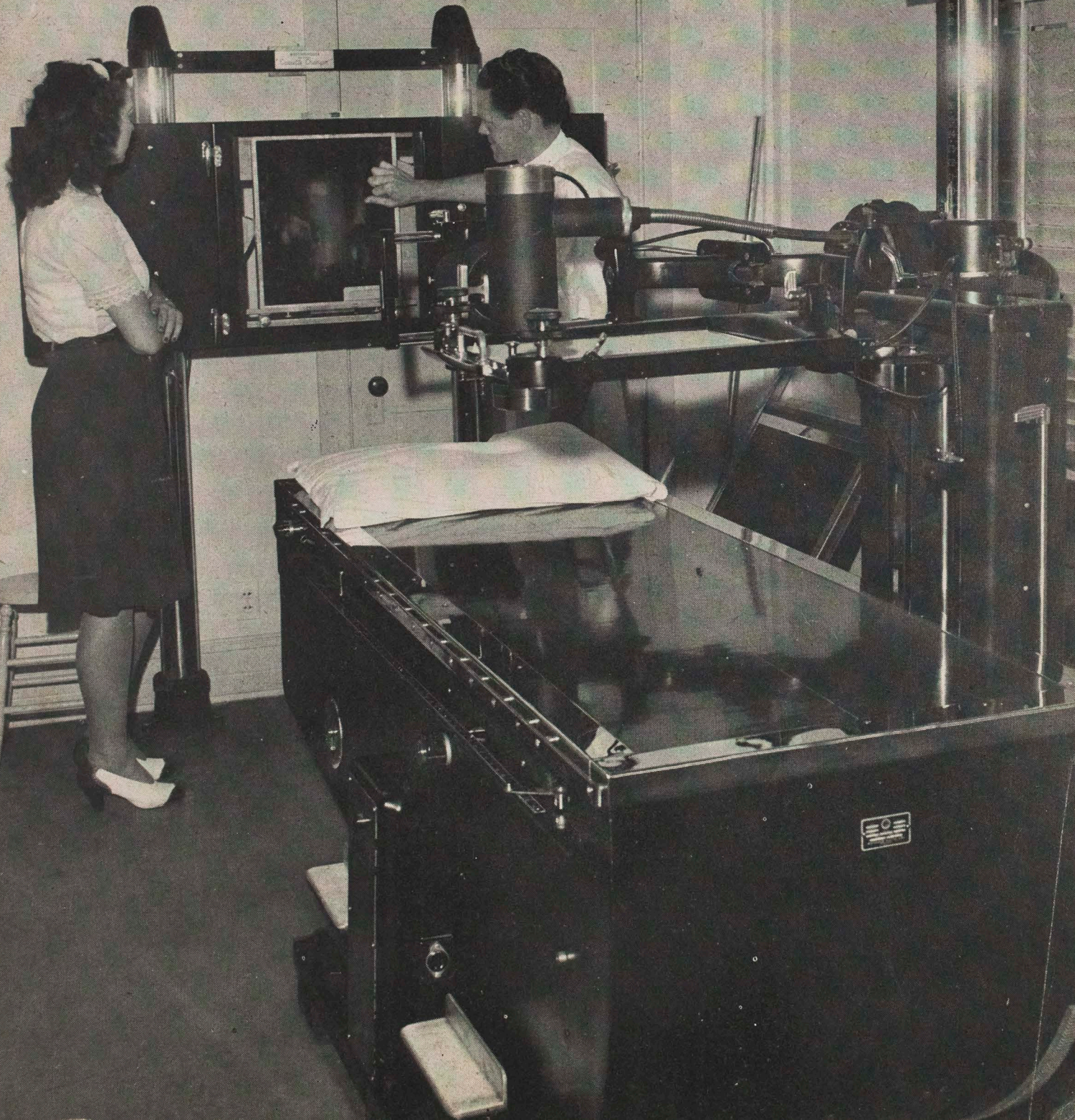


SEPT. - OCT. 1947
PACIFIC ELECTRIC
Magazine



DR. HORACE W. JAMISON

Roentgenologist

Pacific Electric Hospital Association

THE NEW X-RAY EQUIPMENT is the finest of its kind available. With it we can perform any variety of radiological work."

In making this statement, *Dr. Horace W. Jamison*, Roentgenologist of the Pacific Electric Hospital Association since March, 1946, was giving high praise to his predecessor, *Dr. F. W. Kidder*. Dr. Kidder, founder and organizer of the X-ray Department, had dreamed and planned for just such new and up-to-date X-ray equipment, but ill health had forced his retirement before he could see his dream become a reality.

Dr. Jamison's pride in the beautiful, shiny machinery is just as great, however, as if the planning had been his own.

Dr. Jamison was chosen for his proved ability. He secured his M.D. degree at USC in 1936, had two years' internship and three years' residence at Los Angeles County Hospital, was certified by the American Board of Radiology in 1940, and quickly went into private practice with Dr. Wilbur Bailey, well-known Los Angeles roentgenologist. This practice was interrupted by the war, when, from 1942 to February, 1946, the young M.D. became chief radiologist at Santa Ana Army Regional Hospital. Leaving Army service as Lieutenant Colonel, he returned in March to Dr. Bailey's office, and about the same time came to Pacific Electric in his present capacity.

He teaches radiology at USC's medical school and at the College of Medical Evangelists in Los Angeles, is a member of several medical and radiological societies, and has written a number of papers for radiological journals.

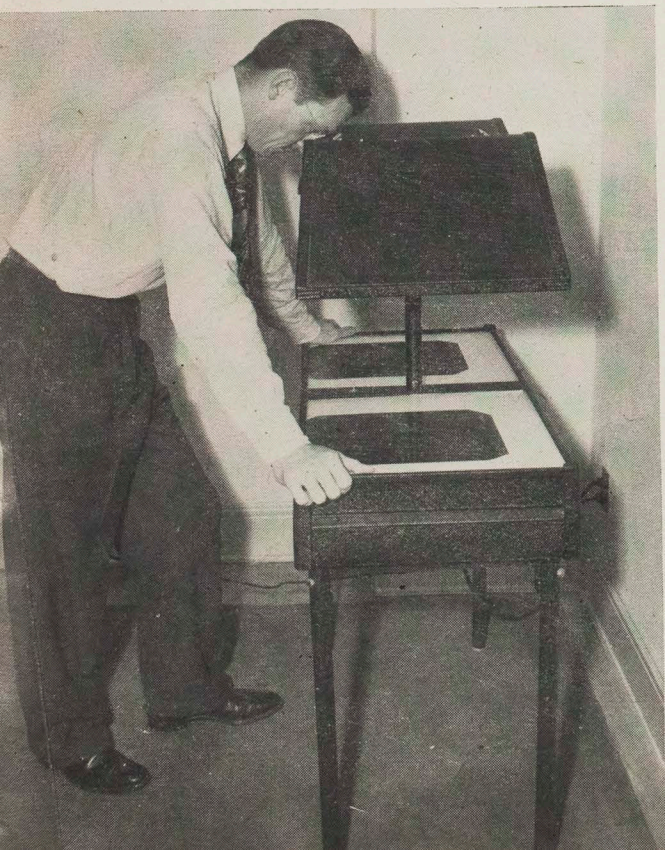
Married, he has three children: Ty (Tyler), 6, Janelle, 4, and Kent, 1. His hobbies include amateur photography, amateur radio, and collecting classical recordings.

POWERFUL DIFFUSED LIGHT comes through ground glass front of cabinet, lighting up details of X-ray films. Dr. Jamison dictates his X-ray findings to Mrs. Dorothy Dunn Baker, his Medical Secretary and, more recently, Therapy Assistant.



DR. HORACE W. JAMISON, who specializes in X-ray diagnosis and treatment for the Hospital Dept.

NEW STEREOSCOPE gives effect of depth to views of X-ray films. The principle is the same as in the old stereopticon in which you placed specially made double pictures. Such third-dimensional studies are produced by our new radiographic equipment for more accurate diagnosis.



NEW X-RAY EQUIPMENT

Provided for Your Health

AUGUST 1, 1947, was an important date in the history of the Pacific Electric Hospital Association. On that day the last bolt was tightened on the new and modern X-ray equipment bought at a cost of \$29,500, and installed in Hospital Association offices remodeled at an expense of approximately \$4,000. Each machine was placed into service as fast as installation was completed. Thus *Dr. A. M. Scholz*, Chief Surgeon, and his assistants are now provided with modern instruments whose up-to-date construction and fineness of adjustment are of the greatest value to modern medical and surgical practice.

THREE NEW UNITS

The new equipment includes two radiographic units, one therapy unit, new control panels—heart of every X-ray machine—new wiring, and new transformers. One existing radiographic unit has been completely remodeled to make it practically the equal of the others.

The two new radiographic units are used for fluoroscopy and the making of X-ray films; the third for X-ray films only. On the fluorescent screens the motions of various internal organs may be studied. The therapy unit is used for the purpose of treating various diseases.

NEW MACHINES SAFER

Senior X-ray Technician *Lawrence R. Owen* names a number of advantages possessed by the new machines over the old. First, they are safer, both to the operator and to the patient. All machines are now completely shock proof (an important consideration when current running into the hundreds of thousands of volts may be traveling through the cables) and 98 per cent ray proof. By "ray proof" is meant that almost no radiation escapes the X-ray tubes except where directed. There are also many automatic safety devices which were unknown when the old machines were installed. One of these is the use of electron tubes to control voltage, amperage, and timer settings. In this manner mechanical errors beyond the control of the operator are eliminated.

NEW-TYPE TUBES ARE BETTER

Of the very greatest importance is the employment of ultra-fine focus, rotating anode tubes, which have higher current capacity than the old-type tubes. Their use makes it possible to reduce exposure time of films—a great advantage where organs whose movements are involuntary must be examined. Shorter exposure tends to "stop" the movement. Much finer detail is also obtained because of the fine focal spot of the new tubes.

Another advantage in X-ray film-taking is a device—in fact, several devices—for keeping secondary rays from the patient's body from reaching, and thereby spoiling, the film. One of the peculiar properties of X rays is to make bodies through which they pass give off temporary, or secondary, rays.

A new device also makes it possible, under certain conditions, to select one thin layer of tissue for examination. All surrounding parts are blurred, but the object of examination stands out sharp and clear. Another new accessory greatly simplifies the accurate localization of metallic fragments in the eyeball. With the old equipment, this process was a tedious and often inaccurate undertaking.

In therapy, there is now complete control of localization and volume of X-ray dosage because of the finer adjustments made possible by the new-type tubes and control panels. Furthermore, more conditions and more areas can be treated because of the greater flexibility of the X-ray tube carrier and because of better accessories.

OLD EQUIPMENT OBSOLETE

The decision to install this new equipment was arrived at only after many months of discussion and debate by those qualified to state their opinions. The original installation had included one unit for therapy, dental pictures, and general work. The machine was installed on the fourth floor. It was moved to the ninth floor in the early thirties, and a new unit for therapy and general work was added. Parts of this were obsolescent at the time, but it was the best that could be obtained with funds then available. By Dr. Kidder's advice, a dental unit was also purchased and installed about this time.

VOLUME OF WORK INCREASES

Year by year since the original installation the volume of work to be done increased. By 1942 it had increased to the extent that facilities were no longer adequate. Dr. Kidder and his associates, therefore, worked out a plan for modernization and submitted it to Dr. Weber and the Hospital Advisory Committee for approval. So many problems were involved, however, that after 18 months a decision on the plan had not been reached.

(Continued on page 7)

COVER PICTURE

OVER-ALL VIEW of one of the new and complicated radiographic machines. X-ray Technician *Archie Lineer* explains to an interested visitor, *Miss Erlene Baker*, Junior Bills Collectible Clerk in the Accounting Department, the operation of a new plate changer. Here's what happens: An exposure is made on a photographic film. Then, at one touch of a button, the film moves over, another slides into its place, and the X-ray tube stand shifts slightly—all in a fraction of a second. A second exposure is then made. The two films so made are called "stereoscopic." They give the illusion of depth when viewed together under the stereoscope shown on page 2.

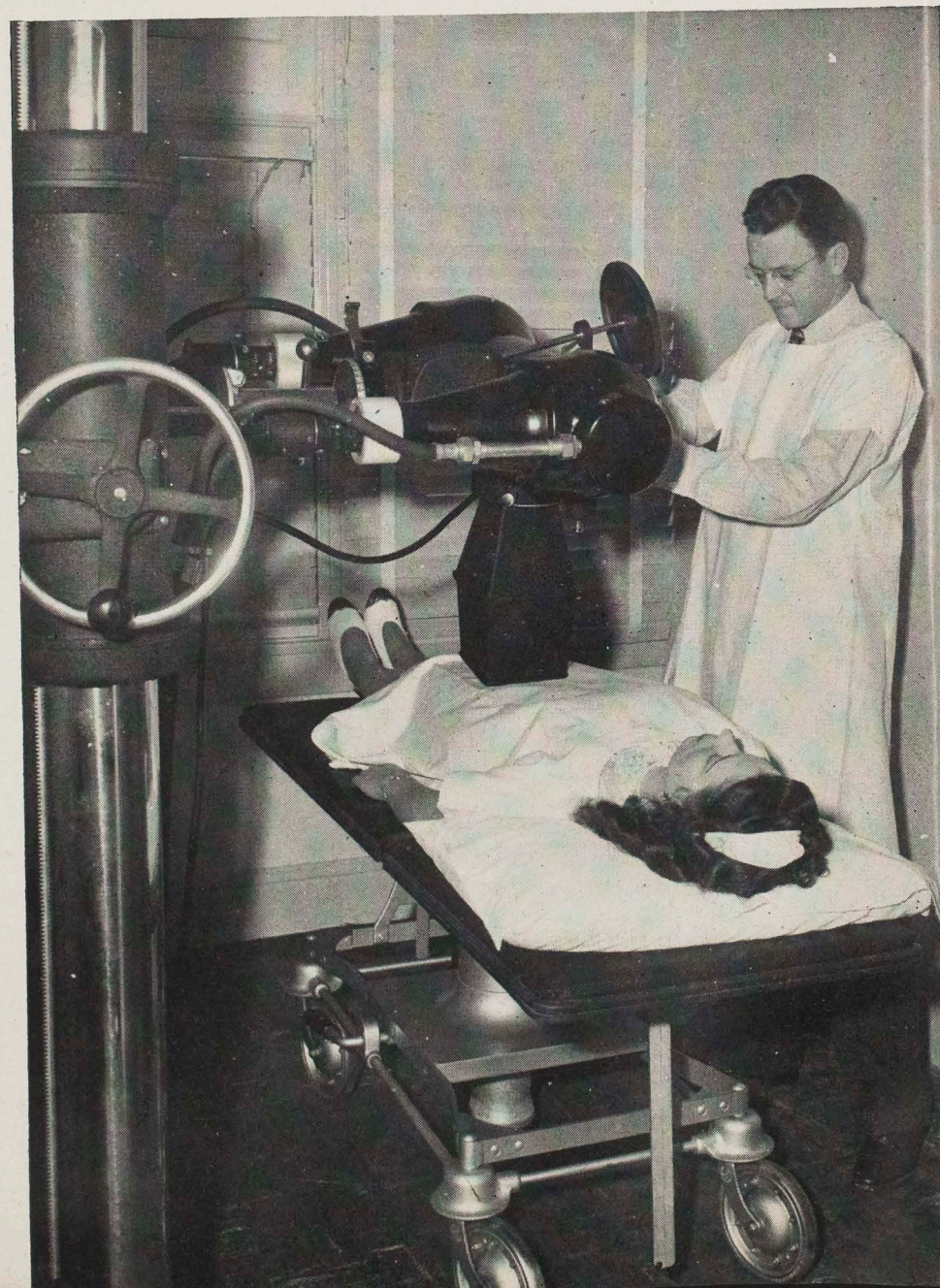
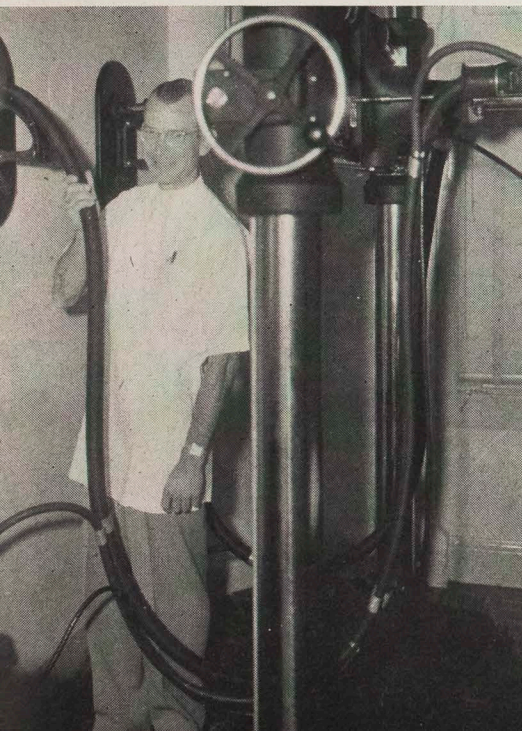
X-RAY THERAPY



THERAPY TREATMENT being illustrated by Dr. Jamison, with Erlene Baker as "patient." Despite the great weight of the new shock proof therapy tube (note size of upright supporting posts), it is so delicately counterbalanced, and its various controls are so scientifically designed that only the slight pressure of a finger is needed to move the tube into the exact position desired by the operator. To keep the high-powered tube cool for maximum efficiency, oil under pressure circulates through a jacket in housing.

CONTROL SWITCHES AND DIALS for therapy and renovated radiographic machines. Mr. Owen shows how automatic timer is set for therapy control. Directly above timer is an automatic filter indicator which eliminates danger of X-ray overdose due to human error. Controls at left are for renovated radiographic machine.

SHOCK PROOF CABLE, greatly superior to types formerly in use on X-ray equipment, being held by Mr. Owen. Up to 200,000 volts may flow through to therapy machine (right).



