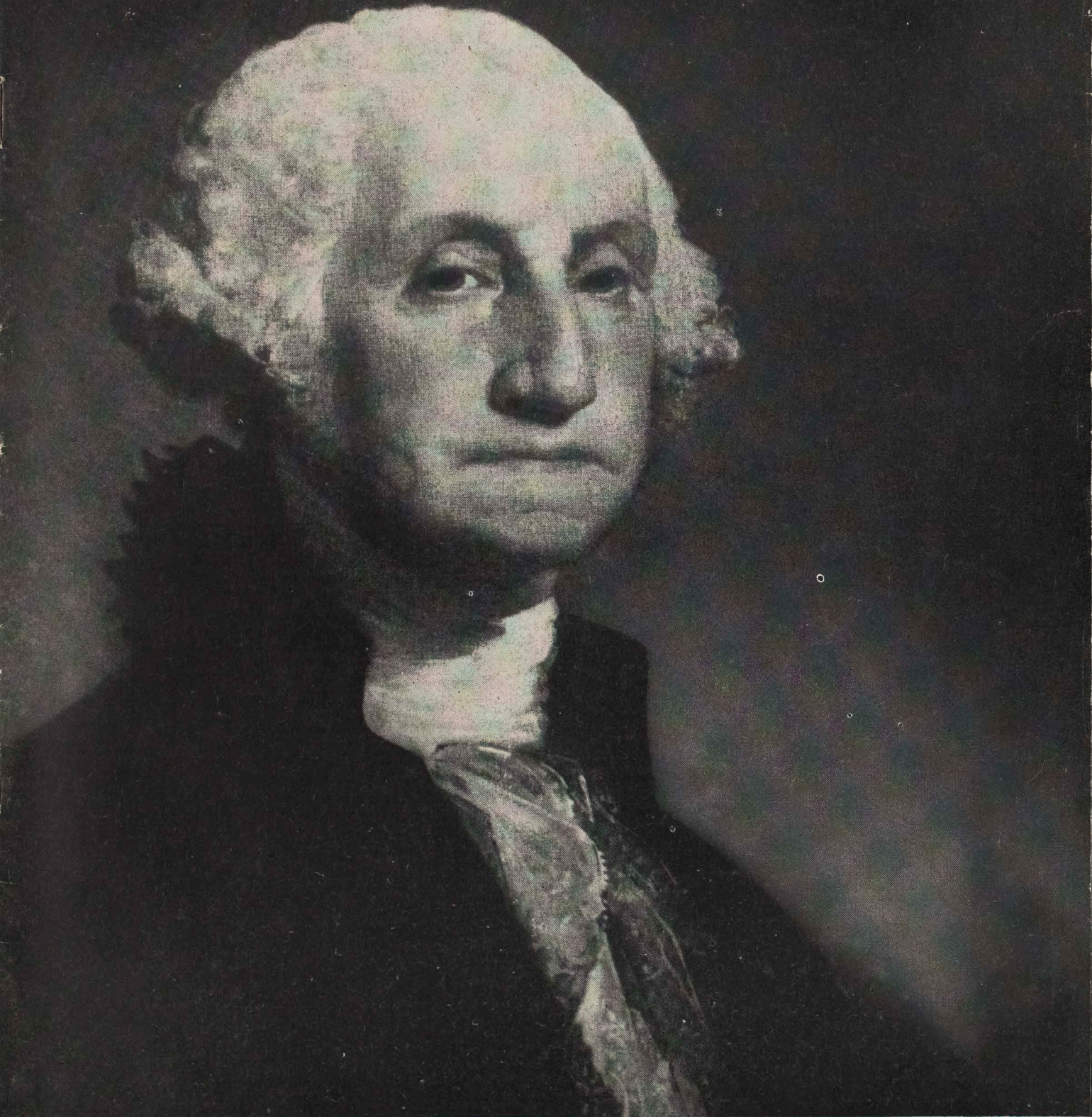


JAN. - FEB. 1948  
**PACIFIC ELECTRIC**



*Magazine*



**FREEDOM IS EVERYBODY'S JOB!**





# The Bill of Rights

## Preamble of the Constitution

**We the People** of the United States in Order to form a more perfect Union, establish Justice, insure domestic Tranquility, provide for the common defense, promote the general Welfare, and secure the Blessings of Liberty to ourselves and our Posterity, do ordain and establish this Constitution for the United States of America.

