

NOV. - DEC. 1947
PACIFIC ELECTRIC
Magazine



**INSPECTING THE FRIENDSHIP TRAIN
at West Hollywood Yard—See Pages 10-11**



The Season's Greetings

FELLOW EMPLOYEES:

MY SINCERE GOOD WISHES to you and the members of your family for a very Merry Christmas and a New Year that will bring you the best of health and much happiness and contentment.

O. A. SMITH
President

PE CHORISTERS REHEARSE FOR CHRISTMAS PARTY



CAROLERS, led by L. B. McNelly (extreme right foreground), have been practicing Christmas music for almost two months to help make this year's Christmas party in the PE Theater bigger and better than ever. Maxine Eaton (extreme left, front row) is the very capable pianist. Others, left to right, include: Front row: Alice Maxey, Clara Smith, Irene Falconer, Nola Nichandros, Ruby Gallacher, Carol Gorman, Patricia Stinchfield, Ida Stein, Odessa Carter, Margrete Christiansen, and Velma Douce. Back row: Frank Ferris, Warren Silliman, Bill Chase, Robert Morton, Frank Besancon, Dick Matheny, Ferrol Turnbaugh, Charlie Ramirez, Frank Woodruff, Don Clague, Charles English, and Harry Shea. Since picture was taken, early in November, many others, hearing about the fun, have joined group.

Christmas Party

PE THEATER — 8:30 A.M.— WED., DEC. 24

YOU ARE INVITED to a grand and glorious Christmas play and song-fest to be held in the PE theater at 8:30 on the morning of Dec. 24, as announced above.

McNELLY DIRECTS

Producer-Director Lester B. McNelly, Special Accountant, has written a special play, "The Carolers Come to Cromwell," which will be presented on the stage at that time. All the fun and the singing is done within the framework of the play.

THE CAST

The cast of the complete stage spectacle is as follows:

Edward Cromwell, a kindly man with many friends—Ed Campbell; Belva, his wife—Belva Dale; Maxine, his daughter, a pianist—Maxine Eaton; George, his son, an actor—George Perry; Ann, George's wife—Mary Brenner; Wilberforce, harum-scarum progeny of George and Ann—

Don Clague; carolers, long-standing friends of the Cromwells—a group of PE employes.

The scene is laid in the living-room of the Cromwells, about 11:40 p.m. on Christmas Eve.

COMEDY SKIT

"It's Been a Wonderful Christmas," comedy skit by Ames L. Harper, is billed as a play within a play, with Mary Brenner and George Perry in the leading roles.

MUSICAL TREAT

In addition to several numbers by

the chorus (and the audience), solos will be sung by Evelyn Baker, soprano; Harry Shea, tenor; and Don Clague, PE's version of Frank Sinatra.

A quartet will also sing, composed of Lillian Ryan, soprano; Irene Falconer, alto; Eddie Uecker, tenor; and Warren Silliman, bass.

STAGE EFFECTS

Earl Moyer, in charge of stage decorations, has been busy creating some fine effects, with the help of B. F. Manley and his B&B gang at Washington St., who have built a very realistic fireplace and some windows.

Dick Matheny has designed the handbills and the programs.

You'll have lots of fun at this party. Come if you can—and bring the family. Be there in your seat at 8:30 Wednesday morning, because it's going to start right on the minute.





WEST HOLLYWOOD

WEST HOLLYWOOD

WEST HOLLYWOOD, to all those who have been behind the scenes, assumes national importance with this issue of the *PACIFIC ELECTRIC MAGAZINE*. First and foremost, there's the Friendship Train, which started out of the West Hollywood Yards November 7 after the consist of 30 cars had been there for several days being decorated by all the major motion picture studios. Secondly, believe it or not, the opening publicity on the West Coast Christmas Seal Campaign was based on pictures taken by our own Photographer, *Harley Talbott*, in the West Hollywood Yards, with the famous radio and screen star, *Jerry Colonna*, as the subject.

Of far greater importance to Pacific Electric than these newsworthy events, however, is the daily work carried on by the Transportation, Mechanical, and Engineering Departments, week by week, month by month, and year by year. Take away the West Hollywood Shops, Garage, Agency, Terminal Foreman's office, and 100-car capacity storage tracks, and PE

would be hard put to it to absorb elsewhere all the activity carried on there by the many hundreds of Trainmen, Motor Coach Operators, Car Repairers, Electricians, Car Cleaners, and Auto Mechanics. Let's take a brief glimpse at the work that goes on.

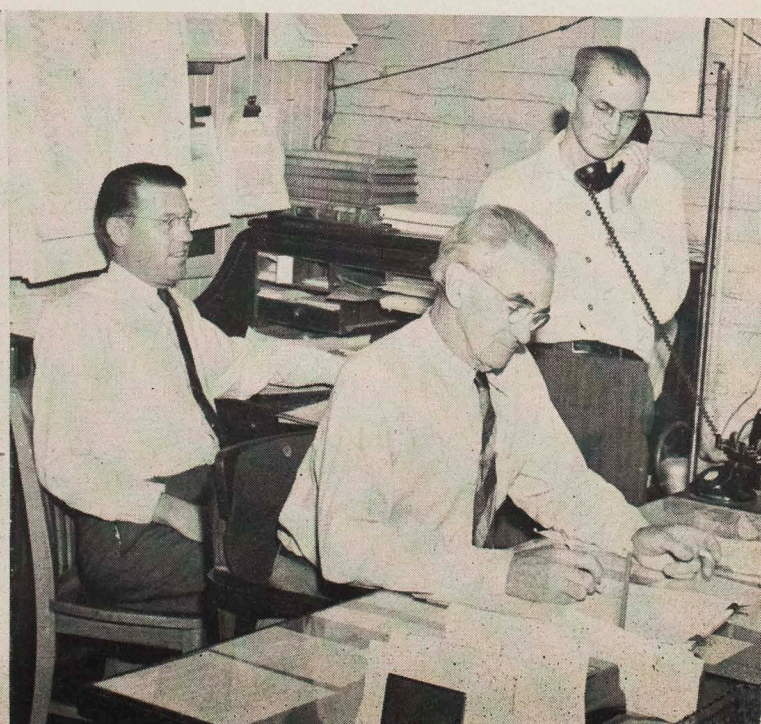
TRANSPORTATION DEPARTMENT

West Hollywood Terminal Foremen *H. R. Dearborn* and *A. B. Marshall*, and Assistant Terminal Foreman *G. V. Banta* handle the assignments for 319 Trainmen and Motor Coach Operators. The regular assignments include 75 rail passenger runs on the Subway-Hollywood Blvd.-San Vicente Line and the Santa Monica Blvd.-West Hollywood-Van Nuys Line; 41 motor coach runs on the Hollywood-Beverly Hills Line, the Western-Franklin Line, and the Ventura Blvd. Line; and eight freight runs with men signing on at Eighth St., Butte St., Culver Junction, West Hollywood, and San Fernando. Many extra assignments are made from a passenger extra list of 98 men and a freight extra list of eight. When you visit the West Hollywood Trainmen's

GARAGE FOREMAN *Jerry Rons* watches while Carpenter *Jim Laseter* expertly builds some cabinets.



TERMINAL FOREMEN all present at change of shift: L-R: *G. V. Banta* (Asst.), *H. R. Dearborn*, and *A. B. Marshall*.



PANORAMA

MAKES THE NEWS

Room, of course, you'll never find more than a baker's dozen of the 319 men there, but out on the lines the Western District trains and busses are running round the clock, a large proportion manned by West Hollywood men.

MECHANICAL DEPARTMENT

Saunter farther into the West Hollywood Yards and you'll find plenty of maintenance and repair activity on passenger cars and busses, and some inspection on freight cars. The upkeep of the rail equipment is under the care of Assistant General Foreman *T. H. ("Tom") Green*. Mr. Green, in addition to his supervision of the 100 or so maintenance men and Car Cleaners at West Hollywood Car House and Repair Shop, has charge, under the general supervision of General Foreman *R. L. Mankins*, of the 175 employes who maintain the rail equipment for the entire Western District. In charge of the Car House is Foreman *Arvin F. Cash*; of the Repair Shop, Foreman *M. F. Brady*. *R. C. Byrd* is Night Car House Foreman, and in effect has charge of

the entire Western District until Mr. Green returns in the morning.

Space in this issue does not permit even mentioning the names of all the employes who carry on the work outside the limits of West Hollywood. In a future issue it is planned to carry a special feature on the scores of workers who maintain and repair cars and busses day and night at outlying points throughout the system. On the West Hollywood pay roll, however, are *Russell Koster*, Mechanic's Helper at Van Nuys; *Jim Wilson*, Helper at Glendale and Burbank; and *Jennie Morgan*, Car Cleaner at Vineyard.

To West Hollywood is assigned the job of maintaining 210 passenger cars of the 100-, 600-, 900-, and 5000-class. Some of the most common repair jobs done in the Repair Shop are changing wheels and armatures on the 100-, 600-, and 900-class cars, repairing collision damage, and repairing electrical equipment on the 5000's. There is a continuous program of renewal of worn parts and semi-overhaul of trucks on the 600's and 700's.

(Continued on Page 19, Col. 1)

ASSISTANT GENERAL FOREMAN *T. H. Green*, left, of Western District Mechanical Dept., and Clerk *Guy Gehde*.



STOREKEEPER *Clifford Curle*, left, and his Helper, *George Slocum*, busily keep their stock up to date.





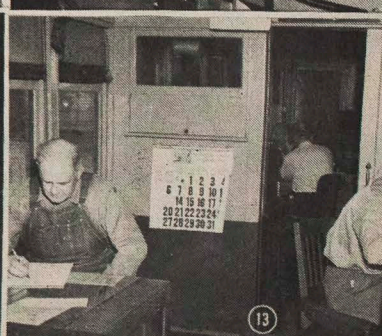
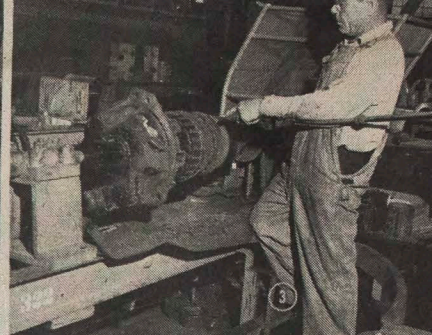
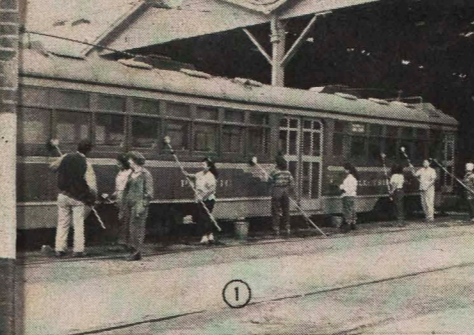
DAY SHIFT

FRONT ROW (left to right): R. Mead, Helper; J. Gross, Auto Repairer; F. Doyle, Pipefitter; E. Nelson, Car Repairer; G. Gehde, Clerk; D. Beard, Car Repairer; T. Green, Assistant General Foreman; Mary Morrissey, Leader; A. Cash, Foreman Car House; G. Slocum, Helper; C. Curle, Storekeeper; W. McCrory, Machinist. SECOND ROW: A. Guzman, Helper; H. Burton, Car Repairer; C. Salvo, Laborer; K. Perry, Electrician; G. Day, Auto Machinist; F. Noel, Car Repairer; R. Helliwell, Painter; H. Green, Electrician; J. Del Dotto, Crane Operator; L. Williams, Laborer; W. Field, Car Repairer; J. Jonas and A. Eckland, Electricians; J. Chologian and J. Gmasnar, Car Repairers; F. Kelso, Electrician; G. McConnell, Car Repairer. THIRD AND FOURTH ROWS (alternately): C. Hewitt, Leader; F. Iacobellis, A. Doll, R. Clement, W. Buckmaster, Car Repairers; F. Jiminez, Laborer; W. White, Carpenter; F. Williams, Car Cleaner; A. Woods, Car Repairer; F. Manriquez, Car Cleaner; J. Ledford, Car Repairer; F. Piedra, P. Jiminez, E. Hoyas, Car Cleaners; J. Haberberger, Auto Repairer; H. Averill, Electrician; L. Lassos, S. Luua, F. Chavez, J. Rosas, M. Nickerson, Car Cleaners; J. Rondone, Welder; A. Field, E. Lundgren, P. Arballo, Car Cleaners; M. Johnson, Helper; R. Jiminez, V. Garcia, L. Carrera, Car Cleaners; N. Gale, Laborer; J. Laseter, Carpenter. FIFTH AND SIXTH ROWS (starting with man in front of ladder): J. Garland, Car Repairer; W. Benson, Air-Brake Machinist; L. Lamore, F. Stringham, J. Davis, L. Kaeding, J. Carrescia, G. Rother, Car Repairers; I. Thomas, Laborer; J. Adams, Car Repairer; M. Studebaker, Carpenter; G. Huntsman, Painter; A. McCauley, Carpenter; R. Lopez, R. Coburn, J. Brando, J. Velardi, Car Repairers; L. Oliver, Electrical Machinist; H. Broersma, Car Repairer; H. Merrill, Wrecking Foreman; G. Young, Machinist; C. Roberts, Car Repairer; E. Bonsall, Air-Brake Machinist; W. Richards, Electrical Machinist.

