

MAY - JUNE 1947
PACIFIC ELECTRIC
Magazine





VENTURA LINE EXTENSION CEREMONIES

HAPPY VALLEY RESIDENTS WORE SMILES on Friday, May 9, when the extension of the Ventura Boulevard Motor Coach Line to Northridge, Woodland Hills, and Hollywood became effective. When prominent citizens gathered at Eaton's Rancho for a luncheon, photographers induced a group to pose beside one of PE's new busses. Above, right to left, are "Conductor" Les Scherer, President of the Studio City Chamber of Commerce; Dale Evans and Janet Martin, lovely Republic Studio stars; John B. Kingsley, President of the Hollywood Chamber of Commerce; Russell A. Quisenberry, Publisher of the Valley Times; Eddie Peck, Secretary of the Studio City Chamber of Commerce; Lew Young, Editor of the Valley Journal; John Irwin, Granada Hills; L. B. Murphy, Woodland Hills; Paul Crider, Secretary of the Woodland Hills Chamber of Commerce; Thurlow Culley, Granada Hills; Lew Dunham, Studio City; and Cliff Rohe, President of the Sherman Oaks Chamber. In the bus is Reseda's Marshall Brewster.

PRINCIPAL SPEAKER at the luncheon was PE's General Agent R. O. Christiansen (inset), who briefly outlined the history of the line, expressed appreciation for the support of Valley residents, and explained that the Ventura extension was only one of the improved transportation services with which PE hoped to supply the burgeoning Valley.

OPERATOR W. O. MAXWELL, in charge of the special bus which was to take the party for a free ride over the extended route, tries to look nonchalant as he is photographed getting big smiles from Dale Evans and Janet Martin. As all passengers do, these girls appreciated the faultless grooming of Mr. Maxwell, whose spotless, well-pressed uniform, polished shoes, clean shave, and cheerful smile matched the appearance of his new 2200-class bus.



VENTURA EXTENSION OPENS

LONG SOUGHT FOR motor coach service extensions of the Ventura Boulevard Motor Coach Line through to Hollywood (Hollywood Blvd. and Vine St.) and in the West Valley to Woodland Hills and Northridge were approved by the California Public Utilities Commission's interim order dated Tuesday, April 29, 1947.

Other extensions of Pacific Electric motor coach service in San Fernando Valley include the operation of the North Hollywood Motor Coach Line along Lankershim Blvd. north of Vanowen St. to Saticoy St., thence along Saticoy St. to Tujunga Ave. A new service route in the North Hollywood area also was authorized from Lankershim Blvd. along Tujunga Ave. and Victory Blvd. to Lankershim Blvd.; and service has been resumed along Lankershim Blvd. to Universal City (Cahuenga Blvd.), except that on Sundays, holidays, and after 7:00 p.m. on week-days service will be terminated at North Hollywood Station (Chandler Blvd.) as at present.

The Lankershim-Saticoy extension provides public transportation for the

first time to residents of that area. The Northridge and Woodland Hills residents are being provided with service for the first time in many years.

EFFECTIVE MAY 12

The service extensions authorized were placed in effect Monday, May 12, 1947. No transfer is now required of Ventura Blvd. passengers at Universal City to reach Hollywood. North Hollywood Motor Coach Line passengers will continue to transfer to rail line service at either North Hollywood Station or Universal City, pending further hearing and decision of the California Public Utilities Commission on Pacific Electric Railway's application to extend North Hollywood service through to Hollywood.

20-MINUTE HEADWAYS

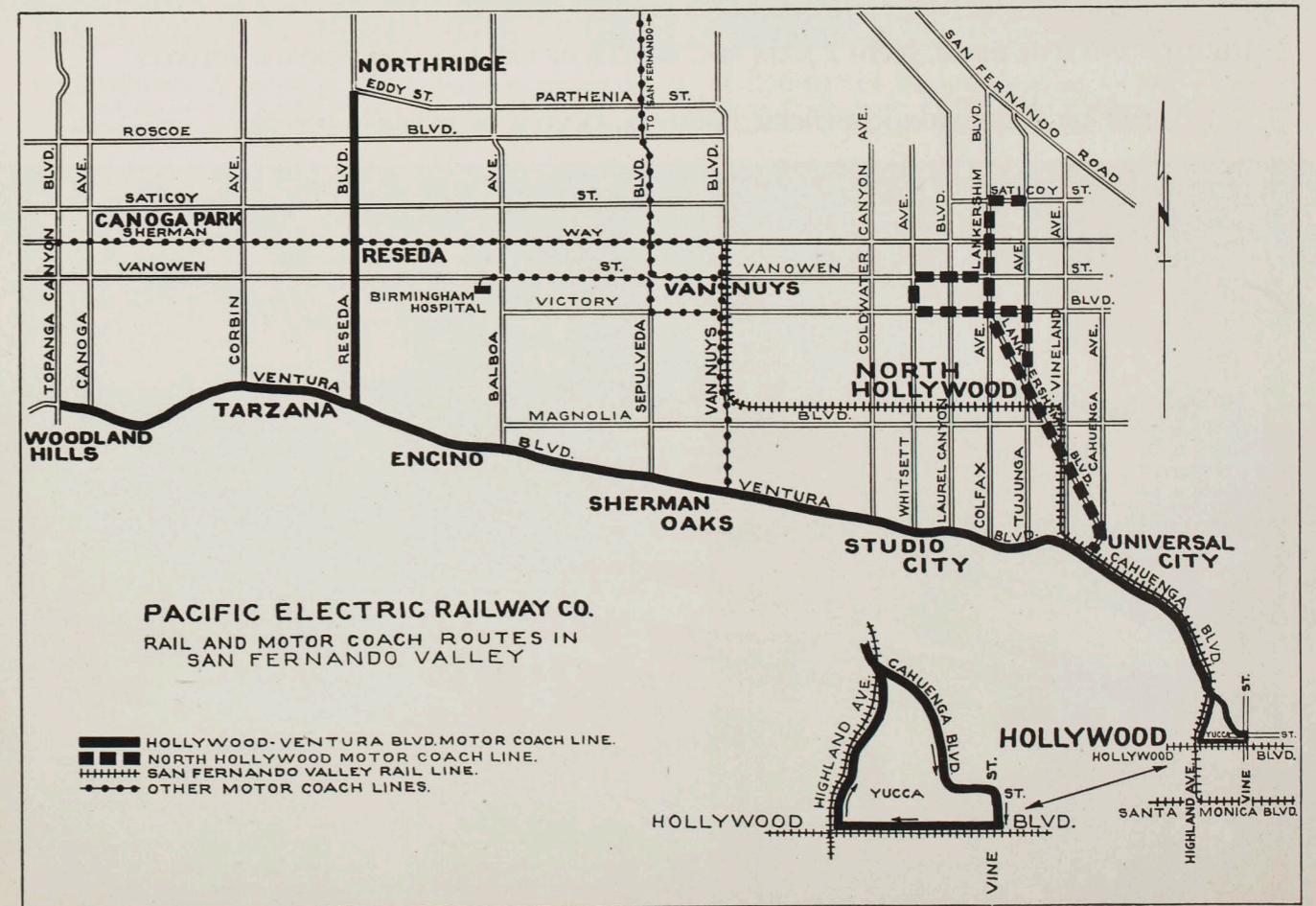
The new schedule of the Hollywood-Ventura Boulevard Motor Coach Line service provides for basic service between Hollywood and Sepulveda Blvd. on 20-minute headway, with hourly headway beyond to Tarzana (Reseda Blvd.). Eight trips a day will be operated to and from North-

ridge and Woodland Hills daily except Sundays.

North Hollywood Motor Coach Line service is operated on basic 20-minute headway along Lankershim Boulevard between Universal City and Lankershim Boulevard and Tujunga Avenue with alternate trips operating over present route along Lankershim Blvd. and around the Victory-Whitsett-Vanowen Streets loop, with the other trips operating along Lankershim Blvd., Tujunga Ave., Victory Blvd., Lankershim Blvd., and Saticoy St. to Tujunga Ave.

TWO DECISIONS PENDING

Authorization of these service improvements was in the form of an interim order. The remainder of the pending application now before the California Public Utilities Commission, including extension of the North Hollywood Motor Coach Line service through to Hollywood and establishment of service between Van Nuys, North Hollywood and Los Angeles via Riverside Drive, was to be decided after further hearings held on May 21, 22 and 23 before the Commission.





EIGHTH STREET YARD, CENTER OF L.C.L. FREIGHT ACTIVITY



BAGGAGE AND MAIL ROOM, SIXTH & MAIN STS., CENTER OF RAILWAY MAIL SERVICE ACTIVITY

LOS ANGELES UNION PASSENGER TERMINAL, CENTER OF EXPRESS ACTIVITY



AT COMPTON, Inspector A. H. Nasher (on ground at left) and Agent A. R. Crowe inspect a piece of l.c.l. as box motor crew R. J. Miller (left) and F. J. Oriva watch.



LIVE SHIPMENTS are often carried by box motor, as Assistant Trainmaster F. W. Nichols shows. In boxes at right are baby chicks. Fighting cocks traveled recently.

BOX MOTORS

PE's Fast Service for Freight, Express, and Mail

FOR the expeditious handling of l.c.l. freight, railway express, and U. S. mail, Pacific Electric operates a fleet of 44 box motors numbered in the 1400's. They operate out of three main terminals: Eighth Street Yard, center of l.c.l. activity; Los Angeles Union Passenger Terminal, center of express activity; and the Baggage and Mail Room at Sixth and Los Angeles Streets, center of Railway Mail Service.

In charge of box motor operations over the system is Assistant Trainmaster *F. W. Nichols*, whose office is just off the box motor yard at LAUPT. Cooperating with Mr. Nichols in supervising the service is *A. H. Nasher*, the nature of whose duties may be perceived from his title: Station and Merchandise Inspector. Mr. Nichols supervises the schedules, equipment, and crews; Mr. Nasher supervises the loads carried.

Box motor crews are assigned from the Passenger, not the Freight Roster. Most Trainmen like box motor

work because schedules, though definitely established, are not so rigid as in passenger service; because there are no fares to collect; and because there is less nervous tension. At stations which have their own freight handlers, box motor crews do not have to load or unload their cars. At the Los Angeles Freight Station, for instance, PE freight handlers work in three shifts—a total of some 150 men—to load and unload box motors, box cars, and vans. At the Union Station, loading and unloading is done by Railway Express Agency employes; at the Baggage and Mail Room, it is done by 24 PE Mail Handlers.

Commodities carried, particularly under the head of express shipments, vary from fighting cocks to fish to horses to refrigerators. When one box motor cannot hold enough, it may often pull a loaded box car.

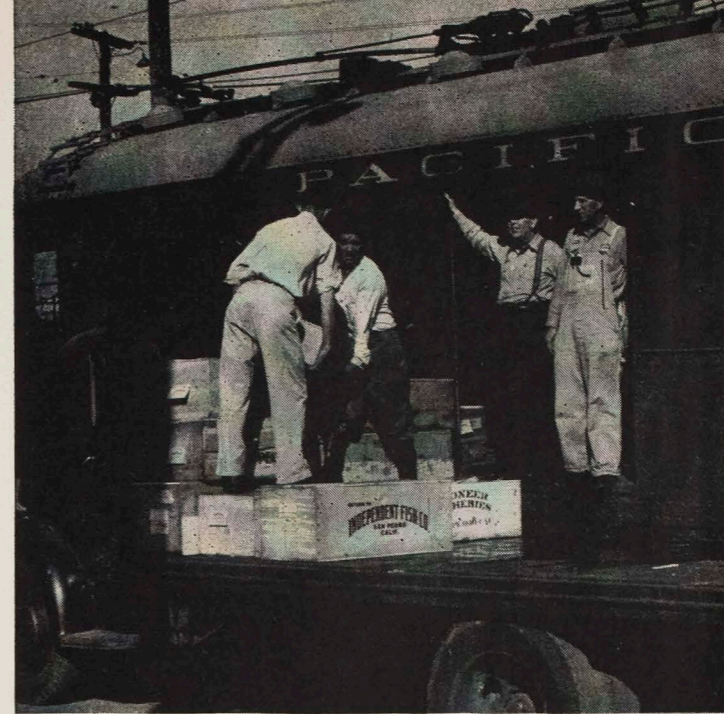
PE's box motors serve practically every Southern California community where PE tracks exist.

BOX MOTOR CREWS & VIEWS

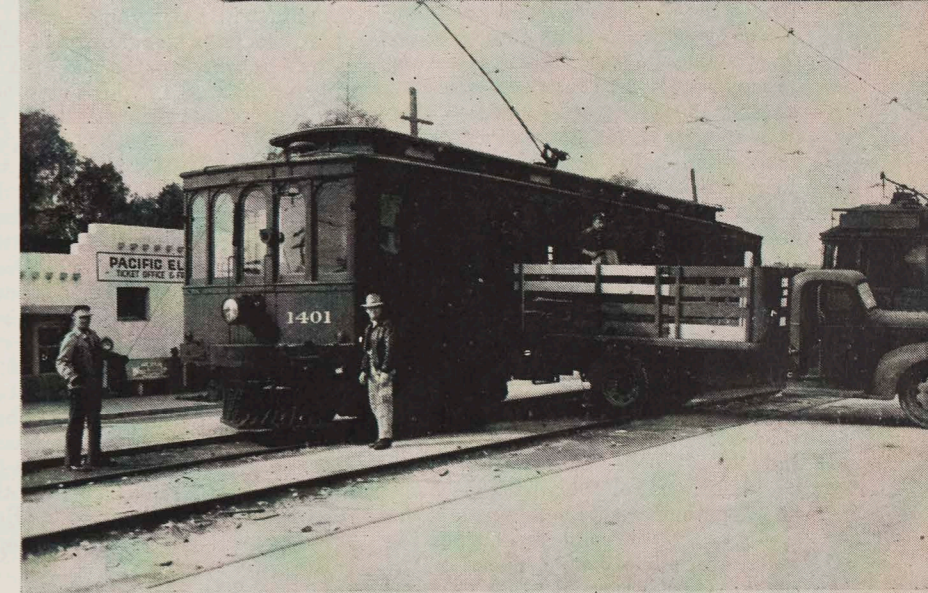


CREWS—In l.h. row of pictures, reading down: Beside Car 1455: Cond. C. F. Long, Mm. L. A. Cole, Msgr. C. B. Wilson; Car 14-7: Mm. A. R. Butler, Msgr. R. M. Money, Cond. A. E. Babcock, Cond. A. H. Westerveld (breaking in); Car 1461: Mm. S. E. Matheny, Msgr. R. C. Hartman, Cond. Alexander Reid; Car 1449: Cond. J. E. Beardsley, Msgr. "Arkie" Price, Mm. R. W. Burgess. In center row of pictures, reading down: Car 14-7: Switchmen B. E. Edwards, J. B. Thompson, B. F. Hammack, at LAUPT; Car 1451: Mm. W. E. Swartz (32 yrs. on North) and Cond. F. P. Ream (35 yrs. on North); Car 1446: Cond. J. D. Henry, Mm. E. T. Barrett; car with medallion showing: Cond. L. F. Albert, Mm. W. T. Plant. There are, of course, many other crews. These crews were snapped by the photographer as they came into the yard at LAUPT.

VIEWS—Starting at upper right and reading clockwise: Clyde De Long, Tractor Lift Operator at L. A. Freight House, lifts a car "steel" (bridge from dock to car door) by deft manipulation of his truck. At right center is a view showing how box motors are lined up on loading tracks at L. A. Freight so that loads may be trucked through several cars. W. W. Stafford, Trucker-Clerk, is unloading the fourth car over, while Subforeman B. F. Cotten works in the third car over. Bottom right: Box motor 005 and box car come in from Long Beach to Eighth St. Yard as Conductor J. S. Smith throws the switch. Bottom left: On the other side of the Freight House is a long loading dock for trucks. PMT, whose trucks are shown, has a pick-up and delivery contract with PE for fast freight service, using 390 pieces of equipment here.