**AMENDMENT 1:** Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press; or the right of the people peaceably to assemble, and to petition the Government for a redress of grievances.

**AMENDMENT 2:** A well regulated Militia, being necessary to the security of a free State, the right of the people to keep and bear Arms, shall not be infringed.

**AMENDMENT 3:** No Soldier shall, in time of peace be quartered in any house, without the consent of the Owner, nor in time of war, but in a manner to be prescribed by law.

**AMENDMENT 4:** The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no Warrants shall issue, but upon probable cause, supported by Oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

**AMENDMENT 5:** No person shall be held to answer for a capital, or otherwise infamous crime, unless on a presentment or indictment of a Grand Jury, except in cases arising in the land or naval forces, or in the Militia, when in actual service in time of War or public danger; nor shall any person be subject for the same offense to be twice put in jeopardy of life or limb, nor shall be compelled in any criminal case to be a witness against himself, nor be deprived of life, liberty or property, without due process of law; nor shall private property be taken for public use, without just compensation.

**AMENDMENT 6:** In all criminal prosecutions, the accused shall enjoy the right to a speedy and public trial, by an impartial jury of the State and district wherein the crime shall have been committed, which district shall have been previously ascertained by law, and to be informed of the nature and cause of the accusation; to be confronted with the witnesses against him; to have compulsory process for obtaining Witnesses in his favor, and to have the Assistance of Counsel for his defense.

**AMENDMENT 7:** In Suits at common law, where the value in controversy shall exceed twenty dollars, the right of trial by jury shall be preserved, and no fact tried by a jury, shall be otherwise re-examined in any Court of the United States, than according to the rules of the common law.

**AMENDMENT 8:** Excessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted.

**AMENDMENT 9:** The enumeration in the Constitution, of certain rights, shall not be construed to deny or disparage others retained by the people.

**AMENDMENT 10:** The powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people.

## REQUIRED READING FOR EVERY AMERICAN

WONDERFULLY PRECIOUS to every American are the first ten amendments to the Constitution of the United States. Known best as the Bill of Rights, these amendments were added to make it perfectly clear to the people that the liberties for which they had fought

were guaranteed in writing. Upon the Bill of Rights depend our personal liberty, freedom of the press, freedom of religion, and many other rights and privileges which we too often take for granted. The original document will be found on Freedom Train Feb. 23-26.

*Mr. & Mrs. Gus Gundersen*  
749 Athens Blvd.  
*Los Angeles, Calif.*

# FREEDOM IS EVERYBODY'S JOB!

## All Americans Should See the Freedom Train In L.A. Feb. 23-26

EVERYONE SHOULD plan to visit the Freedom Train when it is in Los Angeles on February 23-26. This event will provide a once-in-a-lifetime opportunity to view 127 historical American documents and records such as the Declaration of Independence, the Constitution of the United States, the Bill of Rights, the Emancipation Proclamation, Washington's Farewell Address, and many others.

The Freedom Train started from Philadelphia on September 17—the 160th anniversary of the signing and adoption of the Constitution. During its year-long tour, it will cover 23,000 miles and will visit some 200 cities, in each of which there will be a week of "rededication to American principles," prior to the train's arrival.

The project is financed by the American Heritage Foundation, which was organized by prominent citizens of our country, under the sponsorship of Attorney General Tom Clark. The purpose behind the project is expressed in the Rededication slogan: "Freedom is Everybody's Job."

Attorney General Clark emphasized the great need for the tour of the Freedom Train by stating that his department had shocking evidence of "disloyalty to the Government, of violations of civic liberties and of activities of professional bigots and other disrupters of American unity." He referred to the great historical papers, which the train bears on its tour, as an appeal that could be a "springboard of a great crusade for awakening faith in America in the hearts of the people."

## PE Engine and Crew to Spot Freedom Train

PACIFIC ELECTRIC has an important part to play in the handling of the Freedom Train, owing to the fact that the train will be exhibited on PE tracks on Exposition Blvd.

According to F. E. Billhardt, Assistant to the Passenger Traffic Manager, and the Pacific Electric official delegated with the responsibility for coordinating PE activities with the movements of the Freedom



**CLEAR TRACK FOR FREEDOM**— Mayor Fletcher Bowron sets railroad semaphore to "proceed" signal for forthcoming Los Angeles arrival of the Freedom Train, to be preceded by ten-day city-wide American Heritage observance. Train is due February 23, for four days.