WEST HOLLYWOOD MECHANICAL FORCES

SWING AND NIGHT SHIFTS

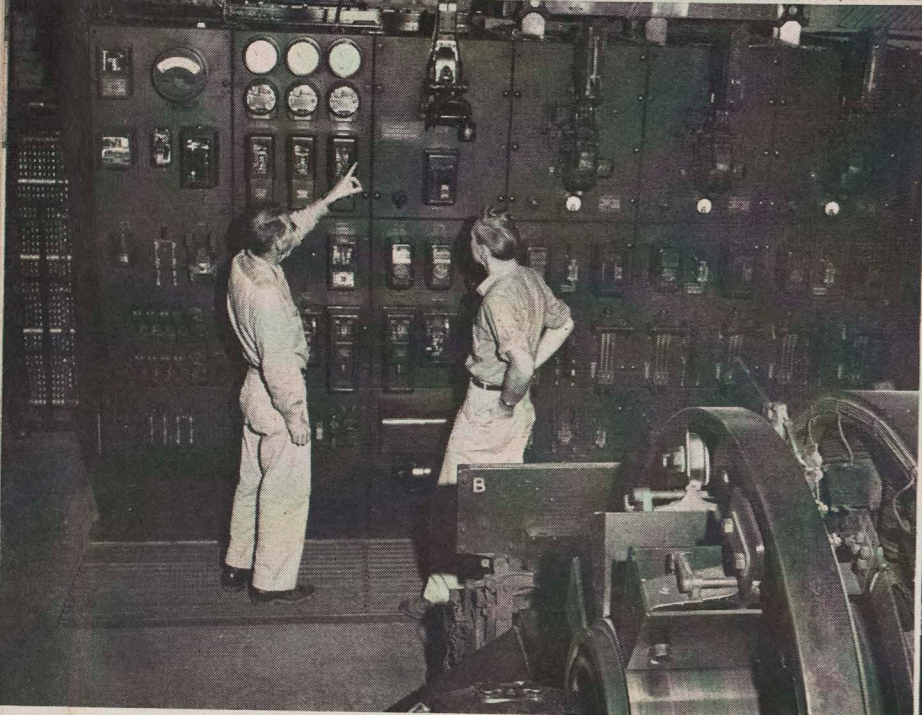
FRONT ROW: David La Viers, Electrician; Charles Ross, Night Foreman, Garage; Dan Banks, Leader, Garage; R. C. Byrd, Night Foreman, Car House; George Shurber, Brakeman; Alexander Megourenko, Car Repairer. SECOND ROW: Romelia Atencio and Anna Davis, Car Cleaners; L. G. Cardenas, Car Repairer; Daniel Macias, Watchman; Lillie Bullock and Pernella Jones, Car Cleaners; Donald Gonzales, Car Repairer. BACK ROW: Mildred Frazier, Car Cleaner; Herbert McLaughlin, Switchman; Theodore K. Comstock, Carpenter; Wesley Frazier, Harold Rogers, Bill Papeika, Ben Brown, Car Repairers.



SCENES IN WEST HOLLYWOOD SHOPS

(1) Car Cleaning. Girl nearest camera is Leader Mary Morrissey. (2) At Carpenter Shop, Carpenters Arthur McCauley and Bill White (left to right in foreground) are repairing window sashes. In background, Carpenter Merle Studebaker is cutting new window glass. (3) In Repair Shop, Electric Machinist L. C. Oliver bands armature on machine said to have been devised many years ago by Al Estes. (4) Car being given thorough interior cleaning with Oakite. Sofi Lua is cleaning the seats; Rosie Jiminez, the woodwork. (5) At the electrician's bench, Horace Averill, left, is cleaning a reverser barrel, while Kent Perry prepares for some drilling. (6) Installing sealed-beam headlights on a car is Electrician W. G. Field. Inside car is Electrician Arnold E. Eckland. All 600-700-class cars (127 on the West, 33 on the North and South) now have the sealed-beam headlights. (7) In the Garage, Auto Repairer J. H. Haberberger, left, and Auto Machinist Glen Day are under bus repairing air equipment. (8) In the Air Room at Re-

pair Shop, Air-Brake Machinist Ed Bonsall, right, tests an emergency valve on test rack, while Air-Brake Machinist Walter Benson works on brake valve. (9) Left to right, Welder Joe Rondone, Car Repairer Ed Nelson, and Electrician A. J. Green, in Repair Shop, repair car body and overhaul groups. (10) In Electric Shop, Electrical Machinist Bill Richards overhauls switch group for 600-class car. (11) Working on groups at Car House are Electricians Roy Coburn, left, and Bill Whitfield. (12) Repair Shop Foreman M. F. Brady, right, watches work being done on truck for Car 5015 by Car Repairers Walter Buckmaster, left, and Cecil Young. Note hypoid gears visible through rear axle housing; PCC drive is much like that of auto. (13) At one end of remodeled 1000-class car that serves as office for Assistant General Foreman T. H. Green, Car House Foreman Arvin F. Cash, right, and Head Switchman Robert E. Clement have their desks. These are broadly typical of many jobs done at West Hollywood.



JERRY COLONNA LEARNS FROM SUPT. H. L. YOUNG ALL ABOUT BEING A MOTORMAN

JERRY COLONNA OK'S (?) AS P E MOTORMAN

TO PUBLICIZE the Christmas Seal Campaign, Jerry Colonna had to OK as a motorman. You see, he's made a recording, "Colonna's Trolley," in which he pilots a bunch of kids and animals in a streetcar to the zoo. So the San Francisco Tuberculosis Association though they'd see if he really could. They decided to give a party for the kids of San Francisco on Nov. 22. Jerry would pilot the kids — a group chosen from 30

or so agencies supported by the S.F. Community Chest and T.B. Association — in a train of trolley cars to the San Francisco Zoo.

So — as you can see — Jerry got his card. And he *did really* pilot the kids to the zoo and hopes it makes you buy Christmas Seals. Because he says he knows a lot of poor kids with t.b. and rheumatic fever that you'll help. Have you bought and paid for your Seals?

HAPPILY GETS HIS QUALIFYING CARD AND IS OFF FOR THE SAN FRANCISCO ZOO

WEST HOLLYWOOD AT WORK AND PLAY

UPPER LEFT—In the Agency office at West Hollywood. Left to right are LaVerne Hedgpeth, Cashier; Robert Jordan, Station Clerk; Bill Walker, Rate Clerk; R. H. McLaughlin, Relief Agent for vacationing Agent Floyd Casper; Russell Marino, Claim Inspector; Marvin H. Lewman, Clerk-Warehouseman; Receiving Cashiers Raymond J. Bamford and A. G. Fedder, not pictured, work in the Terminal Foreman's office handling the turn-ins of the numerous Trainmen. LOWER LEFT—In the Substation, which is in the same building with the Agency and the Warehouse, Operator Earl F. Degrado, left, is shown breaking in a student, Clifford Spencer. Mr. Degrado points to main switch of automatic equipment, and explains what would be done in case of an emergency. In foreground is a 1000-kw rotary converter, whose operation is automatic. A 1000-kw motor-generator, located out of the picture to the right,

is manually operated. Mr. Spencer finds there's really a lot to learn. UPPER RIGHT—In the Trainmen's Room adjoining the office of the Terminal Foreman, some Trainmen are looking up assignments in the assignment books on the table. Starting at left and reading clockwise: Conductors A. J. Pusateri and R. S. Anderson, Motorman E. C. Haskell, Conductors G. A. Miller and P. D. Nightingale, Motormen G. G. Harlow and P. G. Hofelter. All seem very earnest about their work. CENTER RIGHT—Playing dominoes in the Trainmen's Room appears to be serious business, too. Left to right are Freight Motorman W. J. Speir, Freight Conductor A. J. Gallacher, and Passenger Conductor N. J. Dionne. Dionne's play. LOWER RIGHT—Getting in practice for the next pool tournament are, left to right, Motorman H. L. Casey, Conductor T. E. Holmes, and Conductor-Motorman-Operator A. B. Bogartz.





PE BOX CAR being decorated at West Hollywood



TRAIN waiting to leave West Hollywood Yard



BIG STAGE at Hollywood and La Brea



IRVING BERLIN leads in "God Bless America"



COVER PICTURE—System Gen. Foreman F. T. Grant (on ladder), Carp. C. C. McKee (left above), Frt. Car Insp. R. L. Rinehart inspect lights, other appliances put on cars for parade. McKee and Rinehart are West Hollywood men.

PE STARTS THE

WHEN THE FRIENDSHIP FOOD TRAIN moved out of West Hollywood Yards and down Hollywood Boulevard last Nov. 7 at 8:00 p.m., it wasn't a spectacle that just happened. It was an event that required the closest cooperation between the motion picture studios, the Pacific Electric Railway, the Southern Pacific Company, City, County, and State governments, and the National Coordinator of the Friendship Train.

The studios wanted 30 freight cars to decorate in the West Hollywood Yards, two electric locomotives to move the train, Business Car 1299 to carry the important officials, and a train crew. It would also be necessary to reroute all public transportation during the time of the parade.

To accomplish all these objectives required, in turn, the closest cooperation of all departments of the PE Railway. For two weeks beforehand, Passenger Traffic, Transportation, Mechanical, Engineering, and Special Agents officials busily planned what was to be done. Two electric locomotives, the 1623 and the 1630, were to be repainted and serviced at Macy St.; five box cars were to be repainted and serviced at Torrance; and at Butte St. Car 1299 was to be equipped with an adapter

BUSINESS CAR 1299 carries officials in parade

CREW of Friendship Train. L-R, front: Trol. M. C. Rohde, Bkm. C. E. Settle & R. G. Cody, Trol. M. C. Shultz. Back: Head Mm. G. L. Leets, Cond. M. E. Daniger, Bkm. W. E. Craig, Pusher Mm. H. H. Douglass.

FRIENDSHIP TRAIN

that would enable it to couple with the freight equipment. The 30 freight cars were to be moved from Butte St. so as to be on spot at the West Hollywood Yards early Monday morning, Nov. 2, for the studios wanted to spend several days decorating them in gay colors and installing special lights, public address systems, and generating equipment. After the studios had completed their part of the job, PE's men from the Transportation, Mechanical, Engineering Departments would have to inspect the work to see that all was consistent with safety and rules of operation. The train crew, chiefly of West Hollywood men, would have to be instructed as to the exact parade procedure. In order to insure a perfect operation, a special trouble-shooter was to ride on each locomotive, and a special emergency truck was to follow the rear of the train. It was also necessary to secure from the State Board of Public Utilities a special permit for the operation of a freight train on Hollywood Blvd.

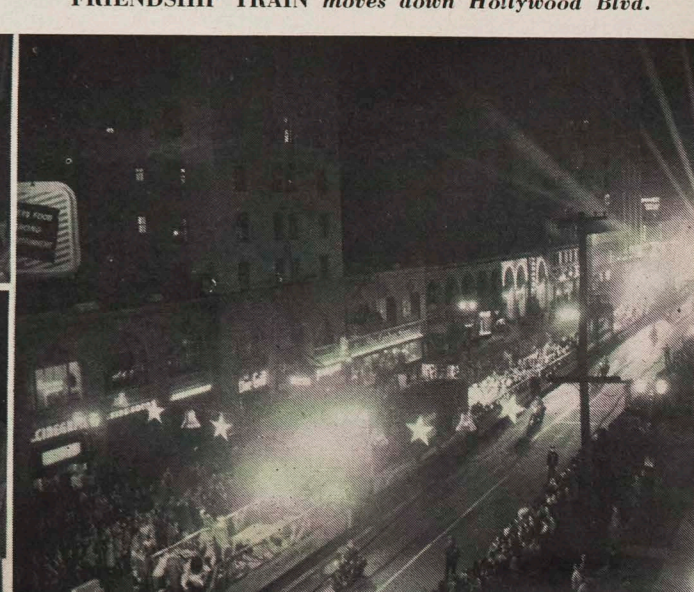
Suffice it to say that the celebration went according to plan. Head Motorman G. L. Leets had the honor of getting the high-ball sign from Governor Warren; Trolleyman C. F. Shultz shared honors with President O. A. Smith in a national broadcast from the moving train and cameras recorded the event for posterity.

PERSONALITIES: Pres. O. A. Smith leaving stage with Mrs. Smith (slightly ahead). Inset at right: Gov. and Mrs. Earl Warren were there. Inset below: L-R, R. J. McCullough, D. W. Yeager, and C. H. Belt lunch before parade.



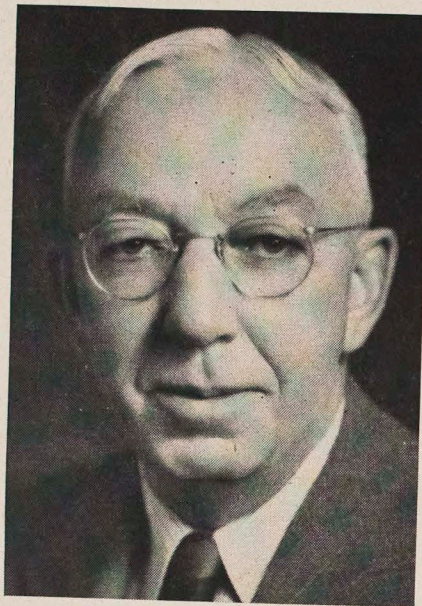
IN HOLIDAY MOOD, Gen Supt. T. L. Wagenbach (right) and Supt. of Safety & Instruction H. L. Young (left) pose with W. F. Servranckx, Asst. BRT Field Supt., on head locomotive before parade.

FRIENDSHIP TRAIN moves down Hollywood Blvd.



Passing of Clifford Thorburn, P E Purchasing Agent, Mourned

THE SUDDEN DEATH from acute coronary thrombosis of Purchasing Agent Clifford Thorburn on Monday, Nov. 17, deprived Pacific Electric of one of its best-known officials, and deprived the Purchasing and Stores Department of a man who took a sincere interest in his employes and their welfare.



CLIFFORD THORBURN

It is characteristic that, before his passing, Mr. Thorburn asked that employes might contribute to the Melia Houge Memorial Fund rather than buy flowers for the funeral. Characteristic, that is, of his interest in worthy causes—things of permanence, rather than things ephemeral.

ROSE FROM RANKS

Born in Ogden, Utah, May 23, 1884, he started work for the Southern Pacific as a Car Cleaner in that city in 1902. In a few months he entered the Stores Department as Laborer and Clerk, rose rapidly, and, in 1907, came to Los Angeles as Accountant. In 1909 he transferred to Pacific Electric as Accountant and Chief Clerk to the General Storekeeper. His career was interrupted by World War I, when he served as a first lieutenant

in the Transportation Corps of the 62nd Engineers. He returned in 1919 as General Storekeeper at Torrance, and was made Purchasing Agent the following year.

The Southern Pacific Company appointed him in 1939—in addition to his other duties—Assistant Purchasing Agent for the Los Angeles Division, and in 1942 made him Purchasing Agent for that division.

WELL-KNOWN CLUB MAN

He became widely known in this area, serving as President of the Electric Club in 1937-38; and as President of the Los Angeles Purchasing Agents Association. He held memberships in the Masonic order and in the PE Post of the VFW. Last year he represented President O. A. Smith when Mr. Smith presented the VFW post with its flags.

Surviving are his wife, Mrs. Bertha B. Thorburn, of 1959 North New Hampshire; a daughter, Mrs. Glen A. White, of Martinez, California; two brothers, Robert, of El Segundo, and Craigie, of San Diego; and three grandchildren. Employes extend their heartiest sympathy to the family.