TOP LEFT: Box motor loading fish at San Pedro. The crew, Motorman E. T. Barrett, left, and Conductor J. D. Henry, take it easy while truckmen from the fish company load. **TOP RIGHT:** At Eighth Street Yard, John Hagan (on car) and Bob Patzer, both qualified passenger Motormen, have the p.m. box motor switching job six days a week. **RIGHT CENTER:** Box Motor 1401, oldest on the system, is 77 years old! It is said to be the oldest electric car in service in U. S. **BELOW:** In the routing office at L. A. Freight Station. In left foreground is General Foreman R. W. Grafius talking to Manifest Clerk John Shreeve. Others, left to right, are Bill Minyard, Day Foreman; George Roberts, Night Assistant Foreman; John Meredith (behind glass partition) General Foreman's Clerk; Louis G. Davila, Tonnage Merchandise Clerk; Buford Cotten, Day Assistant Subforeman; I. C. Tellechea, Night Foreman; Albert J. Gilbert, Routing Clerk; and J. W. Langley, Clerk-Typist. In this office all routing of waybills and manifesting is done. Assistant General Foreman is A. B. Winquist, not present for picture.



Sickness Benefits

UNDER THE NEW RAILROAD RETIREMENT ACT

(An Official Government Bulletin)

RAILROAD WORKERS will, beginning July 1, 1947, become one of the first groups in the nation to obtain protection through a Government social insurance system against loss of wages from temporary disability. This program was established by the amendments to the Railroad Unemployment Insurance Act passed by the 79th Congress and approved by the President on July 31, 1946. The most important change introduced by these amendments provides for the payment of benefits for unemployment due to sickness or injury, whether or not work-connected. The new benefits are to be payable on a basis similar to that for unemployment due to lack of work and are financed entirely through contributions paid by employers under the Railroad Unemployment Insurance Act. Some of the basic features of the new sickness insurance system are explained in this article.

OLDER EMPLOYEES PROFIT MOST

While the retirement system provides security for railroad workers and their dependents after their working days are over, sickness benefits, together with unemployment insurance, protect employes during the years of their working lives. In the benefit year beginning July 1, 1947, the first year of the program, it is estimated that 300,000 railroad workers will receive sickness payments totaling about \$36,000,000. This new protection is particularly important to older workers, who, because of their greater seniority, experience less unemployment, but who become ill more frequently than younger workers and whose illnesses last longer. For example, men in the ages 55-64 will be ill on the average about two and one-fourth times as many days each year as those in the ages 25-34, and will therefore receive more benefits. Since the older men tend to have higher earnings and consequently higher daily benefit rates, there will be an even greater difference in the amount of benefits they will receive. For 1947-48 it is estimated the older group will be paid nearly \$9,000,000 and the younger group, which is substantially larger in number, less than \$4,000,000. In an ordinary year, only about 1,200, or less than one-

half of one per cent, of the beneficiaries are expected to be women employes receiving benefits for maternity. All estimates, except those for maternity, are based on reports of the experience of six railroad relief associations, as collected and published by the U. S. Public Health Service.

7-DAY WAITING PERIOD

After a waiting period of 7 days, benefits will be payable for as much as 26 weeks of temporary disabilities in a benefit year. The maximum amount of benefits which may be paid in the benefit year 1947-48 ranges from \$227.50 to \$650.00, depending upon the total wages or salary earned by the employes during the calendar year 1946. The amount and duration of benefits are the same for sickness as for unemployment, but the payment of one type of benefit does not affect either the eligibility or the amount of benefits for another type. For instance, a brakeman laid off as a result of a decline in freight traffic may receive unemployment benefits until his recall to work. If he should suffer a broken leg a few weeks after his return, regardless of whether it occurred at home or on duty, sickness benefits would be payable at the same rate.

MATERNITY AS WELL AS SICKNESS

As with benefits for unemployment, benefits for sickness will be payable, when the system begins on July 1, 1947, to employes who earned at least \$150 for railroad work in 1946. Thus, a railroad man forced by illness to quit work early in 1947 and to go to a sanitarium will be eligible for benefits this coming July on the basis of his 1946 earnings. A woman employe with enough railroad earnings will be eligible for maternity benefits as well as sickness benefits. However, wives of railroad workers will not be entitled to maternity benefits unless they were eligible railroad workers themselves.

DOCTOR'S STATEMENT REQUIRED

To receive sickness benefits, an employe must be unable to work for more than 7 days before any benefits are payable in a benefit year, and

must submit a doctor's statement to support his claim. As stated before, any kind of temporary disability is covered regardless of how or where it occurred. Since the benefits are intended as insurance against wage loss resulting from such a disability, no benefits are payable to employes who continue to receive their regular wages, vacation pay, or pay for time lost. Moreover, as in the case of unemployment insurance, employes in certain train-and-engine-service occupations who earned more than a specified amount during the 2- or 4-week period, including their claimed days of sickness, may not receive benefits under the law.

OTHER LAWS MAY AFFECT BENEFITS

Employes are not entitled to sickness benefits for any day or days for which they are paid unemployment insurance benefits, or sickness, maternity, or unemployment compensation under some other Federal or State law. If retirement benefits are paid under the Railroad Retirement Act or the Social Security Act, and the sickness benefits are greater, only the difference may be paid. However, if they are members of a railroad relief association or a fraternal order or carry insurance with a private firm and receive benefits from one or more of these sources, they may be paid sickness benefits also.

The freedom of employes who suffer work-connected disabilities to recover damages through court action or to make settlements with their employers is not affected in any way by the sickness insurance program. The law provides, however, that if sickness benefits are paid for the same disability, the amount of the benefits must be refunded to the Board if it is smaller than the settlement. If the amount of settlement is smaller, that amount must be refunded.

CLAIM COVERS 14-DAY PERIOD

Claims for sickness benefits, like unemployment insurance, will cover periods of 14 consecutive days. In any benefit year, benefits will be payable for each day of sickness over 7 in the first claim period which has 7 or more days of sickness, and for each

day of sickness over 4 in the later periods. The table below shows the amounts which are payable to sick workers, on the basis of compensation earned in the base year, for each compensable day after July 1, 1947, and the maximum amount payable in a benefit year.

A fireman who earned \$2,900 in 1946 will be eligible for sickness benefits at the rate of \$5 per compensable day, and, if he should be ill for 27 weeks during the benefit year, he would receive \$650.

Base-Year Compensation	Daily Benefit Rate	Maximum Amount Payable in a Given Year
\$ 150- 199.99	....\$1.75	\$227.50
200- 474.99	.... 2.00	260.00
475- 749.99	.... 2.25	292.50
750- 999.99	.... 2.50	325.00
1,000-1,299.99	.... 3.00	390.00
1,300-1,599.99	.... 3.50	455.00
1,600-1,999.99	.... 4.00	520.00
2,000-2,499.99	.... 4.50	585.00
2,500 or more	.... 5.00	650.00

If he should become ill in August, 1947, and claim benefits for 6 consecutive weeks, he would be entitled to \$35 for the first 2-week claim period and \$50 each for the second and third.

EMPLOYER, NOT EMPLOYEE, FINANCES PLAN

Sickness and maternity benefits, as well as benefits for unemployment, are financed by contributions from employers. These amount to 3 per cent of the first \$300 a month in compensation paid each employe. Employes do not contribute.

52 Lost Time Injuries In Mechanical Dept. During First Quarter

A total of 52 lost time occupational injuries occurred in the Mechanical Department during the first three months of this year, resulting in a total loss of 257 days, plus the suffering that accompanies any personal injury.

The practice of safety on the part of those involved would have prevented many of these accidents.

Every effort is made to provide safety devices to protect the employe against injury; these, however, are of no value unless used according to instructions.

In the long run, safety—your personal safety—depends on your own actions; your Foreman or Supervisor can merely advise and instruct.

Start today keeping the thought of safety in mind at all times. Look before you step, think before you act, and thus avoid suffering and unnecessary loss of time.

HOW TO FILE A CLAIM

for

Sickness Benefits

PROMPTNESS IS ESSENTIAL in filing a claim for sickness benefits. Notice of an employe's sickness or injury must reach a regional office of the Railroad Retirement Board within 9 days after the employe's first day of sickness.

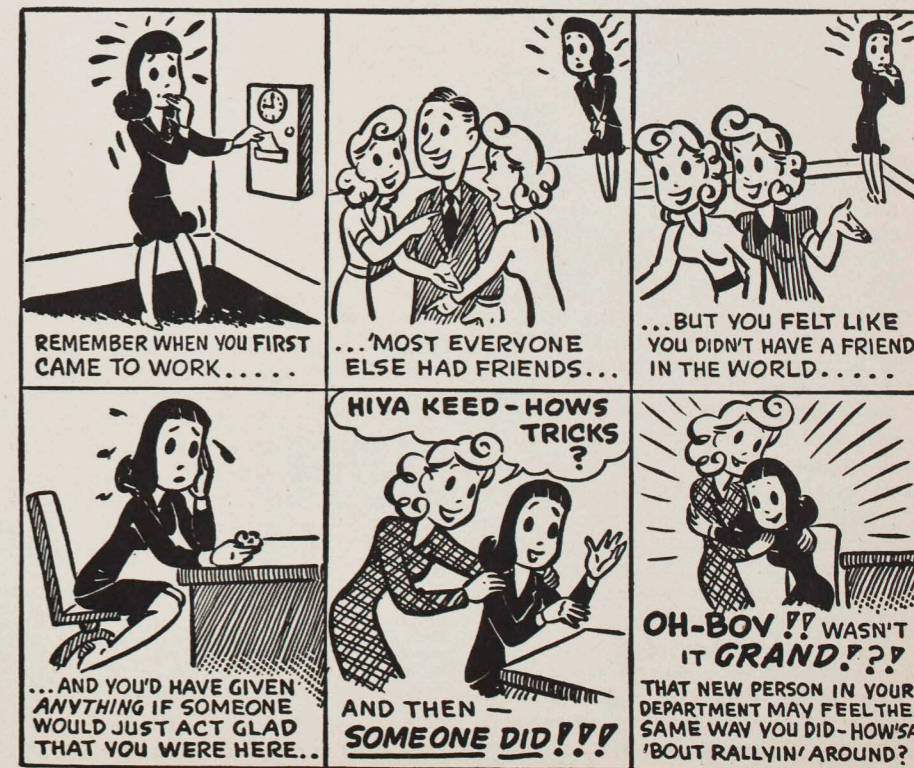
To apply for sickness benefits an employe must:

- (1) Get an application for sickness benefits from his employer, labor organization, hospital association, Board Office, or other source;
- (2) Complete the application;
- (3) Have a doctor of medicine fill in the Statement of Sickness form attached to the application form; and
- (4) Mail the completed forms to a regional office of the Board on the sixth or seventh day after the first day he wishes to claim as a day of sickness.

After the Board's regional office has examined the employe's applica-

tion and the doctor's Statement of Sickness, a claim form will be sent to the employe with instructions for claiming days as days of sickness. When the employe returns the completed claim form to the regional office, he will be paid benefits for days of sickness in a 14-day registration period. As the employe returns completed claims, he will ordinarily continue to receive new claim forms for later 14-day registration periods until such time as he is again able to work or until he has received the full amount of benefits which can be paid to him.

If an employe is so sick or injured that he cannot sign the forms, someone acting for him should write promptly to an office of the Board. In this way, the employe's right to benefits would be protected until further action on his claim can be taken. The person writing should give the employe's name, address, social security account number, and explain why he cannot sign.



Your Hospital Association

FACTS AND FIGURES

By George Perry
Business Manager

The report of operations which follows covers a two-month period, due of course to the bimonthly issuance of the Magazine.

Results for months of February and March, 1947:

Receipts	
Employes' contributions	\$44,108.96
Pacific Electric Ry. Co.—	
Industrial and Claim	14,350.32
Los Angeles Motor Coach Lines—	
Industrial and Claim	2,073.63
Harbor Belt Line R.R.—Industrial	244.65
S.P.CO. Hospital Dept.—Services	
rendered	2,896.95
Miscellaneous	3,135.61
Total	\$66,810.12

Expenditures	
Professional services (salaries and fees)	\$32,781.35
Medical supplies (medicines, X-ray films, bandages, etc.)	5,919.08
Hospitalization	16,522.67
Miscellaneous (rental, telephone, insurance, P/R taxes, ambulances, repairs, etc.)	6,855.97
Total	\$62,079.07

Net gain (2 months) \$ 4,731.05

Net gain for the three months ended March 31, 1947, amounts to \$2,206.14.

Total expenditures for the three months of 1947 have been practically the same each month. The increase in receipts is due almost wholly to increased employe contributions effective February 1, 1947.

IN EMERGENCIES

Instruct your wife or family to call a doctor of the Hospital Association in case you are taken suddenly ill or injured. In case you do not know or cannot reach the Association doctor in your vicinity, call TUCKER 7272 day or night, and a doctor will be provided, or other arrangements made.

In cases of emergency, when there is no time to secure an Association doctor, the Association will assume the cost of the first outside doctor's call, but the Association must be notified immediately after such service, or as soon thereafter as practicable.

With the foregoing exception, if you choose to call an outside doctor, one independent of your Association, remember you are assuming all the expense in such instances.

Take advantage of the facilities provided by your contributions, when sick or injured. Do not jeopardize your rights to coverage by disregarding the Hospital Association Rules and Regulations.

PUT THIS IN YOUR WALLET

Emergency Pocket List Of
Pacific Electric Railway Hospital Association Doctors
As Of May 15, 1947