SHADOW PICTURES

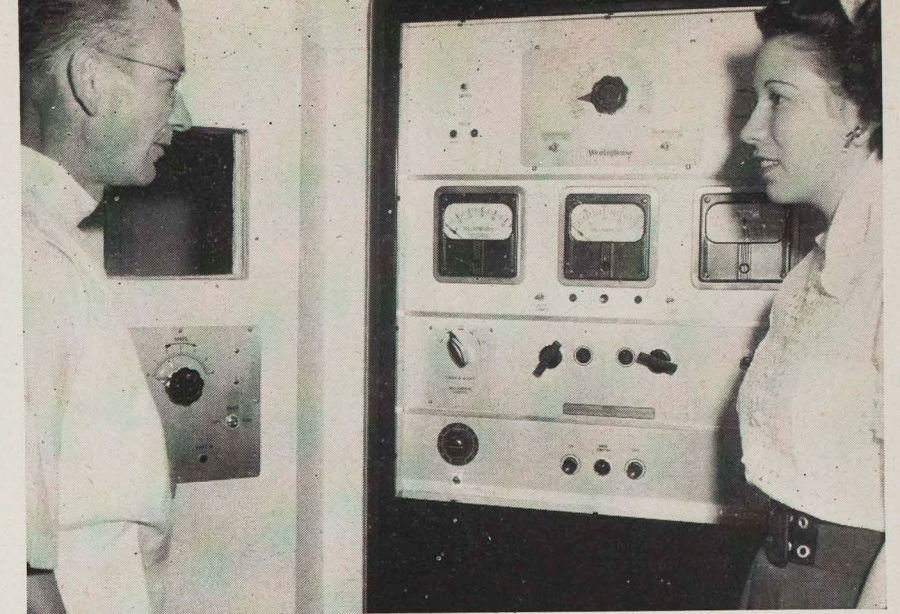
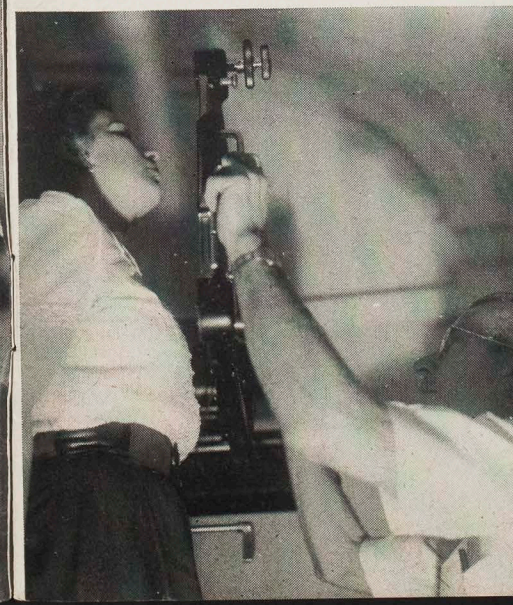
The Radiograph

"RADIOGRAPH" is the name given to a shadow picture of bodily tissue of varying densities. The denser the tissue, the lighter the shadow on the film. To produce a radiograph, an X-ray tube is placed over the patient and an X-ray film placed under him. An exposure of the film is made as radiations from the X-ray tube pass through the patient's body and strike the photographic plate. Experience teaches the technician just how long the exposure should be, how much current should be used, and how far the tube should be from the patient.

The Fluoroscope

With the fluoroscope, a screen which gives off fluorescent light in the presence of X rays is substituted for the film. The denser the tissue, the darker the shadow on the screen, which must be in a position so that the operator may study it closely. In studying some organs, an opaque liquid or semiliquid medium must be taken by the patient, so that the organ in question may be distinguished from the surrounding structures. The fluoroscope has an advantage over the film in that under the screen the anatomy may be studied in motion and manipulated into a position in which diseased areas may be better studied.

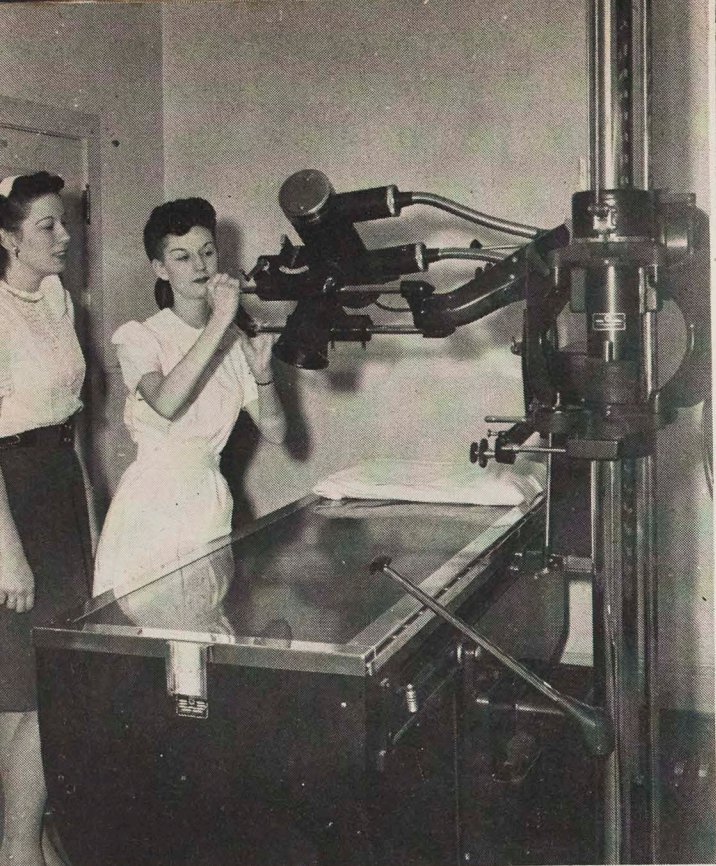
SIDE VIEW of fluoroscope. An X-ray tube in upright table behind patient furnishes required radiation.



ELECTRONIC TUBE CONTROLS and their amazing functions in insuring accuracy of measurement and maximum protection when radiographic machines are in use are explained by Mr. Owen to Miss Erlene Baker, visitor.

SPOT FILM DEVICE is demonstrated by Mr. Owen. The fluoroscopic screen is so arranged that at the touch of a button at his fingertip the screen instantly moves over, a film slides into place, and an exposure is made, for purposes of study and record, of the area seen in the fluoroscope.





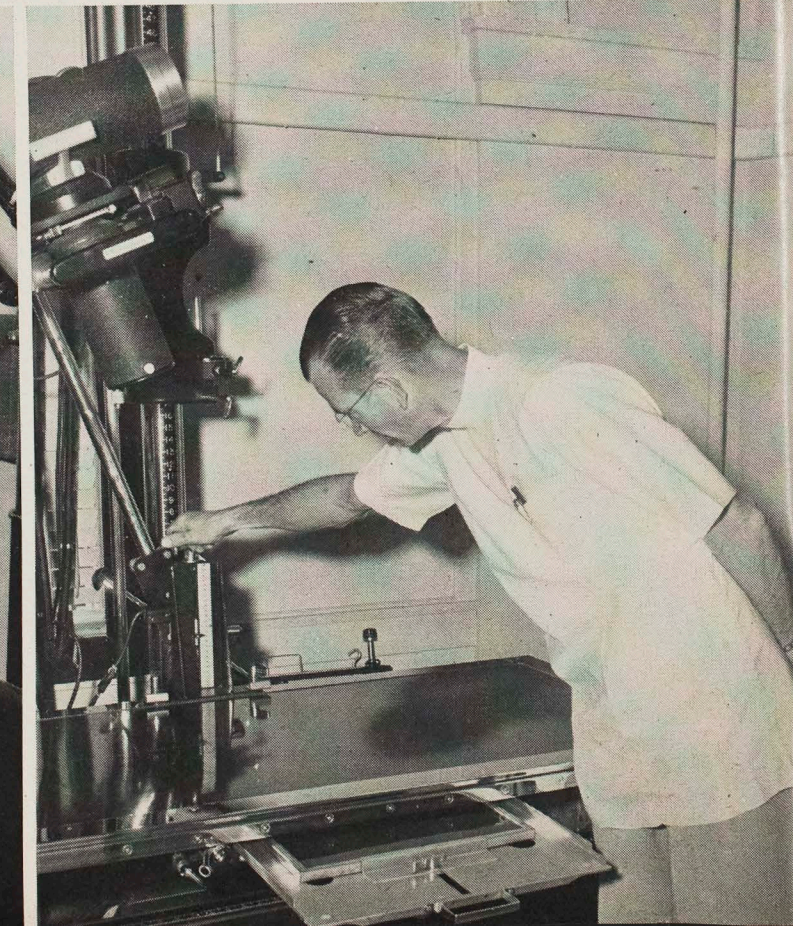
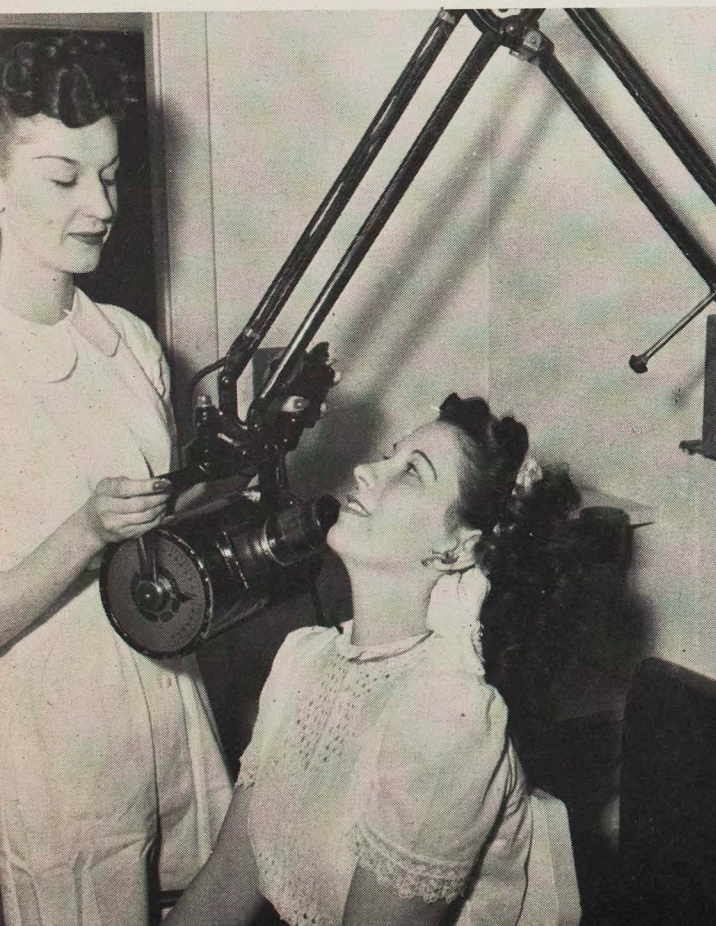
FLEXIBILITY of new rotating anode tube carriage in No. 3 Radiographic Room is demonstrated to Miss Baker by Miss Marie Brenton, X-ray Technician. The carriage is very easily adjusted to varying positions.

NEW TUBE, shock proof and air blower cooled, is explained by Technician Archie Lineer. It replaces an obsolete tube. New transformer at upper left permits simultaneous use of this room and therapy room.

IN THE X-RAY DEPARTMENT

MAKING DENTAL X-RAYS, Miss Brenton explains to Miss Baker, is the easiest of all dental operations on the patient's nerves. This machine, though not new, is of shock proof design and hence is still in use.

STRATAGRAPH ATTACHMENT for new radiographic machine works like an inverted pendulum. Mr. Owen has his hand on adjusting device by which the operator can select one of several layers of tissue for study.



NEW X-RAY EQUIPMENT

(Continued from page 3)

Meanwhile the picture had changed again. The volume of work had increased to such an extent that the plan then under consideration had to be modified and expanded. The new plan envisaged the purchase of two complete radiographic units and one therapy unit, and the modernization of one radiographic unit.

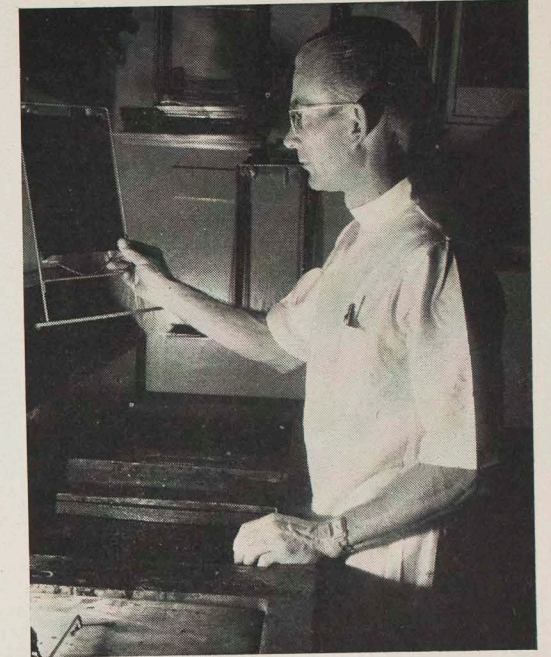
FINAL ORDER PLACED

It was in this form that the final order stood, and a contract with Westinghouse for \$29,500 was negotiated by the Board of Managers, underwritten by the Pacific Electric Railway Company, and signed on August 20, 1946.

Installation was necessarily slow, because the department had to function. Rooms had to be remodeled to accommodate the new-type machines. Yet, despite the complicated problems of wiring and installation, the Department was closed down for only two days—for necessary streamlining of the dark room.

CHEAPER IN LONG RUN

Every employe should be proud that the Hospital Association to which he belongs had the foresight to modernize the X-ray Department. In the long run, it will have been far cheaper to have bought the new machines, capable of performing any X-ray service, than to have sent patients to outside X-ray specialists for treatments or pictures beyond the capability of the



REMODELED DARK ROOM, says Mr. Owen, is a pleasure to work in. Like ordinary kodak pictures, all exposed X-ray films must be developed. Dark room occupies much of his time.

old equipment. "Cheaper to whom? Cheaper to YOU—and better service for all employes," declares Business Manager George Perry.

Hospital Association

FACTS AND FIGURES

By George Perry
Business Manager

COMBINED OPERATING FIGURES for the months of June and July, 1947, together with report of net gain for the first seven months of 1947, are shown below for your information:

Receipts	
Employees' contributions	\$40,567.64
PE Ry. Co.—industrial & claim....	12,397.10
LAMC Lines—industrial & claim..	2,467.43
Harbor Belt Line—industrial.....	255.70
SP Co. Hospital Dept.—services rendered	3,960.37
Miscellaneous	1,635.74
TOTAL	\$61,283.98

Expenditures	
Professional services (salaries and fees)	\$32,824.85
Medical supplies (medicines, X-ray films, bandages, etc.).....	6,817.01
Hospitalization	19,114.53
Miscellaneous (rental, telephone, insurance, P/R taxes, ambulances, repairs, etc.).....	6,619.13
TOTAL	\$65,375.52

Net loss (2 months) \$ 4,091.54

Net gain for the seven months ended July 31, 1947, amounts to \$2,199.05.

The major portion of the loss is attributable to increased hospitalization, which was required for a greater number of patients, among them several very serious and expensive cases.

Evidence of the extensive coverage afforded members of the Association is reflected in this large outlay for hospitalization. When illness or accident overtakes us we can be assured that our contributions will provide us with complete hospital and medical service.

It will no doubt be interesting to you to know what the minimum cost of treating some common types of ailments would be if paid for by an individual who is not covered by some form of hospital, medical and surgical plan.

Blood Donations Needed by Red Cross

BLOOD IS BADLY NEEDED to aid convalescing war-wounded in Veterans Administration Hospitals, and the Red Cross is appealing urgently for more donations. Blood Donor Center headquarters are located in Pershing Square, and are open Mondays through Thursdays from 11:00 a.m. to 6:00 p.m., and Fridays from 3:00 to 9:00 p.m.

According to Red Cross authorities, the need for blood is just as great now as it was during the war, yet donations have fallen far below those of the war years. Medical authorities are agreed that blood transfusions can shorten the hospitalization period of all recuperating fighting men, and are no longer considered as merely emergency measures.

These wounded veterans gave their blood for us; let's give ours for them.

	Cost*
Appendectomy	\$350.00
Tonsillectomy	125.00
Hernia	325.00
Duodenal ulcer	700.00
Cost*	
Fractured ankle	\$340.00
Pneumonia	505.00
Heart attack (severe)	920.00
Hemorrhoidectomy	215.00

*Includes at present-day prices the cost of hospital, tests, X-rays, medicines, and professional fees. Scope of treatment as recommended by the Chief Surgeon.



PARTING GIFT—Mail Clerk Ruth Adams presents fine Hamilton watch and chain to Clyde A. Woosley, retiring Baggage, Mail, and Express Agent, Los Angeles, on Friday, August 22, as fellow-workers look on. Left to right are Roy Arnold and Paul Squires, Mail Handlers; E. W. Swanson, Head MT Express Clerk; Bill Hauser, Mail Handler; Mr. Woosley; Frank Czarniak, Receiving Cashier; Miss Adams; Jack Boehme and M. U. Blackshear, Mail Handlers; Fred J. Colley, Assistant Agent; and Charlie Heisel, Mechanical Foreman, 6th & Los Angeles St. Yard. Mr. Woosley was enchanted by the gift.

C. A. Woosley Leaves Baggage Room; Will Retire Next January

WHEN THE BAGGAGE ROOM at Sixth and Los Angeles Streets opened in April, 1917, Clyde A. Woosley was the Agent. Year in, year out, from that day till last August 25, Agent Woosley held down that job. He walked out on that day for the last time as Agent actively in charge.

Actually, his term of office does not expire until January, 1948, but he took five days of vacation, to be followed by a leave of absence beginning September 1. Assistant Agent Fred J. Colley has taken over the work and the title.

When he first entered PE service on June 5, 1913, Mr. Woosley took a job trucking freight at the Los Angeles Freight House, then at Eighth and Hemlock. The present Freight House at 1390 East Seventh Street was not then in existence.

He plans to retire to his 4-acre farm on the Winona Highway, between Mariposa and Yosemite, with his 92-year-old mother, his sister, and his brother. There they'll raise chickens, turkeys, and alfalfa.

Best wishes from all employes to a gallant and loyal old-timer.

More Service Added to Riverside Drive Line

AS A RESULT of the encouraging volume of patronage handled on the new Los Angeles-North Hollywood-Van Nuys via Riverside Drive Motor Coach Line inaugurated August 4, an additional trip from Van Nuys and North Hollywood to Los Angeles in the morning and an extra trip from Los Angeles to North Hollywood and Van Nuys in the early afternoon were placed on the schedule Friday, September 19.