The funeral was held at the Church of the Reccessional, Forest Lawn, at 9:30 p.m., Wednesday, Nov. 19.

City Playgrounds Offer Activities for You and the Kids

WITH THE APPROACH of winter, the Los Angeles City Recreation and Park Department is once again renewing its special program of diversified recreational activities for men and women industrial workers at playgrounds all over the city.

Designed to provide interesting and constructive recreation which will help business and employed people to keep happily occupied in their leisure time, the Recreation and Park Department's program includes a large variety of evening sports, crafts and social events.

Further information about the department's program may be obtained by calling the City Hall, Michigan 5211, Station 626, or by contacting your neighborhood playground.

LAST MINUTE

Flash

E. L. McCall was appointed Purchasing Agent effective Dec. 10, to succeed Clifford Thorburn, recently deceased, according to an official announcement by President O. A. Smith. Mr. McCall was Buyer before his appointment. Congratulations!



FOR SAFE OPERATION

IT IS with a great deal of pleasure that we announce that an attractive Safety Award in the form of a sterling silver tie clasp will be presented to every Conductor, Motorman, Brakeman, Switchman, Trolleyman, and Motor Coach Operator who qualifies under the rules given below. It is presented in appreciation of those men who have operated day by day in such a manner as to avert accidents, and it is hoped the awards will be an inducement for those men having responsible accidents to improve so as to qualify for a safety tie clasp.

A sample of the safety tie clasp is on exhibit at various terminals.

The rules are as follows:

1. The safety award tie clasp shall be given to every man in train, engine, and motor coach service who operates six (6) months without an accident for which he is charged with any responsibility.

2. The first period of eligibility is the six months from July 1, 1947, to December 31, 1947, inclusive. Thereafter, each year will be divided into two six-month periods beginning January 1 and July 1, respectively. Any employe entering the service between the stated beginning and ending dates of any six-month period is not eligible for an award in that period, but eligible in the next period.

3. Regular men who are away on leave of absence or are furloughed exceeding one month or 30 days in each six months of competition will not be eligible during that six-month period. Regular men who are away on sick leave exceeding 30 days in each six months of competition will likewise not be eligible.

Extra men who regularly work when called are eligible. However, extra men who are away on leave of absence or are furloughed exceeding one month or 30 days in each six months of the competition will not be eligible. Extra men who are away on sick leave exceeding 30 days in each six months of competition will not be eligible.

4. Men who continue to operate without a responsible accident for the six months immediately following the receipt of the tie clasp, and who qualify under the above rules, will have one

ruby added to their tie clasps. If, after winning the first stone, men operate through the third eligibility period without responsible accidents, they will receive a second ruby. Additional stones will be added in the same manner, just so long as consecutive eligibility periods are unmarred by any responsible accident.

5. If, however, a man wins a tie clasp and then has a chargeable accident, he is ineligible for an additional award at the end of the period in which the accident occurs. He is also ineligible at the end of the next period, even though his record is clear, and he must continue through still another period without responsible accident before receiving the additional stone. In other words, he must operate without a responsible accident for two consecutive six-month periods following the period in which his accident occurred before he can receive the additional stone.

For example, if a man were given a tie clasp for the period ending December 31, 1947, and then had a chargeable accident during the next six-month period, he would then have to operate without a responsible accident from July 1, 1948, to June 30, 1949, before receiving the first stone. The same rules will be observed for succeeding stones.

The schedule is as follows:

No responsible accidents for:	
6 monthsTie Clasp
1 year1 stone added
1 1/2 years2nd stone added
2 years3rd stone added
2 1/2 years4th stone added
3 years5th stone added
3 1/2 years6th stone added
4 years7th stone added
4 1/2 years8th stone added

The basis of determining the responsibility of any accident or personal injury is that as developed through the investigation of the accident tendent's office. Any man feeling that the decision and as finally accepted by the General Superintending him with any responsibility for an accident is not fair may invoke a review by calling upon Mr. H. L. Young, Superintendent, Bureau of Instruction and Safety.

Vital Statistics

September 21 to November 20, 1947

DEATHS

NAME	OCCUPATION	Died	Group	
			Insurance	Mortuary
†Zamarripa, Faustino	Laborer	9-20-47	Yes	No
Leonard, Daniel H.	Retired Machinist	9-29-47	Yes	No
Lowary, Edwin F.	Retired Trainman	9-29-47	Yes	Yes
Bailey, John Thomas	Motor Coach Operator	10- 8-47	No**	No
Smith, Eugene G.	Retired Conductor	10-13-47	Yes	Yes
White, Peter D.	Retired Motorman	10-15-47	No**	Yes
Walton, Elizabeth	Retired Clerk	10-17-47	No**	Yes
Scott, Chester R.	Carpenter	10-19-47	Yes	Yes
Anderson, Thomas E.	Conductor	10-19-47	No**	Yes
Grentz, Andrew L.	Motorman	10-24-47	No**	No
Newby, Dail	Retired Car Cleaner	10-26-47	Yes	No
Soder, Axel	Retired Carpenter	10-26-47	Yes	Yes
Rouse, Joshua D.	Trainman	10-30-47	No*	No
Archer, Adrian M.	Brakeman	11- 9-47	No**	Yes
Columbus, John L.	Retired Machinist	11-14-47	Yes	Yes
Tucker, Henry R.	Retired Conductor	11-13-47	No**	No
Thorburn, Clifford	Purchasing Agent	11-17-47	Yes	Yes
Soza, Bonifacio	Track Walker	11-20-47	Yes	No

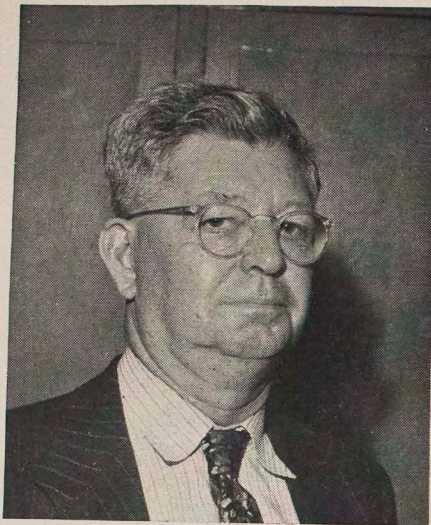
EMPLOYES' WIVES' DEATH BENEFIT FUND

None.

*Not eligible for Group Insurance.

**Employee declined to accept Group Insurance.

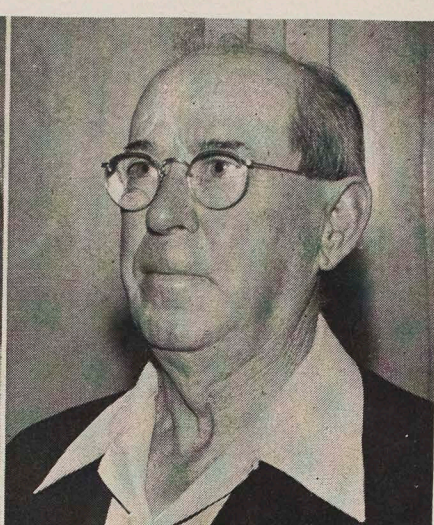
†Reported subsequent to last publication.



ALBERT C. MOLL
Supervisor



CLIFFORD L. VALLON
Conductor, North



GEORGE W. PREECE
Trolleyman, South

9 MORE 25-YEAR MEN RETIRE

IN THE LIST of retirements for this issue you will see the names of nine grand old-timers who have spent a quarter-century or more of their lives in the service of the Pacific Electric Railway.

Asked why they remained in service over a period of so many years, one and all of those contacted reported that they had found Pacific Electric a fine company to work for. Just and considerate treatment on the part of the company was the chief cause of satisfaction.

Hats off to these employes and their records of loyal and dependable service. The Editor regrets that time did not permit securing the pictures and stories of each one of them.

GEORGE W. PREECE

George W. Preece, at the time of his retirement on October 1, was a Trolleyman working out of Eighth St.

Born in Cold Creek, Tenn., he came to California on a vacation and liked the climate so well that he stayed and got a job as Conductor with PE in 1919. He's also been a Brakeman and a Switchman.

Mr. Preece made it a point throughout his career to be on the job every day and to do the assigned work to the best of his ability. His record is proof of his dependability.

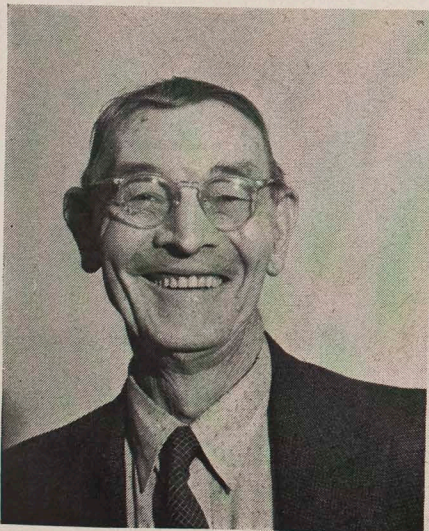
He plans to take life easy awhile.

GEORGE T. GRIMES

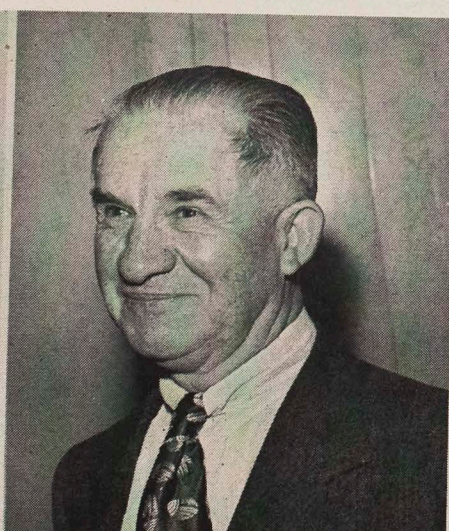
The service track at 6th and Los Angeles Streets was the scene of most of the activities for the past 19 years of Motorman George T. Grimes, who retired last Sept. 8, after 28 years on the Southern District.

For the care with which he operated his trains, Mr. Grimes several times received commendations from the various Superintendents under whom he worked, including O. P. Davis, Ed Clark, and George F. Squires. He is justifiably proud of them, and has carefully preserved the letters.

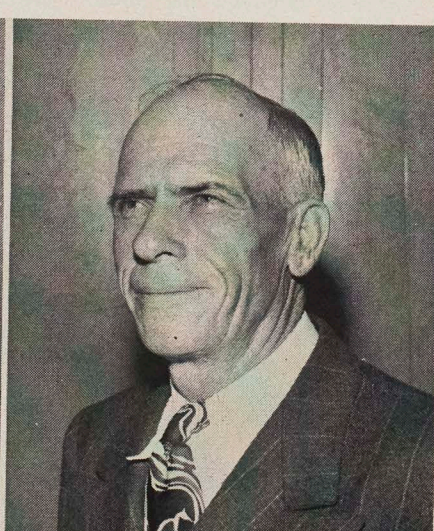
He retires to his Gardena ranch.



FRANK E. CHOENS
Car Repairer



JOHNSON T. FRENCH
Motorman, South



GEORGE T. GRIMES
Motorman, South

ALBERT C. MOLL

When Albert C. Moll retired on September 1 as a Supervisor on the West, Trainmen on that district, particularly Trainmen on the Glendale lines, lost a good and valued friend. Mr. Moll had also worked in the Schedule Bureau at varying times over the years.

He began work for the company in 1918 as a West Motorman, and became Terminal Foreman on that district in 1920. A year later he was made Supervisor. Before 1918 he spent 16 years with Buffalo & Lake Erie Traction Co.

JOHNSON T. FRENCH

South Motorman Johnson T. French retired last September 16. Having heard that PE was a good place to work, he began his service in 1915, and piloted passenger and box motor cars from then on. During the recent war, he had a hostling job, taking equipment to be repaired at Butte St., State St., and Macy St. This type of work he continued until his retirement. He considers hostling freight equipment as the best piece of work he ever did for the company.

Before coming to PE, he worked two years for the Los Angeles Railway.

CLIFFORD L. VALLON

A Conductor-Motorman out of Macy Street, Clifford L. Vallon was working a Monrovia-Glendora run at the time of his retirement from active service last July 3. He had worked that line for almost 18 years.

Between the time he began work for PE (1920) and his last run, however, he managed to work out of almost every point in the system, beginning with Pasadena.

His avowed chief concern was safety in operation, "for the company's interest and also my own," and his record is among the very best.

FRANK E. CHOENS

Up until Oct. 4, his retirement date Frank E. Choens, Car Repairer, had worked at the Macy Repair Shop exclusively during the entire period of his career with Pacific Electric.

That career started 28 years ago, and Mr. Choens says he has done almost everything there is to do in that big shop except electrical repairs. For ten years he was in the Fender Room taking care of wrecks. His most recent assignment was working on car steps.

He retires to take life easy in his El Monte home.

ALEX G. COCKRAM

Alexander G. Cockram, Passenger Conductor out of Ocean Park, retired Oct. 15. Born in Taunton, England, he eventually came to the U. S., entered the Army, and served in World War I as warrant officer and chief

clerk in the Financial Corps, resigning in 1919. The same year he came to work for PE, figuring that he could make more money than by starting as an accountant in an office.

Being English, he stayed put, in the belief that a rolling stone gathers no moss. He feels that his greatest service to the company was in knowing when to keep his mouth shut at trying times.

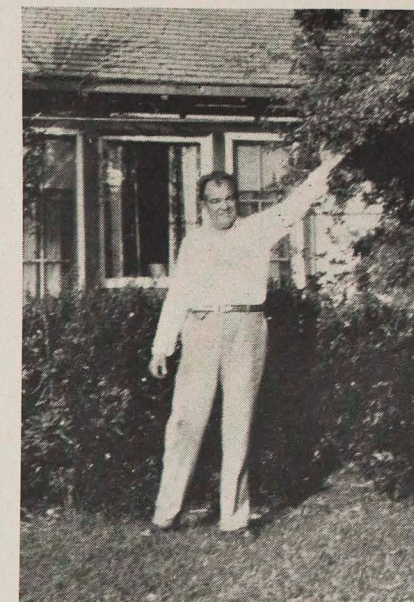
He plans to live in the country and do a little accounting to help out his pension.

Retired Fireman Had Good Safety Record

FIREMAN JOHN W. OTT'S record of no responsible accidents since 1939 had not come to the attention of the Magazine at the time he retired last January 1, nor had the fact that he was the oldest Fireman—in point of seniority—on the Southern District, with 27 years of service. He had a number of commendations to his credit from his superiors for his safe operation.

