R. Skidmore, Signalmen. Yes, a grand brother team from Kansas and married. They both enjoy fishing.

Geo. R. Brenchley: Assistant Signalman, ex-marine, married, has a lovely baby daughter, and enjoys just food—and lots of it. A grand person.

Geo. J. Rodauskas: Bonder & Welder's Helper, ex-Navy man, single, Buckeye from Ohio. Has a swell personality and is a good dancer.

Kenneth J. Bielke, Assistant Signalman, former Navy signalman, married, has a baby boy, enjoys steaks and is a real fisherman.

James E. Perry: Signalman's Helper, single, ex-Army man, son of Assistant Signalman E. S. Perry, enjoys his mother's cooking, and likes to get around.

Frank Nolting: Signalman, married, is counting the days when he can go fishing in Missouri. He is singing the "Missouri Waltz" (because he can't whistle).

P. S.—Don't forget Mother's Day on May 11.

USE PAY ROLL PLAN FOR BUYING BONDS



TORRANCE STORE

By **Evelyn Wright**

Greetings from Torrance Store again. Fred Hopkins has a touch of spring fever, so I was asked to write the news for a few months.

Our genial Storekeeper, Charlie Stock, is back with us again after a six-months leave of absence due to illness. I think I can speak for the Store in general in saying, "We are glad to have you back, Mr. Stock."

E. W. Lock was the Acting Storekeeper during Mr. Stock's absence and he acted fine. We all enjoyed working with him and for him.

CHANGES MADE

Simon Ventura is operating the Electric Hand Truck after years as Helper in the Paint Store.

Pascual Cendejas takes the Helper's job Simon has vacated.

Wm. Jolley, Jr., is with the Store Department again as Helper in Pascual Palacios' section.

Juan Villegas left us to take the Truck Driver's job Jolley vacated. Juan—"Johnny," as he was called—will be missed, for he always wears a big smile.

SICK LIST

Loraine Winterberg, Teresa Vasques, and Genevieve Fattler have all

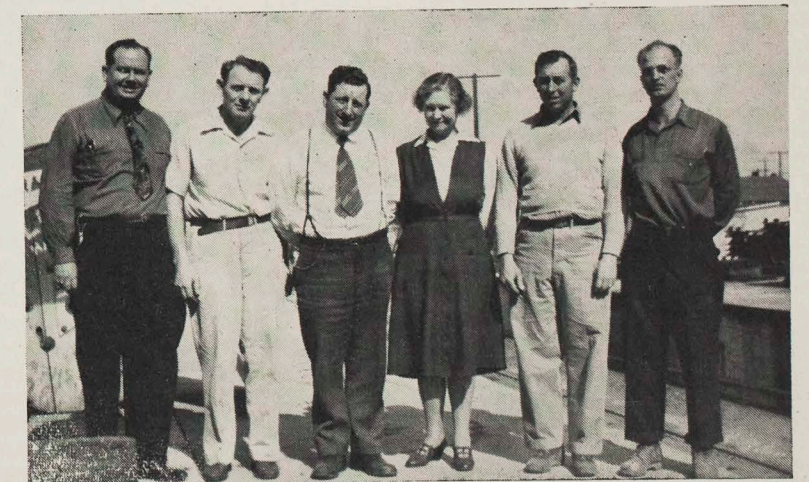
TORRANCE TRACK STORE

By **Della Pinkerton**

That part of the Store Department at Torrance which is called the "Track Store" is separated from the rest in an exclusive location of its own, surrounded by rails, frogs, switches, ties, etc. The presiding officer is Tommy Wilkes, who, with his able assistants, endeavors to keep the Engineering, Line, and Electrical Departments happy with the material they crave to keep the railroad clicking.

These aforesaid assistants consist of August Zurborg, whose specialty is line material; Cliff Ruppel, who aids on the track material; and Thomas Keeping and Lorenzo Otto, who fill requisitions and keep things looking shipshape. The one lone woman is Della Pinkerton, who makes the typewriter pound out back orders, invoices, credits, car billings, monthly and weekly reports, etc. and also takes her turn at the phone, one of the busiest in Torrance.

The Track Store is proud that it helped to win the war. Cliff spent three years in the Army Tank Corps, most of it among the Philippine Islands. Larry's three years were spent in the Army Ordnance, part of the time in the South Seas; while the Naval Reserve was represented by Tommy Keeping, also in the South Seas. All three agree that if they never see the South Seas again it will be too soon. The other three members of the Track Store served by proxy. Tommy Wilkes had a son in the Army and one in the Coast Guard; August's son served in the Army, winding up in Japan; and Della had a son in the Army in Europe and one in the Navy on a transport.