Train, a special PE electric locomotive and crew will haul the train, laden with its precious cargo of documents, from Butte St. Yard to the exhibition point on Exposition Blvd., leaving Butte St. at 7:50 a.m. Feb. 23. The train will also be brought back to Butte St. at 12:01 a.m. Feb. 27 in the same manner. As we go to press, the crews have not as yet been determined.

As soon as the Freedom Train arrives at Exposition Park, A. H. Fidel, Traveling Passenger Agent, will contact the Train Director, Walter H. S. O'Brien, to verify all arrangements and lend every possible assistance during the exhibition period.

To assist visitors on the train, two Laborers from the Engineering De-

partment are to help set up two ramps, with standards and guide ropes, before the exhibition begins. They will be on hand at 8:30 a.m., Feb. 23, and again at 10:00 p.m., Feb. 26, when the exhibit closes.

At San Bernardino on Feb. 29 a Pacific Electric locomotive and crew will move the Freedom Train from the Santa Fe transfer track to the Air Base and back.

All rail passenger, freight, and box motor service over the Santa Monica Air Line will be suspended between 8:00 a.m. and 10:00 p.m. during each day of the exhibition. The Air Line passenger trains will be rerouted to the Venice Short Line at Culver Junction and will come into and leave from the Subway Feb. 24-26 inclusive.





JOHN J. STADON

## Death Of John Stadon Sudden And Great Loss

**T**HE SUDDEN AND UNEXPECTED DEATH of General Claim Agent *John J. Stadon* on Jan. 6 deprived Pacific Electric of one of its outstanding officials, and was a stunning blow to his many friends, both high and low, inside and outside the company.

Mr. Stadon had been with Pacific Electric since 1912, when he began work as a Claim Investigator. He was made General Claim Agent in 1944, in charge of all claims except freight.

Born in Selinsgrove, Penn., Oct. 8, 1883, he attended public school and Valparaiso University, and in 1905 went to work for the Philadelphia Rapid Transit Company, first as conductor and later as claim investigator. Leaving in 1909, he started up a catering and confectionery business until reasons of health compelled him to move his family to the more equable climate of Los Angeles in 1912.

Mr. Stadon was one of the organizers and was the first President of the Pacific Electric Masonic Club, as well as Past Master of Elysian Lodge. He had a keen interest in youth, and was a director of the McKinley Home for Boys.

His hobbies were growing roses and deep-sea fishing, for he was a great lover of the out-of-doors. Although possessed of a gruff exterior, he was well known to his friends as a man of generous deeds, always ready to help those in need. His honesty and fairness were axiomatic.

A Masonic funeral, conducted by Elysian Lodge with the assistance of the PE Masonic Club, was held at Forest Lawn on Saturday, Jan. 10. Many friends attended.



F. SMITH PALMER

## F. Smith Palmer Made General Claim Agent

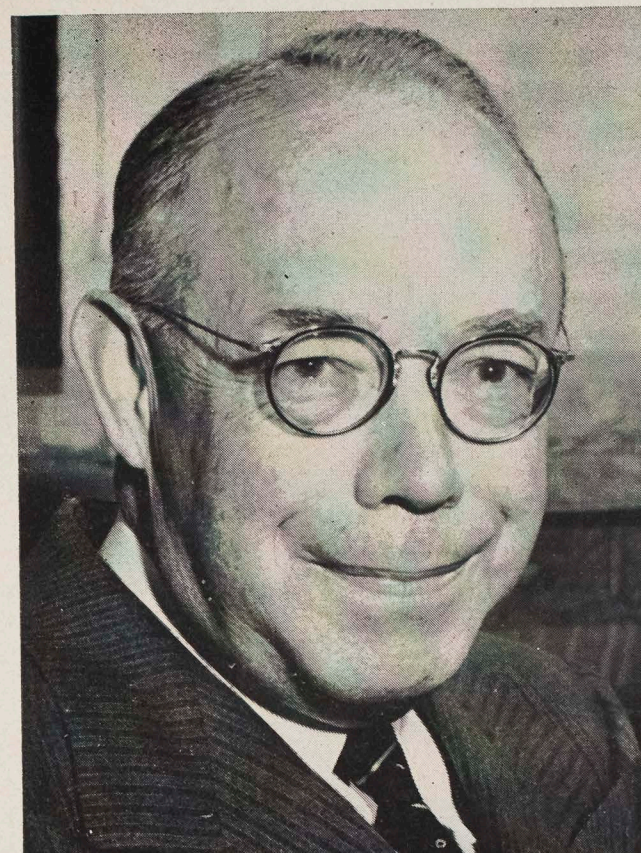
**F. SMITH PALMER**, Assistant General Claim Agent under Mr. Stadon, has been appointed General Claim Agent to succeed his late chief as of Feb. 1, according to an announcement by President O. A. Smith.