For many years he worked on a switching crew at the Standard Oil refinery. Later he was transferred to Watson, where he worked until he was injured on the job. Sick leave was followed by retirement for disability.

Mr. and Mrs. Ott live at 860 North Rosemead Blvd. in East San Gabriel.



JOHN W. OTT, retired Engineer, at home in East San Gabriel.

Santa Monica Air Line Makes Satevepost

The Santa Monica Air Line turns up in the Saturday Evening Post for Dec. 6 in an article entitled: "Some of My Best Friends Are Streetcars." Better take a look. Streetcars at various points throughout the country are mentioned.

Retirements

VERY BEST WISHES for many more years of peaceful, happy living to the following employes, who retired, according to the Treasurer's office, during the months of September and October. May their years of loyal service bring their just rewards, and may their memories of PE be always pleasant ones.

NAME	Occupation	Department	Years of Service
Carlos Alvarez	Laborer	Engineering	23
Edward E. Brandt	Bus Operator	Transportation	21
Frank E. Choens	Car Repairer	Mechanical	28
Alexander G. Cockram	Conductor, West	Transportation	27
Johnson T. French	Motorman, South	Transportation	30
George T. Grimes	Motorman, South	Transportation	28
Frederick LeRoy Hunt	Conductor, North	Transportation	23
Earl G. Johnson	Conductor, North	Transportation	20
William H. Kelly	Messenger	Transportation	3
Clarence H. Martin	Brakeman, South	Transportation	2
George W. Miller	Auto Mechanic	Mechanical	36
Albert C. Moll	Supervisor	Transportation	29
Millie O'Malley	Car Cleaner	Mechanical	17
George W. Preece	Trolleyman, South	Transportation	28
William H. Shehan	Rate Clerk	Transportation	2
Homer J. Sherman	Motorman, West	Transportation	24
Charles S. Slutz	Substation Operator	Engineering	3
James Lee Smith	Motorman, South	Transportation	25
William H. Snyder	Car Repairer	Mechanical	22
Clifford L. Vallon	Conductor, North	Transportation	27
Vincent J. Wing	Conductor, North	Transportation	22
Russell Wiseman	Conductor, West	Transportation	2



WAREHOUSE PERSONNEL

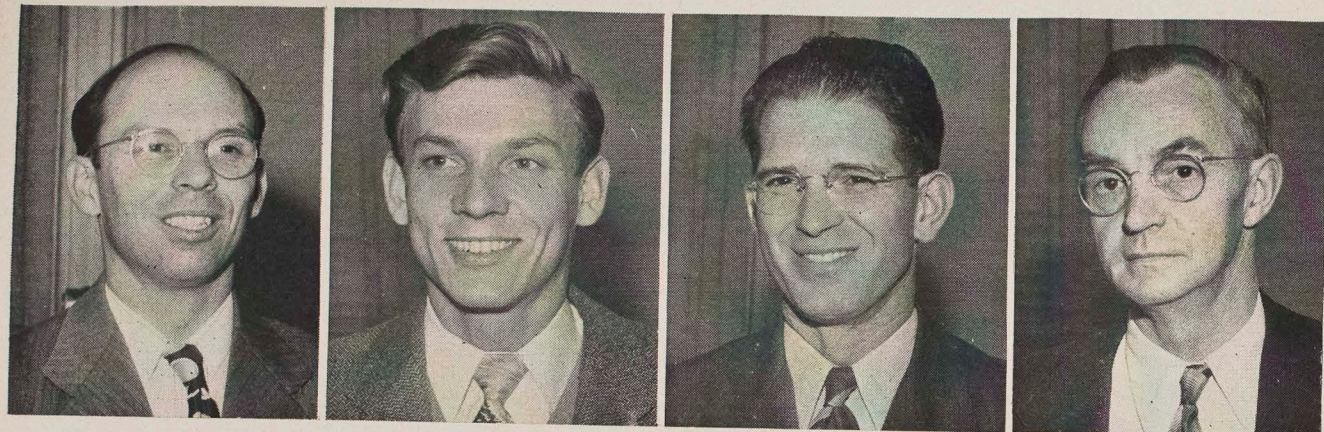
FRONT ROW (squatting): M. L. Hagen, Trucker; J. I. Haugen, General Foreman's clerk; C. A. Heath, Lift Truck Operator; Don Glague, Trucker; Philip DiMascio, Check Clerk; T. R. Burton and Angel Acosta, Truckers; H. A. Files, Stevedore; R. G. Weber, Trucker; P. M. Jones, P. H. Elder, and A. J. Avila, Stevedores. SECOND ROW (seated): L. G. Davila, Manifest Clerk; A. J. Gilbert, Route Clerk; J. J. Mason, Trucker; H. B. Mallett, Stevedore; J. I. Mann, H. G. Malenock, and Garfield Woodruff, Truckers; S. R. Benning, Stevedore; P. B. Durant, Assistant Terminal Freight Agent; L. M. Duke, Terminal Freight Agent; L. G. Burroughs, General Foreman, Railway Express; A. B. Wingquist, Assistant General Foreman; R. W. Grafius, General Foreman; Pedro Rangel, Stevedore; M. J. Jerich, Trucker; J. N. Norris and Eddie Diaz, Stevedores; G. E. Buchanan, Trucker; H. J. West, Night Watchman; LeRoy Ter, Trucker; B. L. Krill, Stevedore. THIRD ROW: William Roby, Stevedore; C. F. Whithead, Check Clerk; J. H. Shreeve, K. A. Tweston, Check Clerk; Herman Blumenthal, Trucker; H. G. Gauss, Check Clerk; R. B. Eaton, Stevedore; D. C. Nelson, Elmo Moore, Everett Hagenbaugh, C. O. McInturff, and E. D. Thompson, Truckers. FOURTH ROW: W. A. Stafford, Trucker; R. A. Diekman, Lift Truck Operator; R. A. Bernal, Stevedore; B. F. Cotton, Subforeman; J. H. Campbell, C. W. Beardon, B. M. McLain, R. R. Pulliam, W. F. Shauff, Robert Luther, and E. J. Kromer, Truckers; J. L. Martinez, Check Clerk; Miguel Foto, Trucker; Rudolph Aralatea and C. G. Reed, Stevedores. BACK ROW: W. P. Hussey, Stevedore; W. L. Minyard, Assistant Foreman; G. H. Bliss, Check Clerk; H. L. Comstock, Stevedore; I. C. Tellechea, Foman; J. A. LaFoya, C. G. Markle, and G. E. Roberts, Check Clerks; M. A. Coutts, Stevedore; G. V. Bowers, Trucker; G. P. Stoltz, Stevedore; R. W. Martin, R. E. Hughes, Roscoe Smith, and M. L. Woodruff Trkrs.; S. I. Haas, C. B. Hegge, Stvdrs.; W. D. Lya'l, Trucker; Gilbert Hercasitas, Check Clerk; L. C. Pittman, Stvd.

THE LOS ANGELES FREIGHT STATION IS BIG!



OFFICE PERSONNEL

FRONT ROW: Elsie Glaubach, Steno-Clerk; Theresa H. Willey, Rate and Bill Clerk; Charmaine M. Gauthier and Eleanor Ahumada, Steno-Clerks; Jeanne Thompson, Abstract and Balance Clerk; Seymour Lipschultz, Chief Clerk; Mary M. Breese, Steno-Clerk; L. M. Duke, Terminal Freight Agent; Suzanne J. Smith, Secretary-Clerk; P. B. Durant, Assistant Terminal Freight Agent; Edith I. Albright, Rate and Expense Clerk; Alice D. Fairbanks, Clerk Collector; Bernice L. Leavitt, General Clerk; Dorothy Hillan, Expense Clerk. SECOND ROW: Harry M. Pierson, Salvage Clerk and Stenographer; Frank L. Read, General Clerk; Leonard Hampton, Typist-Clerk; D. R. Williams, Bill Clerk; Jacob Anderson, Accountant; W. H. McCrea, Typist-Clerk; Joyce G. Wagner, Claim Clerk; Jean M. Farrow, Teller and Delivery Order Clerk; Ruth A. Furstenau, Typist-Clerk; J. W. Boswell, Assistant Accountant; G. P. Barkhurst, Jr., Teller and Delivery Order Clerk; Daniel Sanchez, General Clerk. THIRD ROW: Milo Seiglar, Extra Clerk; J. D. Peeler, Assistant Chief Claim Clerk; J. F. Harris, Claim Inspector; A. S. Tellechea, General Clerk; S. F. Tellechea, Chief Revising Clerk; L. A. Post, Cashier; G. H. Hippensteel, Bill Clerk; J. W. Olson, Revising Clerk; R. W. Jordan, Bill Clerk; H. T. Riseling, Clerk-Collector; F. E. Leininger, General Clerk; J. W. Meredith, Over, Short, and Damage Clerk. BACK ROW: F. J. Leary, Chief Claim Clerk; J. L. Grimaud, Inspector; E. E. Hall, Claim Clerk; A. C. Blommer, Messenger; C. E. Loveland, Over, Short, and Damage Clerk; Wm. Hernandez and C. F. Albright, Assistant Cashiers; S. R. Brame and A. D. Gentry, Typist-Clerks; J. A. Buzek, Expense Clerk; J. V. Fowler, Revising Clerk. A few missed the picture.



LLOYD C. YOUNG

RAY CHAPMAN

IRVING G. RHINARD

CARL E. HASKIN

Shifts in Passenger Traffic Made as Lloyd C. Young Leaves to Become Missionary

TO PURSUE AN IDEAL in a totally different and doubtless financially uncertain field of endeavor, few men would leave a secure position after 20 years of thoroughly efficient and well-recognized service.

But *Lloyd C. Young*, Traffic Engineer in the Passenger Traffic Department, has done just that. Over the years he spent with PE—all in the same department—he had accumulated a minute knowledge of the passenger fare structure, the rules governing the collection of fares, and related topics that is probably unexcelled, if equalled, by that of any other employe. He wrote the tariff books for all the districts—a complicated job, as every Trainman realizes; and he kept the tariffs up to date to conform to every change in local, county, state and federal law.

He has taken leave from this position to meet a challenge which had become increasingly insistent through the years—to become a missionary. As of November 1, Lloyd, still a relatively young man, went up to the mountains south of Yosemite to join his wife and children at the North Fork Presbyterian Indian Mission. There his work will include teaching a Bible

class of fifth, sixth, and seventh grade boys, helping them with their homework, acting as purchasing agent, keeping the books, and other duties.

Lloyd began his work with PE as Literature Clerk in April, 1928, and worked his way up through the years as Secretary to the Passenger Traffic Manager, Chief Rate Clerk, and, finally, Traffic Engineer.

He will be undeniably missed, but the good wishes of all attend him in his unswerving pursuit of a higher duty.

Succeeding Mr. Young as Traffic Engineer is *Clifford E. Ferguson*, who, in the capacity of Chief Rate Clerk, has been his understudy for several years and is well prepared for the work.

James N. Shafer moves from Assistant Rate Clerk to Chief Rate Clerk; *Frank J. Screech* from Ticket Agent and Bill Clerk to Assistant Rate Clerk; *Irving G. Rhinard* from General Clerk to Ticket Agent and Bill Clerk; *Ray Chapman*, transferring from the Transportation Department, becomes General Clerk. *Carl E. Haskin* voluntarily moved from Service Clerk to Ticket Stock Clerk, exchanging with *Martin J. Creamer*.



MARTIN J. CREAMER

FRANK J. SCREECH

C. E. FERGUSON

JAMES N. SHAFER

WEST HOLLYWOOD

(Continued from Page 5)

Another current program is replacing the drive shafts in the 5000's with an improved type of drive shaft. 1946 saw the completion of a program to apply a new type of load spring on the PCC cars. According to Mr. Green, each day an average of eight cars of varying classes receive heavy repair jobs, 25 receive light repairs, five are given general inspection, and 90 safety inspection. About 30 freight cars are also inspected every day. Painters *George W. Huntsman* and *Roy C. Helliwell* turn out about one car a week completely redecorated inside and out.

Over at the Car House, the average daily program of the Car Cleaners, under *Mary Morrissey*, includes washing the exterior of 30 cars, and thoroughly cleaning the interior of at least one. Every car has its seats, curtains, woodwork, and ceiling vigorously scrubbed with an Oakite solution at least once a year.

Foreman *Jerry Rons* and his Garage force, working under the supervision of General Foreman *E. W. Randig*, have charge of the upkeep of 28 busses. They inspect each day from three to six vehicles, repair 10 to 12, wash 10, and sweep out all 28. Their most usual repair jobs include brakes, clutches, and ignitions.

Clifford Curle, in his well-kept store between the Car House and the Garage, keeps on hand a sizable stock of parts and material for the use of car and bus repairmen at West Hollywood, Toluca, Hill St., and the Subway.

WEST HOLLYWOOD AGENCY

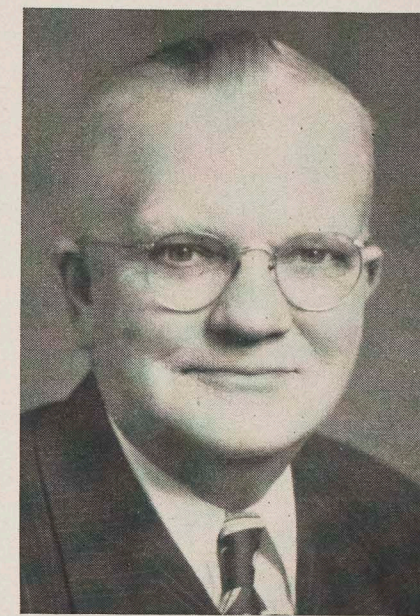
To serve the thriving city of West Hollywood, in which there has been much building activity since the war, PE maintains a freight and passenger station at 8800 Santa Monica Blvd. Agent *Floyd Casper* is in charge, with a force of seven assistants, including two Receiving Cashiers, *Raymond J. Bamford* and *A. G. Fedder*. Messrs. Bamford and Fedder work at the Terminal Foreman's nearby office. Mr. Casper also handles the freight traffic for two "non-agencies," Vineyard and Sherman Junction. (When pictures were taken, Agent Casper was on vacation, and Relief Agent *R. H. McLaughlin* was on duty.)

SUBSTATION AND CAMP

In the same building with the Warehouse is the West Hollywood Substation, classified as semi-automatic, and containing a motor-generator and a rotary converter, each of 1000-kilowatt capacity. *Earl F. De-grad* is the Substation Operator.