ALHAMBRA	Dr. B. H. Chamberlain	201 Medical Bldg.	Atlantic	2-1749
ARCADIA	Dr. S. D. Puttler	248 East Main St.	Atlantic	1-1774
BALBOA	Dr. Wm. R. Heidenreich	201 So. First St.	ATwater	73581
BELL	Dr. G. H. Grundy	Balboa Inn Arcade	HARvard	37
	Dr. G. D. Wells	4317 Downey Road, L.A.	Kimball	7241
BELLFLOWER	Dr. C. H. Mc Callister	5825 So. Santa Fe Ave., L.A.	Lafayette	8344
BEVERLY HILLS	Dr. C. M. Brakensiek	540 So. Bellflower Blvd.	Torrey	7-1222
BREA	Dr. Alfred Lewis	5750 San Vicente Blvd., L.A.	Whitney	2020
	Dr. E. F. Otis	216 East Birch St.	Brea	4
CLAREMONT	Dr. J. W. King	110 No. Pomona Ave	Brea	406-W
COLTON	Dr. M. L. Iisley	111 Indian Hill Blvd.	Claremont	6391
	Dr. O. J. Johnson	502 I Street	Colton	375
	Dr. C. F. Whitmer	Arcade Bldg.	Colton	192
COMPTON	Dr. J. W. Elder	210 So. Rose Ave.	NEWmark	1-2442
	Dr. H. R. McMeekin	3224 Mulford Ave., Lynwood	NEWmark	1-2312
COVINA	Dr. W. P. Magan	155 West College St.		251-61
	Dr. R. D. Nethery	155 West College St.		251-61
CULVER CITY	Dr. Harry Lasin	4310 Overland	ARdmore	8-6886
EAST LOS ANGELES	Dr. J. P. Mortensen	5330 Whittier Blvd.	Angelus	8218
	Dr. G. D. Wells	4317 Downey Road, L. A.	Kimball	7241
EL SEGUNDO	Dr. Wesley Farr	204 West Grand	El Segundo	46
	Dr. H. W. Prince	351 Main St.	El Segundo	191
EL MONTE	Dr. E. D. Farrington	556 So. Tyler Ave.	BUDlong	8-6293
	Dr. J. A. Marlo	113 East Valley Blvd.	BUDlong	8-0607
FULLERTON	Dr. E. F. Otis	216 East Birch St., Brea	Brea	4
GARDEN GROVE	Dr. C. C. Viclett	225 West Stanford Ave		6381
GLENDALE	Dr. C. L. Roberts	606 North Brand Blvd.	Citrus	2-8824
	Dr. M. F. Olney	851 Graynold Blvd.	Citrus	3-5893
GARDENA	Dr. H. V. Upholt	8254 Gardena Blvd.	WENlo	4-2885
	Dr. R. Rosenber	8254 Gardena Blvd.	MENlo	4-2885
GLENDORA	Dr. T. D. Menser	101 West Bennett Ave.		440-61
HOLLYWOOD	Dr. Alfred Lewis	5750 San Vicente Blvd., L.A.	Whitney	2020
	Dr. M. P. Olney	851 Graynold Blvd., Glendale	Citrus	3-5893
HUNTINGTON BEACH	Dr. B. W. Hardy	501 Walnut Ave.		132
HUNTINGTON PARK	Dr. G. D. Wells	4317 Downey Road, L.A.	Kimball	7241
	Dr. C. H. McCallister	5825 So. Santa Fe Ave., L.A.	Lafayette	8344
	Dr. D. C. Sigworth	709 Professional Bldg.		614-34
LONG BEACH	Dr. G. G. Verbruyck	516 Professional Bldg.		634-74
	Dr. H. R. McMeekin	3224 Mulford Ave.	NEWmark	1-3363
LYNWOOD	Dr. G. D. Wells	4317 Downey Road, L.A.	Kimball	7241
MAYWOOD	Dr. C. H. McCallister	5825 So. Santa Fe Ave., L.A.	Lafayette	8344
	Dr. E. H. Kelly	104 East Foothill Blvd.		138
MONROVIA	Dr. J. P. Mortensen	5330 Whittier Blvd., L.A.	Angelus	8218
MONTEBELLO	Dr. L. E. Croft	327 Wilshire Blvd.		590-82
OCEAN PARK	Dr. C. N. Abbott	125 West F Street	Santa Monica	611-06
ONTARIO	Dr. A. J. Nies	60 Plaza Square		817-W
ORANGE	Dr. F. S. Newcomb	201 North El Molino	Sycamore	3-6771
PASADENA	Dr. J. A. Walshe	880 East Colorado	Sycamore	2-3811
	Dr. Robert Smith	281 Thomas Street		1181
POMONA	Dr. H. G. Hill	47 East Vine Street		3191
REDLANDS	Dr. E. G. Butt	106 Emerald St.		3301
REDONDO BEACH	Dr. J. F. Spencer	201 Torrance Blvd.		3761
	Dr. C. T. LaFrance	296 South Pacific Ave.		3343
	Dr. W. S. Cherry	109 North Riverside Ave.		10
RIALTO	Dr. V. R. Hamilton	3768 12th Street		6670
RIVERSIDE	Dr. T. A. Card	3616 Main Street		2900
	Dr. P. E. Simonds	304 Loring Building		1880-J
SAN BERNARDINO	Dr. Steele Forsythe	569 Fourth Street		291-73
	Dr. A. S. Garnett	569 Fourth Street		291-73
SAN GABRIEL	Dr. G. G. Dollinger	399 West Las Tunas Drive	Atlantic	284-63
SAN PEDRO	Dr. C. J. Ryan	804 South Pacific Ave.	Terminal	264-58
	Dr. H. E. Wilmoth	804 South Pacific Ave.	Terminal	3-2421
SANTA ANA	Dr. Harvey Baker	201 East Seventh St.		363
	Dr. P. B. Gillespie	1417 North Main St.		4426
	Dr. W. C. Dubois	1902 North Broadway		693
SANTA MONICA	Dr. L. E. Croft	327 Wilshire Blvd.		590-82
SOUTH GATE	Dr. H. R. McMeekin	3224 Mulford Ave., Lynwood	NEWmark	1-3363
SOUTH PASADENA	Dr. Albert Supple	1401 Fair Oaks Ave.	Sycamore	9-3055
SOUTH PASADENA & HUNTINGTON DRIVE	Dr. H. H. Heidenreich	3106 Huntington Drive, L.A.	Capital	6968
SUNLAND	Dr. B. M. Mahowald	8318 Foothill Blvd.		2906
SUNSET BEACH	Dr. B. W. Hardy	501 Walnut Ave., Htn. Beach		455
TORRANCE	Dr. J. W. Beeman	1329 Sartori Ave.		14
	Dr. H. A. Wood	1329 Sartori Ave.		14
	Dr. C. E. Easley	1329 Sartori Ave.		14
UPLAND	Dr. A. L. Weber	404 Second Ave.		311-21
VAN NUYS	Dr. C. T. Sprague	14507 Sylvan Street	STate	5-1344
VENICE	Dr. L. E. Croft	327 Wilshire Blvd., S.M.	Santa Monica	590-82
WEST HOLLYWOOD	Dr. J. G. Abbott	806 North Clark St.	CRestview	645-05
WEST LOS ANGELES	Dr. C. H. Wylie	1441 Westwood Blvd.		320-21
WESTMINSTER	Dr. R. I. Johnson	181 Westminster Blvd.		8171
WHITTIER	Dr. J. W. Camp	106 East Hadley St.		438-38
WILMINGTON	Dr. W. W. Horst	802 Avalon Blvd.	Terminal	426-21
	Dr. A. H. Nerad	802 Avalon Blvd.	Terminal	426-21
	Dr. G. H. Quillian	802 Avalon Blvd.	Terminal	426-21

FOR THE LOS ANGELES AREA OR WHEN YOU CANNOT REACH THE DOCTOR LISTED FOR YOUR LOCALITY CALL TUCKER 7272 DAY OR NIGHT, FOR SERVICE.



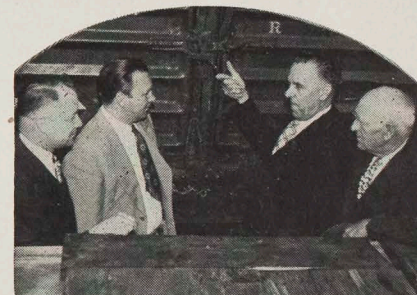
NEW FREIGHT DOCK AT COMPTON

NEW COMPTON LOADING DOCK was opened for business on Monday, April 21, with appropriate ceremonies attended by a number of Compton and PE notables. The dock fulfills a long-felt need. The first cars to be unloaded contained automobiles. The speedy professional automobile car unloaders approved the 140'-long concrete dock.

Retirements

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

NAME	OCCUPATION	Department	Years of Service
Louis V. Bandy	Conductor (South)	Transportation	4
Charles Berg	Motorman (West)	Transportation	20
William F. Brown	Conductor (North)	Transportation	27
Walter Burgess	Toolmaker	Mechanical	27
Jesus L. Carrillo	Carpenter	Mechanical	22
Jose D. Castaneda	Laborer	Engineering	19
Bernabe Garcia	Laborer	Engineering	20
Mauro Gonzales	Groundman	Engineering	34
Jeremiah Hallisey	Motorman (West)	Transportation	33
Fred L. Linne	Section Foreman	Engineering	23
Jesus O. Luna	Laborer	Engineering	29
Eugenio Mayor	Foreman	Store	27
Thomas W. McQueen	Groundman	Engineering	23
James V. Meuse	Yardmaster's Clerk	Transportation	4
Dirk Mol	Leader	Mechanical	33
John H. Nichols	Conductor (West)	Transportation	24
Paul M. Orrell	Towerman	Transportation	24
Frederick Palms	Conductor (North)	Transportation	24
Beatrice K. Pearl	Car Cleaner	Mechanical	3
Louis A. Peterson	Motorman (South)	Transportation	8
Ida C. Reis	Clerk	Accounting	14
Hal W. Sutton	Conductor (West)	Transportation	24
Della P. Talamantes	Draftsman	Engineering	29
John M. Thull	Conductor (North)	Transportation	3
Alfred W. Vivian	Section Foreman	Engineering	23



BREAKING CAR SEAL at the new loading dock is Mayor Harry Laugharn, of Compton. Witnesses, left to right, are H. C. Kuck, Assistant to PE's Freight Traffic Manager; George C. Heinrich, President of the Compton Motor Dealers' Association; and William Foster, Compton Councilman. Mayor Laugharn's action started activity along the dock.

SMITHS CELEBRATE

Mr. and Mrs. Charles Milton Smith (Suzanne J. Smith, worthy scribe from 8th Street, to you) celebrated their first wedding anniversary on April 28 with a big turkey dinner for the family and a Saturday night reception for 30 guests. A replica of the cake served at their wedding was the highlight of the evening and a gala time was had by all. Our congratulations, and may there be many more happy anniversaries to follow.

The Public Appreciates

C. C. Arbogast, Motor Coach Operator, Santa Ana Line, for his careful, efficient driving, and his unusual tact. "He was patient with slow passengers and had a pleasant greeting to those who apparently rode his bus frequently," says a letter from a pleased observer.

R. L. Bacchus, Motor Transit Operator, for his efficiency and courtesy. Visitors from Cleveland wrote concerning a bus trip with Mr. Bacchus: "It was the only part of our trip where we were at ease and which we enjoyed, and the only courtesy we had received since we left Ohio."

E. W. Barnett, Motor Transit Operator: "One man who possesses his cool, quiet, efficient manner and his skill as a driver can do a great deal to compensate for wornout equipment and other transportation inconveniences that seem inevitably to be part of the picture of waging and winning a war."

R. J. Bierman, Motor Coach Operator, Redondo Line, for his careful, efficient, courteous operation, according to statements on a claim questionnaire returned by two passengers. One witness had ridden with Mr. Bierman innumerable times, and praised his operation highly. The other witness spoke of Mr. Bierman's "extreme courtesy to fellow drivers and to passengers," and his pleasant smile and "good morning" to everyone.

A. F. Bjermeland, Motor Transit Operator, for his courtesy to passengers and his excellent care of children.

A. B. Bogartz, Conductor, West Hollywood, for his courtesy and efficiency, and particularly for assisting an elderly lady to board his car at Edgemont and Hollywood Boulevard.

H. W. Burton, Motor Transit Operator, for his exceptional skill in handling his coach at a time when it was involved in an accident. One witness stated: "Many of us, and the truck driver too, owe our lives to the coach driver for the way he handled the coach."

M. B. Cleveland, Conductor, West Hollywood, for his always excellent work, and especially for the courtesy with which he assisted a crippled woman on and off his car.

V. A. Cordes, Conductor, Subway

Terminal, not only for his efficient and courteous performance of duty, but especially for his kindness and helpfulness to a blind passenger.

L. W. Couch, Motor Transit Operator, whose courtesy and efficiency were several times noted with appreciation by an out-of-town visitor during the past four months.

G. W. Demarest, Motor Coach Operator, Redondo Line, who is making it a pleasure for passengers to ride the PE busses. "He was especially considerate of the older passengers, he answered all questions cheerfully, stopped and started the bus without jerks, and greeted all the known riders. Such a driver is a salesman for PE," wrote a passenger. Another passenger stated that Mr. Demarest "starts and stops the bus with the least jerk or jar of anyone I have ridden with."

E. H. Dickerson, Conductor, West Hollywood, for the particularly tactful manner in which he dealt with a drunken passenger.

V. L. Edwards, Conductor, Macy Street, for the pleasing tone in which he voices a "thank you" to each passenger as he collects tickets.

E. G. Erickson, Motor Transit Operator, for the courtesy and efficiency with which he performs his duties.

J. R. Heffern, Conductor, Long Beach Line, for paying a fare for a passenger who had forgotten his wallet. "The pleasant, courteous and efficient manner in which Mr. Heffern handled a delicate problem is noteworthy," wrote the beneficiary, who, incidentally, repaid the loan.

G. W. Hrivnak, Conductor, Macy Street, for his honesty and courtesy in returning a ring lost from the window of a car.

J. T. Kelly, Motor Coach Operator, Subway Terminal, for "being so nice to the children" handled for the Los Angeles Orphanage on a special bus one Saturday.

C. W. Knight, Conductor, Pasadena Terminal, for his "kindness and honesty" in sending to the rightful owner a billfold which he found on Monterey Road.

C. E. Mack, Motor Transit Operator, for a personality that seems to create a spirit of friendliness in all

his passengers, for his on-time performance, and for the feeling of safety and relaxation enjoyed by his passengers because of his efficient driving.

W. K. McPheely, Motor Coach Operator, Ocean Park Terminal, as one who is "not only a quick, safe driver, alert and steady, but has a wonderful sense of humor which keeps us riders in good spirits when we are lucky enough to make his bus," according to a letter from a commuter who has ridden the line six days a week for six or seven years.

M. M. Moore, Motor Transit Operator, whom one passenger feels to be outstanding in courtesy among the many fine drivers with whom she has ridden.

R. D. Mullen, Conductor, West Hollywood Terminal, for service to passengers "over and beyond the call of duty," according to a letter from a passenger, who states that such is the opinion of many on the car Mr. Mullen operates.

J. F. O'Hare, Conductor, West Hollywood Terminal, for the courtesy and efficiency with which he performed his duties on the Hollywood Boulevard Line March 31.

A. B. Pace, Conductor, Subway Terminal, who received four letters: (1) from a patron praising his courtesy and efficiency; (2), (3) a letter from each of two separate groups of patrons, commending his courtesy and efficiency and stating that he had been missed while he was on vacation; (4) from an individual who stated that the writer had never encountered such a genial and efficient force as operate the Echo Park Line cars, and that Mr. Pace is particularly outstanding.

PE service: the speed with which Ticket and Bill Clerk Frank J. Screech refunded money for some unused tickets; and the comfort, relatively quiet operation, and tasteful remodeling of the new 300-class cars.

E. T. Peterson, Conductor, Western District, for his courteous and efficient manner. In a letter the patron also expresses her appreciation for his honesty in turning in her lost billfold.

H. K. Riordan, Conductor, Monrovia Line, for his courteous and pleasant service. This passenger

thanks him for the "harmony he creates on the car every day."

J. C. Robb, Motor Transit Operator, whose on-time performance is not hindered by his outstanding "careful and courteous manner."

H. R. Rush, Conductor, West Hollywood Terminal, "because," a letter recently received states, "he is a very pleasant man and always gives every person a smile."

E. A. Thoman, Operator, Subway Terminal, who is commended by a patron for his thoughtfulness in calling streets clearly and in a tone of voice that can be heard throughout the coach. This letter also mentions the fact that although he was courteous to all passengers, he did not engage in unnecessary conversation and gave full attention to the operation of the coach while it was in motion.

P. E. Treschke, Motor Coach Operator, Redondo Line, who "can't be improved upon," according to a letter from a patron. "He is courteous, patient, and intelligent. He is an expert driver." On the first morning after his return from vacation, the writer stated that every regular rider expressed pleasure at having Mr. Treschke back.

H. S. Updike, Operator, Motor Transit District, for his courtesy and consideration.

E. Earl Wilcox, Motor Coach Operator, Santa Monica Line, for his alert handling of a motor coach at a dangerous corner.

R. E. Wright, Operator, Motor Transit District, whose courtesy and efficiency have evoked letters from two different patrons this past month. One writes, "A smile is cheap and really means a lot to one who is burdened and weary from everyday worries."

Miss Helen Drew, Information Clerk, for being instrumental in returning a lost suitcase to its owners in Cologne, Minnesota, some time after they had returned there after a visit to Los Angeles.

EVOLUTION OF AN ACCIDENT

"Injured"—said the co-worker.
 "Inattention"—said the foreman.
 "Inflammation"—said the nurse.
 "Incurable"—said the doctor.
 "Incredible"—said the mourners.
 "Inquest"—said the coroner.
 "Interred"—said the undertaker.
 "Income"—said the heirs.
 "Inprobate"—said the lawyers.
 "Incourt"—said the judge.
 "Insolvent"—said the bailiff.
 "Inpeace"—said the tombstone.
 "Indoubt"—said St. Peter.

—Tin Mill Lacquer

Let's Win It!