Mr. Palmer has been in claim work since 1924. He began his career with the San Diego Electric Railway in 1922, when he entered the Operating Department to assist in the preparation of schedules and in general office work. Two years later he transferred to the Claim Department as Claim Investigator for the San Diego Electric and also for the San Diego and Arizona Railway. His outstanding ability in investigation and (later) adjustment led to his appointment in 1943 as Assistant General Claim Agent.

When Mr. Palmer came to Pacific Electric as Chief Claim Investigator on Sept. 17, 1945, he was therefore already thoroughly familiar with all branches of claim work, including departmental administration and management. His brilliant work here led to his appointment in September, 1947, as Assistant General Claim Agent.

Born in 1901 near Rochester, N. Y., Mr. Palmer was brought up on a farm, and was educated in the New York public schools and at Genesee Wesleyan Seminary. He is married and has two children: "Pete," 22, a student of piano; and "Peggy," 16, a senior at Belmont High School. Fishing, wood-working, gardening, and satisfying an eager thirst for knowledge constitute his hobbies.

All success to the new General Claim Agent.



R. E. LABBE

## Treasurer Robt. E. Labbe Retires After 42 Years

**A**FTER 42 YEARS of loyal and efficient service, Treasurer *R. E. Labbe* retired from active duty on Dec. 31, according to an announcement by President O. A. Smith. Mr. Labbe was also Secretary of the Board of Pensions. Ill health was the cause of his retirement only a little more than two years after his appointment as Treasurer.

He began on December 26, 1905, as a Clerk in the Conductors' Accounts Bureau of the Los Angeles Pacific Company. After holding several other clerking positions in Store and Shop Accounts, General Accounts, and Disbursements, he became in 1920 Head Clerk of the Pay Roll Accounts Bureau, and was successively Head Clerk of Disbursements Accounts, Roadway Accounts, Roadway and Disbursements, and Roadway and Equipment Accounts. In April, 1927, he was appointed Special Accountant in the Immediate Bureau, and in this capacity dealt for 16 years with a number of special accounting jobs, chiefly concerning taxes. In April, 1943, he was made Tax Accountant of the Immediate Bureau and dealt entirely with corporation taxes. For his excellent work, the following April he was rewarded with the position of Assistant to the Auditor, supervising others in an expanding volume of tax work.

Mr. Labbe was always interested in the PE Masonic Club, of which he was President in 1945. In his retirement he spends much time with his four grandchildren and several small nieces.

Best wishes from all to a grand and beloved old-timer.



HERMAN R. GRENKE

## Grenke Succeeds Labbe; Had Been Acting Head

**HERMAN R. GRENKE** was appointed Treasurer of the Pacific Electric Railway Co. succeeding Mr. Labbe on Jan. 1, according to an announcement by President O. A. Smith. Mr. Grenke had been Acting Treasurer since Sept. 1, 1947.

The appointment carries with it the additional titles of Secretary of the Board of Pensions and Treasurer of the Los Angeles Union Terminal, Inc., the Los Angeles Public Market Co., the Union Terminal Warehouse, the Pacific Electric Land Co., MECCA, the Pacific Electric Hospital Association, and the PE Club.

Mr. Grenke's entire career has been in the employ of Pacific Electric. At the age of 15, he became (in 1907) Office Boy in the Conductors' Accounts Bureau. Gradually working his way up through the Accounting Department, he became Special Accountant in 1922. One of his special jobs was to consolidate the Central Time-keeping Bureau, then a separate organization, into the Accounting Department. Assigned to this task in 1931, he finished it the next year and was made Head Clerk of the bureau. Two other important appointments followed: as Assistant to the Auditor in April, 1943; and as Senior Assistant to the Auditor two years later. Thence he became Acting Treasurer.

Mr. Grenke is a veteran of World War I, a charter member and trustee of the PE Post, VFW, and a member of the Long Beach Lodge of Elks. He's also a native Californian, having been born in Anaheim.