THIS IS A HAPPY FAMILY, as witnessed by the smiling faces above, and in case you care to pick them out they are, left to right, August Zurborg, Lorenzo Otto, Tommy Wilkes, Della Pinkerton, Tommy Keeping, and Cliff Ruppel.

been sick with colds and sore throats. They couldn't talk.

William Jolley went home sick for a couple of days. Doctor's orders. When Bill is off the job, HE IS SICK.

William Bone has been seeing his dentist for some repairs.

6Violet Lock and Ann Higgins had leaves of absence due to illness this past winter.

GRANDMAS, GRANDPAS AND PROUD PARENTS

Della Pinkerton was a proud Grandma in August; Genevieve Fattler, in February. Tommy Wilkes was a proud Grandpa in February. Mr. and Mrs. George A. Seitz are the proud parents of baby boy born in February. Congratulations to each of you.



GIRL OF THE MOMENT—Flora Greenough, the only one of her fair sex connected with the General Foreman's office at Macy Car House. She's a Stenographer, General Clerk, and First-Aider to all. We call her "Flora Dora," and her name and personality have won a place in the heart of everyone during the past two and one-half years. Her work is consummated most efficiently, yet she finds time to lend a willing, helping hand to others. The boys say her happy smile is the inspiration needed for their achievement. Besides being kind to others, her special hobby is sheltering and feeding stray animals. Some months ago a kitten was found on the trucks of one of the passenger roll-in cars. That night Flora Dora took the kitten home, cleaned it up, fed it, and gave it a good home. It has developed into a beautiful yellow animal with long bushy tail, and answers to the name of "George." She doesn't think he'll ever want to ride the rods again. Flora Dora's favorite sport is swimming. She spends a great deal of leisure time on the beach, where she acquires a wonderful coat of tan so flattering to her brunette type. Born in California, she graduated from Alhambra High School. She is a devoted young wife and housekeeper in addition to being a career girl. Apparently she can cope with any situation.

TORRANCE NEWS TOPICS

By the Ghost Writer

CHEERFUL NEWS

Herman Slye, Nickel Plater, received word to rush right home, about 45 minutes after he started work on January 10. He returned at noon to tell us he was the father of a girl. Congratulations, fellow! Also congratulations to you, Mrs. Slye. It was surely nice of you NOT to give Herman time to worry.

Cyrus Tucker, Carpenter in Mr. Monson's Dept., ran across an old newspaper stuffed up in a seat pedestal (evidently to remove a rattle). Under the heading, "San Francisco Chronicle," and the date of July 21, 1912, it was quite interesting to note prices of things about the time your scribe had graduated from three-cornered pants.

Floyd Shultz is back on the job after being off on account of illness for about five weeks. These sick sieges are no fun; BUT, girls, have you noticed that "streamlined" figure he brought back (meaning his own, of course)?

John Julian, who has been off for some time, is going home soon, after an operation at St. Vincent's Hospital. Speedy recovery is our wish, Johnny!

NOT SO CHEERFUL NEWS

James Madigan has passed on to a greater world since our last write-up. Condolences to his family.

THIS'N THAT

Joe Berdelle, better known as "Big Joe," had quite a surprise upon waking up the other morning. It seems his wife became quite ill during the night and his daughter, thinking Joe too tired from his day's work to be disturbed, and that she could handle the situation, had her taken to the hospital. When Joe finally came around to be conscious of what had happened, he swallowed (from excitement) that big gob of chewing tobacco that he had had in his mouth during the night (he says he gets better results from his Brown Mule than a glass of Ovaltine). Anyway, Joe, we are glad to hear Mrs. Berdelle is better.

NOONTIME RECREATIONS

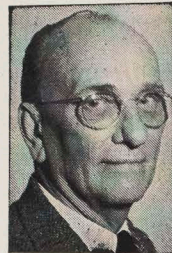
Strolling around the yards at noon periods here, you will find, among other manners of passing the time, radio news, horse shoes, gin rummy, pinochle, checkers, cribbage, and some kind of excitement going on out on the ball diamond. Understand they have organized a good softball team. SERIOUSLY, regarding the ball team, if you have a desire to participate, drop out that way

NOW. See Vinton Waldorf, Ovila Brodeur, Earl Brucker or Jack Wright. The old phrase "My Kingdom for a Horse" gives way to "My Kingdom for a PITCHER."

USE PAY ROLL PLAN FOR BUYING BONDS

MECHANICAL DEPARTMENT

North and South Districts



By
Guy F. Gehde

Traveling Painter Audrey Glass did a nice job painting the interiors at Watts Car House.