These additional trips are of material aid to passengers during the rush hours.

3,500,000 Enter State by Motor Vehicle

MORE THAN 3,500,000 persons entered the state of California by motor vehicle last year.

This was disclosed yesterday in a report on the traffic accident situation issued by the State Department of Motor Vehicles.

The report said an estimated 250,000 of those who entered the state by motor became permanent residents.

—L.A. Examiner, Aug. 12, 1947



LOADING MAIL at the Sixth & Los Angeles dock for first trip of new Los Angeles-San Bernardino Railway Mail Service route, Sept. 2, are PE Mail Handlers Paul Squires, left, and James T. Seats.

DISTRIBUTING MAIL on RPO car making first trip are L. C. Taylor, left, and B. L. Trower, Railway Mail Clerks.

NEW RAILWAY MAIL ROUTE STARTS

GREATLY EXPEDITING mail service to trans-continental points, and speeding special delivery and P. O. box service along the line, a new Railway Mail Service route was inaugurated last Sept. 2 between Los Angeles and San Bernardino over PE lines.

Under the new system, mail is sorted on PE's RPO cars en route as it is picked up, and is therefore ready to be dispatched at destination points along the way. Under the old system, mail could not be sorted until it had reached the Railway Mail Service or local post offices at either end of the line. Thus, a letter mailed in El Monte and destined for Claremont in the old

days had to come into Los Angeles for distribution and dispatch before it could reach the addressee. Now it is picked up in El Monte, sorted on the car, and is ready to be dispatched at Claremont when the car arrives.

Mail picked up along the line and destined for trans-continental points is, by the new service, ready at junction points for transfer to SP, UP, and Santa Fe trains. Formerly it had to return to Los Angeles.

Daily except Sundays and holidays cars leave Los Angeles at 12:45 p.m. and San Bernardino at 4:40 p.m., arriving at the opposite termini three hours later.

PE AND U. S. RAILWAY MAIL SERVICE OFFICIALS made first trip from 6th & Los Angeles Streets to San Bernardino to see how the new route worked. Left to right, standing on ground, are D. W. Yeager, Asst. Supt.; T. L. Wagenbach, Gen. Supt.; W. E. Larson, Railway Mail Serv-

ice Clerk in charge; F. E. C. Allan, Supt., R. M. S. District 2; and F. J. Colley, then Asst. Baggage Agent, now Baggage Agent. Others, left to right, are Cond. Frank Purpura, Mm. A. R. Butler, and R. M. S. Clerks Taylor and Trower. Car, clean and shiny, left 6th & Los Angeles at 12:45 p.m.



Vital Statistics

DEATHS

July 21, 1947, to September 20, 1947

NAME	OCCUPATION	Died	Group	
			Insurance	Mortuary
Marie E. Hamilton	Car Cleaner	7-17-47	Yes	No
Charles A. Bruce	Agent, Retired	7-20-47	No**	No
John M. Lyon	Motorman, Retired	7-21-47	Yes	Yes
Thomas Eugene Jackson	Brakeman	7-25-47	No*	Yes
William Simkins	Ret. Valuation Engineer	7-29-47	Yes	Yes
Fred H. Saltmarsh	Brakeman	7-30-47	Yes	Yes
Guadalupe Arriola	Crane Operator	7-30-47	Yes	No
Nathan C. Foster	Yard Clerk	8- 7-47	No**	No
Lee O. Foster	Helper	8-11-47	No**	No
Howard L. Knapp	Motorman, Retired	8-22-47	Yes	Yes
William Solon	Machinist, Retired	8-21-47	Yes	Yes
Laurence W. Lee	Laborer	8-29-47	Yes	Yes
Emma A. Earls	Car Cleaner	8-29-47	Yes	No
John M. Kinsey	Agent, Retired	8-31-47	Yes	Yes
Rufus M. Woolverton	Motorman	9- 1-47	Yes	Yes
Joseph K. Hotaling	Conductor	9- 2-47	Yes	Yes
Harley D. Haverick	Conductor	9- 3-47	Yes	Yes
John E. Pasley	Clerk	9- 5-47	Yes	Yes
Fred E. Peachey	Asst. Supt., Retired	9- 6-47	Yes	Yes
Giles R. Hurley	Brakeman	9- 9-47	No**	No
Nicolas M. Subiate	Track Laborer, Retired	9-10-47	Yes	No
Clyde E. Newberry	Motorman	9-14-47	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	Wife of	Died	Department
Lillias Weston Martin	Ret. Substation Operator Edgar L. Martin	7-26-47	Engineering
Mary Theresa Ayres	Retired Conductor Benjamin B. Ayres	8-16-47	Transportation

*Not eligible for Group Insurance.

**Eligible for Group Insurance, but refused.



WILLIAM E. SMART
Conductor, West

ROY E. MEAD
Towerman

WILLIAM H. BAGLIN
Torrance Carpenter

WILLIAM C. WETLEY
Conductor, West

RETIRED AFTER MORE THAN 25 YEARS' SERVICE

ABOVE ARE THE PICTURES of four employes—each with more than 25 years of service with the company—whose names appear on the retirement list for this issue. Look at them well. Responsible men, each in his own sphere has in no small sense helped to build Pacific Electric.

WILLIAM H. BAGLIN

Born in Gloucestershire, England, William H. Baglin, retiring as Carpenter from Torrance, shifted around amazingly in England, Scotland, Canada, and the U. S. before he finally concluded that PE was the place to stay. His seniority begins in 1918, when he began to help PE construct

the Torrance Shops. Since then he's helped build box cars, has done carpenter work for the Pipefitters and Electricians, and has done all kinds of carpentry. He's well known as "The Mate" and "Mr. Greenfield."

He plans to buy—not build—a little place by the side of the road and raise chickens. Next year he wants to revisit England.

ROY E. MEAD

Roy E. Mead, with over 28 years of service, came to work for PE on August 16, 1919, joining the construction gang in the Signal Department for day work, and trouble-shooting at night. In 1924 he became a Towerman, took the second trick at Sixth

and Main, and, as he says, "I just came off."

Since 1938 Service Officer of the PE American Legion Post, he has aided many veterans to file their claims, and continues this work in his retirement. In 1922 he helped reorganize the PE Masonic Club.

"Pacific Electric is a fine outfit to work for," declares Mr. Mead. "I'd like to put in 20 more years with the company."

WILLIAM C. WETLEY

A Conductor on the Western District since August 17, 1919, which counts as his seniority date, William C. Wetley actually started work for the company in October, 1912, as Conductor on Northern District passenger trains and box motors.

Thinking other pastures greener, he resigned in 1914, worked the cars in other cities, and, in 1917, was drafted. He returned to PE service in 1919—for good. From 1921 on he worked as a Freight Conductor. Mr. Wetley says he never came into contact with officials "so nice to work with" as those of Pacific Electric.

He plans eventually to go to his 160-acre farm in eastern Montana to raise wheat, flax, and barley.

WILLIAM E. SMART

When the Pacific Electric Camp was in its heyday, William E. Smart, now retiring as West Conductor, was Camp Superintendent, holding the post from the fall of 1933 to June 1, 1935.

Successively Kansas farmer, broom factory superintendent, and platform man at Colorado Springs, he came to work for PE in November, 1919, as Conductor on the Western District, where he remained until his retirement. He has collected fares from many movie extras who later became stars, such as Adolph Menjou and Ben Turpin. The Western District was then largely bean fields.

A member of the Rod and Gun Club, Mr. Smart intends to brush up on his fishing and open a fix-it shop in his back yard.

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 July and August. May their years of loyal service bring their just rewards.

NAME	Occupation	Department	Years of Service
William H. Baglin	Carpenter	Mechanical	29
Ralph Bashaw	Passenger Director	Transportation	21
Claude Bigwood	Signalman	Engineering	24
Alfred L. Carlson	Painter	Mechanical	25
John L. Carter	Motorman, West	Transportation	21
David E. Coleman	Motorman, North	Transportation	23
Pietro Culos	Trackwalker	Engineering	4
Jesus C. Garcia	Laborer	Engineering	11
Placido Gonzales	Laborer	Engineering	10
Thomas J. McDonald	Brakeman, South	Transportation	16
Roy Edward Mead	Towerman	Transportation	27
Ramon S. Montelongo	Laborer	Engineering	4
Jose Morales	Laborer	Engineering	4
Herman W. Phillips	Janitor	Transportation	17
Chas. J. Schellstede	Car Repairer	Mechanical	24
William E. Smart	Conductor, West	Transportation	26
Nicolas Subiate	Laborer	Engineering	13
Lale W. Thomas	Lineman	Engineering	23
Margaret Walters	Car Cleaner	Mechanical	22
William C. Wetley	Conductor, West	Transportation	28
*Clyde A. Woosley	Baggage Agent	Transportation	34

*Mr. Woosley on leave September 1, 1947-January 1, 1948, at which time his Railroad Retirement will become effective.

Employee Tour of Chest Agencies Proves MECCA Cause Worthy

WHEN THE APPROACHING ANNUAL DRIVE for Community Chest funds begins on October 15, it is likely that at least five Pacific Electric employes will consider more carefully than ever before how much—rather than how little—they should contribute to its support.

For they have been eye-witnesses to the immense good that the Community Chest does in the Los Angeles area. Taken on a tour of two of the 159 Chest agencies, these five men returned to their jobs with an admittedly new realization of the incalculable help—physical, mental, and moral help—that thousands of boys and girls, from infancy through the teen age, receive from the Children's Hospital and the Assistance League Day Nursery, both of Hollywood.

They were glad that Pacific Electric employes, through MECCA, recognize the worth of the Community Chest, and they agreed that if all employes could see what they saw, purse-strings would open up with a glad good will.

ATMOSPHERE OF HOPE

At the Hospital they saw grim sights, pathetic sights, and happy sights. But the happy sights predominated. It was heart-warming, all agreed, to see sick children being made well, victims of polio once again learning to use their limbs, children deformed from birth being made normal, little tots struck down by accident and disease (non-contagious) regaining health. One could feel the cheering atmosphere of hope.

At the Day Nursery, tiny children of working mothers were being taught group cooperation through group activity under expert supervision, with regularly scheduled periods for eating, napping, classwork, health check-ups, and play. Everybody, including the staff, seemed to be having fun.

(It should be pointed out that in neither of these two agencies are services free if family financial conditions warrant payment. Thorough investigation is made, and the cost of care is adjusted to the family income. This investigation insures proper use of Chest funds.)

Attending the tour were M. V. Chase, Conductor-Motorman, West; Harry Gorman, Assistant Manager, Pacific Electric Building; L. B. McNelly, Special Accountant; H. J. Owens, Motor Transit Operator; and W. R. Wilkinson, Assistant Engineer, Field Bureau. Groups from other companies also attended, including the Los Angeles Motor Coach Lines, Los Angeles Transit Lines, Los Angeles Times, and Clary Multiplier Corporation.

THEIR COMMENTS

Pacific Electric representatives had this to say about the trip:

M. V. Chase, Conductor-Motorman, West: "The thing that impressed me most of the entire tour was the Children's Hospital doctor's description of the 'blue baby' operation, and how it saves the lives of babies born with insufficient blood flow to the lungs. Giving tiny tots so afflicted a new lease on life is alone well worth any donation to the Community Chest, regardless of the many other life-saving activities of the Children's Hospital. The child care provided at the Assistance League Day Nursery at graduated cost to the parent, and the affiliated Boys' Club and Girls' Club work, do much to lessen child delinquency and are also very worthy causes."

LUNCH TIME at the Assistance League Day Nursery in Hollywood—a Community Chest agency. Motor Transit Operator Harold J. Owens serves, and looks as though he did it all the time. Assistant Engineer W. R. Wilkinson of the Field Bureau wants some, too. Eating a wholesome, well-balanced diet is a most important part of the children's activity.



AT THE CHILDREN'S HOSPITAL of Hollywood, West Trainman M. V. Chase (right) and Special Accountant L. B. McNelly talk to little Vera Rangel, victim of a hit-and-run driver. Vera's feeling much better, thanks, because of the excellent hospital care.

W. R. Wilkinson, Assistant Engineer, Field Bureau: "Seeing the children at the Children's Hospital in all stages of illness and physical condition—particularly spastic children learning how to walk and play ball—made me realize how lucky I am to have two healthy, normal children, who, except for the grace of God, might be there being treated with the others. It also made me realize how lucky I am that there is such an institution available if need arises."

Harry Gorman, Assistant Manager, Pacific Electric Building: "The old saying that 'seeing is believing' never (Continued on Page 12)

The Public Appreciates

W. G. Burnham, Conductor, West, who, according to one patron, is making friends for himself and the company by his courtesy and efficiency; and who, according to another patron, is notable for his neatness, clarity in enunciating the stops, and consideration toward passengers, especially the aged and physically handicapped.

A. W. Carlock, Operator, West, for his gentlemanly attitude toward passengers.

A. F. Carstens, Conductor, West, for his kind manner in refunding money to a lady who had dropped too much in the farebox, and for his courteous assistance to passengers who were apparently strangers in the city.

A. F. Cash, Day Mechanical Foreman, West Hollywood, for going to considerable trouble to see that a technical journal left on one of the cars was returned to the proper owner.

R. S. Colt, Motor Transit Operator, who, when operating a chartered bus for Santa Ana Air Base, displayed exceptional courtesy and cooperation, so much so that his work was commented on by the entire party on the bus. The letter of commendation stated that the Base would certainly call upon Pacific Electric for their future transportation needs and hoped to have the same driver assigned again.

Homer A. Darling, Motor Transit

Operator, who is "so nice and considerate of all passengers that they really enjoy riding" with him.

F. J. Douglas, Conductor, West, for his courtesy to strangers, his endeavors to see that all passengers get off at their proper stop, and his general courtesy and efficiency.

H. E. Foskett, Agent at Large, who changed an angry consignee into a happy and enthusiastic friend of PE when he went to her home, made a personal inspection of some damaged freight, and assisted her in every way possible.

W. J. Gerhardt, Conductor-Operator and Relief Terminal Foreman, West, for returning a handbag containing \$7.00 to a lady who wrote in grateful reply: "May Heaven bless you for the rest of your life. . . . The loss of seven dollars to me is as much as the loss of seven hundred dollars to some people."

D. C. Grayson, Operator, West, for assisting a lady to recover a purse. The lady had assisted an older woman to board the bus, and in doing so dropped her purse. Though before learning this fact Mr. Grayson had left the stop, he turned around and drove back to it, and the purse was found.

James E. Harper, Motorman, South. One passenger wrote commending him for his efficient operation of a special train from the Matson dock and for his courtesy in sup-

plying needed information to a rider. Another passenger stated that he had never seen a more courteous, cheerful, and efficient trainman in all his travels.

Clyde Hodges and **L. M. Jacobson**, Motor Transit Operators: "the kindest, most polite, courteous, patient, and most helpful" Operators or Conductors that one rider has met "in many a day."

U. P. Holmes, Motorman, and **M. E. Kittenger**, Conductor—both of the Northern District—for the "kind and courteous treatment" they accorded the Highland Park Lions Club Band (a group of children) in transporting them in a special rail car to Belmont Shore on August 30. Parents of the children also expressed their satisfaction with "this safe way of travel with so many children."

Elmer Jackson, Conductor, North, for the exceptionally capable and courteous way in which he handled his duties on Tuesday, August 19.

G. F. King, Motor Transit Operator, whose courteous manner of giving information to a visitor from Philadelphia left a pleasant impression on the visitor's mind of PE passenger service.

J. A. Krieger, Operator, West, for his good offices in returning to a passenger a purse containing \$10 which had been left on his bus.

P. R. Maida, Conductor, West, for the obliging manner in which he took time out to get his street guide and give desired directions to a couple from Philadelphia who did not know how to reach their destination.

H. J. McCarthy, Conductor, West, for his cooperativeness and never-failing smile, both of which, in addition to his efficient operation, make it a pleasure to ride with him.

Danny Menicucci, Conductor, South for his courteous assistance to a lady as she boarded and left his car, as well as for his courtesy and efficiency in general.

Sam Mosley, Conductor, North, who provided a seat on the equipment box of a crowded Pasadena Short Line car for a passenger, and thereby did much to offset objections this passenger entertains to the crowded conditions of some of the single cars on that line.

A. F. Ross, Motorman, West, whose "remarkably smooth" stops and courtesy to other users of streets and highways were noted with pleasure by a passenger.

COMMUNITY CHEST

(Continued from Page 11)

was more true than in my visit to a few of the institutions in the Community Chest. I had my eyes opened to the enormous amount of good being done with Chest funds. It would be pitiful if the good work had to be curtailed because of lack of funds. So be human, fellow-workers: Help others by subscribing. If everyone could see . . . as I saw . . . those kind people who have donated in the past would gladly increase the amount of their donations."

Harold J. Owens, Motor Transit Operator: "Thursday, September 18, I had the pleasure of visiting some of the institutions which are helped by our MECCA Fund via the Community Chest. Nowhere could you find A PENNY A DAY doing so much for so many people. I saw polio children, blue babies, and other chil-

dren being treated in the second largest children's hospital in the United States. I saw children fed good food and given good home care. Truly every driver should get behind our MECCA and give A PENNY A DAY to such a worthy cause."

L. B. McNelly, Special Accountant: "I wish every member of the Pacific Electric family could have accompanied us. . . . I am certain, if they had seen what we saw, membership in MECCA could become 100 per cent at once. . . . I recall one beautiful blonde child, a girl, strapped tightly to a board, from waist down. Some day, with the help of the Community Chest funds, her useless legs will become healthy and strong. If I had seen no other cases but this one, I would have been convinced that my membership in MECCA means more than a 30-cent pay-roll deduction. It means to me now that I am helping the little girl get well again."

TRANSPORTATION DEPARTMENT

By
Suzanne J. Smith



CONDOLENCES are offered to the families and friends of **F. H. Saltmarsh**, South District Brakeman, who passed away July 30; **Nathan C. Foster**, Clerk, affectionately called "Pinky," who passed away at St. Vincent's Hospital on August 7; and **G. R. Hurley**, Brakeman, Northern District, who passed on September 9.

The Clerks' Union Dance held at the Elks Club on September 6 was a huge success.

Carol P. Schye is back working the Crew Dispatchers' desk at Butte St., after a successful operation.