Best wishes from all to the new Treasurer.





LINED UP FOR BLOCKS on Fair Oaks Ave., south of Colorado St. in Pasadena, were trains like these awaiting to be dispatched at 10-minute intervals back to Los Angeles after having brought their loads

of spectators to the Rose Parade. Trainmen, left to right, include Conductors Glenn Morgenson, P. D. Wheeler, L. I. Dennison, Andy Norris; Motormen L. M. Hacker and J. H. Ream. Mr. Ream helped supervise.

## SAFE OPERATION MARKS NEW YEAR'S DAY

SERVICES were never operated better and accidents were never fewer than on Jan. 1, 1948," declared H. L. Young, Superintendent of Safety and Instruction after the final statistics were in for the New Year's Day traffic.

"There was only one major accident and there were only three accidents all day on the Northern District, which handled peak traffic," said Mr. Young.

The official figures show that 22,000 passengers were carried to and from Pasadena for the Tournament of Roses, and 5,000 to and from the races at Santa Anita. This total of 27,000, though about 7,000 under last year's figure, is still a lot of people.

Every precaution was taken to expedite traffic. At key points on the Pasadena Short Line, the Oak Knoll Line, and the Arcadia Line special Supervisors were

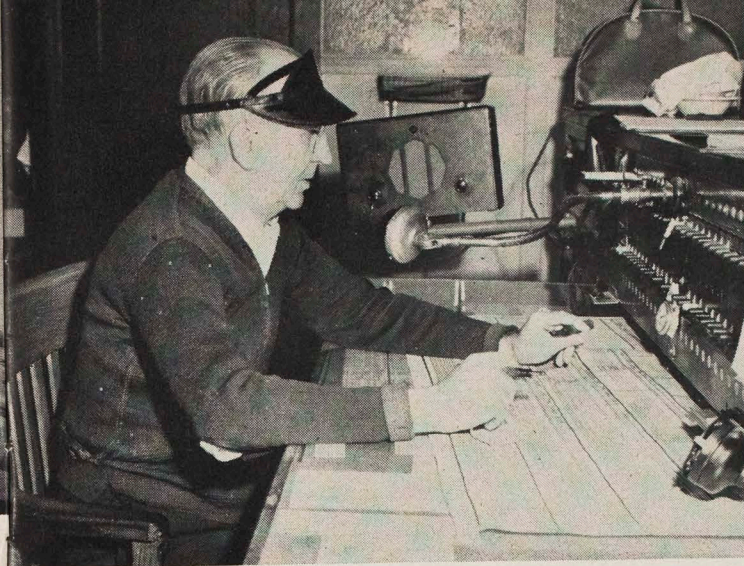
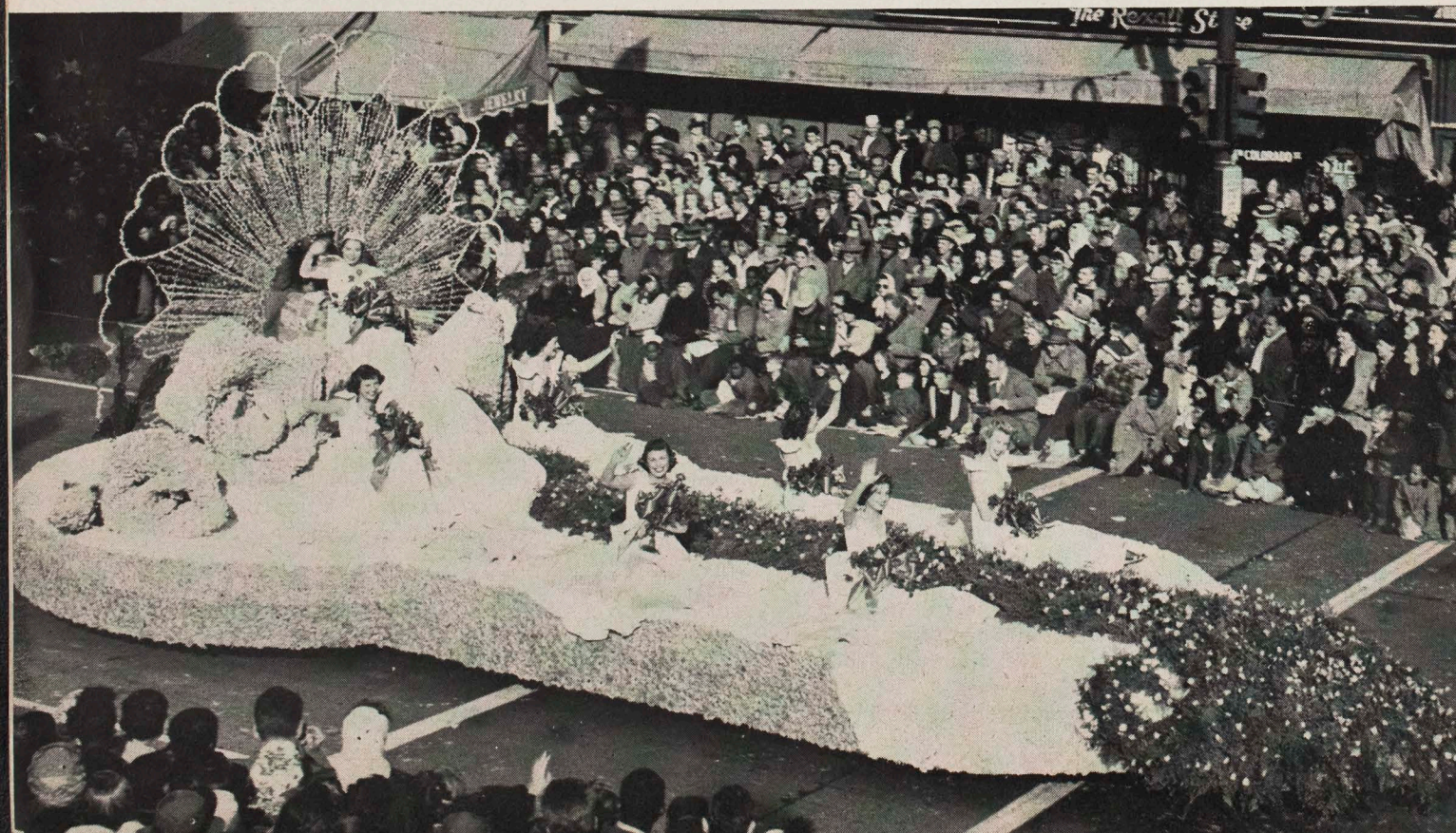
stationed to assist Trainmen to keep their trains moving on schedule time and with the greatest possible safety.