PE Bus Fleet 3rd in Safety Race

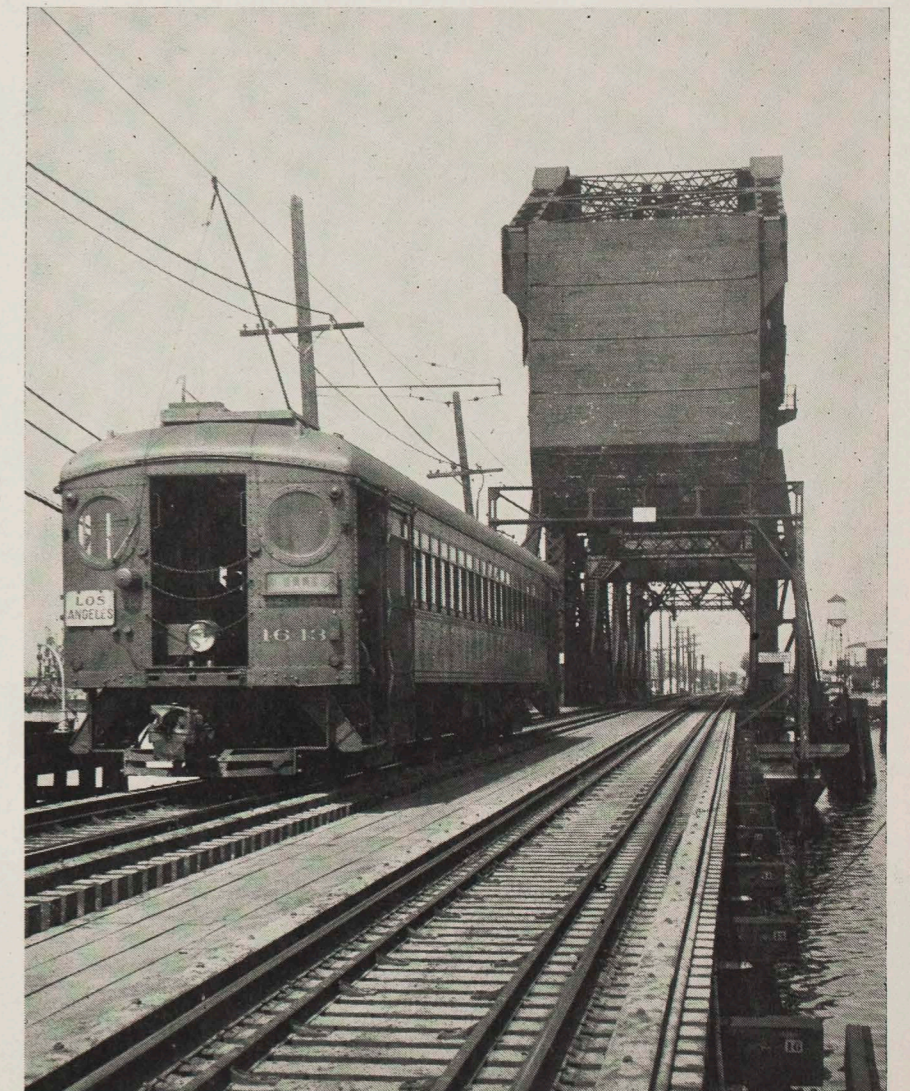
Having regained third place after dropping to sixth, the Pacific Electric Motor Coach Lines fleet again stands a good chance to win the Fleet Safety Contest sponsored by the Greater Los Angeles Safety Council and ending June 30.

The report for March (latest available figures) places PE in third place with 6.34 accidents per 100,000 miles of operation, or an accident every 15,779 miles. An accident in this contest is defined as an actual interference between a motor coach and another vehicle.

Ten fleets are entered in the contest in the Los Angeles area. Of the 4,414,879 miles operated by all ten fleets in March, Pacific Electric was responsible for 1,341,239 miles—almost a third.

By districts, PE motor coach accidents involving collisions with other vehicles show a decrease in March, 1947, over March, 1946, of 33.01 per cent on the West, 16.42 per cent on Motor Transit, and 5.13 per cent on the North and South combined.

CAREFUL DRIVING CAN WIN THIS CONTEST!



BASCULE BRIDGE ROUTE for Los Angeles-San Pedro trains was closed during the war. Reopened February 28, it saves eight minutes between Los Angeles and San Pedro because it is the most direct route.

PACIFIC ELECTRIC BOWLING NEWS



By Charlie Hill

Once again the curtain is lowered on our fall and winter bowling season. The Rod and Gun Club Team of Beach Rogers (Captain), Lee Wedl, Harold Smith, Lloyd Loyd, and Frank Converse are the new PE League champions. Entering the League as a somewhat dark horse aggregation, this team went into the top position of the Six o'Clock Branch in the fourth week of play and never relinquished their hold on that spot, finishing the season 12 points ahead of the second place team. In the final play-off the sportsmen defeated the Los Angeles Terminal, which had won first place in the Eight o'Clock Branch. Entering the sixth and final game of the play-off series 81 pins down, the Rod and Gun Club Team rolled its highest game (1023) of the entire season and won the match by 55 pins. Congratulations to the new champs. They were awarded the ABC League Championship League Certificate, a large team trophy, and an individual trophy for each member of the team, all trophies being donated by the Arcade Recreation Center.

BRC Aces won second place honors in the Eight o'Clock Branch, but in the play-off bowed to the BRC Railers, second place winners in the Six o'Clock Branch. PE Club, Schedule Bureau, and BRC Rallettes came in third, fourth and fifth respectively in the Six o'Clock Division, while in the Eight o'Clock Branch, Lucky Strikes, Virgil Coasters, and BRT finished in those respective positions.

This is the second year in succession that the Los Angeles Terminal Team was nosed out in the play-off after going into the final series of games with a big margin of pins to its credit. As a consolation prize, Captain Dick Prettyman was presented with a vest pocket size bowling ball trophy, donated by Ona Gregg of the Arcade Recreation.

ANNUAL BANQUET HELD

The bowlers' annual banquet was held on April 28 in the PE Club Cafeteria, where Jack Fuentes and his staff served an excellent full-course turkey dinner to a capacity crowd, except that due to the fact

that more hungry persons showed up than had been expected, a few of the late comers were fed ham instead of turkey.

The occasion was graced by the presence of many of the members' wives and lady friends.

EMCEE O. A. SMITH TO DONATE TROPHY

Master of Ceremonies was President O. A. Smith, who was in fine form and kept an appreciative audience of 150 in a genial mood throughout the evening. Mr. Smith passed out envelopes containing some \$2,450 in cash prizes and point money, besides trophies and bowling ball prizes. He also volunteered to donate personally a perpetual "President's Trophy," beginning with the next regular season. This will certainly be an incentive for bigger efforts on the part of our keglers.

SEVERAL SHORT TALKS

Special Guest Ronnie DeLong, Secretary of the Steamship Bowling League, in a brief but well received talk, stressed bowling as an essential factor.

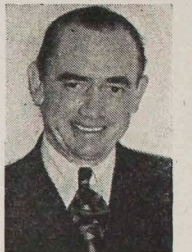
The program called for one-minute talks by League Vice Presidents Archie Brahm and Jimmie Rankin; Secretary-Treasurer Charlie Gonzalez; and Umpires Dick Prettyman and Burleigh Manley. The last-named, taking advantage of the unused allotted time of the others, proved that he is as good a speaker as he is a fisherman, hunter, and bowler—and he is no slouch in any of these pastimes.

MUSIC PROVIDED

During the dinner, music was furnished by Martha Meek Hiltbrandt and her accordion, and she made her usual big hit. The other entertainment portion of the program consisted of a special number by Martha and vocal solos rendered by Marie Shaw, soprano, and Gene McCartney, tenor, both of whom possess exceptionally pleasing voices. Lester McNelly led the assembly in singing several popular songs, and the response would put a Broadway chorus to shame.

In behalf of the PE Bowling League, as its President, I wish to extend thanks to Mr. Smith for attending our dinner and serving in his own inimitable way as Master of Ceremonies; also to Martha Hiltbrandt, Marie Shaw, Gene McCartney, and Lester McNelly for the fine entertainment, and to all who assisted otherwise to make the affair the best ever. We are particularly grateful to Lee Wedl of the Engineering Department, and a member of the championship team, for the considerable time and effort he put forth

PACIFIC ELECTRIC ROD AND GUN CLUB



By Arlie Skelton

(See Pictures on Pages 16-17)

Greetings! We are relinquishing part of our space this month in favor of our photographs of the opening of Trout Season, May 1, at Lake Arrowhead and Alpine Terrace. Believe me, this was the best outing the PE Rod & Gun Club has had in the more than 25 years I have attended. Plenty of trout, plenty of sport for everybody, and everybody happy. Here are some of the scores:

1st Prize	Roger LeMelle	\$10.00
2nd Prize	A. M. Cross	8.00
3rd Prize	A. C. Smith	6.00

Fourth and fifth prizes were a tie three ways by E. F. Lamm, J. B. Rogers and Francis Coy.

The contest ended at 12:30 p.m. at the camp. Forty-nine members checked in by that time with a total of 313 trout. Several others were still out. Limits were caught as early as 7:32 a.m. Limits and near limits were the rule; low scores were the exceptions. A big hand is due the Los Angeles Turf Club and the Division of Fish and Game for making Lake Arrowhead a fisherman's paradise.

in making the elaborate and unique menu cards.

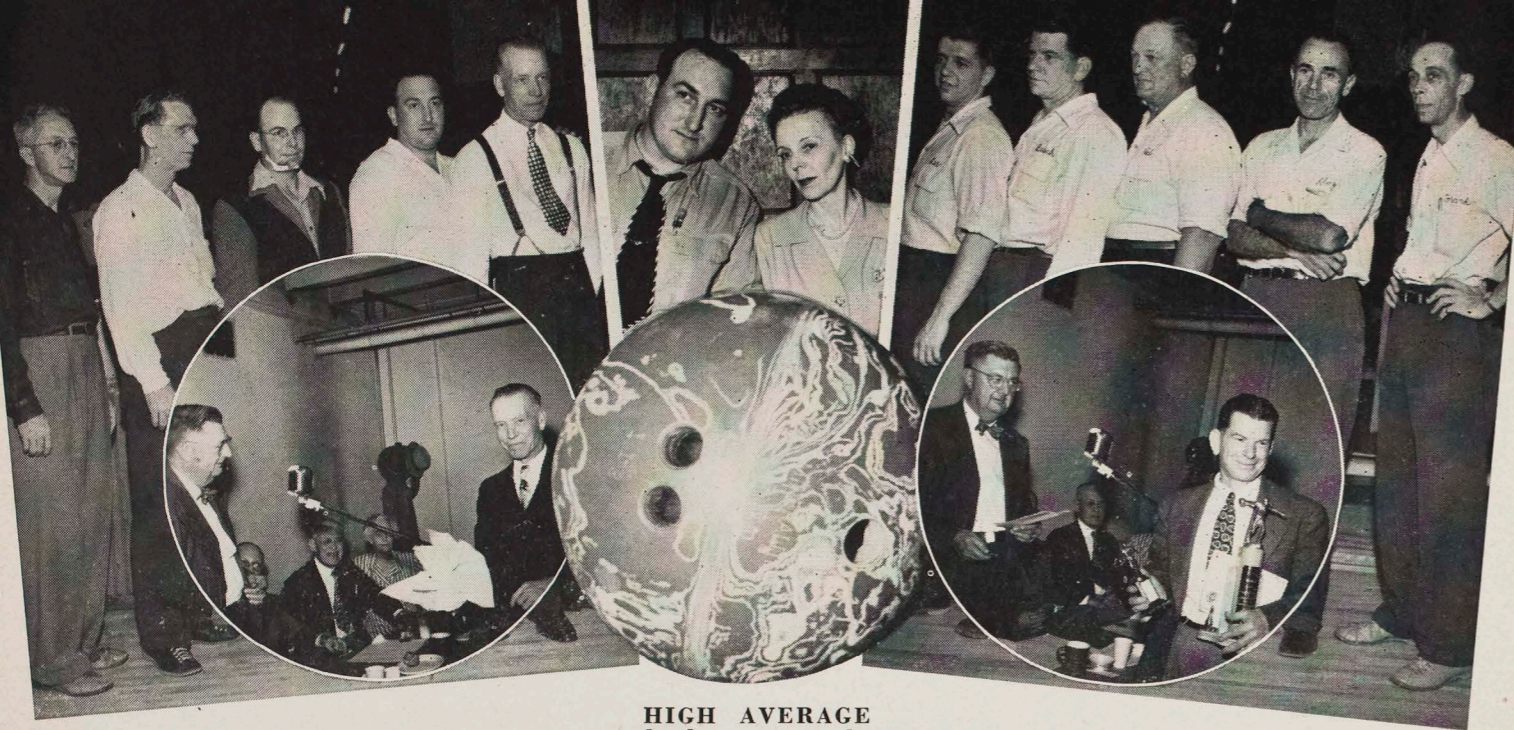
Special bowling ball prizes, donated by Neal B. Vickrey, Manager of the PE Club, and whom we were sorry to miss on account of illness, were awarded to Joe Shafer and Merlin Tague, for rolling the highest series in their respective branches. These are the most coveted individual season prizes. Congratulations to Joe and Merlin.

Space will not permit naming all team and individual prizes awarded; however, these have been covered in a special bulletin passed out at the dinner.

RESULTS OF SWEEPSTAKES

Team event—Won by Rod and Gun Club, BRC Railers, Schedule Bureau, Lucky Strikes, Special Agents, Long Beach, Motor Transit, Electrical Department, BRC Rallettes, and Green Inks.

(Continued on Page 18)



RUNNERS-UP: Los Angeles St. Terminal Team. L-R: Kasee, Henry, Price, Steuernagel, and Prettyman (Captain). Inset: Prettyman gets the so-called consolation prize at banquet.

HIGH AVERAGE bowlers, as was the case last year, were Ollie Steuernagel for the men, Marion Lutes for the ladies.

CHAMPIONS: Rod & Gun Club Team. L-R: Wedl, Rogers (Captain), Smith, Lloyd, and Converse. Inset: Rogers gets team trophy from President O. A. Smith at Bowling Banquet.

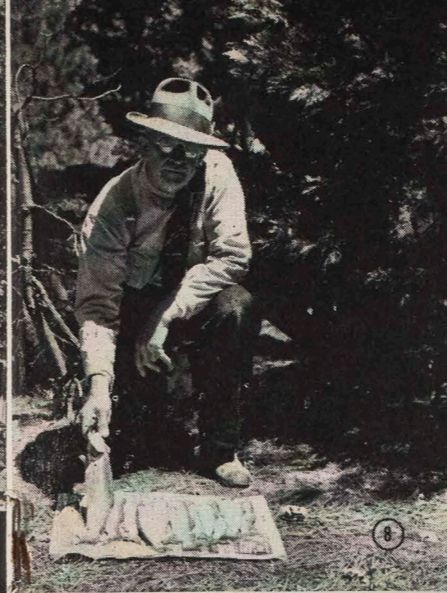
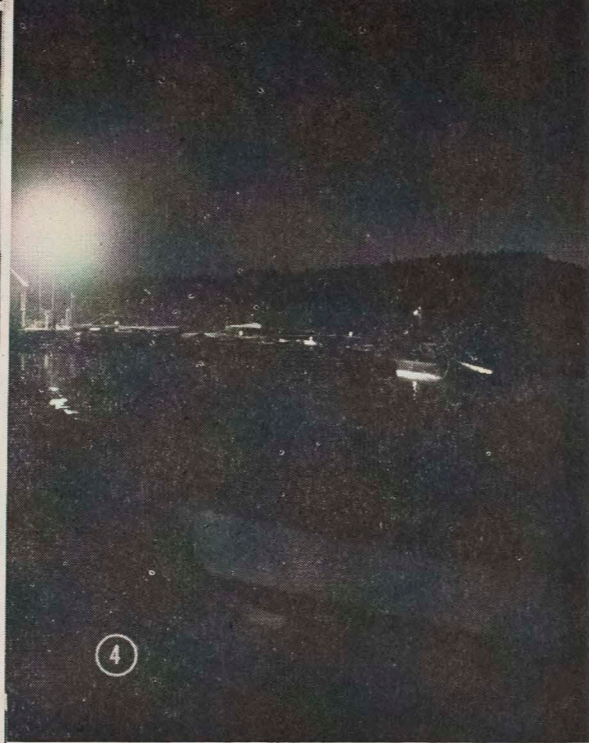


AT THE MIKE—L. R.: League President Charlie Hill, Guest Ron De Long, Vice President B. F. Manley, Song Leader L. B. McNelly, and soloists Marie Shaw and Gene McCartney.

BOWLING BANQUET

BANQUETERS IN THE PE CAFETERIA





-AND HERE'S PICTURES TO PROVE IT!