Charley Good, who has been with the company since December, 1942, was promoted February 10 to Night Leader for Irvin Mankins at Watts. Good luck, Charley! We'll miss you at Macy.

Helen Garcia, Leader, who has been on leave since January 4, is now a mother. Baby daughter born February 12, weighing 6½ pounds. Helen will christen her Barbara Gloria Garcia.

Friends of Roy Powell were sorry to learn of his sudden death and



DAVE FLORES' DAUGHTER, pretty Alice Flores, was recently graduated as one of 215 nurses who had finished their courses at the Los Angeles General Hospital. A reception in honor of Miss Flores was held at the home of her parents, 328 N. Ditman Avenue after the graduation ceremonies and was attended by many relatives and friends. Dave is Leader in the Inspection Crew at Macy Garage.

interment at Sawtelle, February 26. Deep sympathy to his family.

Roseanna Maskey returned March 3 from a trip looking fine and right on the beam. Henry Carter back on the job March 16 after a two-weeks visit in his home town, Waco, Texas. Anthony de Filippi returned March 10 from San Francisco where his son, recently discharged from the Navy, is making his home. Loren Godwin, who returned to work April 28, says he did a lot of painting while away.

To those born during the months of March and April: Happy Birthday! They include Joseph W. Wilcomb, Christopher Whalley, John Troup, Kenneth ("String Bean") Perry, Louis Bloch, Robert Baxendale, G. M. Boswell, Frank and Nick Sirchie (not twins but both born in April), James Dillon, Henry Brown and R. H. Sullivan.

MACY REPAIR SHOP

The small attractive blonde seen with Night Foreman Bill Hennon is none other than Granddaughter Raylene Knox.

Electrician Hugh Jones was first 1947 vacationist from Macy Repair, followed by Albert Krause February 7. Thomas Johnson was modest about his vacation — no big fish stories.

Karen Ann, daughter of Car Repairer and Mrs. Clarence Hanson, was born February 18—Congratulations.

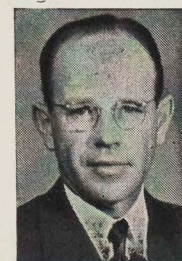
James F. Camm of Macy St. was successful bidder for a car repair job near his home in Long Beach.

Deep sincere sympathy for Alfred Anderson, who recently lost his father.

USE PAY ROLL PLAN FOR BUYING BONDS

MECHANICAL DEPARTMENT

Western District



By
Milton R. Clark

Recently, Foremen in the Mechanical Department were given the opportunity of visiting one another at their respective points throughout the system. We have all been especially impressed with the Torrance Shops. Superintendent Geo. Evans and the Foremen of the different departments throughout the shop were all very cordial and cooperative in helping

us to become acquainted with the many activities there.

We of the Western Division feel that the opportunity to make these visits, as suggested by General Foreman Roy Mankins, is very worth while. It has helped us to become better acquainted with and to have a better understanding of our fellow worker and his activities. I am sure we all feel it will help to bring about a better spirit of cooperation.

Employees at Toluca Yard wish to express their sincere thanks to all those responsible for the new and modern locker room that has recently been built for them. It is very greatly appreciated.

Tom Green is known as "grandpa" around home now. An 8 lb. 13 oz. baby boy was recently born to his daughter-in-law.

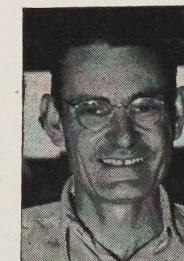
Benny Jurdan, retired Electrician at the West Hollywood Car House, died January 28, 1947. We express our deepest sympathy to his loved ones.

Art McCauley, John Carrol and Elizabeth Bolden have recently been confined to the hospital on account of sickness.

Lillian Reid is back at work at Toluca Yard after a long illness.

USE PAY ROLL PLAN FOR BUYING BONDS

SYSTEM GARAGES



By
A. L. Bristow

The new busses are all the talk in the garages lately. Charlie Mitchell, Harry Thomson, and the boys at Long Beach garage are getting to be the hydro-torque experts on the new Whites.

The new Twins went to Ocean Park. Although the engines are different, the boys at Ocean Park know their stuff when it comes to turbine drives. For instance, take John Pantera. He can overhaul a turbine and judge a bathing beauty contest and never miss a wave washer.

Harley Culp, Mechanic at Macy Garage, is the proud father of a big baby boy, his first.

Fire Captain Harry Zarp of Macy Garage figured 4:15 p.m. Saturday afternoon would be an opportune time to hold a fire drill. It was a big success, but Harry, how could you have done such a dirty trick?