Over on the west border of the property is a PE Camp housing the families for the men of Section Gangs 10 and 11.

H. E. Foskett, Agent at Large Retires; 49 Years a Railroader



H. E. FOSKETT

AFTER 49 YEARS of railroading, the last 27½ of them with Pacific Electric, *H. E. (Hiram Edwin) Foskett*, Agent at large, retired on November 30. With him went the cordial wishes of innumerable friends among employes all over the system, as well as innumerable other friends in other walks of life wherever he has been. For Ed Foskett, a little man with a big heart, is a living example of the old precept that the way to have friends is to be one.

LOVES KIDS

He's especially interested in kids—perhaps that's why he has seven children of his own. One of the things he hates to see is a boy starting to go wrong; so while he was Agent at Claremont, for three years starting about 1938, he was a voluntary juvenile officer for the police department. For many years he worked on a boys' work committee of Sheriff *Biscailuz*, whom he persuaded at one time to sponsor a band now known as the Sheriff's Boys' Band. Mr. Foskett has heartily seconded the efforts of his son, *Bud*, who started the Teen-Age Club in Compton three or four years ago.

STARTED WITH IC

After a few months with the CB & Q and the Rock Island, he went to work with the Illinois Central in 1900 as a mud-hop, rose steadily in 20 years to Chief Clerk of the Auditor's Station Accounts, took a 90-day leave of absence, came to California,

and didn't return. Instead, he got a job with PE as Relief Agent at Garden Grove, starting in July, 1920, opened the Wingfoot Agency a few weeks later in a boxcar, went to Compton in December, the same year for a few months, was Freight Agent at San Bernardino for over a year, returned to Compton in 1923 for 14 years, put in a few weeks at Santa Ana, three years at Claremont, a year at Glendale, and then, on January 22, 1943, was appointed Station Supervisor. Last February he was appointed Agent at large.

For 24 years he has made his home in Compton, where he is a charter member of the Rotary Club, and was for several years a Director of the Chamber of Commerce. He is also a Past President of the Pacific Electric Agents Association.

EARTHQUAKE HERO

During the 1933 earthquake in Compton, Mr. Foskett played a leading role in assisting the Army, Navy, and sheriff to restore a semblance of order in the severely stricken community.

He plans to devote part of his time, now that he's free, to selling tickets at the Compton Travel Bureau, and some of his time in Moorpark, California, to his son's 63-acre ranch, which he calls his playground.

A big party was held in his honor in the Car and Freight Service Bureau offices, at which time he was given a beautiful signet ring by his many friends.

Stewardess Killed in Airliner Crash Former PE and BRC Clerk

MANY Pacific Electric employes were deeply shocked to hear of the death of Stewardess *Helen Frances Morrissey* in the Oct. 24 crash of the United Air Lines plane near Bryce Canyon.

Beginning in June, 1944, Helen had worked as a Steno-Clerk at the Los Angeles Freight House. She took a leave of absence later on to work as

Secretary - Clerk in the office of the Brotherhood of Railway Clerks, where she stayed for about a year and a half.



The Public Appreciates

D. M. Boardman, Motorman, West, for displaying unusual courtesy and cooperation on Oct. 5 at First and Hill, according to the Safety Engineer, Los Angeles Transit Lines.

R. W. Brann, Motor Transit Operator, for good driving, gentlemanly conduct, and particularly for his diplomatic handling of a situation which arose from the refusal of a boy to comply with his request to stop smoking.

A. W. Carlock, Motor Coach Operator, West, who is considered by one passenger one of "the very finest men she has ever met in the capacity of a motor coach operator": considerate of both old and young alike, and always ready with a smile for everyone who enters and leaves his bus. Another passenger says she has never seen him lose his temper or become impatient toward any patron under any circumstances.

Lawrence Clayton, Motor Coach Operator, West, for his genuine sense of helpfulness to patrons in answering questions.

L. W. Couch, Motor Transit Operator, for his skill in avoiding an accident when a motorist disregarded a traffic signal and drove directly in front of his bus.

Beverly Hills-Hollywood Line Operators in general for the courtesy they have all shown toward a regular passenger who began riding the line two years ago. "Nowhere else have I met the world a good deal," states the passenger.

C. H. Edmunds, Jr., Motor Transit Operator, for his splendid driving, courtesy, and thoughtfulness.

Henry Farr and John Hallock, Conductors, South, both commended in a letter signed by four commuters and stating that they are invariably good-natured and have outstanding ability to handle difficult situations pleasantly.

D. M. Flippin, Conductor, West, for his invariable good temper despite "plenty of provocation," and for his courtesy in assisting an elderly lady to reach safety when she left his car, which had overrun its stop.

Fullerton-Los Angeles Motor Coach Operators as a group for their dependability, courtesy, and patience.

W. W. Griffin, Conductor, West, for his outstanding courtesy, good judgment, and respect for elderly pas-

sengers, and particularly for his courtesy in assisting an elderly crippled lady to alight from his car during the rush hour at Fourth and Hill.

Carl E. Haskin, then Service Clerk in Passenger Traffic (see page —); also a number of unnamed Motor Coach Operators, for their vigilant and courteous help in transporting deaf children to summer camp, 95 miles from Los Angeles, over a five-week period. Mr. Haskin, wrote a camp representative, overlooked no detail where the safety, convenience, and comfort of these young people were involved.

N. P. Hay, Motor Coach Operator, South, for his courteous assistance to passengers.

Walter Herring, Motor Coach Operator, South: "a regular good-will ambassador . . . always so friendly and obliging that you put all of your passengers in a good mood . . ." Two letters in similar vein for Mr. Herring.

D. A. Hillyard, Motor Transit Operator, reported by one passenger to be "one of the most polite and cheerful drivers" she has ever met. She intends to make it a point to ride the Valley Boulevard Line again in hope of riding Mr. Hillyard's bus.

L. H. Hinkle, Conductor, West, considered by one passenger to be "one of the most courteous and considerate conductors" with whom she has ever ridden.

Harry C. Hunten, Conductor, West, for his courteous and efficient performance, and especially for his ability to answer questions in a courteous and satisfactory manner.

A. J. Jacobs, Operator, West, for his courteous and efficient operation, and especially for his courtesy in answering all questions.

E. S. Lewis, Conductor, North, who was "able to keep a heavy load of school children quiet and orderly" on his train between Los Angeles and Azusa.

Los and Found Department and "others necessarily involved" for the return of personal articles left on a Venice Blvd. local.

W. R. Lummis, Conductor, North, for his courtesy in advancing the fare for a distinguished passenger who without ticket or cash boarded his train. The passenger wrote a personal letter of commendation to President O. A. Smith regarding Mr. Lummis.

H. B. McCollum, Motor Transit Operator, whose excellent performance of duty was the subject of a letter written by a former regular passenger who wrote from Oregon, where she had moved from Los Angeles.

A. B. Brather, Motor Transit Operator, for his pleasant good-night and good wishes to his passengers.

Rodney J. Price, Motor Coach Operator, South, whose cooperativeness, politeness, and sense of humor have been a daily source of pleasure to his regular passengers on the 6:35 a.m. Huntington Park run. A letter on this subject was written by a passenger elected for the purpose by all the other passengers on that trip.

W. E. Putnam, Motor Transit Operator, who, although necessarily denying a prospective passenger a ride on his coach, which did not go to the desired destination, did so with such courteous explanation as to prompt the disappointed rider to write a letter of commendation.

Redondo Line Operators as a group, who "are almost always kindly and courteous, and especially careful at night of passengers who alight and who must ride any distance at night."

A. R. Richards, Motor Transit Operator, for his kindness in assisting a lady to alight from his bus and cross the street at Loma Vista.

E. E. Rodgers and Charles R. Curd, Trainmen, West, for their kindness in taking a lady to her destination after she had been inadvertently carried past her transfer point by an inexperienced Trainman.

C. H. Sawyer, Motor Transit Operator, who renewed an elderly lady's faith in human kindness by assisting her from his bus and helping her across a busy street.

R. V. Schupbach, Conductor, West, for his kindness in assisting a lady to handle a large and unwieldy box of groceries while in his car. A second letter from another patron commends Mr. Schupbach for his courtesy and efficiency.

G. E. Serres, Motor Transit Operator, "one of the finest men in service of the Pacific Electric Railway Company; . . . not only a good driver, but . . . always cheerful and courteous. . . ." The letter also commends Mr. Serres for his help in recovering for the writer a package left on the bus.

F. R. Shackelford, Conductor, South, for his kindness in returning to the Lost and Found Department a package of papers a passenger had left on the car.

Dewey Tucker, Motor Coach Operator, West, whose pleasant and courteous manner puts everyone who rides his bus into a better mood. The writer of the letter was especially impressed, however, by Mr. Tucker's consideration in not starting his bus until an elderly woman and a young man on cduches had been seated, after he had helped them both onto his bus.

L. G. Warren, Motorman, West, for his kindness in enabling a lady to recover a purse she had dropped from her automobile at Venice and Western on the night Oct. 10.

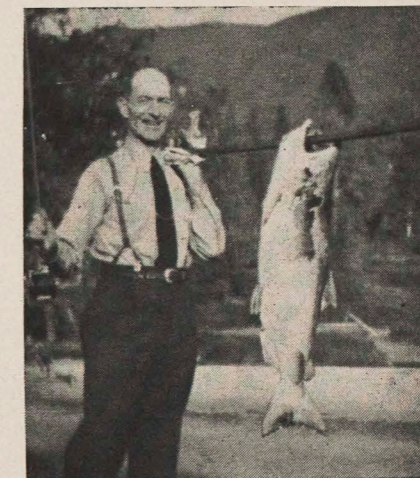
Wm. H. Woolman, Conductor, Watts-Sierra Vista Line, for his courtesy in giving to a lady complete directions as to how to reach the Federal Building. The lady stated that Mr. Woolman was courteous not only to her, but also to all other passengers.

E. L. Worsham, Motor Transit Operator, who, on Sept. 9, was observed by a passenger to be "courteous to all passengers, also to other drivers on the road; never once lost composure, even when a truck turned abruptly in front of the bus and an accident was narrowly averted."

MACY STREET TERMINAL

By Ted Harrison

Did you ever see one of those charts or maps that these efficiency experts love to show, all covered with different-colored pins to tell some story they wish to put over? Well, just imagine you have a map of the United States before you and a pin for each place visited by one of our



YOU'D SMILE TOO, if, after going all the way to Canada you got a fish like this. This is Conductor C. E. Tomkinson, of the Sierra Madre Line, and a 38-pound salmon he caught at Grindrod, B.C.

Macy men during the past vacation period. You'd get a surprise at the variety of places—from Texas to Canada and from the Pacific to the Atlantic. These Macy boys get around.

This column would not be complete without the report of the latest wedding. At 11:30 a.m. on October 30, Motorman Harry W. Atkinson of the Ed Monte extra board was married to Julia Faye Hoenig, also of El Monte. After the wedding they were guests at the Earl Carroll Theater on the "Meet the Mrs." program. As they had only been married three and a half hours, they were the youngest married couple, got some good advice, and a gift of a Thermador Heater. Then a few days at San Diego and then back to the El Monte extra board for Harry. We all wish you both all the happiness in the world.

PASADENA TERMINAL

By H. L. Woodford

V. J. Wing retired Oct. 25, and through the efforts of Dave Walsh and the contributions of all the men in Pasadena, V. J. was the recipient of a pair of beautiful Kaywoodie pipes. His appreciation is told in his letter of thanks to the men as follows: PE Gang:

I wish to express my sincere appreciation for the grand pipe set you

GOOD HOUSEKEEPING

Is a Must for Safety

TAKE THE OPERATOR who jumps into his coach a moment before leaving time. His mirrors aren't adjusted or clean; his seat isn't adjusted; he doesn't have the proper transfers; he doesn't know for sure if his route indicator is set right. What does this particular type of careless Operator do then for the next ten blocks? He squirms and fidgets adjusting his seat, all the while the coach is in motion. He attempts to check a side clearance in the mirror and finds it isn't adjusted for his sight, all this time having his attention distracted from the street and its traffic. At one of the stops an intending passenger asks where the coach is bound because the route indicators do not properly designate the route. In other words, the Operator's house is not in order. He hasn't practiced good housekeeping with the resulting hazard to safe operation.

The same applies to Motormen and Conductors who do not take the necessary preparation time to practice good housekeeping.

Good housekeeping applies as well to freight men. The yard Brakeman who sees some small pieces of pipe roll out of a gondola into the footpath between tracks and removes them from the footpath is practicing good housekeeping to prevent himself or fellow

workers from stepping on these pieces of pipe and possibly incurring injury.

The Yardmaster who notices a fouled brake wheel or brake staff, who alerts the Brakemen to close clearance on a track, or who sees unsafe practices by his men and corrects them is a contributor to good housekeeping and consequently to safe operation.

The Section Foreman in removing ties from track performs good housekeeping when he directs his men to pile the ties where they won't interfere with any person or with any equipment. If the situation is such that the ties might have to be left in a dangerous location, as for instance between yard tracks, he will be performing good housekeeping when he leaves a lighted lantern on the pile to protect workers at night time and in addition notifies the Yardmaster or the crews of the situation.

Employees in the shops contribute to good housekeeping when they keep their places of work free from obstructions and free from slippery materials; and when they signal and warn properly when moving materials or equipment.

There is a place for good housekeeping in all our operations every single day. It's a must for safety.

gave me. Someone must have known I smoke a pipe.

It has been a source of real pleasure working with a swell bunch of fellows, as you all are. While I am glad to retire, it is with a feeling of real sadness that I must bid you farewell as fellow-workers.

I will get the wheel-chair out now and then and wheel it around to say hello.

—V. J. WING.

CAR HOUSE AND BUS LOT OCEAN PARK

By D. L. Graadt van Roggen

NOT SO LONG AGO we had the pleasure of being visited by some of our former PE Trainmen. Al Cochran, who was a Conductor, and who is now retired, definitely became a "homebody." Retired Motorman C. C. Berry looks fine and says "Hello" to his many friends. Another surprise was the visit from Motormen Homer Stedman and H. D. Dunton, who in 1944 and 1945 left OPCH to make their home in Anacortes, Washington. They have good jobs there and should you like to write to them, address your letter to Route 2, Anacortes.

On the sick list, but well on the way to recovery, are Motorman W. F. Coleman, Louis Carlsen, Conductor L. A. Kennedy, and P. D. Yarbrough, faithful Vineyard Switchman.