In anticipation of the peak traffic of the entire year, men and equipment were borrowed to the limit from the Southern and Western Districts. On New Year's Day, 441 three-car trains were operated on the Pasadena and the Arcadia lines, as compared with a normal day of 208 one- and two-car trains.

To permit free movement of Western District rail passenger equipment brought to the North over the Santa Monica Air Line to Amoco and up the Four Tracks, all freight service between Culver Junction and Amoco was discontinued between 12:01 a.m. and 10:00 p.m. on New Year's Day.

All Pasadena trains were routed in a loop through the Sixth and Main Station—a once-a-year operation.

QUEEN OF THE TOURNAMENT OF ROSES VIRGINIA GOODHUE AND HER COURT PASS CHEERING THOUSANDS



## NEW YEAR'S DAY TRAFFIC KEPT DISPATCHERS AND TOWERMEN BUSY

NORTH DISPATCHERS AND TOWERMEN had plenty to do keeping trains going during the New Year's Day rush to Pasadena and Santa Anita. Here they are, the seldom seen but mighty important directors and controllers of traffic on the rails.

ABOVE: North Local Dispatcher Lee Pulliam was on the job for his 41st consecutive New Year's Day tour of duty. He's the oldest man (in years of service) on the Trainmen's roster, his seniority date being Aug. 25, 1904. He started dispatching in 1913. The North Local Dispatcher handles both the Pasadena and the Santa Anita trains. Mr. Pulliam was on from 6:00 a.m. to 2:00 p.m.

BELOW: North Dispatcher R. C. ("Bob") McPherson, on the same shift, handled all the trains on the North District not handled by the North Local man. Somehow they all got sandwiched in.