CENTRAL TIMEKEEPING BUREAU

By
V.B. Tellechea



The Faulkner-Green nuptials, celebrated March 14 at the Chapel of Roses in Pasadena, were the most charming we've seen in ages. Marian made a lovely bride, in a white satin gown with a long train, and carried a bouquet of white orchids and gladioli. The bride's father, Mr. R. Green, gave her away, and brother Albert was best man. Beth Green, lovely sister-in-law, was matron of honor. Both the bride's mother, Mrs. Mabel Martin, and the bridegroom's mother, Mrs. Lee Nichols, were beautifully attired. Harry Shea, who was in fine fettle, gave forth with, "If I Could Tell You," and "Because." (At this point, there were a few snuffles, here and there.) After the ceremony, five young comely ladies (Phyllis Bonner's daughter, Betty, included) played exquisite music, while the happy couple received congratulations and a lot of lipstick. Seen among the guests were Mr. and Mrs. H. R. Grenke, Mr. and Mrs. Fred Eggeman, Mr. and Mrs. Al Hanna, Mr. and Mrs. Al Manhart, and practically the whole office force, besides many family friends. Marjorie Stone caught the bouquet, and after more shots of Marian and bridegroom Don, they sped away into the night with a clanging of cans tied to their car!

Prior to her wedding, Marian was feted at a shower given by Mrs. Leonell Manhart, February 12, and



on March 1 the office force surprised her with a shower at Al Levy's.

If you're looking for Mr. Walter W. Morrison, and can't find him — psssst!—we'll tell you where he is—look behind a bunch of whiskers! Seems he's going to the Utah Centennial in July, and does not want to be dragged to the hoosegow for not being in character when he gets there!

Microscopic view of Fred Egge-man's mind one day in March: "My, it's almost time for lunch. Quick—wash hands—run back and ring buzzer." Which he did at 11:25 a. m. Everyone turned around (F. is way back in the office) and thought they were hearing things. F. realized his mistake and sat down with mingled emotions, while the office tittered! Why Fred, we thought you already had your tummy trained for 12:25!

"Take back your rhumba, ay — your samba, ay —" not so Blanche Garcia. She'll stick to it or bust! Blanche is taking dancing lessons, and believe it or not, shows promise of trotting a little faster on her errands around the building!

At-the-counter-tales: Noble, Jr. (our 1-A Ins. Man) "What is your wife's first name, sir?"

Man at counter: "Well, to be sure —I'm not sure. Let's see—it could be Lily—or it might be Dily—and then it might be—tell you what I'll do—I'll call her up and ask her."

Which sort of thing keeps Lorry Jr. from going to sleep on his job!

USE PAY ROLL PLAN FOR BUYING BONDS

NEWS SERVICE AND RESTAURANTICS



By **J. A. Degerman**

The Restaurant and News Service is sponsoring a bowling team in the International Tournament to be held in Los Angeles this spring. Members of the team are Joe Shafer, J. F. O'Malley, Ray Jones, Johnnie Hubner, and Clyde Henry. F. L. Patterson will play in the doubles.

Alice Graves, Typist-Clerk of Mr. Hill's office, recently exchanged vows with Cecil Wright. Our best wishes and congratulations. Everything all rite now?

Bennie Parisi of Subway PE 107 and Carl Ester of PE 120, both grand fellows, now have become grandfathers. Mr. Parisi has a grandson, Albert Anthony; and Mr. Ester a granddaughter, Lona Louise.

Our new Night Manager at PE No. 120 Restaurant is Dan Quigley, a native of Bismark, North Dakota. Says he: "California winter weather is a good deal warmer than North Dakota."—Bur-r-r-r!

Robert Batton is back at his old job as Second Clerk at PE No. 120. Bob spent 30 months in the European theatre of war in the 999B-3 Field Artillery. He was a T-4 Sergeant, had many rough days, and is glad to be back home.

Charlotte and Claude Dickinson left for Oregon, after spending the winter here. While visiting in L. A. during the winter they were never too busy to lend a helping hand at PE No. 105, our popcorn stand, where Iva Lue Gibbs is the Agent.

John McDonald, Manager of the Long Beach Units, is featuring a radiotronic heated sandwich. It takes 14 seconds to prepare! It's piping hot and delicious, too.

USE PAY ROLL PLAN FOR BUYING BONDS

\$5,000 for Red Cross Contributed by MECCA

The sum of \$5,000 for the Red Cross Fund was voted by the MECCA Committee at its February 24 meeting. Distribution was made according to the usual plan for such gifts, and a detailed account of the distribution to the various communities is to be found posted in mimeographed form on your bulletin board.