Good luck to all and here's hoping you'll be back soon.

Back on the VSL and testing train crews is Supervisor A. W. Day, after



"UGH! ME HEAP BIG CHIEF!" says OPCH Operator E. E. ("Terry") Trahan on the occasion of his being made Chief Tra-ha-ha of the Iroquois at Caughnavaga, Canada, last October by the honest-Injun Chief White Swan (right). The occasion was a public pow-wow for the benefit of the tribe's many white friends. Interpreted, Tra-ha-ha mean Rolabus.

a painful session at the hospital.

Returned from their leaves of absence are Conductors Oscar Senf, who spent his time visiting relatives in Salem, Oregon, and M. E. Kramer (the Mayor of OP), who went to New York City, where he attended the World Series as the official OPCH representative.

SUBWAY TERMINAL

By Bill Newman

Conductor W. H. Lowzader just returned from visiting his folks in the big city of Valley City, N. Dakota. This is the first time in two years he has seen his parents. Although overjoyed at seeing him, they were a little disappointed because he was not married. If a beauty contest were held for men, he would win it. Any beautiful young lady 18 to 20 years of age interested, please contact writer of this column.

We wish to welcome the following transfers from the North and South: R. L. Whitehead, D. E. Whitehead, and E. C. Hawkins.

Our tall story of the month is told by R. H. Ballard, as follows: While on his vacation recently he was driving on one of the back roads of Kentucky. As he looked ahead about 8000 yards (he says) he saw a big black bear in the middle of the road. He took out the German carbine that he brought across after the war, took careful aim, and shot the bear right between the eyes!

We are glad to welcome back our popular night Stationmaster, W. J. Stewart, of the Subway, who has just returned from a month's hunting trip in the wilds of the south west mountains of Colorado. He joined eleven other men at the Buckhorn Lodge and all of them filled their license of one elk and one deer.

LONG BEACH FREIGHT HOUSE

By Jack DeLaney

AS THE OLD SAYING GOES: Once a RR man, always a RR man. We have in mind no other than Old-Timer Tom Skilling, retired Conductor. Yes, Tom just can't keep away from the switch engines and the yards here. Gardening apparently seems to be Tom's hobby. After gaining much better eye-sight recently, Tom says he doesn't let anything go by now.

We received the following too late for the last issue, but Joe Hartman, retiring Long Beach Terminal Trainman, was the honored guest at a large reception given at the residence of E. R. Edwards, 5207 Conant Place, Lakewood Village. Mr. Edwards is a local Conductor here and acted as host to



JOE HARTMAN

this big gathering of approximately 100 guests. A recording was made of the remarks of each guest, refreshments were served, and a fine time was enjoyed. Later in the evening, F. L. McCulley, Terminal Foreman on leave, presented to Mr. Hartman a traveling bag and a wallet, tokens of the appreciation of the many friends Mr. Hartman has made while stationed at Long Beach.

LOS ANGELES TERMINAL FREIGHT STATION

By Suzanne J. Smith

WILLIAM THOMAS SIMMONS was born to Jackson and Thelma Simmons on September 21, and tipped the scale at 7 lbs. 13 oz. (A former LA Freight employe, "Jack" works at Watson as of this printing.) . . . Leona Winget and husband Ray drove to Chicago, and the sights they saw are something to rave about. . . Frank Read says he didn't do anything exciting while he vacationed in September. . . Irene and Cy Albright own five darling-precious-cute, "new puppies." . . . Rudell Fu-



GNAWING PAINS—Here's why Locomotive Engineer William H. Shoup didn't want much dinner that night. Doughnuts like this are used for auto tires in Boise, Idaho, where he was last October. After 26 years with PE, Mr. Shoup is still man enough to lift one. Yup, PE makes men!—Advt.

gate is back "pencil pushing" after a leave of absence. . . Hair braids and pigtails vie for honors among the office girls. . . Elsie Glauback vacationed with her Captain husband in Texas, and is now working the extra board. . . Russell Fawley visits us on Saturday afternoons and says he likes his job at 6 & M. . . Jeanne Thompson had a birthday on November 7 and Alice Fairbanks furnished the celebration cake, candles and all. . . Robert N. Minemyer, Jr.'s wife says she likes Bob's "Butch" haircut—could be! . . . Arthur S. Tellechea was seen carefully carrying goldfish in a mason jar on a Friday and saying it was his lunch, but we know better, thanks to Samuel Brame. . . Jules B. Edwards says all the candy he had for the "kids" for trick or treats at Hallowe'en was eaten by the hungry office force. . . The Russell Hinises' first baby, a little girl named Susan Verne, was born at the Methodist Hospital on October 30, 1947.



FRED PHLAF and his 1864 rifle.

GREATER LOS ANGELES CHAPTER NATIONAL SAFETY COUNCIL

Safe Driving Certificate

This Certifies, that _____ HAS OPERATED A COMMERCIAL MOTOR VEHICLE IN SERVICE OF _____

FOR THE FLEET SAFETY CONTEST PERIOD (JULY 1, 1946 - JUNE 30, 1947) WITHOUT A RESPONSIBLE ACCIDENT.

RECOGNIZING THIS MERITORIOUS SERVICE AND ITS CONTRIBUTION TO THE SAFETY AND PUBLIC WELFARE OF SOUTHERN CALIFORNIA, THIS

CERTIFICATE IS AWARDED THIS _____ DAY OF _____ 194_____

Geo. W. Magee
CHAIRMAN
FLEET SAFETY CONTEST

J. E. Patton
CHAIRMAN
FLEET TRANSPORTATION DIVISION

THIS IS A SAMPLE of the Safe Driving Certificate awarded Motor Coach Operators who competed in the Fleet Safety Contest which ended June 30. To gain the certificate, a man had to operate between July 1, 1946, and June 30, 1947, without responsible accident, and had to drive at least 30 days during that period to be eligible. Of 505 men who entered, 270, or 53 per cent, received the awards from the Greater Los Angeles Chapter of the National Safety Council. Similar awards will be presented next year as a result of the new contest which started July 1 and will end June 30, 1948. This award is not to be confused with the tie clasp award explained elsewhere.

SYSTEM GARAGES

By A. L. Bristow

Bill and Mrs. Richards visited relatives in Chicago last month. They report a very enjoyable trip and amusing incidents. Wherever "The Little Chum" is there is always an amusing incident or two. This time he and wife went shopping at Marshall Field's. Mrs. Richards wore a red coat, so to keep track of her Bill followed a woman in a red coat. After about an hour, Bill discovered that his wife was not the only woman in Chicago who wore a red coat, and that he had been following the wrong coat.

MECHANICAL DEPARTMENT

By R. P. Murphy

ONE of the biggest events that Macy Car House crews have had the pleasure of having a share in is now over, and by newspaper accounts and words of mouth it was a wonderful success.

The event was the painting, cleaning, and servicing of locomotives 1623 and 1630, and the cleaning and servicing of the President's car, 1299, all of which were used in the Friendship Train.

Flora Greenough left Nov. 3 for a week's vacation followed by maternity leave. The "blessed event" is to be around the first of the year.

Fred Phlaf, who just recently got back from his very interesting vacation, had quite an exciting story to tell about Elko, British Columbia, and the country surrounding this town, where he, with an agile Indian guide, had a very successful trip any hunter would have been proud of—bagging grizzly bears. He bagged one elk and three grizzly bears, all with a muzzle-loader which dates back to the year 1864.

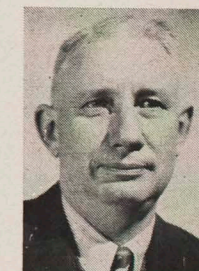
Russell E. Van Deren was another successful hunter who spent his vacation in High Sierra Country where he and his wife, who have just returned, had a delightful time bagging two deer.

MACY REPAIR SHOP

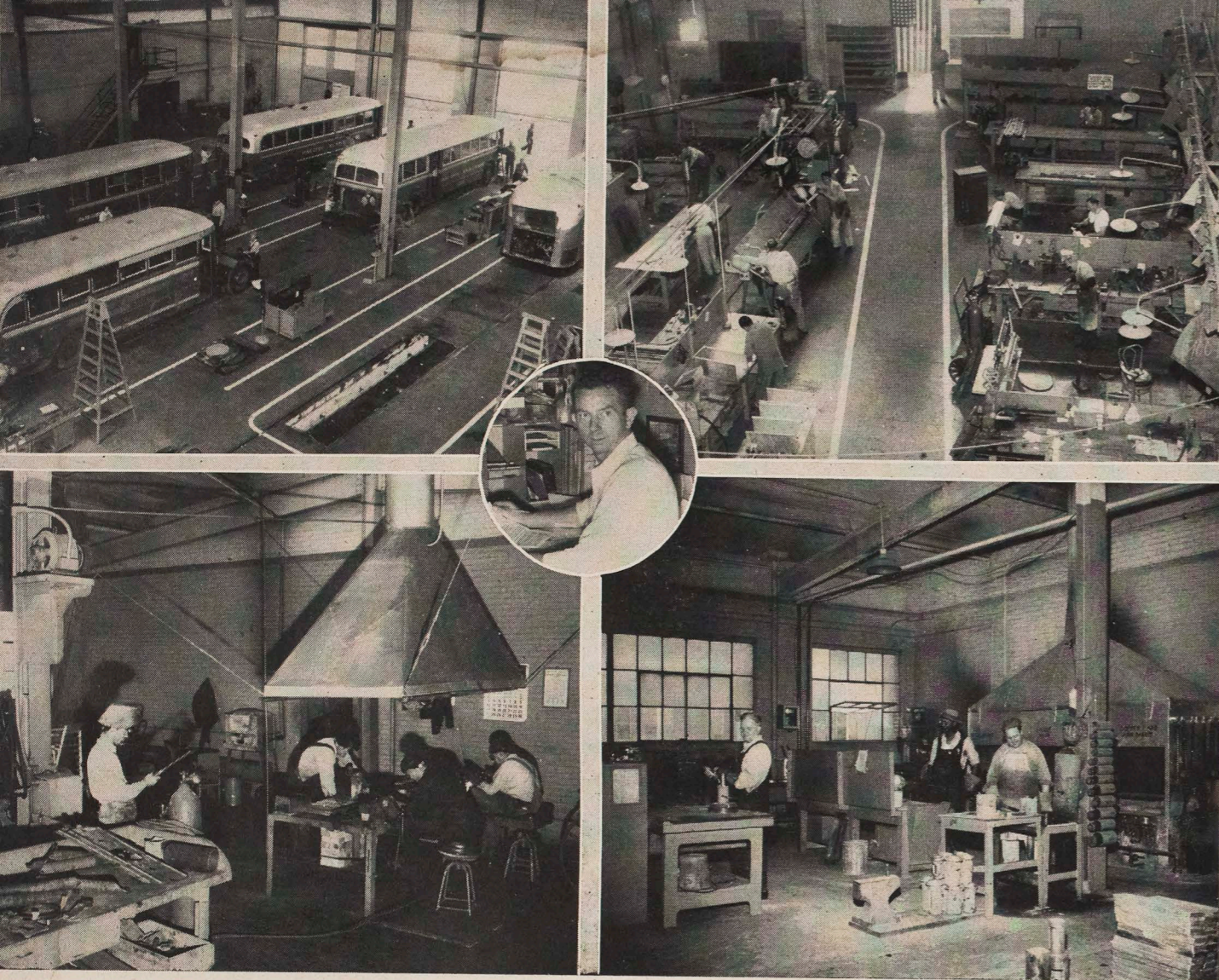
Gilbert Boswell recently went through an operation in Physicians and Surgeons Hospital in Glendale.

As the old year 1947 comes to a close, everyone seems to have had a wonderful time and I do want to extend heartiest greetings for another Merry Christmas and a Happy New Year.

On duty from Macy Repair Shop for service to the Friendship Train were R. J. Humphrey, Alfred Anderson, and M. C. Hernandez.



RUSSELL VAN DEREN



AT THE TORRANCE METAL SHOPS

GUS M. GUNDERSEN (in circle), Foreman

UPPER LEFT: Bus Body Shop, with Ralph Crosby (Leader), William Cramer (Electrician), Wilfred Clark, John Karlson, Edward Maker, Charlie Moore, Albert Olson, Clarence Partridge, Norman Radi, and Walter Scott.

UPPER RIGHT: Sheet Metal Shop, with Harry Slover (Leader), Pedro Jimenez, Pope Kitchens, Clare Leatherman, Charles Look, Jr., Joe Ochoa, William Sutherland, Theodore Vix, Lester Walters, and Raymond White.

LOWER LEFT: Acetylene Welding Shop, with (left to right) Russell Fitzhenry, Freeman Murrell, Kenneth Black, and Daniel Thomson. Leader John Borland was on

vacation at time picture was taken. Other welders assigned to other parts of both Acetylene and Electric Welding Shops include Carroll Eagles, Henry Eckhart, Carl Fletcher, Victor Garnica, Leeman Gibson, Jacob Grosskopf, Percy Robillard, and Harold Shields.

LOWER RIGHT: Babbitt Shop, with (left to right) John Smith (Leader), Ned Slaughter, and Marvin Hall.

NOT SHOWN are several other branches of the Metal Department, including the Fender Room, with Victor Gasper and Frank Garcia; the Waste Reclaim Plant, with Barbara Blazek; the Oakite Tanks, with Arthur James.

TORRANCE NEWS TOPICS

By the Ghost Writer

Did not intend to give you a thumbnail sketch of the Metal Department with this issue. However our mind was changed in the last few moments.

This department is composed of four shops: (1) Welding, (2) Bus Body, (3) Sheet Metal, and (4) Babbitt. The department is under the supervision of Gus Gundersen, with a Leader in each shop: John Borland,

Welding; Ralph Crosby, Bus Body; Harry Slover, Sheet Metal; and John Smith, Babbitt. Understand Gundersen claims these four men are tops as leaders of men.

The Welding Shop has torches and stingers on all phases of work in connection with the maintenance of an organization as large as the Pacific Electric.

The Bus Body Shop is composed mostly of young men: that is, men with a comparatively low seniority. This department has the problem of getting damaged coaches and coaches

needing body overhaul back on the road in the shortest possible time. An average of three coaches per week is turned out. Also, the shop straightens the body and fenders of company automobiles before they are painted.