(1) Alpine Terrace, near Lake Arrowhead, for a brief night's lodging. (2) Dinner the night of April 30 at Alpine Terrace. (3) Breakfast next morning. (4) Boat dock at Arrowhead, 3:00 a.m., when fishermen launched their boats. (5) Daylight has arrived. (6) So have fish: Archie Brahm, left, and A. M. Cross are happy about their catch. (7) H. W. Polzien, left, and L. W. Buffington show theirs. (8) Harry Pierce says those are his. (9) Left to right, J. B. Rogers, Frank Converse, and W. G. Knoche also ran. (10) James C. Rankin, left, and Carl F. Hill pose with pride. (11) Roger LeMelle, left, and Bob Lawrence present evidence. (12) Carl Wright, left, and B. C. Johnson display the fruits of their prowess. (13), (14) Fish-cleaning session. (15) C. G. Gonzalez, left, official fish measurer, measures fish caught by Roger LeMelle, right, and acclaim it the winner. "Gon" is an impartial judge.

ROD & GUN CLUB ARROWHEAD OUTING

BOWLING NEWS—

(Continued from page 15)

Individual—Les Lutes, first; J. C. Rankin and H. W. Reiter, tied for second and third; and T. H. Wolfe, fourth.

Doubles—First prize, L. H. Lutes and L. L. Loyd; second prize, E. W. Swanson and Tony Huber; third prize, Lee Wedl and C. Wisler; and fourth prize, H. W. Reiter and Myrtle Shaw.

STEAMSHIP LEAGUE

Lacking one point of placing second, the Pacific Electric Team won third place in the Steamship League, which came to a close on April 14. At the Steamship Bowling League banquet on April 28 a large team trophy was awarded Captain Charlie Hill, and this trophy will be in custody of the PE Club.

ABC CHAMPIONSHIPS

Four ABC cash prizes were taken on May 5 by teams manned by PE League bowlers in the Booster Division, as follows: Acme Team No. 3, consisting of W. Cowell, N. Lambert, N. Seyforth, D. Carter, and H. W. Reiter, won the high or first place prize with a score of 2509. Twelfth place prize was taken by Acme Team No. 2 (score 2388), consisting of W. Fulton, B. Blunn, James Gould, Tom Lowry and Beach Rogers. Acme No. 4 Team, consisting of L. H. Lutes, D. W. Yeager, Bill Lutes, Charlie Oliver, and "Pop" Henry, won 17th place prize (score 2351); and 18th place prize was taken by Acme No. 1 Team (score 2341), composed of Archie Brahm, B. F. Manley, H. C. Hampton, J. C. Rankin and C. Kober.

SOFTBALL STARTS

"If you hear of a pitcher, please send him around," says Jack Gerhardt, West Trainman and Manager of the newly organized softball team playing in the Class "A" North and West Major Municipal League No. 226.

Composed of Western District Trainmen and Mechanics, the team has one outsider, Pitcher T. L. Holzworth, who was brought in for lack of known home talent. Though not officially sponsored by Pacific Electric, the team plays under the title of the Pacific Electric Club, and includes:

From the Subway Terminal: F. H. ("Red") Taylor, 2B; W. J. ("Jack") Gerhardt, SS; C. W. ("Wimpy") Comstock, RF; H. J. ("Herky") Heurkins, CF; E. F. ("Rog") Rogers, Sub. From West Hollywood: W. A. ("Bill") Tennyson, C; C. C. ("Mac") McKee, 3B; L. L. Laugham, LF; J. W. ("Kid") Childs, Sub; E. ("Whitney") White, Sub. Bat boy and mascot is 11-year-old "Junior" Heurkins.

SCHEDULE OF GAMES

Date	Opponent	Playground	Time P.M.
First Round			
June 6	Enterprise Studios	Queene Anne	8:30
June 11	Lambert Wolves	Griffith No. 4	9:00
June 20	Schwienies	Queen Anne	8:30
June 25	Whittakers 16	Queen Anne	7:00
Second Round			
July 2	Nu-Enamel	Griffith No. 4	7:30
July 9	Decca Aces	Griffith No. 4	7:30
July 18	Pac. Fruit Express	Poinsettia	9:00
July 23	Enterprise Studios	Griffith No. 4	9:00
July 30	Lambert Wolves	Griffith No. 4	7:30
Aug. 6	Schwienies	Griffith No. 4	7:30
Aug. 13	Whittakers	Griffith No. 4	7:30
Aug. 15	Decca Aces	Poinsettia	9:00

TRANSPORTATION DEPARTMENT

By
Suzanne J.
Smith



Conductor E. J. Morton broke his hand moving an incinerator, so says no more of that Man Mountain Dean stuff for him, as his young daughter, a puppy dog, and a new abode keep him with his nose to the grindstone. . . . A thing to see is Yardmaster A. J. Charland's argyle socks. His wife knits them, too. . . . Yardmaster S. W. Bullock has been appointed Trainmaster following the return of E. J. Altenberger, at his own request, to the position of Yardmaster. . . . J. A. Lewis vacationed in his home state, Texas. . . . While Marguerite Clara Gilmore ("Marg") was at 8th Street for a few weeks, Roadmaster W. B. Boyle, wearing an old rusty hat, happened in, and said, "New girl? Yes?" Evidently Marg noticed the condition of his hat, for a little later, sporting a new chapeau, he returned, and said, "New hat! Yes!" Marg is back in New York, following her husband, a Navy chief petty officer. Marg is an ex-Wave, and a mighty sweet kid. . . . Dave Newman has a "new" heir with the birth of David Anthony Newman on March 20.

Assistant Superintendent J. G. Blake went to St. Vincent's for a jaw operation on May 8. . . . Two other mighty fine people have had too much to do with doctors lately: PE Club Manager N. B. Vickrey and Timekeeper Harry Shea. . . . C. D. Jordon is OK South Brakeman—son of Conductor "OC" Jordon on the Northern District. . . . Ralph and Mary Lou Ross have our sympathies on the passing of Mary Lou's mother in March. . . . Ralph is now on a 90-day leave of absence.

Fireman James Antista vacationed at San Francisco, and is at the present time on a leave of absence. . . . Local Chairman of the BRT E. M. Sloan likes his coffee HOT, and who doesn't? . . . Yardmaster C. W. Couts became a grandpa on March 22, 1947, when at 8:30 a.m. at the Bell Mission Hospital his first grandchild, Lucinda Ann Couts, was born to his son, Raymond, and daughter-in-law, Jane. That makes C. S. Couts, also a Yardmaster, an Uncle! Trainmaster B. G.

MACY STREET TERMINAL

By
Ted
Harrison



The "Sergeant," Conductor Sydney Chevlin, is taking off early in June on a long trip, and brother, it's not a hunting or a fishing trip, let me tell you! At least the little lady who is going with him had better not catch him hunting or fishing, for his hunting days are all over. Yessir! Congratulations, "Sarge," to you and your June bride, and here's hoping

you'll enjoy your trip and come back to continue your honeymoon through long happy years. That's the wish to you both from your friends at Macy St.

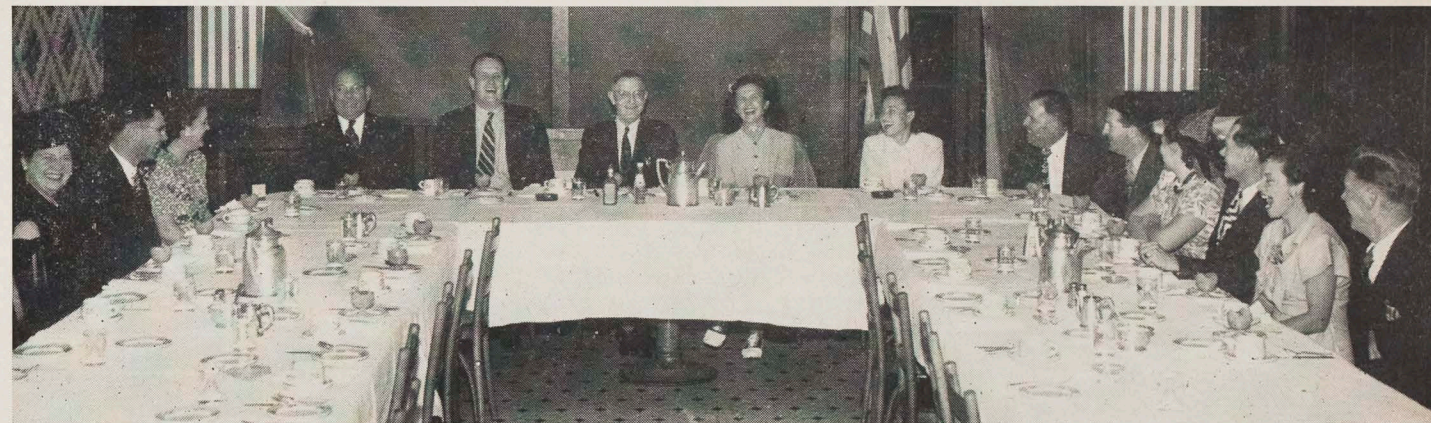
Motorman Ralph Pohl of the Macy St. Extra Board is breaking in as Freight Motorman.

Sorry to have to report that Motorman C. H. Hudon of the Glendora Line is, at this writing, in the hospital with a heart attack. We all sincerely hope you are well again by the time we all read this in the Magazine.

Another of our boys, V. L. Moore, of the El Monte Line, has been spending some time in the hospital; but for you, too, V. L., the wish is that you will be back in circulation long before we read this in the Magazine.

Conductor Paul Wagner flew East recently on account of sickness in his immediate family.

Motorman "Red" Lloy, the El



CLASS REUNION—With Chief Instructor C. A. Shook, Geo. S. O'Leary, M. D. Rogers, Mr. and Mrs. J. S. Ryan, guest of honor, at the center of the head table, guests at the reunion banquet of the class of 3-20-'42 included, Mrs. F. H. Richart, Mr. Shook, F. H. Richart, Mr. and Mrs. Floyd L. Nuzum, and Mr. and Mrs. W. C. Clements. right to left, Mr. and Mrs. John W. Gayle, Mr. and Mrs. It was unanimously decided to have an annual reunion.

MARCH ACCIDENTS DOWN OVER MARCH, 1946

Statistics show 55 fewer rail accidents and 26 fewer motor coach accidents in March, 1947, than in March, 1946. This news will be gratifying to all, and reflects, in the opinion of Superintendent of Instruction and Safety H. L. Young, "the splendid cooperation of operating personnel and supervisory forces."

In only two of 13 comparisons did

March, 1947, show an increase over March, 1946: rail passenger accidents on the Western District, and freight on the Northern District. In the overall picture, on all districts, rail passenger accidents are down by 23, freight by 20, box motor by 12, and motor coach by 26.

The complete picture is shown in the following table:

Month of March	Rail		Freight		Box Motor		Motor Coach		TOTALS	
	1946	1947	1946	1947	1946	1947	1946	1947	1946	1947
Northern District	81	76	13	18	3	0	20	15	117	109
Southern District	98	72	37	13	10	5	16	13	161	103
Western District	160	168	4	3	5	1	83	66	252	238
Motor Transit District							63	62	63	62
TOTALS	339	316	54	34	18	6	182	156	593	512
Decrease, 1947 over 1946		23		20		12		26		81

Class of 3-20-'42 Has Banquet

Celebrating their fifth service anniversaries, seven Trainmen and Operators of the instruction class which began on March 20, 1942, gathered for dinner with their wives at the Rosslyn on April 21.

Present as guest of honor was Chief Instructor C. A. Shook, who complimented the men on their faithful service. F. H. Richart, Conductor on the El Monte Extra Board, emceed.

Entertainment was provided by the Three Little Sisters—Joan, Jean and Pat—who sang several songs, including "Macy Street Blues," which was especially written for the occasion by Mrs. Richart and the girls. They also sang a special song for Mr. Shook: "Throwing Stones at the Sun."

Enjoying the prime ribs were Conductor J. W. Gayle, Sierra Madre Extra Board, and Mrs. Gayle; South Conductor and Mrs. G. P. O'Leary; South Motorman M. D. Rogers; Temple City Operator and Mrs. J. S. Ryan; Mr. and Mrs. Richart; Relief Stationmaster and Mrs. F. L. Nuzum; South Conductor and Mrs. W. C. Clements; and Mr. Shook.

Absent were Temple City Operator Glen Serres, South Conductor E. F. Yohler, Whittier Operator Harry Fowler, and North Conductor A. F. Kline.

All had so much fun that they decided to have an annual reunion. Next year, we understand, it will be a barbecue.

Congratulations to the class of 3/20/42 for their esprit de corps.



THE THREE LITTLE SISTERS, Joan, Jean, and Pat, provided musical entertainment.

Monte horse trader, has added another to his many accomplishments. Al Brouwer took him on a little trip recently to the Mt. Waterman Ski Lift, and now he's OK on another incline.

Here's an item that is not quite complete as the report was not complete when it came in. Anyway, we did get this much!—that there was a new arrival at the home of Conductor K. W. Morris. Congratulations to you and your wife, K. W.!

The report is that Conductor Ben Bowman, who was hurt some time ago at Echandia Junction, is getting around again and feeling more like himself.

Another invalid back on the job is Conductor Johnny Howard, who has been off for some little time. Here's a man who just can't keep still about PE medical service. Says it's tops. He wants to say "thanks a million for everything" to the Medical Department for their care during his recent illness. Glad you feel that way, Johnny.

When the runs were all up for bidding, Conductor "Gov" Woods, a real old-timer on the Glendora Line, for some reason made an error in turning in his bid, got the wrong Glendora run, and now he's working on the Santa Ana Line.



ROMANTIC TUNES played in the PE Club by Conductor Ferrol Turnbaugh of the Subway Extra Board attract pretty Nancy Norriss, Mail Messenger, during lunch hour. Ferrol often plays for a couple of hours while awaiting an assignment. He says he had a few piano lessons early in life and got a fairly good foundation from a correspondence course. He's been with PE a year and a half.

PASADENA TERMINAL



By H. L. Woodford

It wasn't so very long ago that I handed this job to D. B. Gardner. Now retired from service, he gives it back to me.

It falls to me to sadly report that Motorman Gilbert Reid lost his beloved wife March 4, and that Motorman Carl Olsen lost his mother April 16; and to extend the sympathies of all the men from Pasadena.

Conductor Al Taylor was taken to St. Vincent's with pneumonia, got up too soon, and had to go back again. I think he liked the ambulance ride!

Conductor Wilder C. Walker, putting on a trolley, broke the rope, picked himself up, and found he had a severe fractured arm. Now back on the job, he acts as if it had never happened. Good man, that boy!

D. B. Gardner is now a realtor in Pasadena, and doing very well.

Motorman Willie Hawes made a hurried trip to Woodward, Oklahoma, after the terrible tornado struck, because he had no word from his dad, former PE Conductor L. F. Hawes. He found his father safe in Forgan, 90 miles away; however, Willie's grandmother, uncle, and aunt were in Woodward when it struck. They were in church at the time and weren't hurt a bit. Willie's uncle said it was the first time he had gone to church in 10 years. So, boys, let that be a lesson.

Fred Palm retired May 1, after 24 years of service—and to you, Fred, we quote, "Well done, thou good and faithful servant." Come around often!

Motorman Jim Newham has taken over a trolley job, just for a change.

Conductor Leo Bonham was married, spending his honeymoon in Texas.



FRED PALM

Service Doubled On 2-Months-Old Atlantic Boulevard Bus Line

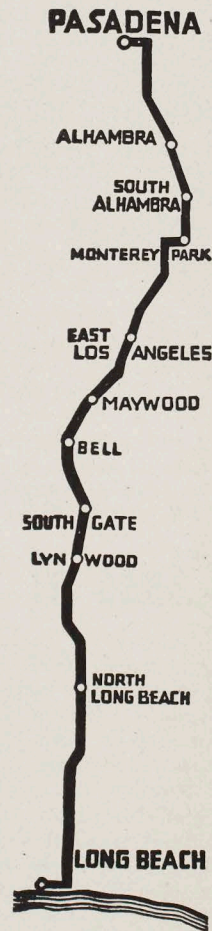
Established only last March 24, the Long Beach-Pasadena via Atlantic Boulevard Line Motor Coach Line has proved so popular that on May 9 service was more than doubled by adding five new round trips.