This is the 20th dividend to be declared since the formation of the MECCA plan in 1943, and brings to a total of \$50,345.50 the amount of money given to charitable organizations during MECCA history.

For newer employees who may not be familiar with plan, it may be said that your contribution of 30c a month through pay roll deduction may be assured by merely signing a MECCA pledge card to this effect. You may secure the form from your superior.

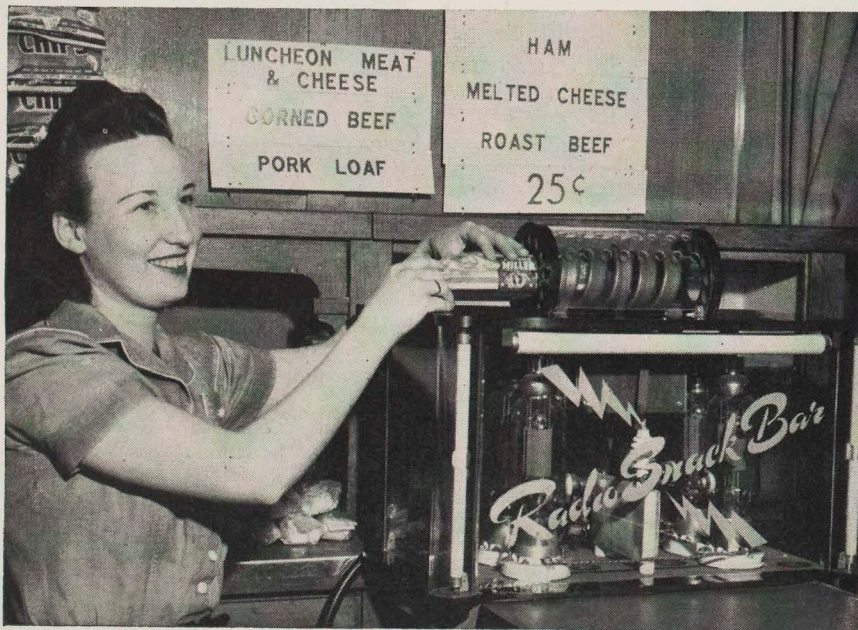
USE PAY ROLL PLAN FOR BUYING BONDS

What greater grief, than looking down on a loved one bruised and broken in body, and drawn with pain?

COVER PICTURES

One of the new White Coaches at a scenic spot on the Sunland Line—Verdugo Road at Mountain Street.

The picture on the back cover was suggested by Earl O. Miller, Claim Investigator. The Editor would appreciate suggestions for pictures with heart appeal dealing with safety.



HOT DOG IN 14 SECONDS!—Waitress Hattie Gilgen puts a "cold" dog in the new electronic sandwich machine at the Long Beach Restaurant, PE Restaurant and News Service, turns on the switch, neon lights flash on and off (merely to attract attention to the new gadget), and a few seconds later the lights go off, signaling that the "dog" is now ready to eat. She pulls it out, and the astonished customer finds a delicious hot sandwich inside a cool wrapper! There's no smoke, odor, or grease. Coupla hundred years ago she'd probably have been prosecuted for witchcraft!

PACIFIC ELECTRIC MASONIC CLUB

By **M. J. Davison**

A splendid meeting was had on January 17. A fine picture was shown, after which the meeting was held and the following brothers were elected to serve the club for the year of 1947:

President, Harry L. Young; First Vice President, James A. Harper; Second Vice President, Vernon B. Williams; Third Vice President, Charles F. Quirnbach; Treasurer, Joseph L. Smale; Secretary, Mervin J. Davison.

Past President T. H. Ewers then installed the officers in his usual efficient manner.

IN MEMORIAM

The Supreme Grand Master has called three of our beloved brothers to that undiscovered country from whose bourne no traveler returns:

Edward C. Thomas
Benjamin Jurdan
George W. Orr

Jackie Lyons, Injured, Now in S. F. Hospital

Injured in an automobile accident in Japan about a month ago, Private Jackie Lyons, U. S. Army Air Corps, and a former correspondent in these pages for the PE Post of the American Legion, was flown to San Francisco, where she is now undergoing treatment at Letterman General Hospital. The extent of her injuries has not been disclosed.

Why not write your former comrade a cheerful letter, Leigonnaires? Address letters as follows: Pvt. Jackie Lyons, A920325, Ward G-1, Letterman General Hospital, San Francisco, California.

USE PAY ROLL PLAN FOR BUYING BONDS

P. E. POST 321 AMERICAN LEGION

By **John L. Morris**

The post wishes to extend hearty welcome to comrades Robert Watson, Arnold Koehler, John V. Burt, Joseph W. Jorgensen, and George M.