Sheet Metal Shop has undergone some big changes with the passing of the old-fashioned "Tinner" to the modern "Sheet Metal Worker." The old system was to use sheet tin and galvanized iron, riveting and soldering seams and joints together. The modern system is to use black iron and weld joints. This method saves considerable money, as black iron is

so much the cheaper. It is a rare case when they have a Sheet Metal Worker that is unable to handle a welding torch. The department will manufacture anything as long as it is made of 1/8-inch metal or lighter.

Babbitt Shop has one specialty, that is BABBITT. These boys pour all our journal and armature bearings, plus all the shop machine bearings and the compressor and compressor rod bearings on the motor coaches. Small in number—a Leader and two men—those in this department believe in the old saying: "Dynamite comes in small packages."

Well, fellows of the Metal Department, keep up your good work. You are a swell bunch of men.

ENGINEERING DEPARTMENT

Eastern District

By Juanita Schreckengost

One dark dreary morning a busy Carpenter heard a quaint noise as he was operating his mechanical saw. Thinking the motor had developed a new squeak, he continued. When it happened again, he looked down into a pair of pleading green eyes belonging to a shivering, scrawny, and very hungry kitty who had wandered in through a crack in the door. The little orphan was quickly adopted by the Bridge and Building Department, who named it Smoe. He is a regular guest every lunch hour at the Shop and partakes of offerings of ham sandwiches, cat food, etc. He now has that "well-fed" look, and the squeak has turned into a cultured purr, thanks to his B&B benefactors.

We welcome back into the fold John Elkins, Carpenter who has had a long siege of illness—hospitalized from June 25 to November 15. He returned to work reluctantly—hated to leave those pretty nurses.

We all extend our deepest sympathy to Salome Becerra, Section Foreman, who recently lost his son.

P. E. NEWS SERVICE AND RESTAURANTICS

JOHN DEGERMAN, our former Correspondent, is now working as Dining Car Steward out of Los Angeles. Says he has gained 15 pounds.

Friday night bowling seems to be the most widely discussed outside activity these days. Could it be that our girls' team leads the pack in the 8:00 p.m. branch? We doubt it! But we're pulling for them to keep right on leading the way. Our Captain, Betty Knight, Waitress on the a.m. shift, is in there pitching every game.

ACCIDENTS HAPPEN



ENGINEERING SAFETY

ACCIDENTS happen quickly—be on the alert!

What does this mean to you? You'll have to answer that question for yourself.

But here's what it *might* mean to you.

When carrying ties, one end is dropped and before you can say "skat" the tie heads for the ground and for *your* foot. If you're not thinking about what you're supposed to be doing, you'll be so slow and clumsy that you can't get your foot out of the way. You'll end up with nothing less than a couple of mashed or broken toes, and that, friends, is called an *accident*.

Just how quick is "quick as a wink"? Well, it is mighty fast—be sure of that. But it is not as fast as a piece of chipped steel that comes flying toward your eye and *gets there first*. Even before you can close your lids. And a splinter of steel can feel mighty painful when it's lodged down deep in the eyeball. Yes sir. Mighty painful.

If you're loading rail on a truck or motor car and get your fingers under the rail, they are going to get mashed. You simply didn't have your mind on your work. You weren't wide-awake. Getting fingers mashed is a messy business and it happens because you're not *alert*.

Injuries like these happen again and again in the Engineering Department. (Twenty-six during September and October.) And they always happen QUICKLY. So do be on the alert! Keep your mind on your work if you want to keep your head on your shoulders and your toes on your feet. And I know you do. — J. D. S.



ALBRECHT WEDDING PARTY—left to right are the two bridesmaids, Miss Catherine Meli and Miss Lois Pruitt; the matron of honor, Mrs. Lay Lulu Holmes; the bride and groom, Mr. and Mrs. Raymond F. Albrecht; the best man, Carl Campbell; and the three ushers, Varnel Jordan, V. J. Gregor, and Glenn Wilke.

PAY-ROLL ACCOUNTS BUREAU

By Ida Stein

WITH BEST WISHES from his many friends, Raymond F. Albrecht, Special Accountant of Pay-Roll Accounts Bureau, was married on Oct. 29. The wedding was held at the Chapel of Roses in Pasadena. The bride, the former Miss Eleanor J. Nelson, Registered Nurse, is the daughter of Mrs. E. S. Nelson of Pasadena.

The bride wore a white satin gown with a net yoke, a lace crown tiara with finger-tip veiling, and carried a

bouquet of gladioli and bouvardia. She was given in marriage by Dr. E. W. Demaree, with Rev. John F. Wahl presiding. Eleanor was attended by her sister, Mrs. May Lulu Holmes, matron of honor, and two bridesmaids, Miss Catherine Meli, of the Passenger Traffic Department, and Miss Lois Pruitt.

Ray's best man was Carl Campbell of Pay-Roll Accounts Bureau.

Harry Shea, also of Pay-Roll Accounts Bureau (he has sung at many PE weddings), sang three selections.

The couple spent their honeymoon at the Grand Canyon, Las Vegas, and Boulder and Davis Dams. They are temporarily residing in Pasadena, but

are on the lookout for a little white cottage with a white picket fence around it, or even a little grass shack. Call Raymond Albrecht on company extension 2628 if either of these is available.

ACCOUNTING DEPARTMENT

By Marge Zimmer

Excitement was rampant in our office the week of Sept. 24, on account of the wedding of Marilyn J. Hawkins, B/C Clerk of Miscellaneous Accounts, now known as Mrs. Carl Rittenhouse. They were wed at Reno, Nevada, and plan to make their home at Palo Alto, where he is a student at Stanford University.

Carmen Villarreal, of Car Service, married Lloyd Arthur at Las Vegas, Nevada, at the Wee Kirk o' the Heather, Nov. 8.

Notice the big diamond Tonie Egeman is wearing lately. It's from Paul Cole, Motor Transit Operator. The diamond accounts for the smile.

Lillian Talbert is wearing an engagement ring from Jim Bond.

From romances to vacations: Erlene Baker, B/C Clerk of Miscellaneous Accounts, vacationed during the latter part of November at Vancouver, B.C.

PACIFIC ELECTRIC BOWLING NEWS

By Charlie Hill

WITH NINE WEEKS of schedule played, the Special Agents are enjoying a comfortable lead in the First Branch, with 29 wins and 7 losses. The BRC Railers and Coach Pilots are tied for second place, 22 wins and 14 losses. PE Club holds

down fourth place, 21 wins 15 losses.

In the Second Branch, the Restaurant and News, with 24 wins and 12 losses, are at the top of the ladder, two steps higher than the BRC Aces, LA. Terminal team is third, 21 wins and 15 losses, followed closely by Macy Street Garage and Subway Terminal, one and two points behind.

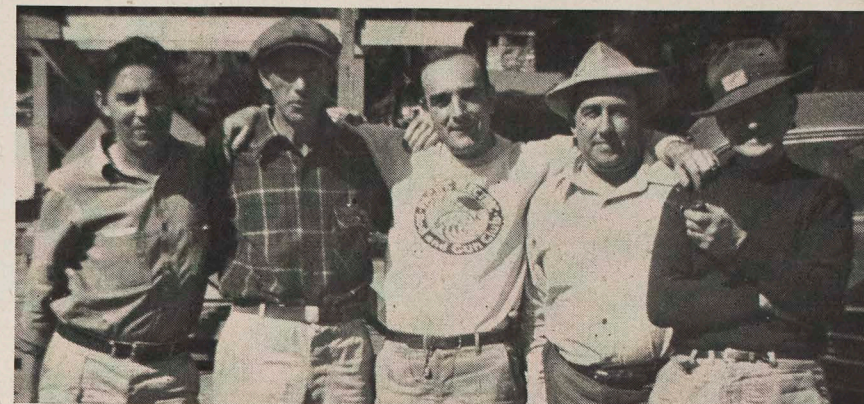
There have been quite a few high scores made so far, both team and individual, but space will not permit mentioning all of them; however, below are tabulated weekly high-lights. Special mention should be made of the series by Ollie Steuernagel on November 14, when he took the individual tops for the season by garnering 238-238-199 for a total of 675. This also won for him a Thanksgiving turkey with cranberries and all the trimmings.

The LA Terminal team went on a rampage October 31 and rolled season's high team game and series (1020-2777), and has four weekly high series prizes.

In the Six O'clock Branch the Special Agents have season's high series of 2735, while the Schedule Bureau is accredited high game of 956.

SEASON'S GREETINGS!

The Officers of the Pacific Electric Bowling League extend greetings and best wishes to their fellow members and all others for a Merry Christmas and a New Year full of happiness.



WHAT, NO FISH?—Rod and Gun Club members from Torrance Shops fished vainly at Lake Arrowhead Oct. 26. Left to right are George Anderson, Earl Brucker, Al Ghezzi, Vinton Waldorf, and Bill Griffith. Determined to come home with something, they stopped at Lakeside Trout Resort, where for a \$6 fee Ghezzi and Griffith snagged 15 minnows. Forty cents a minnow—no wonder fish prices are high!

PACIFIC ELECTRIC ROD AND GUN CLUB

By Arlie Skelton

GREETINGS, Rod and Gun Clubbers!

The first competitive trap-shooting contest in which the Rod and Gun Club has entered a team in 15 years was held Sunday, November 16, at El Monte. Captained by B. F. Manley, the team scored 419 out of a possible 500 points.

Individual scores: B. F. Manley, 93; Harold Smith, 91; K. L. Oefinger, 89; D. E. Porter, 76; Kirk Fetters, 70. Kirk substituted for R. M. Lawrence, who was unable to be present.

The Club is proud of its team's score, especially in view of the lack

of practice for these 15 years.

It has really been a beautiful year for our Club activities. Several new features have been added or revised. In addition to our Bowling Team, Captained by J. B. Rogers, we have our Skeet and Trap-Shoot captained by B. F. Manley.

The date for our retiring President's Annual Show and the awarding of prizes for the 1947 Tournament Season has not been definitely set at this writing, but will be announced at our December meeting. This will be a big show well worth coming out to see and will be held in the PE Club Auditorium.

Watch for the date, make up a party, and come on out. Let's fill all those vacant seats in that big auditorium.

C. W. WISLER, winner of the system pool championship tournament held during August and September, receives his handsome trophy from President O. A. Smith. The presentation ceremony was held in the PE Club rooms Friday noon, Nov. 14. Other trophy winners, the men in the front row, also received their prizes from Mr. Smith. Left to right are H. A. Laass, Sixth and Main Conductor, runner-up; W. A. Curnutt, Sixth and Main Trainman, semifinalist; Mr. Smith; Mr. Wisler; W. G. Scranton,

Watts Towerman, semifinalist; W. G. Wooten, Car Repairer, Macy Car House, booby prize winner; and Bill Newman, Subway Conductor, Tournament Chairman. Mr. Smith praised Bill's interest and effort in getting up the tournament, and expressed his interest in all such extra-curricular activities. He also praised the winner of the mounted 8-ball, Mr. Wooten, for getting in and playing. Big question: Could Wisler keep his title, if, for instance, Covell or Levin, former billiard champs, wanted it?

WEEKLY HIGHLIGHTS OF THE PACIFIC ELECTRIC BOWLING LEAGUE

Date	Team High Series	Team High Game	Individual High Series	Individual High Game
FIRST BRANCH				
Sept. 19	Coach Pilots 2581	Schedule Bureau 934	J. B. Rogers 561	R. Thornburg 221
26	BRC Rallettes 2649	BRC Rallettes 942	R. M. Jones 548	C. P. Hill 205
Oct. 3	Rod & Gun Club 2714	BRC Rallettes 938	C. Oliver 571	T. C. Putman 203
10	Schedule Bureau 2689	Schedule Bureau 956*	T. C. Putman 599	B. Blunn 226
17	Special Agents 2735*	BRC Rallettes 921	C. P. Hill 570	K. Olson 214
24	Coach Pilots 2626	Coach Pilots 909	B. Blunn 608*	J. Shafer 230*
31	PE Club 2641	Field Engineers 939	B. F. Manley 585	B. F. Manley 226†
Nov. 7	BRC Rallettes 2576	BRC Rallettes 906	P. Schapiro 515	C. G. Gonzalez 226†
14	Special Agents 2613	Special Agents 929	J. Costea 565	J. C. Rankin 209
SECOND BRANCH				
Sept. 19	Santa Ana 2540	LA Terminal 917	V. C. Prettyman 572	N. T. Lambert 230
26	Green Inks 2674	Subway Terminal 929	L. B. Thomas 548	L. B. Thomas 220
Oct. 3	Green Inks 2725	Long Beach 961	J. Stewart 554	C. Henry 213
10	LA Terminal 2670	Atomics 940	C. Henry 587	E. W. Swanson 215
17	LA Terminal 2744	LA Terminal 968	C. Henry 600	N. Seyforth 225
24	Motor Transit 2681	Motor Transit 973	F. Patterson 559	K. Morris 214†
31	LA Terminal 2777*	LA Terminal 1020*	D. Newman 618	E. McCartney 214†
Nov. 7	Atomics 2596	Motor Transit 909	W. F. Cowell 598	C. Henry 232
14	LA Terminal 2741	Restaurant & News 963	O. Steuernagel 675*	W. F. Cowell 217
				O. Steuernagel 238*

*Season high score

x Does not include individual handicap

†Tied for high score



Your Hobby and Mine

By Earl O. Miller

WHO EVER HEARD of Lily Dache? What has Hedda Hopper that we don't have? Page Tom Breneman! For in our midst we have as clever a hat designer and remodeler as ever stuck her finger with a needle. Mrs. Ida Vaughan, Stenographer in the General Claim Department, with three years of PE service, gave us the real inside information on as satisfying a hobby as any of you girls could hope to find. She's been at it since childhood, so far as trimming and remodeling is concerned, but has been designing "originals" for only the past year or two. Works with felt hats only, because they are the most "workable," and will readily shape to almost any desired form. Gets her ideas from women's magazines and tries to improve on the latest models.

MAKES DRESSY HATS

Ida says she can turn out seven or eight original hats each year, in addition to remodeling and repairing other hats. She is a born "bargain hunter" and delights in discovering an ordinary \$5.00 bonnet, spending another \$5 on it for "effects" and coming up with a \$20.00 original that has many a feminine head turning as she saunters through Bullock's or Haggarty's. Six or seven hours of careful work are put into each new model and Ida concentrates only on "dressy" hats.

IDA VAUGHAN, Stenographer, General Claim Department, at work with clever fingers and clever ideas on her favorite spare-time occupation—remodeling hats.