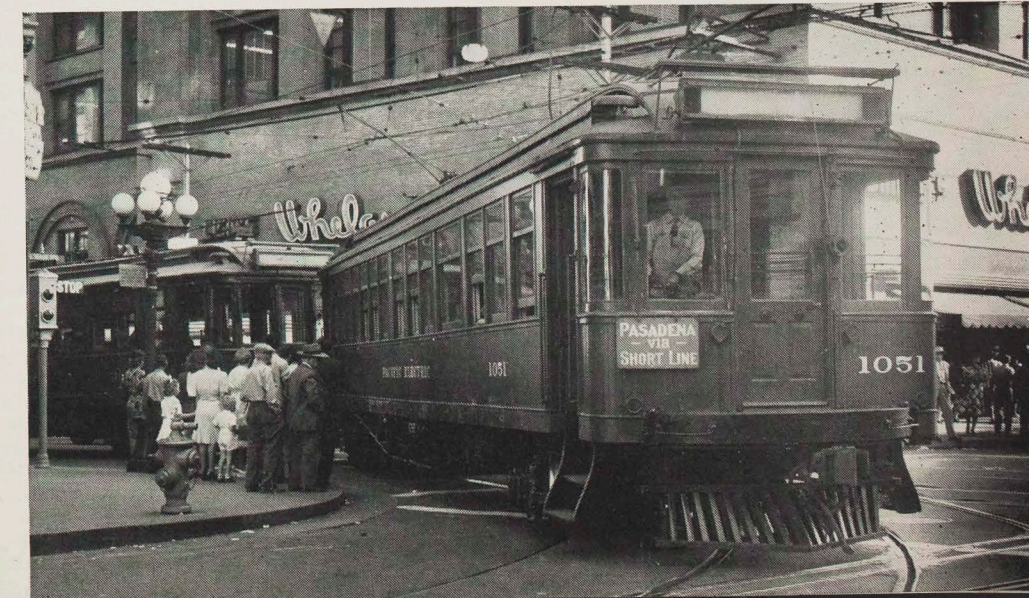
Robert Louis Tyler, Yard Clerk at 18th St., married **Betty Lou Johnson** on July 25 at the Hollywood-Beverly Christian Church in Hollywood.

Betty Spinks became the bride of **Wallace Bates**, with brother Calvin

W. H. Woolman, Conductor, South, whose courteous manner of supplying information and capable operation were observed by an appreciative patron.

"Most of the Sunland Operators"—especially **Stewart Axton**, **Lloyd V. Blackmore**, and **Homer A. Darling**—for work which, in the opinion of a passenger who has ridden the line for 15 years, is "outstanding."

SCENES LIKE THIS picture of a Pasadena train rounding the corner at Sixth and Main are now history, as Sixth Street has become a one-way street for east-bound traffic only. Short Line and Oak Knoll trains began to come in over the Viaduct, starting as of 12:01 a.m., Oct. 5.



Bates as best man. **Wallace** and **Calvin** both made excellent war records, and they are the sons of Mr. and Mrs. **Harold A. Bates**.

Mr. and Mrs. **Tommy French** vacationed in Denver and Wyoming during the months of June and July. Mr. French retired on September 15, and we wish him long years of happiness.

Conductor **J. F. Mahon** booked air passage to his homeland of Ireland.

Janitor **Eddie Sheets** took a train trip to San Diego and San Francisco while on vacation, and **LeRoy Gilliam** took his place keeping the office clean.

Brides seem to be the by-word of feminine fashion. . . . **Ruth** and **Walter Lohman** tied the knot in Las Vegas on August 8, and **Frank Duggans** and **Missus** did likewise, earlier in the year.

Stanley Haas, Trucker, took those precious vows in Chicago, when he married **Patricia Lucas** on August 25.

The vacation agenda found **Beth Bass** in the High Sierras; **Katherine** and **Kenneth Salmon** and **Pearl Burgess** seeing Catalina from other than a postal card; Brakeman **H. T. Gollar** Oregon-bound; **Don Houston** and wife at the Alps (Trinidad Alps—that is); **Hank Holmes** and family traveling to Colorado and Nebraska; **A. H. Nasher** seeing New York again; **Jeanette Everson** going "back home"; **Charlie Sein** "just hiking, fishing, etc."; **Dan Vidal** stayed home; and **Roy** and **Rusty Thornburg** saw America First via Yosemite.

Bill Green raises racing pigeons.

Cashier **Doris Luther** and **Bill Clerk Ruth Wilson** help make working conditions at their station pleasant. . . . When Mrs. **Sidney Gordon** returned from an airplane trip to Montreal, Canada, she found **Hubby Sid** mighty thin—bum cook, eh Sid?

**LONG BEACH
FREIGHT HOUSE**



By
**Jack
DeLaney**

NORVAL KNOX, Ticket Clerk, says his son, **Bob**, who is with the Harbor Belt Line, has become quite a professional football player, playing with the Blue Tides under Coach Manual Laranatta, former USC Coach.

Beulah Edwards, Ticket Clerk, is boasting about her new car. In fact, she's so proud of it that she has named it "Elmer." Took a trip to Big Bear not so long ago. Had quite a bit of trouble getting it up the hill, but sailed along fine on the down grade. Just had to coax it along a bit.

Fred Boren, Ticket Clerk, is on his vacation back in Indiana. Fred is looking up the pig industry while away and expects to go in business again this Fall.

Harry Cranston, former Ticket Clerk, has bid in on a job at the San Pedro office. Harry has been at Long Beach about two years.

Robert Buford, Janitor, is back in service, resuming his old job, after spending about two months in the Hospital.

FREIGHT STATION

Many friends of **Evelyn Metcalf** are pleased to hear of the arrival of seven-pound **Barry Ralph**, her new son. Evelyn, niece of Assistant Chief

**Roving Plaque Award
for Best Kept Station
Announced by Company**

TO THE STATION adjudged upon inspection to be the neatest and best maintained at the end of every three-months period, a roving trophy in the shape of a suitably engraved plaque will be presented by the company, it was announced in September. First award will be for the period ending December 31.

Judges will be **Arden H. Nasher**, Stations and Merchandise Inspector, and two members of the Agents' Association to be selected at the October 10 meeting of that organization.

The idea of a plaque was suggested by General Superintendent **T. L. Wagenbach** in recognition of the increasingly fine attitude of the Agents toward improvement of their housekeeping, according to Inspector Nasher.

"For some time," declares the Inspector, "I have noticed a happy tendency on the part of members of our Station personnel to keep their stations, offices, and rest-rooms clean, and this tendency seems to be growing. We are receiving more and more suggestions for the beautification or other betterment of the Stations."

Pictures of winning stations and their personnel will be published in the PACIFIC ELECTRIC MAGAZINE.

Clerk **C. M. Jolly**, was formerly employed here and is now living in Panhandle, Texas.

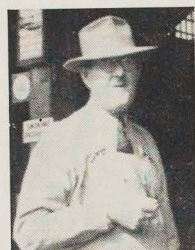
Not much has happened around the freight station, only that Freight Clerk **Dan S. Harris** is on the move again. We can't keep up with her new addresses.

**PASADENA
TERMINAL**

By
**H. L.
Woodford**



MOTORMAN HARLEY D. HAVERICK passed from this world on September 3. Voicing to his widow, **Lillian**, and his son, **Russell**, the sentiments of his fellow-workers, the men of the Pasadena City Lines, the writer of this column, and all the men over the system who knew him, we say: You were justified in being proud of him, for he was a man among men, well liked and respected.



**Harley D.
Haverick**

Services were held Sept. 6 in the Church of the Reconsional, Forest Lawn.

Motorman **L. A. Strople** is back on the job after recovering from a major operation at Huntington Memorial Hospital.

Motorman **I. C. Arko's** son, **John**, and Miss **Betty Johnson** were married August 30 at St. Andrews Church, Pasadena. They honeymooned at Big Bear and Catalina.

**MACY STREET
TERMINAL**



By
**Ted
Harrison**

HOWDY, FOLKS! Had your vacation yet? There are still some vacations here at Macy Street and you'll hear more about that next issue. However, if it's all over for you for this year and you have a desire to take an extra day some time, let me remind you that we have three honest-to-goodness deep-sea skippers. Yes, sir. Conductors **E. M. Hainley**, **A. Bryson** and **R. D. Hird** will all be glad to take you out for a day's deep-sea fishing.

Do you ever stop to think what a family affair this railroading is here at Macy Street? We have Brothers **L. J. and J. F. Bonham**, **C. W. and R. G. Alexander**, and the famous **Riordan** brothers, **Percy and Harold**. Then we have some father and son combinations such as **Fred Coe** and his son, **Bob** (Bob is on the South District right now, but he'll be back sooner or later); **T. W. Pruett** and his son, **M. J.**, both at El Monte right now, but they'll be back at Macy when they are bumped; and **H. A. Fogelson**, whose father is at Pasadena. We even have some in-laws here: **O. E. Olafson** and his son-in-law, **G. V. Thompson**; and **Oscar Perry** and his son-in-law **Frank Purpura**. Out at El Monte there's **Cliff Miller**, whose son, **J. R.**, is at Macy. Also at El Monte are two brothers: **G. G. and C. P. Caldwell**. There may be others, but that's a good start. Anyone beat that?

We were shocked this past month to hear of the passing of two of our fellow Trainmen: Motorman **H. D. Haverick** of Pasadena, and Brakeman **G. R. Hurley** of State Street. Both of these men had long years of service with Pacific Electric and were held in high esteem by their fellow workers. Macy Terminal extends its deepest sympathy to those loved ones left behind.

Many of us at Macy Street remember **Fred Peachey**, who used to be for many years Assistant Superintendent at San Bernardino. Word came through the other day that he had passed away.

**PE Authorizes Safety Awards
Bus Fleet Third in Safety Contest**

PACIFIC ELECTRIC finished third in the Motor Coach Division of the Third Annual Fleet Safety Contest ended June 30, 1947, sponsored by the Greater Los Angeles Chapter of The National Safety Council. However, among the large operators traveling over five million miles per year, Pacific Electric had the best record, although no award was forthcoming. Our average of 7.46 accidents per 100,000 miles operated was above the average for the motor coach division of 11.38 and was approximately the same as the average of 7.41 for all 111 fleets entered in the 14 different divisions of the contest.

AUTHORITY has been granted for the awarding of a tie clasp of our own design to each man who operates six months without an accident being charged against him of his responsibility. The tie clasp design depicts a Pacific Electric passenger rail car on one side and a Pacific Electric motor coach on the other side, separated in the center by the P. E. symbol and the words "Safety Award," the whole thing done in sterling silver with red coloring. Provision is made on the tie clasp to add a stone for each six months period of immunity to responsible accidents.

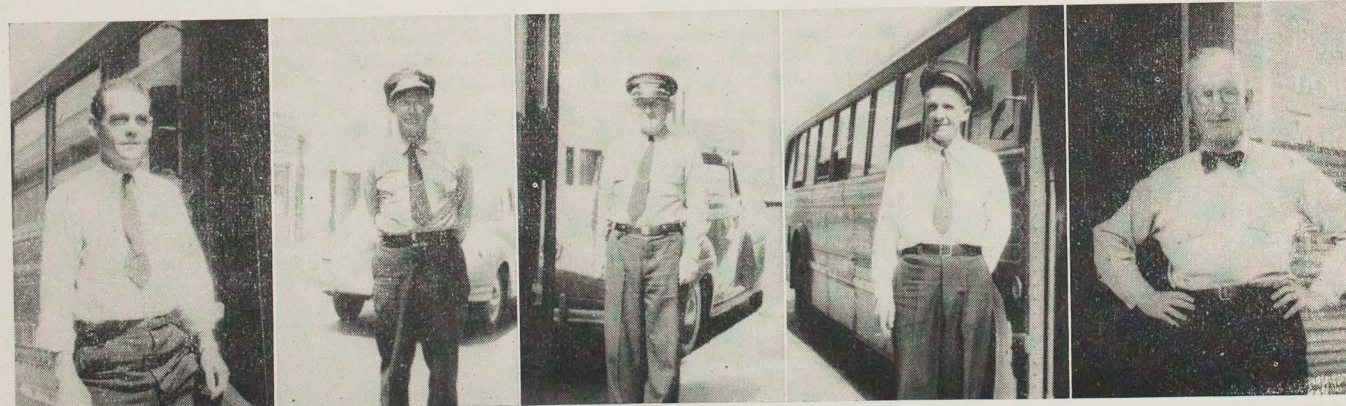
**ATTENTION!
Trainmen and Motor Coach Operators
Class No. 4 Accidents Are Costly!**

THE SAFETY DIVISION of the Instruction and Safety Department classifies all accidents according to their nature. These classifications are on the large monthly accident reports posted on all bulletin boards.

The class of accidents that gives us the most trouble from the standpoint of frequency and resulting cost is Class No. 4—Collisions with Vehicles or Animals. For the first seven months of 1947 we experienced 2,052 accidents of this nature. This is a frequency of nearly 10 of these accidents daily. For the seven-months period of a total of 3,301 accidents for all classes this represents 62 per cent of all accidents.

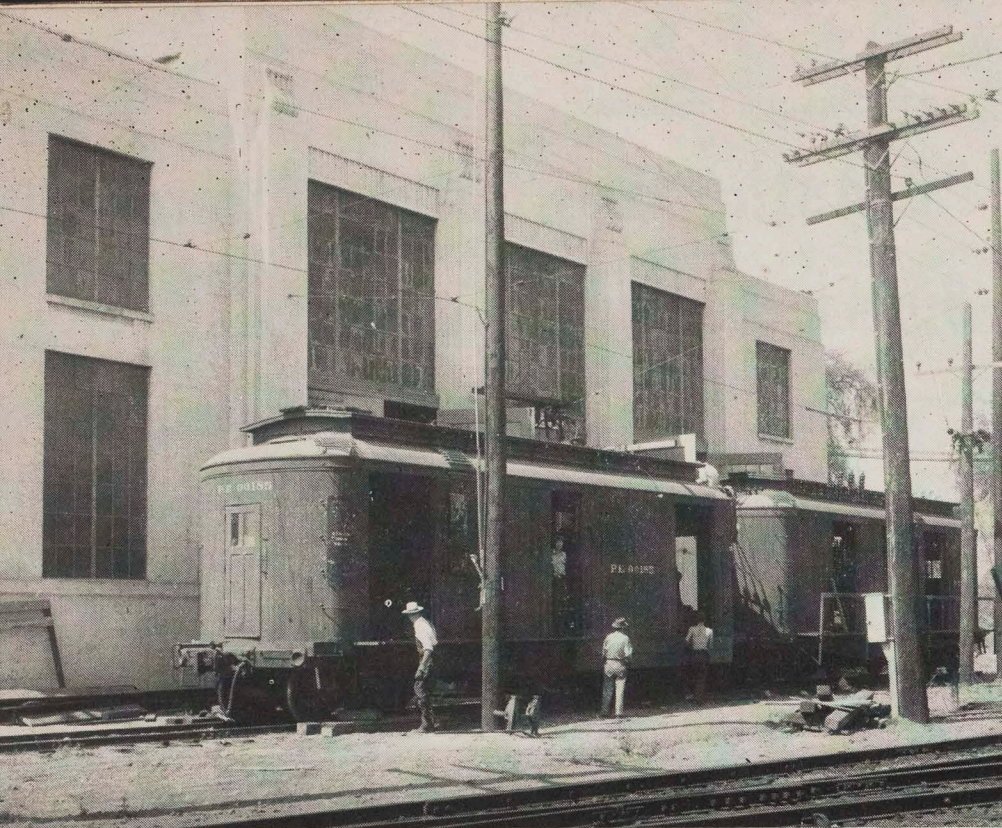
The resulting cost in claims paid to outsiders for Class No. 4 accidents during this same period has been \$186,593.42. Of the total amount paid in claims to outsiders for the seven-months period of \$367,053.90, the Class No. 4 accidents represents 51 per cent. The daily average cost is \$880.16. This does not include the repair cost to our equipment. It takes plenty of 7c, 17c, 23c, 46c, and 79c fares a day to pay this cost. As a matter of fact, it would take 24 of our 300-class cars to haul 1,913 passengers paying a 46c fare from Los Angeles to Long Beach to pay this daily cost alone.

True it is that many of these accidents are due to the actions of the "Drooperts" of the road, but Operators, Motormen and Enginemen must compensate for such actions and operate accordingly. Remember this—we can't educate Drooperts, but we can understand them!



JOHN W. FOORE, Pasadena Ticket Clerk, sends us the above pictures, and comments as follows (reading pictures left to right): **CARL VAUGHN**: "Passengers take his coach just to ride with him even when they don't figure on going anywhere in particular." **RAY HIGHTOWER**: "Passengers constantly comment on his courtesy and careful driving and the clearness with which he calls stops and transfer

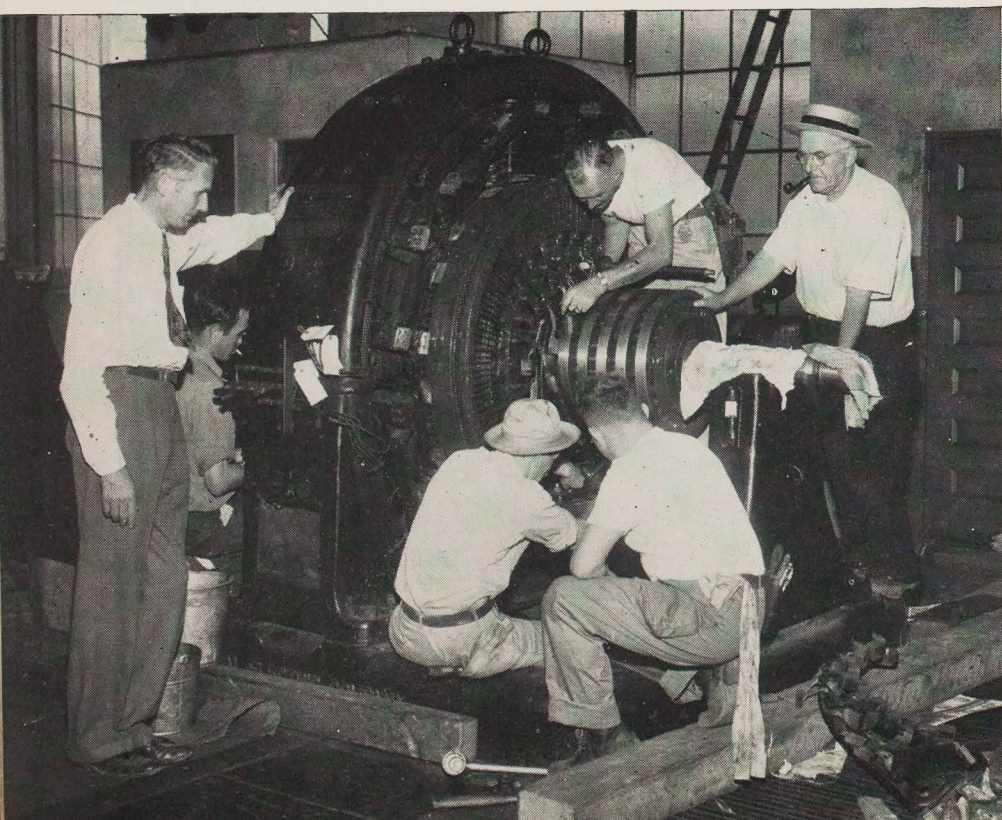
points." **HENRY MILLER**: "Passengers make a practice of stopping at the ticket window to tell us how courteous he is and how helpful." **LEVI COUCH**: "Levi has a hold-down on 'The Public Appreciates' page." **CHARLES W. KNIGHT**: "A walking combination of city directory, Chamber of Commerce guide book, and tariff book. If he can't answer your question he'll tell you at once who can."