Richards. We want you new comrades to feel that you are a vital part of this organization.

There will be no meeting April 22. We cancelled our meeting for that evening in order that some of our members may attend the 23rd District meeting on that date. Department Commander Chamberlain is to be present at that meeting. All of our post members who can are invited to attend. Let's all go and jam the halls.

USE PAY ROLL PLAN FOR BUYING BONDS

AMERICAN LEGION AUXILIARY

P. E. Unit No. 321

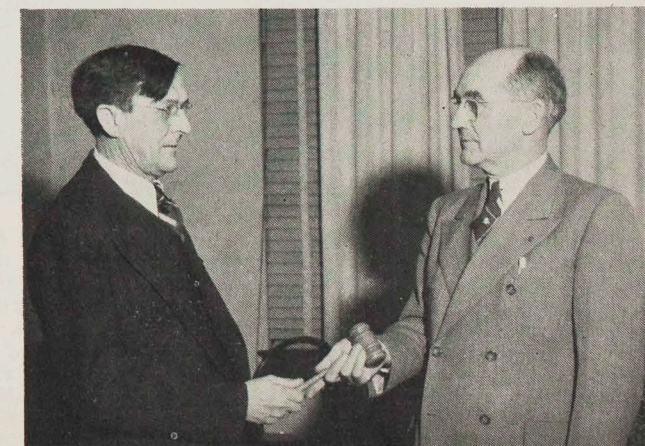
By **Ethel M. Heath**

We are happy to report that our Marshal, Doris Crossley, is recovering very nicely from an operation performed February 6 in a Long Beach hospital.

The members of the Auxiliary extend sincere sympathy to Mrs. Juniah Contreras, 23rd District Histor-



MASONIC INSTALLATION MEETING—At right, retiring President Clarence A. Newman hands over the gavel to incoming President Harry L. Young. Above, eating is an important part of the agenda. At table in foreground, left to right are Vernon B. Williams, 2nd Vice President; James A. Harper, 1st Vice President; Leo Goodman, Trainman; M. J. Davison, Secretary. Table at left rear: Left to right are J. W. Putman, Assistant Agent; Grady Cain, Trainman; Harry Pierce, Past President; T. H. Ewers, Past President; Arlie Skelton, Towerman; A. C. Smith, Substation Operator. Table at right, men with backs to others are "Pat" Patterson, F. F. Willey, and F. J. Leary, Past Presidents; C. F. Quirnbach, 3rd Vice President; H. L. Young, President; C. A. Newman, retiring President; J. L. Smale (back of head visible), Treasurer. At the opposite side of the table are R. M. Herr, Trainman; Floyd Leary, Lineman; C. A. Stukey, Trainman; and H. L. Marshall, Terminal Foreman.





19TH ANNIVERSARY PARTY of the PE Women's Club was held Thursday, March 13, in the PE Club rooms. Seated at the table are the honored guests, who include left to right, Aunt Martha Huelsman, old-timer; Mrs. Emma Bell, charter member; Mrs. F. E. Geibel, one of the Club organizers; Mrs. Frank Palmer, President; Mrs. J. B. Green, who with Mrs. Geibel organized the Club; Mrs. Walter White, charter member and first Secretary; and Mrs. Alice Ruppel, charter member.

ian, whose daughter, Lorraine, lost her life in an auto accident January 26.

Don't forget: May 23 is Poppy Day. Let's give our Poppy Chairman, Kathryn Brown, our full cooperation and make this a record-breaking year for our poppy sales. The date again: May 23.

Plans were made February 25 to hold a pot-luck dinner preceding our meeting on the fourth Tuesday of each month. These dinners provide a nice social get-together before the meeting. So come and bring a covered dish, and don't forget our other meeting on the second Tuesday of each month.

Nellie Mead, wife of Service Officer Roy Mead, was struck and killed by a car Monday night, March 3. Nellie was a charter member of our Auxiliary and her sunny smile will be missed by all. We extend our sincere sympathy to Mr. Mead.

USE PAY ROLL PLAN FOR BUYING BONDS

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—Rickenbacher amplifier with 12 in. speaker. Good condition. See H. A. Wahl at L. A. Freight House or call Ext. 2143 after 3:00 p.m.