MANY GIMMICKS NEEDED

Her tools are a "mold" or "dummy" on which the hat is shaped; dampened cloths; an ordinary pressing iron; glue (to attach feathers); assorted needles; vari-colored threads; and bits of odds and ends she picks up at the 5 & 10 cent stores, such as feathers, flowers, sequins, inexpensive jewelry, odd buttons, and little gimmicks that only you women would be able to describe. Most of her creations are conservative, for she refuses to go in for "crazy" designs. Each hat, Ida insists, should be adjusted to the personality of the woman who wears it, and it should "do" something for her.

REMODELS NEW HATS

Ida bought her hat "mold" at a millinery supply house, 414 South Broadway, Los Angeles, for \$3.50, and found most of the other tools and accessories about her home. She finds a hat at a low price, can't wait to get it home, puts it on the mold, steams it, tugs and molds the felt until it looks like the model that is in her "mind's-eye," pastes on a few feathers, sews a fast seam, puts on an elastic band, and — voila! a chapeau!

"MADE IN PARIS" LOOK

Does she enjoy her "hat-hobby"? Ida says she would rather dream up an eye-catching bonnet than eat. Her husband, who has his own hobby of photography, thoroughly enjoys watching his spouse magically produce a bit of felt-and-fluff, that has that "Made In Paris" look, from a handful of next-to-nothing. And he is a wise man, for he keeps his opinion of each new model strictly to himself. Self-restraint, after all, is the only safe method for any man to use where women's hats are concerned.

HERE AND THERE With THE WOMEN'S CLUB

By Mrs. C. O. Leatherman

Nov. 20 — Bazaar Day — a huge success. The merchandise order ticket was won by Mr. Thorburn, and the \$25.00 was mailed to the family. The door prize, a 3-pound fruit cake baked by our President, Mrs. Palmer, was won by Mrs. C. C. Leatherman of Torrance. Home-made candy, made and raffled by Mrs. Harry Thomas, was

won by Mrs. Lon Bishop. A pillow, made and raffled by Mrs. Lillian Kitts, was won by Marie Blanchard, Room 273 PE Building. The luncheon served between 11 and 2 was fine while it lasted. At any rate, we have our money to carry on our hospital work and welfare.

Sympathy is extended by the Club to Mesdames Thorburn, Newby, and Columbus in the loss of their husbands.

PACIFIC ELECTRIC MASONIC CLUB

By M. J. Davison

OUR 25th ANNIVERSARY reunion and dinner held on Oct. 29 was a huge success. 193 attended and a delicious baked ham dinner was served. The service was superb and we appreciate the manner in which Scully's handled our crowd.

President Harry L. Young opened the meeting and Brother Alvin P. Baker, Chaplain of Temple City Lodge, gave the invocation. After dinner, President Young made a few remarks and turned the meeting over to the first President of our Club, Brother John J. Staddon, who officiated as Master of Ceremonies.

Past President O. A. Smith and Brother C. W. Cornell were among those present, and Brother Smith made some interesting remarks.

Among the guests present were Brothers Cassius L. Robbins, President, and George Mullins, Secretary, of the Santa Fe Masonic Club. Also present were several of their members. The President of the Southern Pacific Square and Compass Club, Brother Jess A. Squires, and two Worshipful Masters, Brothers Russell Moen of York Lodge No. 428, and Edward A. Underwood of John Marshall Lodge No. 636, were welcome guests.

We were fortunate in having Right Worshipful Brother Ellsworth Meyer, 33rd Degree Grand Senior Warden of the Grand Lodge of California F. & A. M., as speaker, and after being ably introduced by Past President Thomas H. Ewers, he gave an outstanding talk on Masonic history. He mentioned the fact that as this was our 25th Anniversary, the Grand Lodge of California F. & A. M. would celebrate its centennial in three years' time.

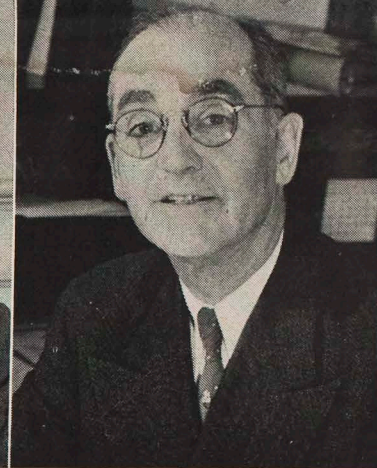
Masonic history in California was then traced and he followed this with some interesting facts relating to the activities and influence of the Craft in Colonial affairs in the early days of our country. Then, figuratively crossing the Atlantic Ocean, we were given a brief outline of English and Scotch Masonry.



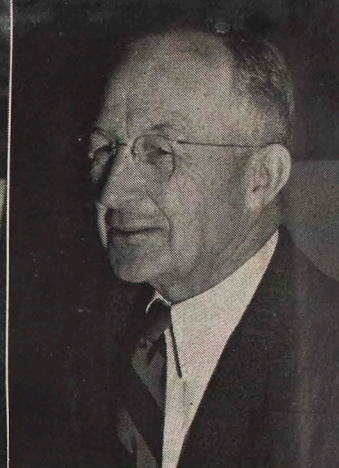
JESS A. SQUIRES
President
SP Square & Compass Club



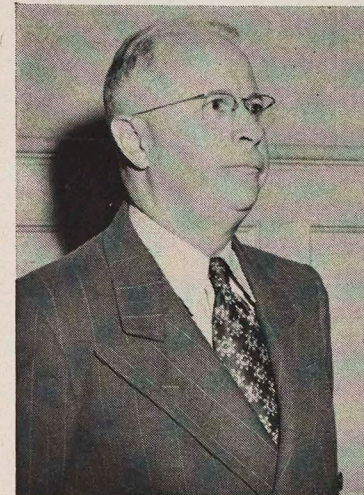
CASSIUS L. ROBBINS
President
Santa Fe Masonic Club



HARRY L. YOUNG
President
PE Masonic Club



J. J. STADON
1st President
PE Masonic Club



T. H. EWERS
Past President
PE Masonic Club



O. A. SMITH
Past President
PE Masonic Club



ELLSWORTH MEYER
33rd Degree Grand Senior Warden
Grand Lodge of California

25th ANNIVERSARY PE MASONIC CLUB

SOME OF THE BANQUETERS



HOSPITAL ASSOCIATION FACTS AND FIGURES

By George Perry
Business Manager

COMBINED OPERATING FIGURES for the months of August and September, 1947, together with report of net gain for the first nine months of 1947, are shown below for your information:

Receipts	
Empoyes' contributions	\$40,206.80
PE Ry. Co.—Industrial & Claim	12,551.09
LAMC Lines—Industrial & Claim	1,697.01
Harbor Belt Line R.R.—Industrial	230.45
SP Co. Hospital Dept.—Services	
Rendered	4,655.99
Miscellaneous	1,612.13
TOTAL	\$60,953.47
Expenditures	
Professional services (salaries & Fees)	\$34,335.84
Medical supplies (medicines, X-ray films, bandages, etc.)	5,974.05
Hospitalization	15,575.83
Miscellaneous (rental, telephone, insurance, P/R taxes, ambulances, repairs, etc.)	7,041.49
TOTAL	\$62,927.21
NET LOSS (2 months)	\$ 1,973.74

Net gain for the nine months ended September 30, 1947, amounts to \$225.31.

The loss shown represents more than a 50% reduction over the loss for the preceding two-month period. Contributing factors to the deficit are a large number of serious cases hospitalized, reduction in number of contributors (1,000 less than October, 1946), wage increase effective Sept. 1, 1947, and the present high cost of drugs, medicines, and all other items entering into the operations of your Hospital Association.

PONY EXPRESS DAYS AT SAN BERNARDINO were celebrated with lots of whoop-de-doo recently, and some of the local PE employes got right into the spirit of the occasion, as you can see. Motor Coach Operator C. C. Weaver (third from left) is being "held up" by an unholy-looking gang of outlaws, to wit (left to right): Ticket Agent P. W. Wilson, Ticket Clerk J. A. Kerr, Jr., Ticket Clerks A. H. Valencich and M. H. Hess, and Cashier C. E. Williams.



VFW ROYALTY—No wonder the PE Post attended in such numbers the Armistice Day celebration at the Coliseum. Here's Queen Bea Little (center) and her court, sponsored by the V.F.W. Left to right are Betty Cassel, Betty Bowers, Jackie Jackson, Queen Bea, Pearl Green, and Sue Barger.

VETERANS OF FOREIGN WARS P. E. Post 3956

By J. F. O'Malley

THE GIANT SPECTACLE, "America United," sponsored by the Veterans of Foreign Wars of the United States, and held in the Coliseum, is now a pleasant memory enjoyed by all who were able to attend the largest Armistice Day celebration ever attempted by this organization in Los Angeles.

The program was well organized, and the numerous well-trained Army, Navy and Marine units in the parade were a stirring and thrilling sight to behold.

The final event was the drawing for the five new Kaiser automobiles.

AMERICAN LEGION P. E. POST 321

By John L. Morris

COMMANDER C. E. WILCOX and our Membership Chairman, B. P. Heath, announced that sustained and increased membership in the American Legion is of vital importance to us veterans of World War II. The reason that this is of so much importance is that a so-called "Economy League" is again doing its utmost to interfere with veterans' affairs and appropriations that are at present being made by Congress. Fight Communism in America by joining and becoming active in an organization such as the American Legion. It is well remembered by World War I veterans how these un-American groups organized and operated after the First World War.

We wish to welcome these new members into the Post: Comrades Hugh E. Williams and Glynn A. Simpson. The Post extends to you new members a hearty welcome, and we hope that each of you will take on activities of the Post.

We wish also to welcome back to membership in this Post Comrade Bernard C. Howell, who is a veteran of World War I.

CLASSIFIED ADS

WANTED—Riders, South Pasadena or Pasadena to L. A. Hours 8:00-4:30. G. W. LaRoche, Ext. 2987.

FOR SALE—Zenith radionic hearing aid, never used. Cost \$61 new, will sell for \$40. Donald Nokes, Assistant Service Director, 6th & Main.

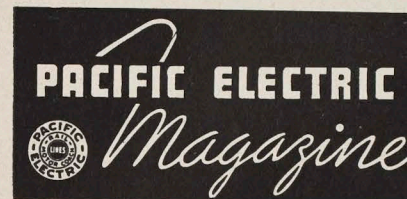
FOR SALE—Royal vacuum sweeper set (2 sweepers) in excellent condition. Call Alec, ext. 2731.

PACIFIC ELECTRIC CLUB

Bulletin

- TUESDAY, DECEMBER 23: American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321 Annual Christmas Party and Meeting—8:00 p.m.
- THURSDAY, DECEMBER 25: Christmas Day—Club Rooms Closed.
- THURSDAY, JANUARY 1: New Year's Day—Club Rooms Closed.
- FRIDAY, JANUARY 2: PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center. First Matches after the holidays.
- TUESDAY, JANUARY 6: Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.
- THURSDAY, JANUARY 8: PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- FRIDAY, JANUARY 9: PE Agents Association Monthly Meeting—7:30 p.m.

- PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center.
- TUESDAY, JANUARY 13: American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- WEDNESDAY, JANUARY 14: PE Rod & Gun Club Monthly Meeting. Motion Pictures and Refreshments—3:30 p.m.
- THURSDAY, JANUARY 15: PE Women's Club Afternoon Card Party. 500 and Bridge—1:00 p.m.
- FRIDAY, JANUARY 16: PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center.
- TUESDAY, JANUARY 20: Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.
- WEDNESDAY, JANUARY 21: PE Camera Club Monthly Meeting—7:30 p.m.
- THURSDAY, JANUARY 22: PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- FRIDAY, JANUARY 23: PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center.
- TUESDAY, JANUARY 27: American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- FRIDAY, JANUARY 30: PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center.
- TUESDAY, FEBRUARY 3: Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.
- THURSDAY, FEBRUARY 5: PE Women's Club Afternoon Card Party. Bridge and 500—1:00 p.m.
- FRIDAY, FEBRUARY 6: PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center.
- TUESDAY, FEBRUARY 10: American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.



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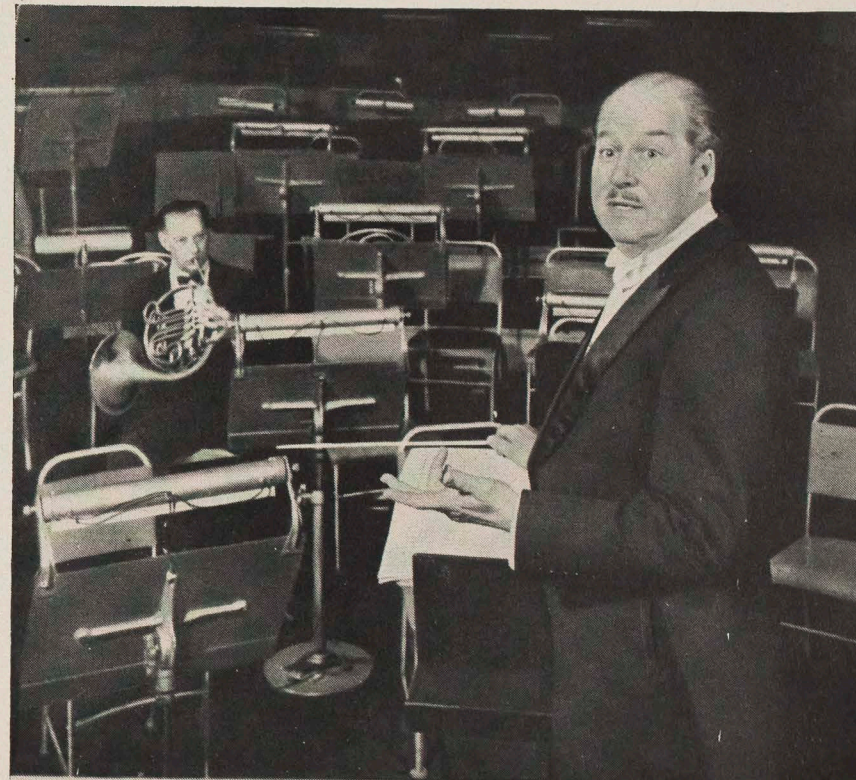
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Harley B. Talbott

Copy deadline for the January-February issue will be January 10.



"One man can't play a symphony. You can't get anywhere playing a lone hand. Prosperity, full production and job security call for cooperation between all of us."

WE DEPEND ON EACH OTHER



WHADDYE KNOW! STUCK WITHOUT A RAY OF HOPE!
says Jerry Colonna