Nine schedules are now provided in each direction on the new line. Busses leave Long Beach (Pacific and Ocean) at 6:55, 8:40, 10:05, and 11:20 a.m.; and 12:40, 1:45, 3:00, 4:40, and 5:40 p.m. From Union and Fair Oaks, Pasadena, busses leave at 6:55, 8:12, 9:12, 10:42, and 11:52 a.m.; and 1:12, 2:32, 3:45, and 4:45 p.m.

The line serves North Long Beach, East Compton, Lynwood, South Gate, Bell, Maywood, East Los Angeles, Monterey Park, South Alhambra, and Alhambra, in addition to the two terminal cities and intermediate points.

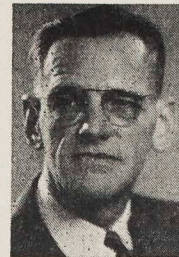
POPULAR NEW LINE

MAP of bus line between Pasadena and Long Beach via Atlantic Boulevard.



Welcome back to our old friend from Pasadena, HARRY L. WOODFORD, who held down the column for a couple of years before D. B. GARDNER took over. Let's hope that H. L. won't decide to retire, too, because of the hard work involved in getting a column together!

OCEAN PARK CAR HOUSE AND BUS LOT



By D. L. Graadt van Roggen

We hope that Trainmen H. A. Webber, W. C. Lambert, Geo. A. Dopler, O. D. Warfield, and O. M. Blanks, who were recently reported sick, will be back on the job by the time this report is published.

With vacations starting, some of our men are already wishing for an additional two weeks in which to recuperate from their strenuous holidays. Among vacationers are Trainmen M. E. Timm, D. K. Clark, F. C. Clement, J. R. Lowell, and E. P. Verrett.

Still on leave of absence are Trainmen R. ("Pappy") Wiseman (doing nicely, thank you!), G. M. Katz (who betook himself and his family to New York City), J. Sutter, A. E. Gray, and Al. G. Cockram.

Easter morning, with its beautiful sunrise, was enjoyed by many. But Operator Dakin Boardman didn't seem to notice. He was too busy getting used to his new title of grandfather. Congratulations are in order.

On March 6 we had a new father on the OP roster, when a son was born to Conductor and Mrs. W. E. Davey. Young Wm. F. weighed in at 7 lbs. 2 ozs.

Extra! Extra! Motorman Geo. Rice was clocked ahead of schedule, somewhere along the VSL. His brother workers still wonder how that was possible!

Motorman H. L. Rainey expected a large increase in his rabbit family, but too late noticed that all the "female" bunnies were he's! Hmm-m!

On a pleasure trip in New Mexico, Conductor H. R. Kerley came a cropper when his car got mixed up in an accident. Kerley received a nasty gash over his eye, and stitches had to be taken. It's a privilege to be able to tell his many friends that he is back on the job again, all smiles. No, he wasn't the driver of the car involved.

Conductor W. B. Lillis reports that his wife, Irene, is now at the Olive View Sanatorium near San Fernando. We sincerely hope that you will come back soon, Irene.

"Cut Accidents 50% by Sept. 1" Aim of Prevention Campaign

The elimination of all avoidable accidents and discourtesy complaints is the aim of an intensive Safety and Courtesy Campaign which is being carried on over the entire system by the concerted efforts of the entire Transportation Department.

The method used is that of contacting and counseling employes involved in such accidents and complaints.

"Because an outstanding success factor is the setting up of a definite goal, let's make it a definite goal to reduce avoidable accidents and discourtesy complaints 50 per cent by September 1, and 80 per cent by next February," urges General Superintendent T. L. Wagenbach.

"By 'avoidable' is meant those accidents which by extremely cautious and alert operation can be avoided. Such operation can be achieved only when Trainmen and Operators have clearly in mind the principle that safety is of much greater importance

than is on-time performance," he continued.

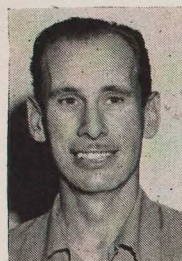
It is obvious that discourtesy is the result of negative thinking—thinking with a frown; and that discourtesy could be avoided by positive thinking—thinking with a smile. The latter mode of thought "will make every day and every hour of our work a real pleasure, as the attendant friendly attitude gives to many patrons a much-needed and greatly appreciated lift along their daily journey. The records, as a result, will soon be flooded with letters and expressions of appreciation, and we ourselves will benefit most of all," he declared.

To achieve the goal of the elimination of accidents and complaints of discourtesy "will require continuous effort and persistence, until proper operating habits have finally been established. Our management considers this goal reasonable and attainable, provided that we put forth our best efforts."



AT OCEAN PARK CAR HOUSE—In top picture, left to right, are Motorman C. A. Phillips, Conductor Glenn ("Buck") Weaver, Terminal Foreman Bill Kennedy, Motorman Tom Greenly, Motorman C. T. Marshall, Conductor J. G. Scarlett, and Operator A. E. Gray (on his day off). Below: Coach 2125 arrives at OP from Los Angeles. Left to right are Motorman S. R. ("Sammie") Ferrula, and Operators J. A. Ralston, E. A. Nordstrom, E. E. Trahan, L. A. Knofler, W. C. Sarver, and (in driver's seat) M. M. Woods. Photos by D. L. G. van Roggen, and are the first of a series to be submitted for the Mag.

EAST SEVENTH STREET EXCERPTS



By
J. S.
Beckett

What with spring fever fast giving way to summer laziness, vacations are foremost in the minds of ye employes. Bill Hostetter, Expense Clerk, on an early leave, accompanied by the missus, took in the sights and sounds of San Francisco. Understand they did the town up brown.

From the looks of all the fishing tackle, ammunition, etc., Sammy Tellechea, Chief Revising Clerk, has been carting home recently it looks as if something up around Myrtle Creek, Oregon, is going to suffer. Let's hope the ones that don't get away are THAT big, and that Sammy and his wife have more than the usual fisherman's tired muscles and sunburn as a reward.

W. H. Shehan, Night Chief Revising Clerk, together with the wife and son, traveled north by auto to Brookings and North Bend, Oregon, to visit another son. They planned to take in the redwood country and all other scenic sights along the way.

Fred Leininger, Manifest Clerk, recently returned from a trip to Adrian, Michigan. Hardly a vacation, as it was occasioned by the serious illness of Fred's father, who, we are glad to be able to report, is recovering.

Wedding bells chimed for Ray Morton, Trucker, and Eleanor Shaeffer at the Long Beach Wedding Chapel on April 30. After a honeymoon at Carlsbad, California, the newlyweds will reside in Belmont



Shores. Sincere congratulations from all of us.

Carrie Patricia is the name of the little one who arrived in the home of Glenn P. Barkhurst, Jr., Teller and DO Clerk, on March 31. Baby Carrie, mamma—and daddy—are all doing fine.

The L. A. Freight Station is well represented among the officers elected to pilot PE Post 3956, Veterans of Foreign Wars, throughout the coming year. Jimmy Boswell, Assistant Accountant, is the new Post Commander; Art Tellechea, General Clerk, Senior Vice-Commander; Fred Fluss, Stower & Loader, the new Chaplain; and yours truly, Quartermaster. We're all solidly behind Commander Jimmy and are out to make this year the most successful the post has had.

Welcome back to Reba Weathers, Bill Clerk, who has been on the sick list for the past several weeks. And, while he hasn't appeared as of this writing, I understand our old friend, J. B. Edwards, of the Claim Department, is to rejoin us soon. Glad to see these folks up and at 'em again.

LONG BEACH FREIGHT HOUSE

By
Jack
DeLaney



Long Beach Box Motor No. 735 makes two round trips daily from 8th St., Los Angeles, to Long Beach, hauling an average of 30,000 lbs. in the motor plus a box car, and serving Long Beach, Watson, and Watts.

Two old-timers operate the box motor. One is Motorman Merrill G. Strang, seniority Sept. 20, 1929, who lives in Los Angeles. Merrill says his hobby is ham radio. He operates an amateur broadcasting station, W6ECG, which he himself assembled. Spends evenings and Sundays talking to friends all over the U. S. Is prominent in amateur research work. Several years ago he invented a special inductance coil which is still being manufactured, and is now working on a 24-element high-frequency antenna.

The other crew member, Conductor J. S. Smith, seniority February 23, 1923, lives in Compton. He says his hobbies are pedigreed rabbits and chickens, and also fancy fruits, vegetables, and berries. It has been said

that his garden looks like the pictures in the seed catalogs. He is now experimenting with growing under glass and with new methods of tree pruning, for bigger and better fruits. Conductor Smith also has a new hobby, which takes up quite a bit of his time, and that is entertaining his new granddaughter, Gayle Lorraine. By some of the old timers he may be remembered as "The little man with a big voice." Remember back in 1929 when he was singing with the Los Angeles and San Francisco Grand Opera Company? The Magazine had a write-up then about him. He is a church soloist now, but often one can hear him knocking off a few arias around the Freight House.

By way of variety, this crew on Saturdays takes out the Newport Express (Passenger) and brings in the box motor from Newport, handling U. S. mail and express from Balboa, Newport, and way points to Union Station, Los Angeles.

At Long Beach we receive freight at 8:00 a.m. that is loaded in Los Angeles as late as 5:00 a.m., the transit time being hone hour and 15 minutes. A second box motor leaves Los Angeles at 12 noon with city pick-ups and such other freight as is available, and arrives at Long Beach at 1:15 p.m., permitting delivery the same afternoon. We like our box motors and hope they never wear out.

"Pig-Tail Annie," Once Scribe for 221, Dies

Better known as Rosanne Smith, or "Pigtail Annie," Mrs. Vernie John Koski, former Clerk in the General Offices of the Transportation Department and Magazine correspondent for her co-workers, died on Friday, April 18.

Rosary services were held at the White & Callahan Mortuary; funeral services at St. Bridget's Catholic Church; and interment was at Holy Cross Catholic Cemetery.

Although she resigned from the company in September of last year, Rosanne had made a permanent place for herself in the hearts of her fellow-workers. Everyone loved her charming, spontaneous, and unfailing smile from the time she started work as Mail Messenger in April, 1944; and her smile is still missed in her absence.

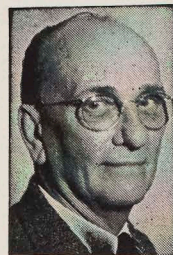
Our sympathies are deep for her husband and two small sons.



Rosanne
Smith

MECHANICAL DEPARTMENT

North and South Districts



By
Guy F.
Gehde

As the train rolled from the Junction inbound April 21—the afternoon your reporter left Macy to report to the Western District to relieve John Pasley who is quite ill—pleasing to view from the car window were Chris Whalley's spring flowers in bloom, and the white-lined walks around the Car House.

It it were not for that good friend, and splendid reporter, Fred Phlaf, you would not have very much to read. So here goes:

Naval Capt. Clyde C. Laws, half-brother of Fred, died suddenly in San Francisco March 17 from a heart attack. Fred and Mrs. Phlaf attended the funeral on Thursday, March 20.

C. W. Schulmann, Car Repairer, San Pedro, got a check from his uncle for \$500 as an Easter greeting.

Emma A. Earls, Car Cleaner, has been in the hospital since Feb. 15.

Back from vacation: Joey Roberson, Mary B. Wesley, Jake Sutton, and Jose Gonzales. Louis Fardyng took a sight-seeing vacation to Portland, Oregon.

The Foreman at San Pedro was seen starting his day's work with a tiny tot of a boy in a nightie in his arms, and followed by a little white puppy. Fred was later relieved of his burden by a couple of cops. The boy and his dog had wandered away from home and were playing on the car tracks.

Congratulations to Jas. C. Mosey, Louis Fardyng, Joey Roberson, and Raquel Orduno. May you have many more birthdays!

We welcome new employes to San Pedro! Florence R. Vial, Lillie May Anderson, and Pauline Barrett.

Congratulations! Early Sunday morning, April 6, Audrey L. Glass, Painter at Macy, was married to Margaret Jackson, who has been with the Southern California Gas Co. for many years. During their vacation they will fly East on a wedding trip vacation via TWA, the trip being a gift from an uncle.

MACY REPAIR SHOP

Some happy March and April vacationers: Frank Choens, who met his daughter from Hawaii in San Francisco; Emil Schmelzle, on a trip to Jacksonville, Fla., New Orleans, and St. Louis; Dave Le Flore, seeing the redwoods about Salinas; Joe Valdez, with relatives at Niland and Frisco; Abram Gregory, who spent his time in home improvement. Also with vacation experiences to relate are Alex Chisholm, Mike Karoglan and West Turner.

John R. Jones is happy to have Son John R., Jr., home from the hospital after Jr. was near death April 11 with ruptured appendix and severe complications.

Pipefitter Martin F. Whalen was again a proud grandfather when Daughter Nadine, who has three sons, became the mother of a daughter born March 5.

The locker rooms recently added to Macy Repair Shop were ready to occupy May 1.

Sympathy to Antonio Perales in the loss of his infant child. Also for Charles Lugnalo in the loss of his aged father from the effects of a fall.

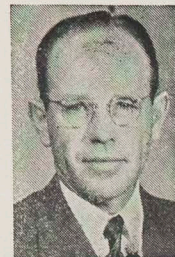
The 9 lb., 6 oz. granddaughter of Frank Palmer was born at Arrowhead April 27 to his daughter, Mrs. John Ashton.

It is rumored that enterprising Battery Worker Louis Kolovos enjoyed a carefree Saturday at home recently by simply dreaming that it was Sunday.

Friends looking up Night Foreman Bill Hennon will find even the piano in place at Bill's new location on Beagle St.

MECHANICAL DEPARTMENT

Western District



By
Milton R.
Clark

Recently when T. J. Clifford made one of his visits to Toluca Yard, it was noticed that a couple of buttons had popped off the front of his vest. He had become the proud grandpa of an 8 lb., 2 oz. baby girl, Sandra Lucille, born to his daughter-in-law, Mrs. Truman J. Clifford, Jr., on March 14.

H. Hybarger, Night Foreman at

Hill St., is back to work after a 14-month illness.

Our deepest sympathy to "Hap" Haggood, Day Foreman at Ocean Park. Hap's mother died March 21.

Charles Lundgren, Hill St., took a leave of absence during the month of March. Spent some time down Florida way. Thinks he will stick to California.

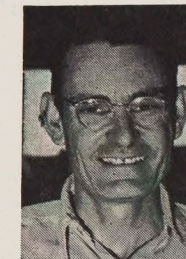
Our best wishes for a speedy return to good health go to John Pasley, Clerk at the West Hollywood Car House. Guy Gehde, my fellow reporter from Macy St., has been pinch-hitting for John.

Mart McGinnis of Hollywood became the happy father of a 6 lb., 2 oz. baby girl, Mary Patricia, on March 31.

Mary Morrissey, Leader at West Hollywood, is a grandma now. A grandson, Larry Carlton Tharp, 7 lbs., 9 ozs., was born April 13.

And last but not least Snookie, the mascot of Toluca Yard, is the proud mama of four cute little baby kittens born April 2.

SYSTEM GARAGES



By
A. L.
Bristow

April 23 Margaret Camacho got an urgent phone call instructing her to get Selso Sarate and appear at such and such a room at the County Court House. No further information was given, so they set out posthaste. 'Tis said no small amount of worrying took place en route. Upon arrival they found Josephine Hancock and Andres Jaramillo, who had decided rather suddenly to get married but were lacking witnesses. The ceremony was performed, the bride and groom went merrily away, and Margaret and Selso returned to work with great relief. Co-workers and friends join in wishing the bride and groom a long and happy married life.

The stork has been quite busy around Macy Garage—bringing to the T. J. Cliffords, Junior, a baby girl on March 14—their first; and to the Dan Bankses a girl—a total of four girls for the Bankses.

Shorty Hall became the proud possessor of a brand new Hudson, a red one, known around Macy as "The Red Robin." Having gotten the Robin

thoroughly broken in, Shorty began to cast about for an excuse to take a trip; so a fishing trip was arranged for the week-end of April 26 and 27. Shorty, Walt Randig, Elmer Harper, Clyde Sellers, and Burt Collins signed up to go from Macy Garage. Dick Butler and a couple of other bus drivers filled out the party. Deep-sea fishing was the topic of conversation for many days; and many large yellow-tail, albacore, and what have you were caught in the office, in the pits,

and in the register room.