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EDITORIAL SUPERVISION

Glenn E. Collins
Assistant to President

EDITOR

W. Warren Silliman, Jr.

994 P. E. Building
TU 7272, Ext. 2195

ASSISTANTS

Fred B. Hopkins, Charles P. Hill, Arlie Skelton, Deane H. Koch, Suzanne M. J. Smith, Ted Harrison, W. B. Shrewsbury, A. K. Hartman, Jack DeLaney, M. J. Davison, Mabel E. Forsberg, Viola B. Tellechea, J. A. Degerman, Guy F. Gehde, Milton R. Clark, A. L. Bristow, W. J. Fenwick, Robert F. Burns, Norman H. Olson, D. L. Graadt van Roggen, Ethel M. Heath, John L. Morris, Bert Kosak, Jack Gerhardt, Earl O. Miller, Joe Beckett, Fred T. Sweatt.

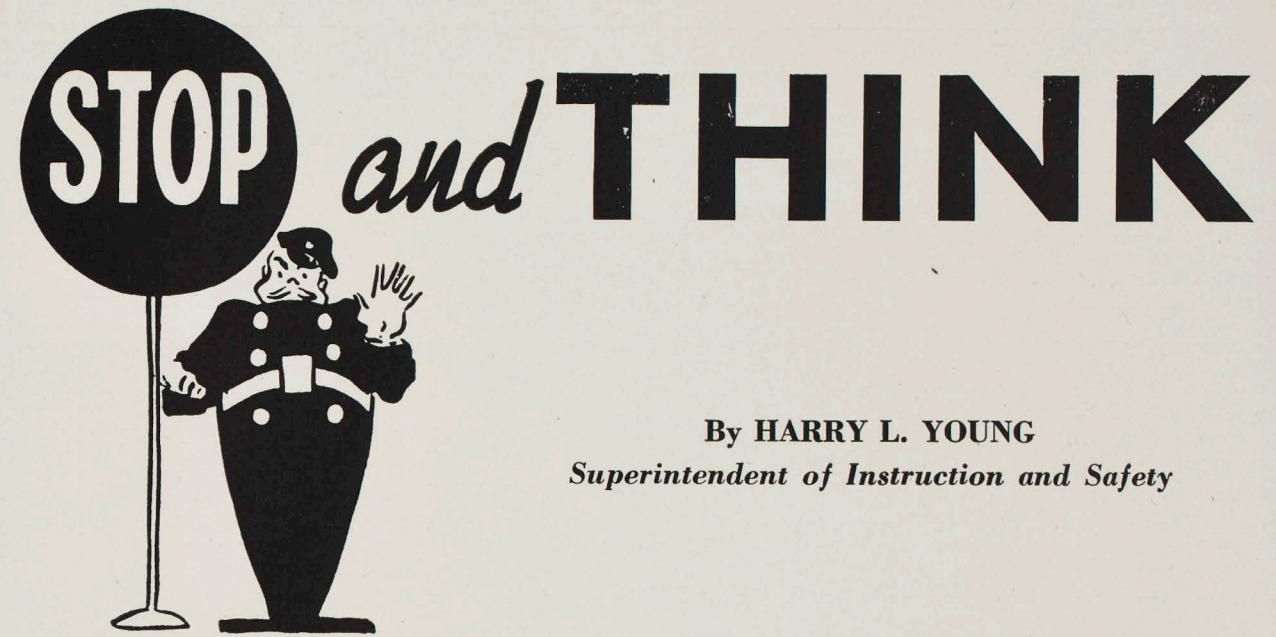
PHOTOGRAPHY

Harley B. Talbott

Copy deadline for the May-June issue will be April 30.



AMERICAN LEGION AWARDS made by the PE Post at Robert Louis Stevenson High School on Thursday, February 6, were won for the girls by Emma Jean Elwood, second from right, and for the boys by Philip Callas, the tall boy at the left. Runner-up for the girls was Mary Louise Olquin, who stands next to Miss Elwood, and for the boys was Jimmy Mancuso, second from left. Sheriff Biscailuz (holding hat), always interested in boys and girls, was present for the awards ceremony, held in the school auditorium. The principal, Mr. Hut, stands at extreme right. PE Legionnaires present were, left to right, F. W. Nichols and A. W. Bone of the Awards Committee, and Commander R. E. Withee.



By **HARRY L. YOUNG**
Superintendent of Instruction and Safety

WHEN WE STOP to realize that accidents are taking more lives and maiming more people than wars, we then realize that it is our duty, as well as our company obligation, to do all within our power to prevent them. It is our duty and obligation to think and act safely not only for our own selves but also for the safety of others.

Operators and Trainmen must realize—deeply, not dimly—that passengers aboard their trains or coaches are their responsibility. Passengers are entitled to the protection that you afford them through your obedience to rules that provide for their safe transportation.

Any infraction of rules on your part, resulting in an accident, injury, or death to passengers, or others, surely places an inescapable burden of responsibility on your conscience.