TEMPORARILY REPLACING some of the machines at Valley Junction which are being converted to 60 cycles are Portable Substations 00185 and 00184. The 00185 contains a motor-generator set; the 00184 contains the transformers necessary to reduce the high voltage of the Edison Company's feeder lines.

VALLEY JUNCTION SCENES

CLOSER VIEW OF CONVERTER as it is being reassembled following complete rewinding of the eight-ton armature in the GE Shops. At extreme left is Dan Slight, Field Supervisor for the General Electric Company. At extreme right is George Lapp, Supervisor for Stone and Webster Engineering Corporation. The other three men are highly expert Stone and Webster electricians.



Pacific Electric's Frequency Change Program

By Thomas J. Clark, Staff Engineer
Electrical Engineering Division, Engineering Department

PACIFIC ELECTRIC has been operating on 50-cycle power since its birth and is one of the largest systems in the United States not on standard 60-cycle operation.

From the Pacific Electric Railway's present standpoint, there are advantages and disadvantages to both 50- and 60-cycle operation. However, there is no choice, as the Public Utilities Commission, through application of the Southern California Edison Company, has decreed that all 50-cycle operation shall be abandoned in this area and standard 60-cycle adopted.

The Southern California Edison Company has been furnishing 50-cycle power to the Southland and is footing the frequency change bill, which is a large one, amounting to several million dollars for the changes involved in the Pacific Electric Railway Company alone.

PRELIMINARY PLANNING REQUIRED A YEAR

The frequency change on PE property is being accomplished under the supervision of The Electrical Engineering Division of the Engineering

BERNARD LEE HOWELL, Day Substation Operator, at Valley Junction, standing beside big bearing pedestal for motor-generator at right.

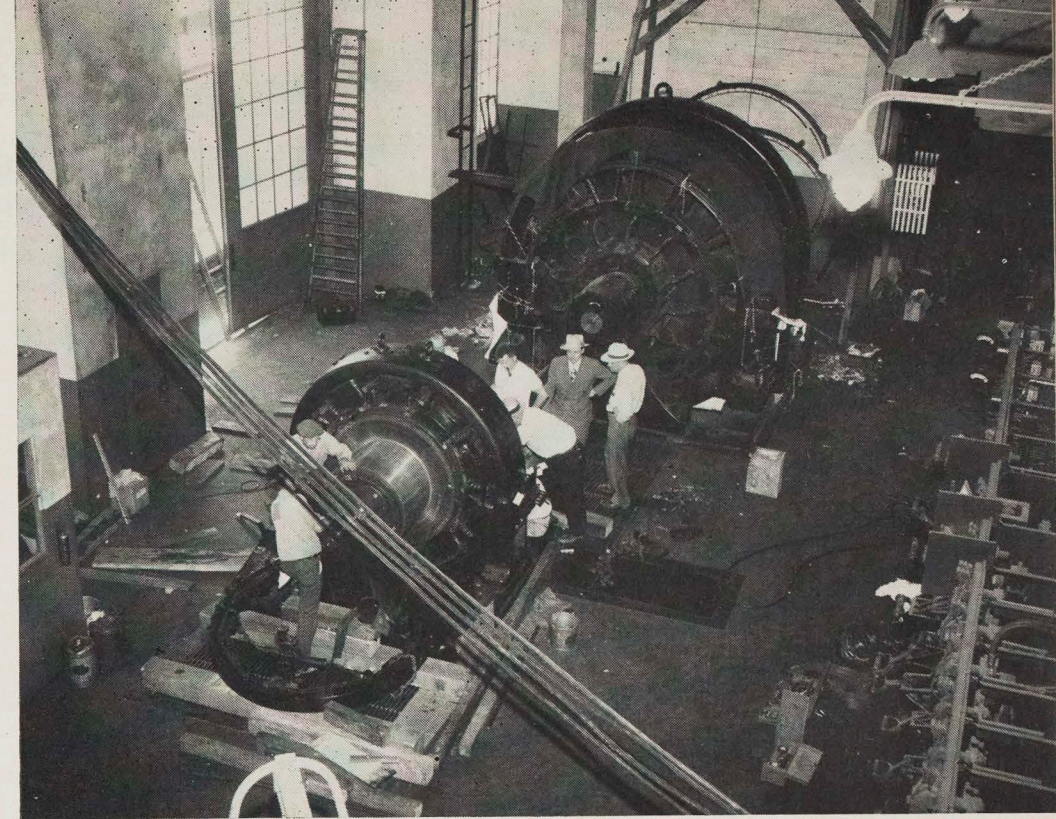
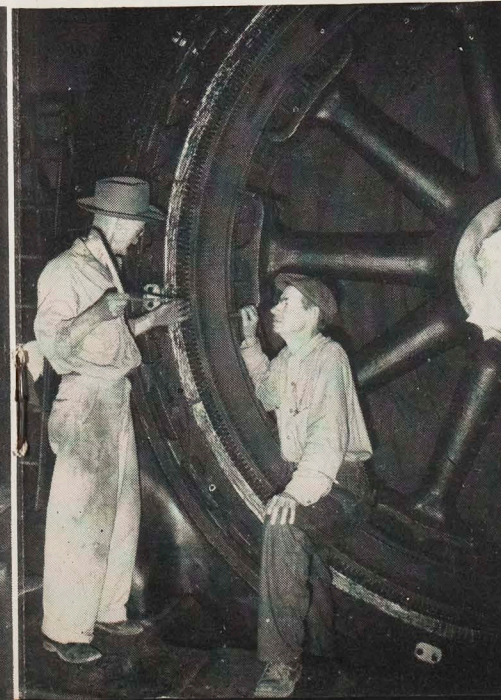


Department headed by R. H. Duguid, Electrical Engineer. Planning for the change actually started about the middle of 1946 when several conferences were held and agreements reached. The Stone & Webster Engineering Corporation was assigned to represent the Edison Company under the supervision of a separate Frequency Change Department set up by the Edison Company. The initial operation with respect to the frequency change consisted of a complete survey of all Pacific Electric Railway equipment. From this survey plans and decisions were made regarding changes required for 60-cycle operation. This was quite an undertaking in itself, as the Pacific Electric Railway has 49 substations, representing approximately 75,000 K/W capacity, which are supplying power to its scattered lines from San Bernardino to the coast and from Newport to Van Nuys.

LOS NIETOS FIRST TO BE COMPLETED

The actual change-over of equipment was begun around the first of (Continued on page 18, col. 2)

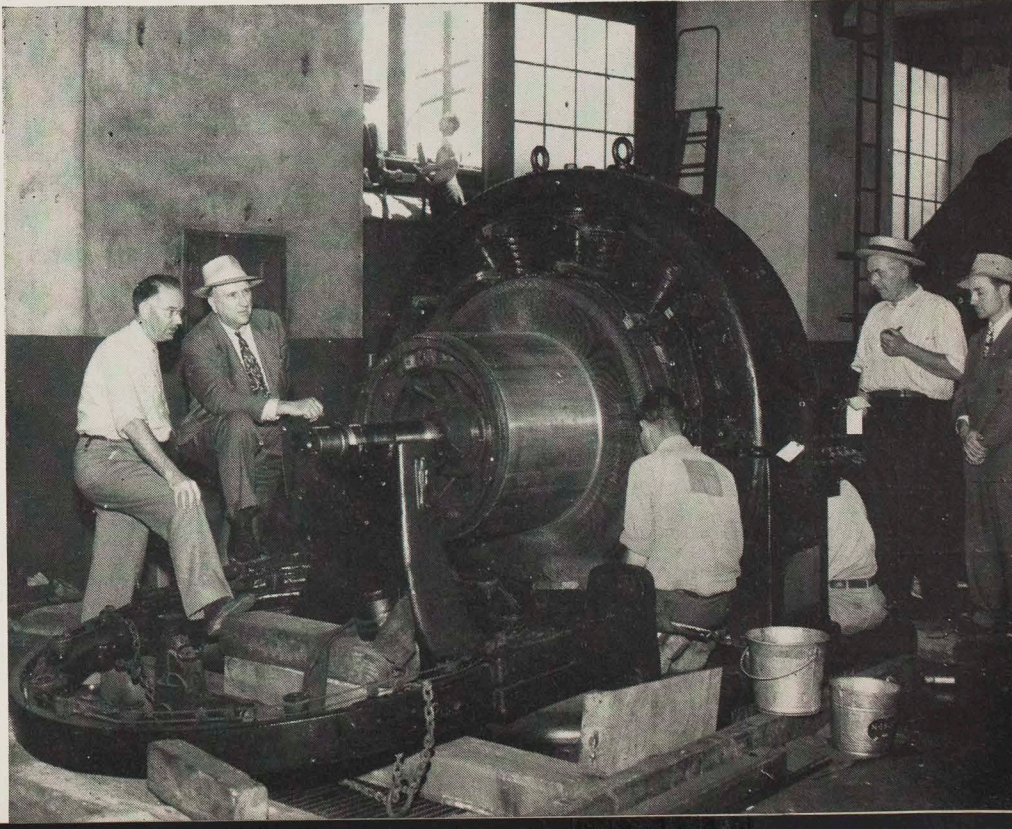
KENNETH S. COATS, Electrical Leader, holds one of the hundreds of coils in the motor-generator armature. The machine must be rewound.



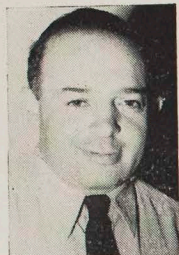
VIEW OF INTERIOR at Valley Junction Substation during the process of overhauling its electrical equipment during the frequency change. The rotary converter in foreground, though much smaller than the big motor-generator in background, delivers half again as much electric power—1500 kilowatts.

DURING FREQUENCY CHANGE

WATCHING THE WORK of the Stone and Webster men are, at left, Edwin S. Mills, Electrical Foreman, and Karl A. Greenwald, General Foreman of Substation Maintenance, both of Pacific Electric. At extreme right is Thomas J. Clark, Staff Engineer, Electrical Division, PE Engineering Department, and the writer of the accompanying article on the frequency change program.



SUBWAY TERMINAL



By Bill Newman

IF A CONTEST were to be conducted for the most popular fellow in the Subway, a blond Supervisor in the Trainmaster's Office named W. W. Wherry would place mighty close to the head of the list. As a morale builder he is tops. He is a married man, 40 years of age, and has two boys, one three and one seven.

Bill started railroading on July 15, 1926, as a yard clerk for the Missouri-Kansas-Texas Railroad. In March, 1930, he went to work for the Kansas City Public Service Company as a one-man car and motor coach operator.

He came to PE in November, 1936, and worked as a Conductor and Motorman out of Macy Street.

As the result of a reduction of force in April, 1939, he was cut off the Board at Macy Street, and for a short time worked as motor coach operator for the Santa Fe Trailways, returning to PE in July of the same year. Since then he has worked as Motorman, Motor Coach Operator, Trucker in the Freight House, Ticket Clerk, Brakeman, Locomotive Fire-



POPULAR — W. W. Wherry, Assistant Supervisor, Western District.

man, Dispatcher, and Assistant Supervisor of System Box Motor Operations.

On February 1, 1947, he was appointed Assistant Supervisor and assigned to the Trainmaster's Office on the Western District. The boys of the Subway Terminal join in wishing him a lot of good luck.

FREQUENCY CHANGE (Continued from page 17)

May, 1947. Los Nietos was the first substation to be completed and was put on 60 cycles May 9, 1947 at 11:10 a.m. It was followed by Brea Substation May 15, 1947. At present there are 14 substations operating on 60 cycles. These substations and the date each was put on 60-cycle operation are as follows:

Los Nietos	May 9, 1947
Brea	May 15, 1947
Arcadia	July 8, 1947
Azusa	July 9, 1947
Holly Avenue	July 9, 1947
Sierra Park	July 9, 1947
San Bernardino	July 14, 1947
Etiwanda	July 14, 1947
N. Pomona	July 14, 1947
Vineland	July 14, 1947
Ramona	July 14, 1947
Valley Junction	July 17, 1947
Newport	July 30, 1947
Santa Ana	Aug. 5, 1947

From the above dates it is seen that many of the substations were cut over to the new operation on the same day. This was a necessary requirement of our power distribution system and it involved preconversion of the equipment wherever possible. In other words, the substations were actually converted one at a time in most instances and upon completion of the conversion a temporary arrangement was made to allow 50-cycle operation. When all stations on a given power source were preconverted, the actual change-over from 50 to 60 cycles was completed within a few hours, or within a very short time compared to the actual period required for necessary electrical and mechanical changes involved.

STEPS INVOLVED IN A TYPICAL CHANGE-OVER

It is interesting to follow through the steps involved in a typical substation. First the preliminary survey is made of all frequency sensitive equipment, from small relays to huge motor generator sets or converters weighing as much as forty tons. This survey is carefully studied and any changes necessary are proposed, debated, rejected, or accepted and authorized. However, before any work can be done on any substation, the machines involved must be replaced

Rufus M. Woolverton, Motorman on West for 28 Years, Dies Aug. 30

FOR 28 YEARS a Motorman on the Western District, Rufus M. Woolverton died on Saturday, Sept. 30. Coming to Los Angeles from Elko, Nevada, in 1916, he went to work as Motorman on the North, and transferred to the West in 1919.



Rufus M. Woolverton

He leaves his wife, a daughter, and two grandchildren. His nephew is Lieutenant General O. W. Griswold, who has recently returned from the Pacific theater. The sympathy of all employes goes out to the family.

The funeral was on Tuesday, September 2, at the Wee Kirk o' the Heather. Several Pacific Electric employes acted as pallbearers.

Clyde Newberry Dies; On West 24 Years

CLYDE E. NEWBERRY, who had been working as Conductor out of the Subway Terminal since October 26, 1923, died of heart trouble September 14. Up to the time of his last illness, he had been working the Echo Park Line.



Mr. and Mrs. Clyde E. Newberry

Surviving are his wife, Mrs. Emma Marie Newberry, his son, Clyde E., Jr.—both of Glendale—two sisters, and his mother. Employes extend their sincere sympathy.

with a portable substation, and a frequency changer must be installed for converting 50-cycle power to 60-cycle power for test purposes. This requires a complete rewiring set-up for the portable substation and the frequency changer. Thus, the frequency change has not only put heavy demands on the Electrical Engineering

Division and its operating and maintenance forces, but has also overloaded the Signal Engineering Division, which has responded without complaint.

MUCH TESTING FOLLOWS CHANGE-OVER

When the portable substations are operating in place of the regular substation equipment, tests are made on the 50-cycle machines by using an artificial load. This is for use on a comparative basis with 60-cycle operation so that Pacific Electric is assured operation as good after the frequency change as it was before. The frequency changer furnishes 60-cycle power for making "As Left" tests for the comparisons mentioned above. Thus, we see there are six basic operations in the actual frequency change conversion within an average substation. These operations, summarized, are as follows: (1) general survey of equipment and engineering planning on changes required. (2) "As Found," or 50-cycle tests. (3) Redesign, reconnection, and changes of equipment for 60-cycle operation. (4) Tests showing operating conditions on 60-cycle equal to those on 50-cycle. (5) Temporary provisions made for operating on 50-cycle after 60-cycle changes have been made. (6) Final connection and operation on 60-cycle.

STATIONS STILL TO BE CHANGED OVER

At present Stanton Substation is in the process of the frequency change, with the following stations to be changed in the order given within the next six months: Bellflower, Bellflower Portable, Wilmington "B" Street, Maple Avenue, Wilmington, Slauson, Torrance, Van Nuys, Hawthorne, North Hollywood, Watts, and North Long Beach Substations. The remainder of the frequency change will be accomplished in 1948-49 in the following order: Dominguez, Long Beach, Los Patos, San Pedro, Portable 0187 Vineyard, Hollywood, West Hollywood, Ocean Park, Pasadena, Burlington, Culver, Portable 00180, Olive, Ivanhoe, and Burbank.

Quite often unforeseen difficulties present themselves after 60-cycle operation is undertaken. These are being ironed out as rapidly as possible, but may extend the frequency change problems as much as a year after the last machine or substation is converted.

Girl: "Do you have any green lipstick?"

Druggist: "Green lipstick?"

Girl: "Yes, a railroad man is calling on me tonight."



OUT OCEAN PARK WAY

CAMERA-WISE Correspondent D. L. Graadt van Roggen of Ocean Park sends in these pictures of men and scenes in the far western area, in place of a column for this issue. There are lots more pictures, but room for more this time couldn't be found. DLGvR took all of 'em himself.

TOP: Car leaving Ocean Park Station on a sunny day for Santa Monica.

LEFT: Shining and taking life easy while they can are, left to right, Motor Coach Operators A. W. Rost, A. A. Kuhn, and E. E. Trahan.

RIGHT: Coming to work with a smile of anticipation for what the day may bring forth are Motorman C. T. Marshall, left, and Conductor C. T. Poscy.