Finally came the great day. Half the party left Saturday morning in Harper's Studebaker. The rest—Hall, Randig, Sellers and Collins—left Saturday noon in the Robin after Shorty did a bit of figuring on how to balance his load.

Came Monday the 28th—nothing but sunburns and silence. After quite a little quizzing it was found that the weather had been bad and the ocean very rough; and that the best

TORRANCE TRACK STORE The Lumber Shed

By Della Pinkerton

AN INTERESTING ADJUNCT to the Torrance Track Store is the Lumber Shed. Here stacks of fragrant pine, maple, oak, redwood, etc., lie waiting to be converted into flooring, moulding, or any of the hundred and one articles needed for the repair of cars, buildings, etc. An overflow of huge timbers waits in the adjoining yards outside and the neat piles bear witness to a careful overseer.

Believe it or not, this domain is ruled by a fair member of the fair sex, *Violet Lock*. It is her responsibility to see that the fellow who asks for two by four something does not get two by six something else. She has long since been initiated into the mysteries of track shims, roof saddles, end posts, etc., and knows the difference between sash stiles and window stops.

The complications of the lumber shed do not claim all of this lady's time, however, and she also rules as a housewife. Rumor has it that she is assisting a lovely young daughter in the purchase of a trousseau, an exciting occupation at any time. She is only one of many whose versatility was brought out by the recent war and who have proved that women are not nearly as dumb in the supposedly exclusive fields of men as they were formerly considered to be. In fact—but let's whisper this—they are often better than the stronger members of the other sex.



IN THE LUMBER SHED, *Violet Lock* (inset) is the reigning spirit, though mere men, like *Tommy Wilkes*, Track and Line Storekeeper, are permitted to handle the material.

they had been able to do was feed the fish to fatten them for a future time. All things considered, though, they report a very enjoyable trip.

IN MEMORIAM—*Roy Powell*, Auto Machinist at Macy, passed away February 21. Roy had worked for PE a good many years and had many friends who mourn his passing.

TORRANCE NEWS TOPICS

By the Ghost Writer

Well, the ole deadline came around pretty quick on this. In fact, it seems everything is going by quite rapidly, including the new streamliners out of Torrance Shop. The boss is keeping us right on schedule, with one car each week.

FEW NEW APPOINTMENTS here in the shops: *Harry Slover*, Leader of the Sheet Metal Shop; *Jesse Brown*, Leader in Carpenter Shop (working on streamliners); *Paul Breunig*, Leader of the Pipe Shop; *Mathew Laakson*, Leader of the Wiring Gang; and *Pedro Fernandez*, Leader in the Mill. CONGRATULATIONS to you fellows! You are a swell bunch of men and we hope you enjoy your work on your new jobs as much as the men enjoy working with you.

WHAT TO DO: Someone took the beautiful calendar one of the Foremen had on the wall of his office. Send it back, fellow, and collect your ransom fee. We presume it to be a kidnapping, because of the beautiful girls involved—on the calendar, that is.

If you notice a lady having "slip" trouble (uno: about an inch below the hem of her dress) is it proper to offer her a pin? Well, I didn't know; but one of the ladies in the office was having such a trouble the other day. No, I just passed the matter by; but what to do?

Lester Walters is the proud father of a BOY since last writing. Congrats, Les.

John Smith, Leader of Babbitt Shop, enjoyed an Easter holiday with all the members of his family present for the first time in quite awhile.

Harry Pierce spent the opening day of the fishing season bemoaning the injustice of having to stay on the job. How about May 1st, Harry?

Clarence Partridge has been ailing for quite some time. However, seems he is feeling better now. We are glad to hear you are moing along so nicely, Clarence.

Roy Brucker, according to your scribe's spy, is doing a swell job as Leader of the Blacksmith Shop. *John Julian* is still absent because of illness.

JUST AN IDEA

Thought I would attempt to give just a thumbnail sketch, or an eye picture, about some particular department in the shops. Today is Paint Shop day. This department is under the foremanship of *P. William Peet*, with *Earl Brucker* as his very capable Leader. These two men have the responsibility of making all dash signs, destination sign curtains, and thousands of other signs over the entire system. At the present time the department is on a large program of painting 4500- and 4600-class cars, and has an average of three motor coaches or automobiles to paint each week, plus the maintenance of the shop equipment needing painting. All this adds up to the fact that at the end of a year they use a heap of paint and other materials. . . . AND turn out a lot of work to show for it.

ENGINEERING DEPARTMENT

By
Earle C.
Moyer



It is well to remember the proverb, "All too often a clear conscience is merely the result of a bad memory."

Your scribe is wondering if all associate editors are having the same trouble in securing news for the Magazine as he has. There is no reason why each department should not have plenty of news items of interest to all employes, but try and get it! You get lots of promises, but that's as far as it goes.

We are sorry to hear that Miss *Emma Smith*, of the main office, has been laid up on account of a fall. All wish her a speedy recovery.

Congratulations to our Assistant Engineer, *H. R. Searing*, in San Bernardino, on his recent marriage. We all wish Mr. and Mrs. Searing the best of everything.

Hearty greetings are extended to additions to our new stenographic forces—namely, *Mrs. Norma Bordon*, *Miss Betty Parker*, and *Mrs. Ella Shadron*. We are sorry to lose *Miss Rosa Lee Young*, who transferred to the Freight Traffic Department.

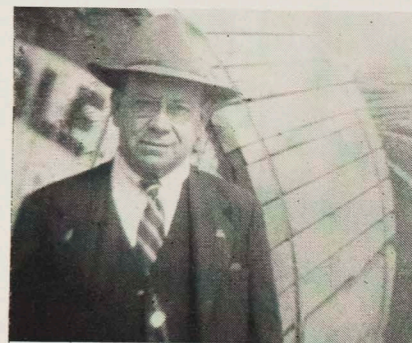
L. B. Denton, Assistant to the Chief Engineer, spent a week at Indio.

Mrs. Jessie Eaton, of the Structural-B&B Department, would like to

know who the mysterious artist is who has been sending her occasional sketches burlesquing Donald Duck, etc.

I. L. Johnson, of the Structural Department, is looking around for a good lock and key in order to protect cinnamon rolls, etc., which seem to disappear rather rapidly when left out on his desk.

We are indebted to *A. H. Zurborg*, of the Store Department, for the picture of our good friend, *J. R. Metz*. A great many will recognize the picture of this genial gentleman, who is an important cog in the Electrical Engineering Department. Mr. Metz is well known for his elaborate and complete miniature railway, which is so perfect it might well serve as a textbook for students of electric railway systems. His work in electricity started in 1904 when he became an apprentice and worked at armature winding at the old plant at Seventh and Central. In 1912 Mr. Metz thought the fields looked greener over in the Southern Pacific; but after five years Pacific Electric claimed him again and he became a Track Bonding Inspector. There were many miles of track to inspect, which inspection involved walking, but this in no way



J. R. METZ



ON DE ANZA DAY, some of the Eastern District representatives who helped celebrate were, left to right, Signalmen *Henry Williams*, *Rene (and Mrs.) Hunckler*, and *Harry Null*, shown in Spanish (?) garb.

discouraged the gentleman, and he later became a Bonding Inspector with the Megga gang.

Mr. Metz made his last move to the Electrical Department as Electrical Inspector, and is now responsible for safety equipment for oil, acid and industrial plants with spurs from the Pacific Electric.

ENGINEERING DEPARTMENT Eastern District

By Mabel E. Forsberg

'Tis said that in the spring a young man's fancy—etc. So, we on the Eastern District wish to take this opportunity to extend our congratulations and sincere good wishes for many years of happiness to Mr. and Mrs. *Harold R. Searing*, who were united in marriage on April 13. Mr. and Mrs. Searing will make their home in San Bernardino.

The colorful DeAnza days have come and gone! Riverside's celebration started May 1 and lasted three days. It brought forth many bewhiskered natives, gay Spanish costumes, parades and street dances. Everyone had a good time and for proof, please note the pictures of our three Signalmen, *Rene Hunckler*, *Henry Williams*, and *Harry Null*, shown on this page.

We are glad to hear that *Beryl Hetrick*, son of our B&B Subforeman, *Guy Hetrick*, is recuperating nicely from his recent serious illness.

Mrs. Figg: Does your husband ever pay you compliments?

Mrs. Fagg: Well, sometimes he says, 'You're a nice one!'

**SIGNAL
ENGINEERING**



By
**Bob
Burns**

Flash! Election returns! Victor Labbe, Line Department Clerk, is newly-elected Mayor of Washington Street Yards. He promises to keep them rolling, and eat an apple every day.



"Vic"
Labbe

We're glad to say Euston Hall, Assistant Signalman, known as "Confucius," is back on the job, after a long spell of illness.

Carl Lowe, Signalman, is married, a native son, and a swell

fellow. Hobby is miniature train building.

Ermit Conner, Driver and Groundman, known as the "Pecan Kid," is married, was born in Alabama, but has lost that Southern accent.

Norse Click, Driver in the Line Department, is really clicking. Hails from Kentucky, is married, and has a baby girl. And what a personality!

Thomas Cook, Helper, Line Department, ex-GI, is single, and loves to eat. Hobby is model railroad building.

Oren Smith, Signal Engineer, and Thomas Roscoe, Draftsman, are golf partners. They're turning in some good scores for nine holes—a total of 45 strokes. That's what I call hitting with champion form and a keen eye for distance. FORE!

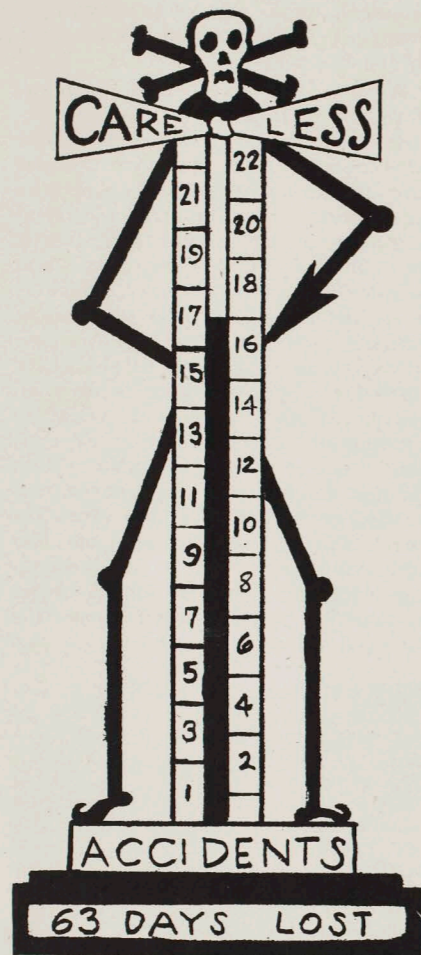
H. B. Ravey, General Line Foreman, is going strong and in tip-top shape after a spell of illness. We're glad he's back.

P.S. Don't forget Father's Day, June 15.

THREE BLIND MICE

Three blind mice, three blind mice; See how they run, see how they run— This is the story we have to tell— They knew the safety rules full well, But all of them figured, "What the hell!"
Three blind mice.

**ENGINEERING
DEPARTMENT**



**This Is Not
A Pretty Picture**

IT BECOMES more fearful when we realize that almost every one of the sixteen accidents which occurred during the month of April could have been avoided if CAREFUL THOUGHT had been given to the work at hand.

This "Careless Accident" guy is no friend of ours, and we don't want him hanging around. This month he injured eyes, strained backs and cut ears. He mashed toes and fingers and shook people up within an inch of their lives. Let's get rid of him; give him the rush act right on out of the Engineering Department. Begin today to THINK WHAT YOU'RE DOING.

**INFORMATION
PLEASE**

By
**Deane H.
Koch**



With April showers a thing of the past and May flowers doing their best to add a bit of beauty to this troubled world, we pause to realize summer is about here once more. That means vacations, picnics, and things to do to enjoy the big out-of-doors.

We Information Clerks are especially pleased to have received a revised list of parks and picnic places. It always helps to have this information at hand, but no matter how carefully the list has been prepared, there is always some new place popping up to cause a search, particularly when we are busiest.

Our newest bride didn't wait until the month of June. Instead, Lenore Tepley took the week-end of March 22 off, and when she returned she was wearing a new wedding-band. We were all greatly surprised when she announced she was Mrs. Fred Panzica. The ceremony was performed at Yuma, Arizona, Saturday evening. Congratulations, Lenore, and all of us wish you both much happiness.

We did not realize how much we depended on our Chief, Edna Tilley, until she was away on vacation for two weeks. My, we are glad to have her return, even though Elsie Tappendorf, as Vacation-Relief Clerk, did her best to keep things going. At present Florence Spaulding is on vacation. We hope she is having heaps of fun and will forget all about this place until it is time to return.

Birthdays have been in vogue around here. First, Louise O'Connor received her shower of cards. Next in line, Edna Tilley received hearty congratulations. In April are the birthdays of Lenore Panzica, Elsie Tappendorf, and Helen Spafford. In May Isabel Ash and yours truly are to celebrate. Guess it would be profitable to run a greeting-card business on the side.

LEST WE FORGET—something new has been added to the Lost and Found Department. A Motto! "You lose 'em, we find 'em; we no find 'em, you no get 'em." Helen Drew says to try that sometime! There's always plenty of business in this department. Folks are so forgetful!

**ACCOUNTING
DEPARTMENT**



By
**Marge
Zimmer**

After a few months of silence from our department, we are happy again to be able to tell you some of the news around us.

Mrs. Belva Dale, Head Typist, spent her vacation in May touring the country via Boston and Niagara Falls. While in Indianapolis, she had a most enjoyable visit with her brother and sister and "Baby Mary."

We miss two of our familiar faces in the Accounting Department. Mrs. Leonell Manhart and Mrs. Florence Reinberg resigned in April—must be the spring fever that got the best of them.



**Helen F.
Stewart**

After 37 years of service, Mrs. Helen Stewart, Head Clerk of the Calculating Bureau, retired from duty in January, 1947. A beautiful luncheon was given her at the Biltmore Hotel, April 5, by some of the PE "Old Timers." Many of her old friends presented her with a \$100 bond. Most of her new freedom will be spent in traveling.

Wedding bells are in the air! Announced is the engagement of Shirley Carter, Typist in Freight Accounts, and Bill Fawley, former Freight Accounts General Clerk, now working at the Angelus Paper Mill. This romance started right in our own office. Shirley will soon be sporting orange blossoms. Here's hoping a happy future is in store for them. Congratulations to Ben Harvey, of Freight Accounts, and John Walsh on their engagement.

A speedy recovery for Mrs. William Perkins, who is very ill. Bill, her husband, works in Freight Accounts.

After a two-months illness, Mrs. Clara Smith, of Disbursements, returned home from the hospital.

**CENTRAL
TIMEKEEPING BUREAU**

By
**V.B.
Tellechea**



**Head Clerk 30 Years,
Miss Templeton Dies**

Miss Clara Bell Templeton, who retired in January, 1937, after 30 years as Head Clerk of Conductors Accounts, died May 2 in Monrovia. She had been in railroad service since 1897, when she started as Stenographer and Clerk with the Los Angeles-Pasadena Railway.

Funeral services attended by the family and a few intimate friends were held Sunday, May 4, at Brown Mortuary in Los Angeles.

Born in Redding, California, August 30, 1866, Miss Templeton spent her childhood in Vermont.

Miss Templeton leaves a sister, Mrs. Lewis Pollard, three nephews, and a niece, all in Monrovia, in addition to relatives in the East. Sympathy is extended to all.

Tess Humphrey, of Freight Accounts, will spend her vacation, the latter part of June, in Salt Lake City and Yellowstone Park. At Yellowstone she will be joined by her sister, Mrs. R. H. Wittig of Kansas City.