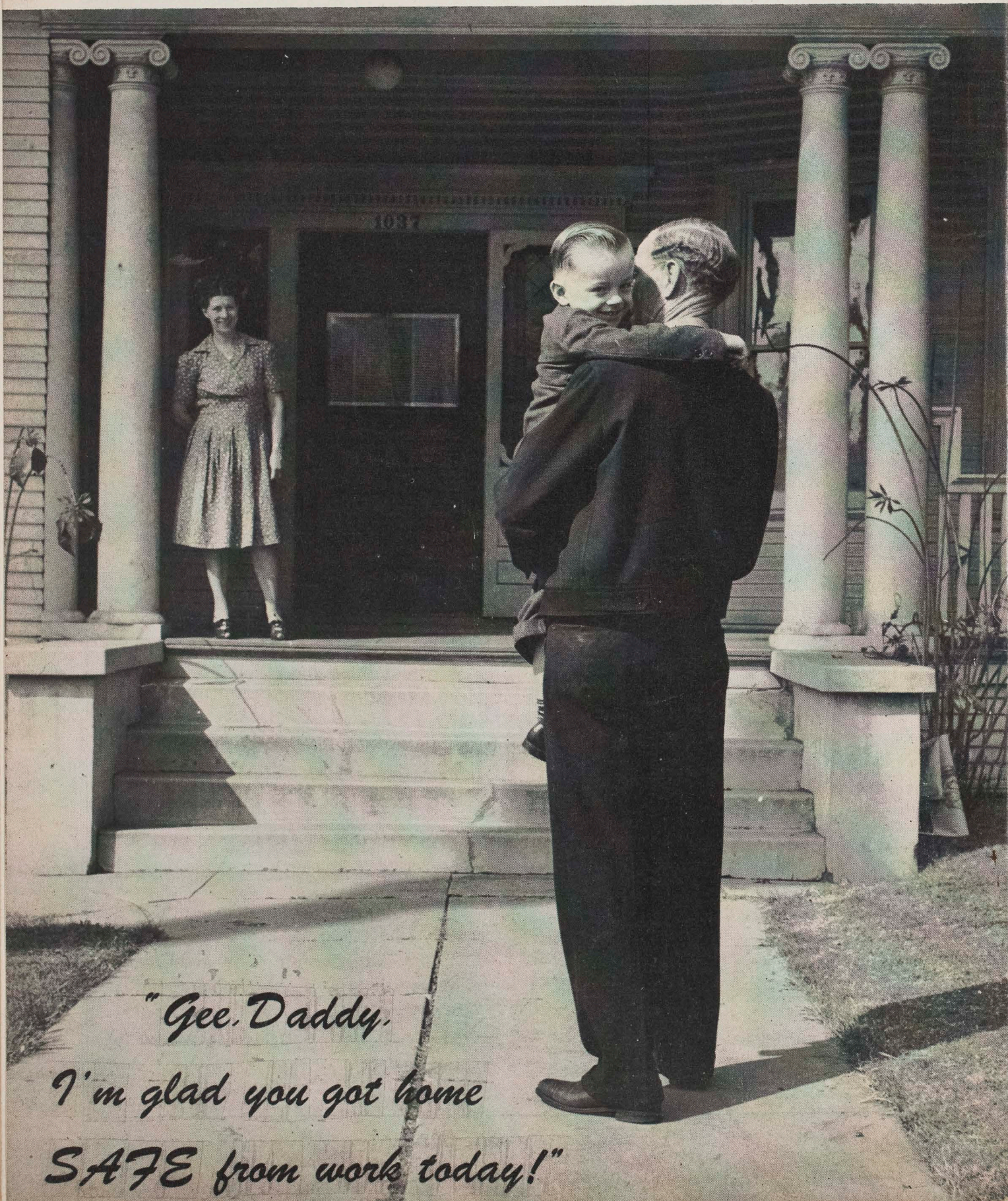
Analysis of accidents reveals them to be manufactured, and not mere chance hap-

penings. The greatest contributing factors to accidents are:

Carelessness, indifference, and disregard for your own safety, as well as for that of others.

Stop and think of the number of accidents that would never happen, if each one of us started our day with the determination to think safety and act safely. How much cheaper forethought is than crushed bodies, wrecked trains, damaged busses or smashed automobiles! How much more humane to forge a momentary link of precaution than a lifelong chain of suffering!

It is within the power of each and every one of us to contribute to the great cause of human happiness, not by giving time or money, but by simply thinking safety. *Think* to look before you go ahead. *Think*, to be certain that it is safe. *Think*, not to take a chance.



"Gee, Daddy,
I'm glad you got home
SAFE from work today!"