BOTTOM LEFT: Motorman R. Spears looking for the highball sign as he waits to leave Santa Monica for Los Angeles on the Venice Short Line.

BOTTOM RIGHT: Making a relief at Ocean Park Car House are Motorman S. B. McLemore, left, and Conductor F. A. Fletcher, Santa Monica bound.

MECHANICAL DEPARTMENT

North and South Districts

By
R. P.
Murphy



THE FAMILIAR FACE and the interesting articles that graced this column written by our Guy Gehde have taken a gracious bow. Mr. Gehde, Guy to you readers, has taken the place of John E. Pasley, Clerk, West Hollywood Car House.

Taking Guy's place at Macy Car House is Virgil D. Kartchner, who comes to us from Arizona. He now resides at Clearwater on a 3/4-acre farm where he has plenty of room to enjoy the Southern California sunshine.

Foreman J. W. Wilcomb was in Sweetwater, Texas, in August owing to the death of his father, Orrin E. Wilcomb, who passed away August 21, 1947, at Sweetwater, Texas, Hospital. He had just buried his uncle the same day. We extend our deepest sympathy.

Charles E. Good, Night Leader at Watts Car House, was married August 27 and has bought a new home in Alhambra.

Percy Butler, Macy Carpenter, spent his vacation visiting Mammoth Cave and other caves in company with his wife, son, and mother, Mrs. Ida Butler, a retired employe. Wonder if he joined the "underground"?

Luis C. Alba's mother died Sept. 19 in Tijuana, Mexico. We all extend our deepest sympathy.

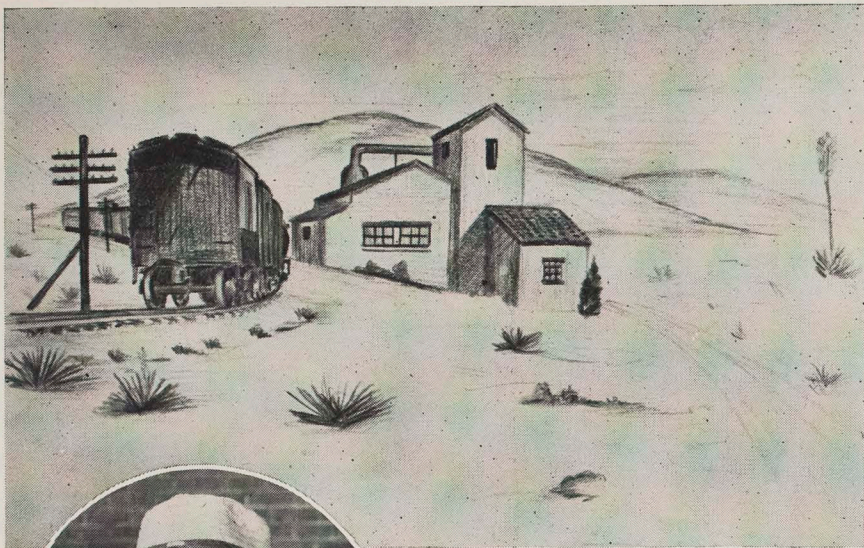
Richard E. Vaughn was married Sept. 7, and spent his honeymoon at Catalina.

William R. Tingler, Cyrus A. Maddill, Nick Sirchie, and Walter Randig hunted in the Alpine District of the High Eierras during September. They returned too late (Sept. 29) to give the score.

Death claimed Lawrence W. Lee, Macy Laborer, and Emma Earls, Car Cleaner in San Pedro, August 29.

MACY REPAIR SHOP

Hurrah for vacations! Leader Ray Burk, Electrician, Guy Fess, and Car Repairers Albin Danek and Birges Patton chose July 14. Car Repairers M. C. Hernandez and Tom Samardzich celebrated the last of July and Clifford Martin was forgetting the



PAVING FOREMAN IS ARTIST — Above is a black-and-white reproduction of an original crayon drawing in color done by Paving Foreman Dionicio Ortiz (circle) of San Bernardino. He took a correspondence course in art at the age of 12 or 13, and that's the only training he's had. He draws in other mediums, too — charcoal, ink, chalk, and water colors. Born in Mexico, he came to California in 1924 and finished grammar school. Starting as Laborer in 1936, he became Foreman in 1945.

ENGINEERING DEPARTMENT

Eastern District



By
Juanita
Schreckengost

THE MEN on the Eastern District are strictly "Whiskerino" these days—what with Covered Wagon Days in San Bernardino coming up in the near future, (October 8-13), each man has the appearance of a potential "Smith Brother" with a facial foliage a couple of inches deep.

Mr. Searing and Mr. Ortiz are wearing full-dress beards. Not to be outdone Art ("Swede") Soderberg and C. Shunk are growing goatees, but they became quite discouraged recently when a billy goat baa-aed back at them. Mr. Holmes hasn't begun his facial brush as yet—looks like he will qualify for the "Smooth-puss Badge."

In July, it was Fiesta Time at the Antonio Contreras's. Senors and

Senoritas in costumes had a gay time consuming tacos, etc., dancing, and playing games in the festively decorated garden.

JUANITA is pinch-hitting for Mrs. Mabel Forsberg, our faithful correspondent, who is on sick leave. Many thanks to her!

Retired Frt. Motorman Comes Back for Visit

JOHN W. ROGERS, who retired as a Freight Motorman in 1937 after 40 years of service, visited his old friends on PE early in August. Now living in Carbondale, Illinois, he says he ran the first car from Los Angeles to San Bernardino at the opening of passenger service in 1914. Before that, he says, he and his son, Oria, used to take care of the steam engines at Upland, getting them ready for freight hauls between Los Angeles and San Bernardino the next day.

After a round of visits, Mr. Rogers left for Salt Lake at 6:00 p.m. August 12, on the first leg of his return trip home.

In his opinion, Pacific Electric treats its retired employes mighty well, and he's proud to have worked for the company.

TO THE ENGINEERING DEPARTMENT

THEIR HAPPINESS IS IN YOUR HANDS



crane August 1. Carl Mortenson saw Grand Forks, Kansas City, St. Paul, and Salt Lake City. Hans Hanson saw Boulder Dam, and Dick Humphrey chose a trip to Colorado. Art Romero is with Texas relatives. Nick Kinzinger saw Lake Placid, New York. Virgil Clemons is with relatives in the eastern United States. S. N. Viramontes has not yet told his summer experience. Electricians J. R. Jones and A. P. Groftholdt were having a glad time August 1, while travel time for Frank Pickering was the second period in August. The J. E. Langleys took a trip to Banning and reported the weather fine.

ANOTHER GOOD MAN goes, and another good man comes. You've read the news about Guy Gehde at the top of the North & South Mechanical Department column. We had no more conscientious or loyal reporter than Guy. He was in there pitching strikes every issue, and we're sorry to lose him. Good luck in your new job, Guy! Happily, Ralph P. Murphy, the big, handsome (see cut) Lead Clerk at Macy Car House, is taking Guy's place. Ralph, who, under the supervision of General Foreman R. L. Mankins, has charge of all the clerical work—including correspondence, federal inspection reports, unemployment insurance, notary public work, trip passes, and employe records—is in a fine position to get the news from all the employes on his districts. He started work for PE in 1935 as a Mechanic at Sixth and Main, and worked in various mechanical capacities at West Hollywood, Redondo, Torrance, and Macy until he became Lead Clerk at Macy in 1944.

Safety Plaques to Be Awarded Monthly in Mechanical Dept.

THIS IS A SAFETY GANG —No Accidents This Month."

So read several plaques distributed to the various points on the North, South, and West Districts of the Mechanical Department as part of the current safety campaign to encourage employes to be safety-minded and alert to accident hazards.

If the particular point has no accidents, day or night, during the month, the plaque will be posted in a prominent place for all to see.

In the next and succeeding issues of the Magazine, points meriting plaque displays will be mentioned, so that all employes may learn of the fine records attained.

STOP NOW for a moment and think what it would mean to the wife and kids—to their happiness—if you should not come home from work tonight. Suppose, instead of greeting you at the door, they had to go to the funeral parlor and see you lying cold and dead on a marble slab.

What happens to their happiness if tonight, instead of going to the picture show as planned, they visit you in the hospital where you're lying with a broken leg?

What happens to the family if you lose a hand or foot? What happens to the family budget when your pay check is cut short—the income they depended on for food and clothes and shelter suddenly gone?

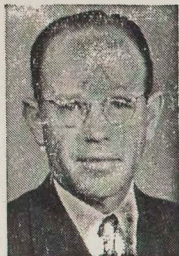
These "facts of life" are unpleasant to think of. And because they are, it behooves every member of the Engineering Department to think deeply and seriously of safety. To know the surest, safest way to perform your work and, to put this knowledge into practice. To think before you act in careless haste.

You cannot afford to take a long shot chance on death and injury! You may lose the gamble! Remember, your family's happiness is in your hands! Protect it by *working safely!*

P.S.—During July and August, 30 men in the Engineering Department took a chance and lost. Lost also were 47 working days.

MECHANICAL DEPARTMENT

Western District



By
Milton R.
Clark

TWO of the 1000-class cars, which for many years served the public, are now in service as a new office for Tom Green at the West Hollywood Car House. Tom is very pleased with his new office and wishes to express his appreciation to all those who made it possible.

John Pasley, for many years Clerk at the West Hollywood Car House, died September 5. Orrin E. Wilcomb, father of Joe Wilcomb, died August 21. Mrs. Clement, wife of Robert Clement, died September 7. Lee Otis Foster died August 10. To the bereaved of these departed loved ones we extend our deepest sympathy.

A report on vacations: Jack Hawks visited old haunts around Vancouver Island in British Columbia. Arvin Cash visited friends and relatives back in his old home State, Arkansas. Bill White made a trip back to Tennessee. "Study" Studebaker visited his father in San Joaquin Valley. "Tarzan" Williams made a trip back to Texas and Oklahoma. Herb McLaughlin visited freinds and relatives around the windy City of Chicago. Edward Bray visited relatives and fished in Oregon. Theodore Montoya took a trip to San Francisco. Arthur Ryan started out to go to Canada but became homesick in Seattle and returned home.

Anastasio Orozco is the proud father of Maria Luisa Orozco, exactly four months old on October 7.

TORRANCE NEWS TOPICS

By the Ghost Writer

S.O.S. (Safety or Sorrow) Let's all stick together on the first "S" so we may eliminate the second "S" in our lives.

VACATIONS

Pedro Jiminez is spending his vacation in Zacatecas, Mexico. Boy! what a name for a city! Hope you find your mother well, Pete.

Milton Foster, Electrical Foreman, spent one week of his vacation traveling up North, the second week coming home. Hope your new trailer, that you have spent so many evenings on, Milt, worked to your satisfaction.

Konrad Oefinger was pinch-hitting for Foster during his absence. Understand he liked being called "Mr. Foster."

Ralph ("Skinner") Mohr had a nice cool rest and vacation up at Big Bear. Surely nice to hear some one found a nice cool spot. At the time of this writing your scribe could use a nice BIG mint julep, as it must be at least 110 degrees down here at Torrance.

Florence Cheek spent her vacation with her husband. Sound unusual? Well it's thisaway: Her husband is a commercial fisherman, and he doesn't spend an awful lot of time at home, so they live in anticipation of her vacation.

MISS-LANEOUS

Nick and Irene Blume, of Torrance fame, became the proud grandparents of a baby girl August 6. Congratulations to you! We think you are a mighty fine and lucky couple.

The American Radiator Company is going to town on its construction program. It has purchased, as you may know, the north end of the Pacific Electric property. It looks as though the Torrance Shops will soon be surrounded with other industries. Certainly looks good to us Californians.

TORRANCE TRACK STORE

By Della Pinkerton

SOME YEARS AGO a young man left his native isle of Greece and eventually landed in the United States of America. His versatile talents led him into many enterprises, but in 1907 Pacific Electric claimed him for its own. When the Store Department came to Torrance it was this young man, Nicholas Vasileu by name, who came too, bringing the knowledge of railroad procedure he had gained in his duties at Graham Yards.

He was familiarly known as "Nick" and as General Foreman had all the affairs of the Track Store Yard at his fingertips. The phrase "Ask Nick; he knows!" soon became a byword. His memory was good because he was genuinely interested in the work of Pacific Electric, and when the memory stumbled, out would come his little book with the information wanted.

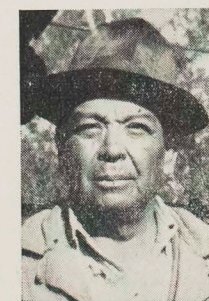


NICK & MRS. VASILEU

When Nick left his native land he left, as all her sons do, bearing in his heart the love of beauty and growing things. This it was that caused him to beautify the yard with trees. His heart yearned for beauty, but his inborn sense of thrift insisted upon usefulness; and the result was that the Track Store is surrounded by fruit trees of every description—apple, pear, plum, apricot, avocado, and, of course, figs, to say nothing of a grape arbor.

It was with a great sense of loss that the Torrance people told Nick good-bye this year when he was retired on disability. He would never have given up voluntarily but when it was decided for him that the old "ticker" could no longer answer the demands he made upon it he bowed to the inevitable and now spends most of his days in his garden at home.

Another familiar old standby left the Track Store and its busy life on

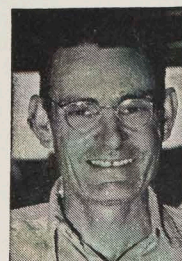


Guadalupe Arriola

July 30. Death reached out and tapped Guadalupe Arriola on the shoulder. He was stricken at his job of Crane Operator and lived only a few minutes. Guadalupe, or "Lupe" as he was called, had been in the service of the company since June of 1914 and was one of the

most dependable of the company's employes, with very little time off for sickness. A quiet, willing worker, he and his ready friendly smile are greatly missed.

SYSTEM GARAGES



By
A. L.
Bristow

MANY GARAGE EMPLOYEES are taking vacations these two months. Marion Gillett, Head clerk at Macy Garage, and J. D. Hall, Leader at Macy Garage, both took vacations the first two weeks of September. Marion planned to go to Catalina and "Shorty" to San Francisco. Both took quite a bit of kidding about the similar vacation dates, etc.

Ralph Whitfield, Mechanic at Macy, just returned from vacation and a month's leave. He and his wife took a very extensive trip through the northwest part of the United States and into Canada, visiting en route Lake Louise, Banff, Vancouver, Victoria, and Carmel, where they stayed several days. Ralph reports a very enjoyable trip, lovely weather, and beautiful scenery.

When quizzed about what he did on his vacation, Elmer Harper smiled and said: "Fished."

Look for big news from a new bowling team being organized at Macy Garage by A. R. ("Little Beaver") Chandler. Beside himself, he has signed up such eminent keepers as E. W. Randig, Oscar Giles, and W. R. Ferguson, with one position still open. "Little Beaver" is looking for any bowler working at Macy with a 250 or better average. Don't get hurt in the rush.

The boys who work by moonlight certainly deserve mention. Recently worked with Doc Beckett and his boys on the swing shift at Macy, John Roach and the boys on the graveyard shift at Macy, Roy Fortner at Temple City, and Al Blunt and the boys at Redondo. These fellows all deserve a lot of credit for the part they play in the maintenance of our fleet of coaches.

Not long ago at Macy the sound of singing (?) disturbed the stillness of the early morning with "Happy birthday, dear Sammie," etc. It developed that Ed Clark had found a large painting at the top of the hill above the garage, and he and John Roach figured it would be a fitting gift for Sam Rinkus on his birthday, just in case it did happen to be Sam's birthday.

Retired Blacksmith Flies to Scotland

TOM BROWNLEE, formerly of the Blacksmith Shop at Torrance, and now retired, has just returned with his wife and daughter from a two-months visit to his native Edinburgh, Scotland.

Flying in both directions, the family found the trip over very pleasant and enjoyable, but on the return trip, encountered a thunderstorm as they were coming into New York City.

Mr. Brownlee found living conditions "deplorable" in Scotland, as compared with those in California. Peaches in Scotland cost a shilling (25c) each, and many things in common use here in the United States he found unobtainable at any price. Food packages the family had sent overseas before leaving California proved to be "a very welcome addition" to their meals.

Mr. Brownlee says it was nice seeing the folks in Scotland, but that he was mighty glad to get back to California.

(The old-timers at Torrance wish to say "Howdy!" to you, Tom. They're glad to hear of you and your family again and of your trip "home.")

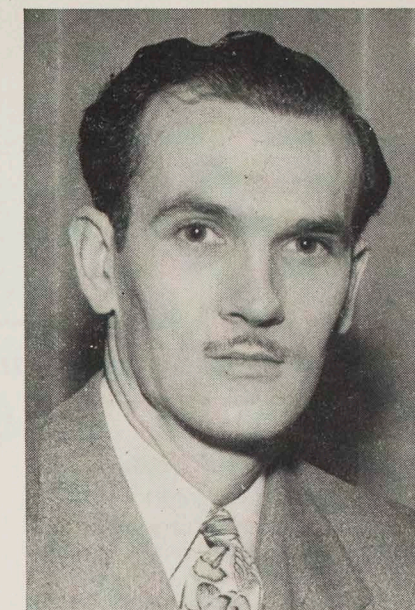
P. E. NEWS SERVICE AND RESTAURANTICS



By
J. A.
Degerman

SUPERINTENDENT and Mrs. C. F. Hill spent August 3 to 6 in Detroit, attending the Stewards & Caterers Convention. Checked news stands and restaurant operations in El Paso, Kansas City, Chicago, Detroit, Lansing, Michigan, Indianapolis and St. Louis, but had time to mix a little pleasure with business. They report a successful convention and plenty of hot weather.

A short meeting of our News Stand Agents, namely "Benny" Parisi, John McDonald, Ival Williams, Iva Lou Gibbs, Gladys McCaffery, Dexter Howard, "Mel" Meyer, Ray McCaffery, and your correspondent, was held in Mr. Hill's office. After adjournment, all attended a dinner and an educational motion picture entitled "Candy and Nutrition" at the



J. R. ABELL

Elks Club (very good!). Suggest we do this more often, as it promotes a much better employe and employer relationship.

J. R. Abell, our new Manager of the Restaurant and Fountain, succeeding R. W. Cordes, is an outstanding young man with an enviable reputation in restaurant work. He was formerly with Delaney's on the Wilshire Miracle Mile. Our best wishes are with you, Joe—we are glad to have you in our fold. (Mr. Cordes is now with the Inter-State Co.)