Margaret Ann ("Marge") Zimmer, Typist-Clerk, Typing Bureau, assumes with this issue the duties of correspondent for the Disbursements, Miscellaneous, and Freight Accounts Bureaus of the Accounting Department. Marge has been with PE since June, 1945, when she started as Typist-Clerk. Born in Paris—Arkansas, that is—Marge graduated from St. Scholastica Academy, Fort Smith, Ark., where she majored in commercial subjects and worked on her school paper. Came West to visit her brother, and persuaded her whole family, including six brothers and two sisters, to come out. She loves to jive in her spare time.

Harry J. Shea was a patient at St. Vincent's Hospital for a couple of weeks in April. Had quite a serious operation, but is out now and looking a hundred per cent better!

Beulah Williams and Mildred Nix are out on leave of absence.

Marian Faulkner has left us for a five-day-week job. That extra day sure comes in handy!

Ruth M. Shannon came in to help us at Rm. 739 for a few days. That quarterly retirement business had to be gotten out and Ruth certainly helped!

Three guys crying to get their names in print: Cy Holway, Jim Owens and Carl Campbell. Well, why don't you fellas stand on your head or slip on a banana peel or something—then you'll get to see your names in the Mag!

Carmen Horta, married March 20 to Sam Randazzo in Tiajuana, is back, hard at work. Says our gift of a Mixmaster is coming to the rescue! Bet those biscuits are light and fluffy!

All we did was ask George Gambatese a civil question, one day in April. Sez we, "How's every little thing, Geo.?" "Hot!" he retorts, giving us a weather report instead.

Vital Statistics

February 21, 1947, to April 20, 1947

DEATHS

NAME	OCCUPATION	Died	Group		
			Insurance	Mortuary	
*Henry A. Culloden	Retired Val. Clk.	2-16-47	Yes	No	No
Roy Powell	Mechanic	2-21-47	No	No	No
George W. Orr	Ret'd Term. Frt. Agt.	2-24-47	Yes	Yes	Yes
Nicolas Caranza	Retired Laborer	2-25-47	Yes	No	No
Frank Gasaway	Foreman	3-11-47	Yes	Yes	Yes
Abraham R. Burkholder	Retired Carpenter	3-31-47	Yes	Yes	Yes
Delmar E. Plank	Retired B&B Supvsr.	4- 9-47	Yes	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	Died	Wife of	Department
Ethel Louise Reid	3-4-47	Gilbert Reid	Transportation

*Reported subsequent to last publication.

Seems our usual unusual weather was acting up again, this time in the 90s!

April Travelogue: Bertina Swartz' slogan—from now on—is "See America First." Taking a week's vacation, Bertina motored with friends to Santa Fe, New Mexico. High in the mountains it lay, the oldest capital in the U.S.A. She saw a gorgeous panorama of deep blue skies, and fleecy white clouds—ancient Indian pueblos—colorful Navajos, Hopis and Taos Indians, and massive old missions built in the 1500s. One half of its population is composed of Indians and Mexicans. Then on to Taos, a commercial and also artistic Indian pueblo, built about 1400. Thence to the Grand Canyon, arriving in a snow storm. Next day, sunshine brought out marvelous colors on the canyon walls. And so back home, where those wondrous memories still thrill her! Norine Bachman was a grandmother recently, and does she love it! We mean the baby!

Elaine R. Lenser is our new steno. Welcome!

VETERANS OF FOREIGN WARS

P. E. Post 3956



By
Jim
Boswell

Our installation of officers was held Tuesday, April 15, 1947, and the new elective officers are:

Jim Boswell, Commander; Arthur Tellechea, Senior Vice Commander; Loriston A. Noble, Jr., Junior Vice Commander; Joe S. Beckett, Quartermaster; George Weatherby, Post Advocate; Fred L. Fluss, Chaplain; Lester Wolfson, Post Surgeon; Dan Banks, Three-Year Trustee; George Weatherby, County Council Delegate, two years; Lester Wolfson, County Council Delegate, one year; Charles Wakefield, Alternate County Council Delegate.

Appointive offices include:

Vernon B. Williams, Adjutant; Elvin A. Goodwin, Post Historian; Earle C. Moyer, Officer of the Day; Charles Wakefield, Post Service Officer; George Weatherby, Post Legislative Officer; Dan Banks, Sergeant Major; Lester Wolfson, Quartermaster Sergeant; and Ross Vance, Guard.

Post Commander Earle C. Moyer was the Installing Officer and I would like to say for all that the ceremony was very impressive and that his efforts were very much appreciated. A number of ladies who have been planning our Auxiliary were in attendance.



VFW INSTALLS NEW OFFICERS—Above, incoming Commander Jim Boswell receives gavel from Installing Officer Past Commander Earle C. Moyer. Below, Comrade Moyer administers pledge to new officers. Left to right are Elvin A. Goodwin, Lester Wolfson, Joe S. Beckett, Arthur Tellechea, Jim Boswell, Loriston A. Noble, Jr., Fred L. Fluss, and Dan Banks.



Two comrades have become proud fathers in the past month. Harry Culp, a boy; Dan Banks, a girl.

The Mass Installation of Officers held in the Pasadena Rose Bowl April 13, 1947, was very successful and the speeches by all the high-ranking Army & Navy officers, who were our guests, were very impressive.

"Buddy Poppy Day" is now history and the response and enthusiasm shown by all our members was very gratifying.

In the next issue of the Magazine, Comrade John F. O'Malley will be the new columnist as your present correspondent takes up his duties as Commander of the Post.

The fine columns of VFW news by Jim Boswell have been greatly appreciated and have made a valuable addition to the PACIFIC ELECTRIC MAGAZINE.—ED.

AMERICAN LEGION AUXILIARY



By
Ethel M.
Heath

We held our regular meeting April 8, and heard a very interesting talk about the South American Republic of Columbia, and its capital, Bogota. The speaker was Zola Vasseur, Pan-American Chairman for the 23rd District.

Helen Engman, 23rd District Girls' Etate Chairman, was also our guest at that meeting and spoke briefly on Girls' State.

A number of our members met at Kathryn Brown's home on the afternoon of April 22 and made wreaths to be placed on the graves of the departed members of the Post and Auxiliary, Memorial Day. We then had a potluck dinner, and in the evening there was a stork shower for Mrs. Betty Bott, daughter of Mrs. Lillian Lyons. Betty received many gifts, and everyone had a very enjoyable time.

Bernice Nichols, our Chaplain and Hospital Chairman, has been on the sick list. We hope you are better now, Bernice.

P. E. POST 321 AMERICAN LEGION



By
John L.
Morris

Comrades Mead, Nichols, Wilcox, Heath, and your correspondent attended the Twenty-third District meeting held at Danish Auditorium April 22. The hall was packed.

Comrades Roy E. Mead and Fred W. Nichols were presented with citations at the post meeting May 13. These citations were presented to these noteworthy comrades for their outstanding work as Service Officer and Hospital Chairman, respectively.

Comrades, Post election is nearing. Let's have a big turnout. We hope that as many as can will attend the meeting in the future. Come and elect your officers as you think best.

Don't forget our potluck dinners, which will be announced at regular meetings and by card.

P. E. NEWS SERVICE AND RESTAURANTICS



By
J. A.
Degerman

The Restaurant & News Service Bowling Team, comprised of girls from our various units, has concluded its second season, and according to the prize money its performance was commendable. Watch us next season!

Recently learned they are baking special cakes for policemen—"KOP KAKES."

Margaret Thompson, Secretary to C. F. Hill, and Iva Lue Gibbs, Manager of unit No. 105, spent the weekend of April 11 in San Francisco—a "Friskovation."

Come spring—and with it fishing season—our Superintendent, C.F.H., is spending the day at a mountain trout stream trying his skill at angling—we will accept no tales, unless



POPPY DAY—Conductor F. H. Graham, left, and Motorman L. F. Eager get their 1947 poppies from Mrs. Ethel M. Heath of the American Legion Auxiliary, left, and Mrs. Clara Klausmeier of the Veterans of Foreign Wars Auxiliary now forming. Proceeds of the sale go to help disabled veterans.

it's tails of fish! Just saw pictures of their catch—the limit.

Addie Laux, Waitress at PE No. 120, has been a pretty sick girl and was hospitalized for 10 days; but we are all glad to learn she is on the mend.

M. C. Kettles, our Traveling Auditor, spent the week of April 1 here. We are always happy to have "Cap" with us.

Evadana Davis, Newsstand Helper at PE No. 121-A, has been vacationing in Mexico City, visiting her daughter, Betty, who is appearing in a musical in that city.

Annie Yachinich of PE No. 120 was called home because of the illness of her father. She flew to Wisconsin in one of the Constellation jobs. Her dad is convalescing and Annie is back at work.

Sadie Fudge, of PE No. 121-A, is on the sick list again—but with the warmer weather we know she too will be on the mend.

HERE AND THERE With THE WOMEN'S CLUB

By Mrs. A. J. Andrews

Our 19th birthday party was very successful. We had a grand attendance for it. Let's try to keep it up.

We welcomed a new member from Torrance, Mrs. Mabel McCulloch, at last meeting.

Sorry to hear that Mr. N. B. Vickrey has been in the hospital. He is out and around again, however.

On May 16, we went in a body to "Queen For A Day."

Next meeting we have election of officers.

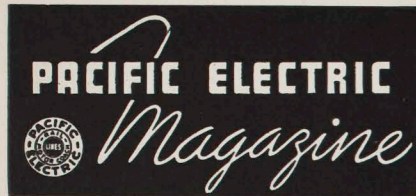
We miss Mrs. Gallacher's writing

for our club; she did an excellent job. Congratulations to Mrs. Palmer on having a new granddaughter. We are invited down to Torrance for our summer annual picnic. Come and get to know the date.

PACIFIC ELECTRIC CLUB BULLETIN

- TUESDAY, JUNE 17: Veterans of Foreign Wars Post 3956. Semi-monthly Meeting—8:00 p.m.
- THURSDAY, JUNE 19: PE Women's Club Afternoon Card Party. 500 and Bridge—1:00 p.m.
- TUESDAY, JUNE 24: American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.
- TUESDAY, JULY 1: Veterans of Foreign Wars Post 3956. Semi-monthly Meeting—8:00 p.m.
- THURSDAY, JULY 3: PE Women's Club Afternoon Card Party. Bridge and 500—1:00 p.m.
- FRIDAY, JULY 4: Legal Holiday—Club Rooms closed.
- TUESDAY, JULY 8: American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.
- WEDNESDAY, JULY 9: PE Rod & Gun Club Monthly Meeting. Refreshments—7:30 p.m.
- TUESDAY, JULY 15: Veterans of Foreign Wars Post 3956. Semi-monthly Meeting—8:00 p.m.
- THURSDAY, JULY 17: PE Women's Club Afternoon Card Party. 500 and Bridge—1:00 p.m.
- TUESDAY, JULY 22: American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.





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PHOTOGRAPHY

Harley B. Talbott

Copy deadline for the July-August issue will be June 30.

CLASSIFIED ADS

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

WANTED—Beginner in stamp collecting would like extras from sets of collectors. Carrol C. Dickson, ext. 2118, 508 PE Bldg.

FOR SALE—19-jewel curved Hamilton men's wrist watch. Just overhauled; like new. Only a year old. Price new \$68; will sell for \$50. A. H. Nasher, 227 PE Bldg., ext. 2432.



"RED" KENNELLEY, Elevator Starter, rabbit fancier

Your Hobby and Mine

By
Earl O. Miller

TO LOOK at M. F. ("Red") Kennelley, our rotund Elevator Starter, one would never suspect that he has been actively engaged for over 20 years in the fascinating hobby of raising rabbits. "Red" just doesn't look to be the type. However, his Dad was a trapper and fur buyer for many years before Red got to han-

dling the furry rodents, and apparently the art of successfully operating a rabbitry was passed from father to son.

At one time, Red had between 250 and 300 bunnies cavorting around his premises, and now has nearly 50 on wire. He has seen the price of rabbit

COVER PICTURES

FRONT—Eighth Street Yard at night, showing the long dock where box motors are loaded and unloaded.

BACK—Butch, handsome, well-fed, lazy, supercilious gray feline, is a favorite among trainmen at Macy Street Terminal, and is inclined to be partial to men only. He may be found a good share of the time on call at the switch shanty of Leader Switchman *Leo Therolf*, who feeds and cares for him. Butch claims two years of seniority, having been born in April, 1945, under the Macy Cafe. He's highly qualified on night runs, and makes a specialty of rat-catching. When Butch broke his leg a year ago, the men collected some \$18 and sent him to the hospital. Appreciation goes to Conductor *F. H. Richart*, of the El Monte Extra Board, for suggesting a picture of Butch, and the accompanying caption, in the interest of safety promotion.

Who'll suggest a safety picture for the next back cover? The sooner the better! Call 2195, see the Editor, 994 PE Building, or drop him a note. Due credit will be given for all acceptable suggestions.

pelts run the scale from 80c to \$2.20, and rabbits go from a low of 12½c to the present 65c a pound.

Fifty dollars or a bit less will easily get you started in this interesting and profitable avocation. That amount will be enough to purchase three does (female rabbits) and one buck (male rabbit) and sufficient used lumber and ½-inch wire mesh to use in building four hutches. Allow about ten square feet of wire mesh floor space for the floor of each hutch, with the dimensions about 4x2½ feet and the height about 18 inches to 2 feet. You'll need two low crocks for each hutch, one for feed and the other for water.

Also salt "spools," which cost 5c each.

Feed 'em once a day, half rabbit pellets and half barley, which you

can get at feed stores for about \$3.75 a hundred pounds. A little alfalfa hay every few days gives them something to chew on and keeps them from gnawing at the wood of the hutch.

The popular breeds are New Zealand Whites, as they have better hides and dress better for the meat markets. Flemish Giants are also good breeds but a glance through one of the many "rabbit" books to be had at your local library will give you the needed information on other types and colors.

Breeding and growth of litters is fascinating and works on an accurate time schedule. A doe bred April 1 will have a litter May 1. The litter will be old enough and heavy enough to butcher on July 1. And believe me, this goes on all year long. Practically perpetual motion. Figure four litters

a year of 6 to 8 rabbits. Figure about 100 pounds of feed a litter. Figure 4 pellets to the pound at about an average of \$1.00 a pound. Figure selling the rabbits "live-weight" at 25c to 30c a pound or to neighbors at 50c to 60c a pound, if you do the butchering. You can even sell the manure, which is superior to practically all others, at about 35c a hundred pounds.

Rabbit meat is tasty, easily cooked in a variety of ways, and has a nutritional value surpassing that of any other fowl or meat with the exception of grade "A" beef.

Want to try your hand at the furry little creatures? See "Red" and he will gladly give you all the answers. But watch out! If you suddenly find yourself absent-mindedly munching on a carrot and notice a pink tinge to your eyes—brother—you're gone!

The Split Second

By H. L. YOUNG

Superintendent of Instruction and Safety

IT TOOK YEARS of study and research to develop the atomic bomb, but after all the contributing factors had been completed, and the time and place selected for its explosion, it exploded in a Split Second.

Accidents, too, are the result of many contributing factors focused to a given point at a particular time. They happen in a Split Second.

There is nothing that can be done in that Split Second; it is then too late. The time to avoid accidents is before they happen, by eliminating the contributing factors. These are often many, and may be built up over long periods of time.

A main contributing factor to accidents is a rule violation, following which comes the Split Second during which the accident happens. Thorough study of operating rules indicates the necessity for such rules. Further study reveals that rule infractions will result in accidents, and that only full knowledge of rules and obedience to them will prevent accidents from happening.

Another main contributing factor to accidents is lack of alertness to what is going on—failing to observe signals or approaching objects, or unthinkingly placing oneself in hazardous positions. Then, in a Split Second, comes the accident, after which, if you are still able to think, you can point out many things you could have done to avoid it. In other words, the accident could have been avoided if you had not contributed factors to create it.

The man who drops a switch throw lever ball on his foot and thereby sustains a painful injury had only two things to do to prevent the accident: one, to think of what he was doing; and, two, to place his foot in such a position that it would not have been struck by the lever. He could, in short, have eliminated the contributing factors, and thereby the Split Second.

If we would spend as much time eliminating the contributing factors to accidents as we do in thinking and talking about accidents that have already happened, there would be far fewer accidents to talk about.



Butch, the Macy Cat, has nine lives.

Have You?