Have you met "Annie," our new Hostess at the Restaurant?

INFORMATION PLEASE

By
Deane H.
Koch



SOME FOLKS get all the breaks! But some, like our former chief, Sibyl Mather Raymer, often deserve them. She telephoned to tell us adieu before she and Mr. Raymer left on a grand six-weeks motor trip to Boulder Dam, Zion National Park, Brick Canyon, Salt Lake City, Laramie, Cheyenne, and points east as far as Omaha.

Recent weeks have really been lucky for us. First, of course, our

(Continued on Page 26, Col. 1)

WHAT'S YOUR TALENT?

Your Talent Scout Is Looking for "Material" for a Christmas Program Bigger and Better than Ever in 1947. Organization May Be Permanent

By Talent Scout

SPREAD BEFORE YOU on these pages are pictures and brief sketches of the careers of four Pacific Electric Railway Company employees, all fine musicians. It is too seldom that our employees have the privilege of hearing the golden voices of the three singers, Evelyn Baker, Marie Shaw Chisholm and Harry Shea, or the exquisite artistry of Martha Hiltbrand on the accordion.

HEARD LAST CHRISTMAS

Remember the Song Festival—more or less impromptu—of last Christmas in the PE Theater? None who heard it will ever forget Evelyn's beautiful rendition of "Silent Night, Holy Night" and the joyous old tune, "Jingle Bells." Harry, on the same program, with his fine tenor voice, gave to us "It Came Upon the Midnight Clear" and "Adeste Fideles." Martha was not with us on that occasion, but at other times her accordion playing has brought the charm of music to hundreds at various PE gatherings. Martha, Evelyn, Marie and Harry have promised to take solo parts in our 1947 Christmas Song Festival.

YOUR TALENTS NEEDED

Your correspondent, writing these notes anonymously, believes there are many more employees among our 7,000 or so who also have outstanding talent worth telling our readers about, whether in music, dramatics, readings, comedy, or whatever could be adapted to stage presentation. Why not write about your talent, in about 200 words, addressing "Talent Scout," c/o Editor, PACIFIC ELECTRIC MAGAZINE. If it's of news interest we'll rewrite it and print it, with your picture. Write at once, and you may be chosen to take part in this year's Christmas program. Starting date for rehearsals will be bulletined very shortly.

EVELYN BAKER *Soprano*

EVELYN BAKER, Receptionist in the General Claim Department, was born in Kennewick, Washington, near Spokane. When five years old she sang with a mature voice—practically equal to that of an adult, a Victrola being her favorite accompaniment. During the early years of schooling, Evelyn moved to Medicine Hat, Alberta, Canada, where a tragedy occurred—her beautiful singing voice became silent—probably because her vocal cords were pitched too high to sing along with her schoolmates at about middle C.

More than ten years were to elapse before Miss Baker sang again. In the interim, she moved to Edmonton, pursuing piano studies with the Toronto Conservatory of Music. After four years of hard work she received the degree of A.T.C.M. (Associate of Toronto Conservatory of Music.)

In the meanwhile, Evelyn made several attempts to recover her singing voice by accepting small parts in school operettas, and practicing zealously at home for hundreds of hours. During this period her large piano repertoire opened up a broad field for her as her own accompanist, as her singing voice rapidly returned with remarkable volume, tonal quality, and accuracy of pitch. Although as a pianist she had now attained her A.T.C.M. degree, her natural outlet of musical expression was her voice, and, from this period on, every possible moment was devoted to vocal development and the expansion of her repertoire in radio, concert, and church solo work.

For example, Miss Baker appeared as a soloist on radio stations CKUA, CFRN, and CJCA, the last-mentioned giving her a sustained program of several months duration on a Canadian coast-to-coast hook-up.

GOES TO HOLLYWOOD

With fame now more secure, Evelyn departed for Hollywood, joining her brother, Leon I. Baker of the National Institute of Music and Arts, who was instrumental in securing for her one of this nation's outstanding voice teachers, Helen McCarthy Burt, who studied under Emilio Roxas, teacher of Martinelli and Jan Peerce.

Miss Baker is appearing publicly now as soloist at Temple Baptist Church, as featured soloist under the National Institute of Music and Arts, and as regular soloist of the Southern Pacific Company Band. She also appeared in the Long Beach Light Opera Company's "New Tales of Hoffman." The Metropolitan stage is her goal. More power to Evelyn.

HARRY SHEA *Tenor*

HARRY SHEA, member of the Central Timekeeping Bureau of the Accounting Department, was born in Peoria, Illinois. At sixteen, while singing in his church choir, the fine quality of his voice attracted the notice of a teacher who encouraged Harry to take vocal lessons. After a few years, he became soloist in St. Bernard's Church in Peoria, and at the same time he took part in amateur shows, followed by a radio singing program on Station WMBD.

VOICE IN DEMAND

Harry moved to Los Angeles in the fall of 1942, entering Pacific Electric Railway Company service at that time. In December 1942 he sang in a Pacific Electric Railway Company musical show in our Auditorium. His outstanding success in that show brought his beautiful tenor voice in frequent demand for programs sponsored by the Pacific Electric Club and other clubs of Los Angeles and Hollywood.



MARIE SHAW CHISHOLM



EVELYN BAKER



MARTHA MEEK HILTBRAND



HARRY SHEA

FOUR OF PE'S MOST OUTSTANDING MUSICIANS

Since 1942 Harry Shea has studied voice under the well-known coach, Ralph Gansko. As the years go by, those of us who have heard and admired Harry's voice have watched with interest the fine progress he has made in musical circles. Harry can be heard each Sunday at noon mass at St. Peter's in Beverly Hills.

MARTHA HILTBRAND *Accordionist*

IN MUSICAL CIRCLES of this company probably no one is better known than Martha Hiltbrand, of our Central Timekeeping Bureau. She has given her marvelous talent on the accordion so generously and so often that a show or gathering of any size requiring music doesn't seem complete without her.

Martha's love for music was manifested at an early age, as she sat rapt, and quietly listening to her brother practicing his piano lessons. She recalls those happy moments quite vividly. On her 17th birthday she received a brand-new man-sized accordion, which offered her an outlet for the music stored up within her during the preceding years. She already knew how to read music—it was now necessary for her to master the technique of playing the instrument. She began at once to do so—a thin little girl with a big accordion. Martha is self-taught, save for a few suggestions from the nationally famous accordionist, George Pantalone.

STARTED AT PE CAMP

Her career as an accordionist started away back in 1931 at the Pacific Electric Camp. Some of us remember the "Neapolitan Nights" stunts at the camp, for which Martha furnished the music.

In 1932 she was becoming more widely known, doing solos on KFI, KECA, KPXM, and KGER. At the

latter station, in Long Beach, immediately after the big earthquake, Martha was just about the entire program for a while, except for news bulletins.

During the following fourteen years demands for Martha's superb accordion performances grew by leaps and bounds. For instance, among other things, she was on the "Nick Harris, Detective" program on KFI, and with Don Wilson (yes, you know him) when he played the part of "Big Brother Dan." Then there were five months in the Italian Village at the Chicago World's Fair, as well as a season at Yosemite National Park.

PLAYS AT "THE DRUNKARD"

Martha is probably best known for her versatility and art at "The Drunkard," where she plays atmosphere music during the play, entertains in the patio during intermission, and produces fun music in the olio.

Martha Hiltbrand is Pacific Electric's own special talent, and we are proud of her.

MARIE SHAW CHISHOLM *Coloratura Soprano*

MANY OF US have known Marie Show (now Mrs. Rae Chisholm) since she was a little girl. We can easily recall when she began her career as a dancer, at 12, flitting before the footlights at various benefits and Pacific Electric Railway Company performances, with lovely, natural grace and charm uncommon with children of that age. At fourteen, public school authorities granted to her special vocal training, sensing that a potential coloratura soprano was in the making. Marie forsook her dancing career at this time, utilizing every available moment for vocal culture and training.

The beautiful voice of a lovely girl, still in her early teens, couldn't remain unknown for very long, and as a consequence, Marie was soon singing as soloist in churches, Chamber of Commerce concerts, and, of course, Pacific Electric Railway Company performances.

HAS BEST TEACHERS

The very best voice coaches in Hollywood, such as Major Herbert Wall and others of national repute, became her mentors. Paul Reese, vocal coach and operatic repertoire teacher of New York, also offered invaluable guidance for a successful career. As a result of these influences, Marie has pursued courses for radio, television, concert and opera work. Friends of that immortal group, Mme. Schumann-Heink, Carrie Jacobs Bond, and Charles Wakefield Cadman, have encouraged Marie during recent years of her career, in the full realization that she has a voice that will open the door to a glorious future, in due course of time.

AUDITIONS SUCCESSFUL

In the past few years, Marie has made auditions for and was accepted by telecasting Studios (television) in Hollywood, KFI, Hollywood Bowl, season of 1946, "Oklahoma" (road show) and Atwater Kent. She hopes to be a contestant in the Atwater Kent auditions in 1948. There are hopes, also, that we shall be able to hear Marie sing in the Hollywood Bowl next season.

At present our heroine is a very busy person, being employed in our Personnel Department, as well as doing solo work in several churches, occasional wedding services, and the Hollywood Dinner Club.

Those of us who have heard Marie Shaw Chisholm sing, and have sat spell-bound at the beauty of her voice, feel certain that she will become an operatic star—the aim of all great artists.

CAN YOU SING? PLAY? ACT? READ?

VOLUNTEER FOR THE CHRISTMAS FUN!

INFORMATION

(Continued from Page 23)

raise; then the finishing touches to our main floor desk, plus new time-table racks and even new floor coverings. Come and see the improvements.

It seems our summer traffic is about over, but—BUT—now we have regular commuters in addition to school commuters of all ages to all points, involving books of tickets, half fares, etc. It's dig, dig, dig these days. New routes, changed schedules, specials here, specials there, and Catalina goes on and on. We heard that one Information Clerk, who talks in her sleep, mumbled one night: "Gate Eleven!"

Yes, I think we have the new L. A. trackless trolleys down pat—come ahead and ask.

We just had an inquiry from a party wanting to know whether purchase of a commuter's book would assure transportation for the owner at any street corner, even though the busses were full.

Bessie Bundy is making a scrap-book of cartoons concerning information bureaus and other aspects of transportation. She'd appreciate contributions of pictures, and asks that they be left at the main floor Information Desk.

Thanks to Adeline for her help on this issue of Information Please!

ACCOUNTING DEPARTMENT



By **Marge Zimmer**

ABILITY will enable a man to get to the top, but character is the only thing that will keep him from falling off."

Joe Lortie, Head Clerk, Freight Accounts, has been granted an indefinite leave of absence, after 22 years of outstanding service, to take over the position of Assistant to General Chairman R. V. Rachford; also to take over the management of the Railway Clerks Federal Credit Union.

As he was departing for his new duties, Joe remarked to your correspondent that there was a lump in his throat whenever he thought of even the slight separation from his



H. R. GRENKE, newly-appointed Acting Treasurer, and his proudly displayed double-barreled desk pen set, gift of Central Timekeeping Bureau employes. Mr. Grenke was formerly Senior Assistant to Auditor in charge of the Central Timekeeping Bureau.

friends of many years standing. Joe, we feel the same way about you, too.

He also asked me to express his deep appreciation for the cooperation and loyalty that have been manifested during his years of supervision, and his hopes that he will be able to serve employes in future through the medium of the Credit Union activities.

Mr. Lortie will be succeeded by J. L. Pujol, former Traveling Auditor.

Still hear that ringing in your ears? Just more wedding bells. Marge Sigrist, Statistical Clerk, and Johnnie Thatcher, Interline Settlement Clerk of Freight Accounts, flew to Las Vegas, April 26, to say "I do." Course the secret wasn't revealed until August. Shirley Carter of Freight Accounts took the walk to meet Bill Fawley September 21 at Country Church of Hollywood. Mildred Dettman, Clerk of Freight Accounts, and Charles Kloth, employed with the Los Angeles Post Office, rang their bells September 27 at the First Baptist Church of Huntington Park. G. Lamb, also of Freight Accounts, and Ruth Sykes were married at Reno August 25.

CENTRAL TIMEKEEPING BUREAU

By **Ida Stein**

EFFECTIVE September 1, H. R. Grenke was appointed as Acting Treasurer for Pacific Electric Railway Company. His new appointment coincided with the completion of his fortieth year for Pacific Electric Railway. On September 17, the Central Timekeeping Bureau presented Mr. Grenke, as a parting gift, a desk set of two Sheaffer fountain pens. Mr. Grenke stated he didn't deserve it but after a little persuasion he consented to take it. Here's wishing you luck and success in this new capacity!

Congratulations to R. C. Hollinger, newly appointed Assistant to Auditor in charge of Central Timekeeping Bureau following Mr. Grenke. Our best wishes for your success are included in our welcome.

And speaking of welcomes, the mat is thrown out for Bill Turpen, our new Checker.

It seems old Sol really shone on our vacationers. Almost all our fellow pencil pushers returned tanned, burned, or peeling.

Madelyn Mathews sunbathed on a yacht at Balboa. Mr. and Mrs. Charles Wilkins and Daughter Barbara visited lakes and rivers in Northern California.

Mr. and Mrs. Arthur Reshaw went to Ensenada and thence to Catalina but were shocked at the number of people leaving for Catalina on a Monday of all days! Mr. and Mrs. Don Houston visited San Francisco and then Reno, Nevada. To make it a triple-header, they spent some time in the Idyllwild Mountains.

Mr. and Mrs. Dave Hiltbrand vacationed up at Big Bear. Margarete Christensen visited Carlsbad.

WE REGRET to say that faithful CTB correspondent V. B. Tellechea is no longer with us, having resigned from her position as Statistical Clerk on August 30 to assume the duties of full-time housewife in her Sierra Madre duplex for husband Sammy, Chief Rate Revising Clerk at the Los Angeles Freight House. Her breezy, clever, seriocomic chatter about CTB personalities, carried on for the past four years in the Magazine, will be definitely missed—and so will she. With this issue, however, we present V. B.'s successor, **IDA STEIN**, Typist-Clerk in CTB. With PE since August, 1943, she now spends her time typing unemployment claims and polling tax statements for all employes. In her spare time she and her husband, Don, write songs.

P. E. POST 321 AMERICAN LEGION

By **John L. Morris**

CONGRATULATIONS from the entire post membership are in order for our newly-elected officers. Since the installation they have been doing an excellent job, from Comrade Wilcox, our newly-elected Commander, on down. The entire membership will endeavor to assist you and your staff in any way possible, at all times, Comrade Wilcox.

Our increase in membership has been slow during the summer months.

Would like to suggest that the Membership Committee do their utmost to try for an increase in membership and number of active members in our post. We wish to say **WELCOME**, and offer our hospitality, and aid if necessary, to Comrades **Charles H. Bott** and **Patrick J. Harkins**. Comrade Harkins served in the Coast Guard during the war, but now he is serving the public as a Conductor on the "Big Red Cars."

We wish to express our greatest sympathy to the family and friends of Comrade **O'Brian**, who died on August 12. Funeral services were held August 16, at 48th and Crenshaw.

AMERICAN LEGION AUXILIARY

By **Ethel M. Heath**

MISS DORIS LYDIA CROSSLLEY, daughter of Mr. and Mrs. John Shelton, was married to **James H. Kennedy** on Saturday evening, September 6, in St. Anthony's Church, Long Beach, with a reception at the home of the bride's mother—a Long Beach Ticket Clerk—following the ceremony. Best wishes to the bride and groom. They will be at home at 707 Maine Avenue, Long Beach.

The following members had birth-

vice Officer; **C. E. Rose**, proxy for Executive Committeeman **F. W. Nichols**; and **J. L. Morris**, Historian.

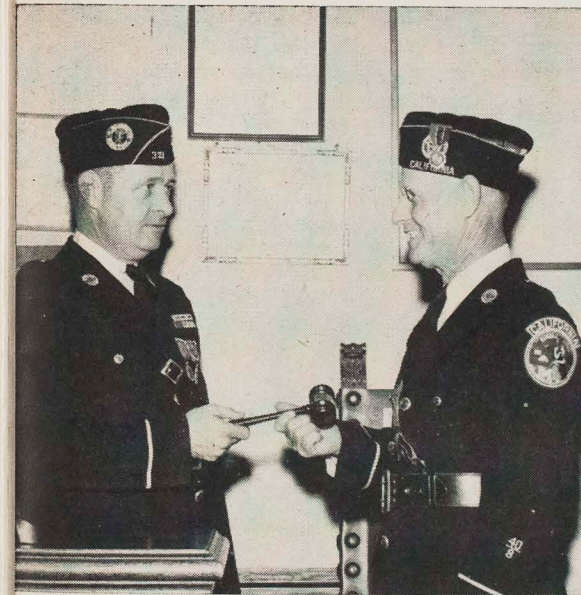
LOWER RIGHT, Past President **Lydia Shelton**, at right, presents the gavel to incoming President **Bernyce Rose**.

LOWER LEFT, the group of incoming officers includes, left to right, **Ollie Jacot**, Chaplain; **Lillian Lyons**, Cora Newhouse, and **Alice Newman**, Executive Committeemen; **Kathryn Brown**, Treasurer; **Lydia Shelton**, Past President; **Juanita Braley**, First Vice President; **Bernyce Rose**, President; **Phyllis Snyder**, Marshal; **Phyllis Withee**, Secretary; **Sylvia Morris**, Historian; **Maple Malmborg** and **Ellen Bryant**, Past Presidents; **Ethel Heath**, Sergeant at Arms; and **Leota Wilcox**, Second Vice President. Under their new officers, the Post and Auxiliary look forward to a fine year.

RESPLENDENTLY ATTIRED, the men of Pacific Electric Post 321, American Legion, and the women of the Post Auxiliary, attended the installation of officers for the coming year at Patriotic Hall, 1816 South Figueroa Street, last July 22.

UPPER LEFT, **R. E. Withee**, Past Commander, at right, presents the gavel to incoming Commander **C. E. Wilcox**.

UPPER RIGHT, the group of incoming officers includes, left to right, **O. R. Newhouse**, Executive Committeeman; **B. P. Heath**, First Vice Commander; **A. C. Steward**, Second Vice Commander; **R. E. Withee**, Past Commander; **W. D. Parker**, Chaplain; **C. E. Wilcox**, Commander; **H. F. Sayles**, Sergeant at Arms; **K. M. Brown**, Finance Officer; **J. W. Foore**, Adjutant; **R. E. Mead**, Ser-



days in September: Betty Bott, Kathryn Steinmueller, Phyllis Withee, Kathryn Hardy, Mary Clark, Ruth Phillips, Patricia Oglesby, Marie Hoover, Juanita Braley, and Mary Jorgenson. October brought birthdays to Anna Marie Bral, Geraldine Ryan, and Leota Wilcox. Birthday greetings to everyone.

VETERANS OF FOREIGN WARS
P. E. Post 3956



By
J. F. O'Malley

THE VETERANS of Foreign Wars of the United States is planning to be hosts Armistice Day, November 11, at the Los Angeles Memorial Coliseum to one of the most gigantic celebrations ever put on by our organization on this day. According to present plans the "Battle of the Marne" will be presented in the most minute detail with the California National Guard participating.

A large array of film talent and notables are also to appear. Final votes for "Armistice Day Queen" will be in and she will be presented.

After the spectacle there will be five lucky people who will drive away from the Coliseum in new Kaiser-Frazer automobiles.

We are looking forward to this event, and, with the support of civic organizations, we expect a huge success.

WINNING TORRANCE SHOPS TEAM—Left to right, front row: Pete Perez, Dewey Hamilton, Pasqual Cendejas, Martin Murguia, Victor Waldorf, George Lallich. Rear row: Jack Wright, Bob Alcantra, John Texer, Tony Reza, Art Sepulveda, Earl Brucker. They won two in a row from their opponents, first at Echo Park and again at Torrance.



PACIFIC ELECTRIC BOWLING NEWS

By Charlie Hill

WITH THE SOUND of the gong, 120 keglers or 24 teams started off the 1947-48 bowling season on September 19. With an increase of four teams over last season (and there would have been more had we the facilities to handle them), the two branches of the league this year fill the Arcade Recreation's 12 lanes to capacity. Many of the old faces are back and there are some new ones, including two new teams of the fair sex from the Auditor's office. Judging by the enthusiasm shown, this will be one of the most successful seasons, and every team is out to be the first winner of the much coveted President's Trophy, donated by President O. A. Smith; and the individuals are aspiring to those two bowling ball prizes donated by Manager N. B. Vickrey of the PE Club.

In a rather spirited election at the annual meeting the following were selected as officers of the league for the ensuing year: Your scribe, who is a glutton for punishment, accepted the presidency for his fifth term, but has given definite notice that this is his last. Period. Frank Converse was elected First Vice-President and Carl Hill Second Vice-President. Charlie Gonzalez, the old war horse, is still with us as Secretary-Treasurer. Burleigh Manley was re-appointed League Manager for the Six o'Clock Branch, and Archie Brahm takes over that role in the Eight o'Clock Branch, the two appointments being made by Mr. Vickrey.

The PE Lions won the championship in the Mixed Summer League, which came to a close August 29. This team consisted of Nolan Lambert (Captain), Mike George, Floyd

Patterson, Patsy Lambert, and Irene Patterson. Congratulations to the Lions. The PE Bears, captained by Preston Jones, came in second, four points behind the winners. In the sweepstakes on September 5, "Pee-wee" Wheeler won the first prize with a 596 series; Preston Jones (584) second, Clyde Henry (567) third, and Nolan Lambert (561) fourth.

Torrance Shops Wins from West in Softball

By Jack Gerhardt

THE PE SOFTBALL TEAM from Torrance Shops journeyed all the way to Echo Park, Friday evening, September 12, to play the first of a best two out of three series for the PE championship against the West District team. The trip was well worth it, as Torrance went home with a 15 to 9 victory to their credit. Some 150 spectators viewed the free scoring contest, including many employees and their families. It was a clean game with plenty of action and a good time was had by all. Home runs by Red Taylor and Johnny Texer were the highlights of the game.

THE SECOND GAME of the Pacific Electric softball series played in Torrance was the finest pitchers' battle the Torrance Ball Park had this year. Two hundred or more spectators thought so anyway. The game was the shortest-played contest on record, taking only 55 minutes from start to finish. Each team was able to get three hits, there was only one error, and there were ten strike-outs. The people who watched the game at different times rose from their seats to cheer spectacular plays. It was hard to believe these same two teams just one week ago had a slugfest. Torrance won 2 to 1.

DEFEATED BUT NOT DOWN WESTERN DISTRICT TEAM—Left to right, front row: Wimpy Comstock, F. Jimenez, Jack Gerhardt, Bill Tenneson, F. H. ("Red") Taylor, and, front & center, Mascot Junior Heurkins. Rear row: R. J. Heurkins, H. J. Heurkins, E. I. Ickes, C. C. McKay, P. Jimenez. Junior did his level best.



PACIFIC ELECTRIC ROD AND GUN CLUB

By Arlie Skelton

GREETINGS, Rod and Gun Clubbers:

Yours truly made a recent survey of deer-hunting prospects through the length of the State and noted they were rather scarce in the lowlands at that time. However, conversing with other sportsmen disclosed the deer plentiful in the highlands. Poaching during wartime meat shortage has not helped matters. Best prospects for big bucks seem to be in Modoc, Shasta, Siskiyou, and Trinity counties for blacktail buck; the High Sierras for a general mixture of species. It's a good idea to know where you are going before you start out, as many of the approaches to national forests are blocked by private property. You have to know the angles to get to them.

If you are a sportsman, remember the game warden is your best friend. Consult him freely on any problem you may have, and attend your Rod and Gun Club meeting the second Wednesday of each month at 7:30 p.m.

PACIFIC ELECTRIC MASONIC CLUB

By M. J. Davison

THE BIG NEWS is about our twenty-fifth anniversary dinner. It is to be held at Scully's Cafe, 4601 South Crenshaw Blvd., on Wednesday, October 29, at 7:00 p.m. Your committee is making arrangements for a fine program. An outstanding speaker will be there and no expense is being spared to make this the finest party we have had. If you have a Masonic brother you would like to bring as a guest, get him lined up. Tickets are on sale at various points.

We are sorry to learn that Past President R. E. Labbe is still not in the best of health.

I believe Brother Guy Woolley is the only member who is Master of his Lodge this year. Guy is Master of Elysian Lodge and extends an invitation to any brother who can to drop in some time. Elysian meets on Thursday evenings at 1659 1/2 Sunset Blvd., Los Angeles.

It was with sincere regret that we learned Brother F. E. Peachey has been called to the Supreme Lodge Above on September 5. Brother Peachey retired from active service on July 1, 1937, but remained active in civic affairs in San Bernardino until shortly before his death.

C. W. Wisler Defeats H. A. Laass for Straight Pool Championship

GIANT-KILLER C. W. Wisler, Subway Trainman, defeated H. A. Laass, white-haired Conductor out of Sixth and Main, for the straight pool championship of Pacific Electric last Sept. 17 on the PE Club tables by a score of 150 to 112. There was a field of 32 entries.

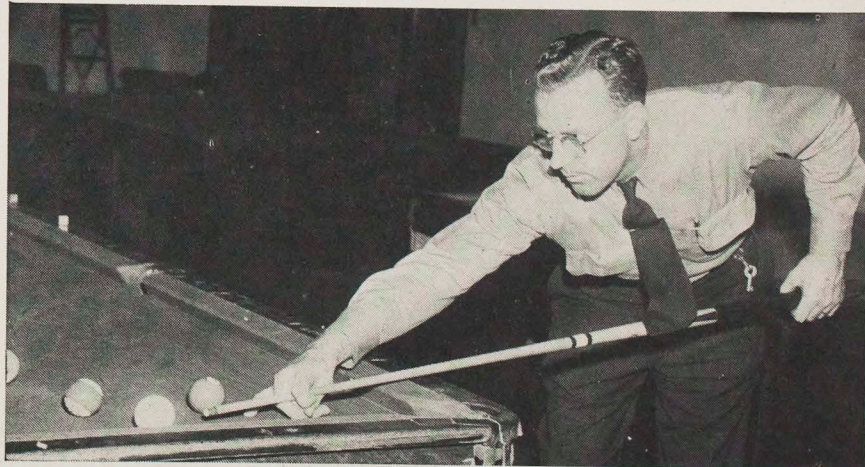
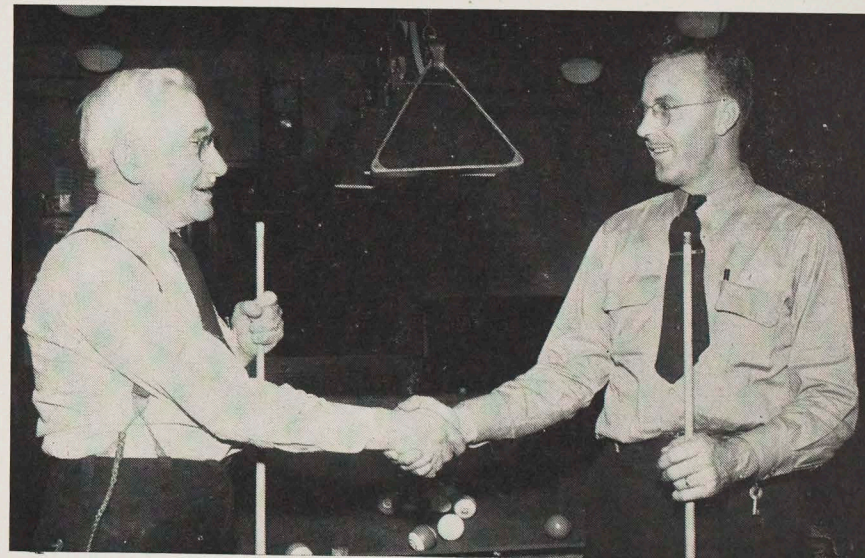
PRIZES GIVEN

Conclusions: a fine big brass trophy for Wisler; another fine trophy, not quite so big, for Laass; and a beautiful new pool cue apiece for the two semifinalists, Curnutt and Scranton—

all presented by the PE Club. W. G. Wooten, Macy Mechanic, gets a mounted eight-ball.

ACKNOWLEDGMENTS MADE

To Tournament Chairman Bill Newman, Subway Trainman, for originating the tournament; PE Club Manager N. B. Vickrey, and his ubiquitous assistant, Sam Newcomer, for assisting Bill to keep the ball rolling; and Trainmen Cardwell and Laass for refereeing most of the matches, all interested pool players owe a debt of thanks.



TAKE YOUR CUE FROM THESE FINE SPORTSMEN

ABOVE: H. A. Laass (left) smilingly congratulates C. W. Wisler, winner of the Pacific Electric System Straight Pool Tournament, just after their two-hour match for the championship.

BELOW: Left-hander Wisler demonstrates the form that took him to victory.

PACIFIC ELECTRIC CLUB BULLETIN

FRIDAY, OCTOBER 10:
PE Agents Association Monthly Meeting—7:30 p.m.
PE Bowling League Matches—6:00 p.m. & 8:15 p.m.—Arcade Recreation Center.

TUESDAY, OCTOBER 14:
American Legion Post No. 321—Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321—Semi-monthly Meeting—8:00 p.m.

WEDNESDAY, OCTOBER 15:
PE Camera Club Monthly Meeting—7:30 p.m.

THURSDAY, OCTOBER 16:
PE Women's Club Afternoon Card Party. Bridge and 500—1:00 p.m.

FRIDAY, OCTOBER 17:
PE Bowling League Matches—6:00 p.m. & 8:15 p.m.—Arcade Recreation Center.

TUESDAY, OCTOBER 21:
Veterans of Foreign Wars Post 3956—Semi-monthly Meeting—8:00 p.m.

THURSDAY, OCTOBER 23:
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.

FRIDAY, OCTOBER 24:
PE Bowling League Matches—6:00 p.m. & 8:15 p.m.—Arcade Recreation Center.

TUESDAY, OCTOBER 28:
American Legion Post No. 321—Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321—Semi-monthly Meeting—8:00 p.m.

FRIDAY, OCTOBER 31:
PE Bowling League Matches—6:00 p.m. & 8:15 p.m.—Arcade Recreation Center.

TUESDAY, NOVEMBER 4:
Veterans of Foreign Wars Post 3956—Semi-monthly Meeting—8:00 p.m.

THURSDAY, NOVEMBER 6:
PE Women's Club Afternoon Card Party. 500 and Bridge—1:00 p.m.

FRIDAY, NOVEMBER 7:
PE Bowling League Matches—6:00 p.m. & 8:15 p.m.—Arcade Recreation Center.

TUESDAY, NOVEMBER 11:
American Legion Post No. 321—Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321—Semi-monthly Meeting—8:00 p.m.

WEDNESDAY, NOVEMBER 12:
PE Rod & Gun Club Monthly Meeting. Pictures and Refreshments—7:30 p.m.

THURSDAY, NOVEMBER 13:
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.

FRIDAY, NOVEMBER 14:
PE Agents Association Monthly Meeting—7:30 p.m.
PE Bowling League Matches—6:00 p.m. & 8:15 p.m.—Arcade Recreation Center.

TUESDAY, NOVEMBER 18:
Veterans of Foreign Wars Post 3956—Semi-monthly Meeting—8:00 p.m.

WEDNESDAY, NOVEMBER 19:
PE Camera Club Monthly Meeting—7:30 p.m.

THURSDAY, NOVEMBER 20:
PE Women's Club Annual Bazaar. Proceeds used to cheer employes confined at hospital and unfortunate members of PE Family. Doors open all day.

FRIDAY, NOVEMBER 21:
PE Bowling League Matches—6:00 p.m. & 8:15 p.m.—Arcade Recreation Center.

TUESDAY, NOVEMBER 25:
American Legion Post No. 321—Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321—Semi-monthly Meeting—8:00 p.m.

THURSDAY, NOVEMBER 27:
Thanksgiving Day, Legal Holiday—Club Rooms closed.

FRIDAY, NOVEMBER 28:
PE Bowling League Matches—6:00 p.m. & 8:15 p.m.—Arcade Recreation Center.

TUESDAY, DECEMBER 2:
Veterans of Foreign Wars Post 3956—Semi-monthly Meeting—8:00 p.m.

THURSDAY, DECEMBER 4:
PE Women's Club Afternoon Card Party. Bridge and 500—1:00 p.m.

FRIDAY, DECEMBER 5:
PE Bowling League Matches—6:00 p.m. & 8:15 p.m.—Arcade Recreation Center.

TUESDAY, DECEMBER 9:
American Legion Post No. 321—Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321—Semi-monthly Meeting—8:00 p.m.

WEDNESDAY, DECEMBER 10:
PE Rod & Gun Club Monthly Meeting. Motion Pictures & Refreshments—7:30 p.m.

HERE AND THERE With THE WOMEN'S CLUB

By Grace S. Bishop

THE ACTIVITIES through the summer months consisted of the regular card parties, held every first and third Thursday, and the annual picnic held August 1 at Torrance Park.

A beautiful day with a cool refreshing breeze (it was 95 degrees inland) coupled with wonderful "eats" made it a perfect day.

Summer vacation means nothing to the little Hospital Chairman, Mrs. Ingham Brearley, for she is on the job every Wednesday with her basket of magazines, candies, and smokes and a real heart interest in every one she visits. The little "limey," as she is affectionately called, finds many of her husband's old friends. Mr. Brearley, long deceased, was a former Motorman on the Western District.

During the year our hearts were saddened by the sudden passing of Mrs. Rena McDaniels, one of the staunchest friends the Club ever had—to know her was to love her. Time alone heals the pain of parting, but we miss her greatly and our thoughts and sympathy are with Mr. McDaniels and the daughter, Mrs. Elva Trask.

The meeting held on September 11, designated as President's Day, leads us into our 20th year. Remember the three lines voiced by our first President, Ruth Green? "Coming together is a beginning, working together is improvement, keeping together is success." Let's all remember that a regular attendance will do wonders in "keeping together."

We were sorry Messrs. O. A. Smith, Clifford Thorburn and Glenn E. Collins could not be with us, but the most important member of our family, Mr. F. E. Geibel, was present. It was in March, 1929, that he organized the Women's Club, and throughout all these years his words of praise and encouragement have always given us an incentive to keep rolling along.

Mr. N. B. Vickrey, the best friend a club could have (he has never missed a party), had both hands extended offering help in any way possible that might further the success of the Club.

There were vacation talks and all kinds of fish stories—plans were outlined for the annual bazaar which will be held Thursday, November 20, with the usual tables of fancy work, aprons, candy, etc., etc.—also the usual \$25.00 merchandise order and a luscious fruit cake made by the Club



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PHOTOGRAPHY
Harley B. Talbott

(Owing to the absence of Mr. Talbott on vacation, Photographer Al Rommel kindly consented to take the fine photos of the X-ray Department on pages 1-7.)

Copy deadline for the November-December issue will be November 10.

President, Mrs. Palmer. The Pacific Electric Club Bulletin will keep you posted in case you forget the date.

Tuesday, October 14, the group is swooping down on the Farmer's Market for lunch and sight-seeing.

After the business session delicious refreshments were served in the tea room on beautifully decorated tables, all created by a former President, Mrs. Mabel Smart.

And so ends our first meeting of a new year—won't you join us, either on the second or the fourth Thursday of the month?



—Photo courtesy L. A. City Board of Education

GOLDEN RULE DAYS

HAPPY-LOOKING BUNCH, aren't they? Heedless, too. Mostly too busy being "one of the gang" to be careful where they're going. Likely as not they may run in front of your bus or train as you pass near their school. Some may run out into the streets in their careless play to and from school.

Watch 'em, Mr. Trainman and Mr. Operator! Especially those little shavers who may be on their own for the first time, going to school. Warn 'em — good-humoredly, patiently, and persistently — to watch traffic.

And remember, they'll do nearly anything for a guy who shows he likes 'em. — Might even be careful, maybe. A lot depends on you.

IT'S CORRECT UNIFORM TIME



ALL THE TIME

*Are You
Up-to-the-
Minute?*

CHECK YOUR
SCORE:

(10 out of 11 is
just fair)

- Hat clean?
- Shoes shined?
- Clean black tie?
- Clean shirt?
- Clean coat?
- Coat pressed?
- Buttons all there?
- Trousers clean?
- Trousers pressed?
- All insignia OK?
- Shaved today?
- TOTAL SCORE