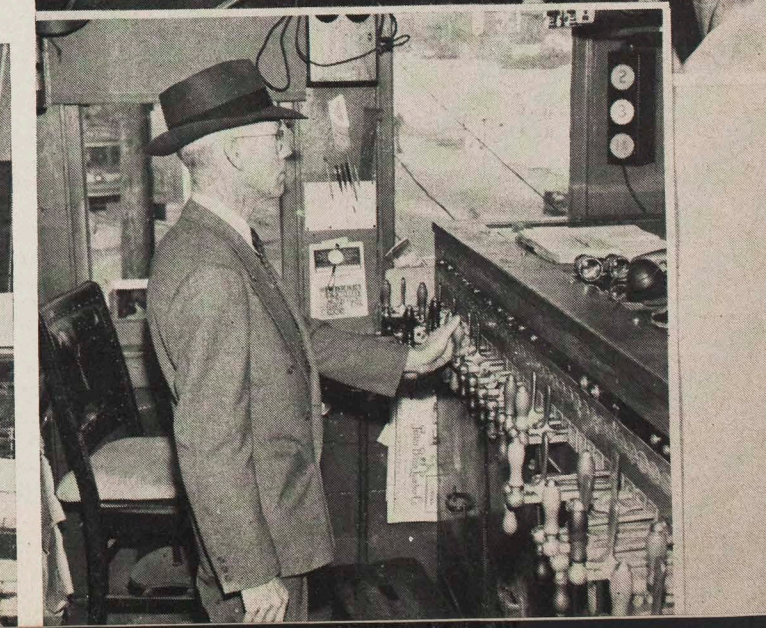
Beginning at top right and reading down:

P. J. BAKER had the 10:55 p.m. to 6:55 a.m. trick at the Rear Tower looking out over the Viaduct at 6th and Main. He saw New Year's Day in as well as out.

HANS P. DULLNIG had the first trick New Year's Day at the Rear Tower, 6:55 a.m. to 2:55 p.m.

K. A. DOUGLAS was on hand for the first trick at the Tower at the foot of the Viaduct, near San Pedro St.

LAWRENCE McKOANE was the Towerman at Oneonta Park on the first trick. At this point the Short Line trains turn north off the main line towards Pasadena—and there were lots of them.





# Meet Earl L. McCall PE's New Purchasing Agent

LIKE CLIFFORD THORBURN, his predecessor, Pacific Electric's new Purchasing Agent, Earl L. McCall, started his career as a Laborer. It was only the location, which in Mr. McCall's case was the Store at 7th and Alameda, that was different. He began there in May, 1912, working up as Counter Boy, Section Storekeeper, Receiving Clerk, Shipping Clerk, etc., until in 1915 he became Storekeeper at Redondo.

### OPENED SAN PEDRO STORE

In 1917 he opened a new Store at San Pedro. Called to his country's service for seven months at the end of World War I, he achieved the rank of storekeeper, second class, in the Navy. Upon his separation from naval service, he returned to Pacific Electric as Storekeeper at Macy Street, a little later went to Torrance as Chief Clerk to the General Storekeeper, and in 1925 came into the general office of the Purchasing Department as Salvage Agent.

### MADE BUYER IN 1926

The following year he was appointed Buyer, handling all types of material until 1928, when the expansion of motor coach service made it necessary for him to devote his full time for the next fifteen years to the purchase of automotive equipment and supplies.

In September, 1943, he went to El Paso as Acting Purchasing Agent for the Southern Pacific, transferring the following May to San Francisco as Buyer for that company. A month later he returned to Pacific Electric as Automotive Buyer. When the termination of World War II made surplus government materials available, Mr. McCall devoted his entire attention to buying all kinds of such commodities from the War Assets Administration, saving Pacific Electric and Southern Pacific approximately \$180,000. He was still buying surplus materials when, on December 1, he was appointed Purchasing Agent.

### OTHER DUTIES

In addition to his duties with PE, Mr. McCall is Purchasing Agent for the Southern Pacific (Los Angeles Division), the Los Angeles Motor Coach Lines, and the Pacific Electric Land Co.; Acting Purchasing Agent for the Pacific Motor Trucking Co. and the Central California Traction Co.; and Chairman of the Purchasing Com-



EARL L. McCALL

mission of the Los Angeles Union Passenger Terminal.

He belongs to the Los Angeles Purchasing Agents Association, the Electric Club, and the Rising Light Masonic Lodge of Huntington Park.

### LIKES GOLF AND FISHING

Golfing and fishing are his hobbies, but he asserts his golf score shouldn't be mentioned. Married, he has two boys, one in his second year at Los Angeles City College, and the other a junior at the School of Dentistry, University of California.

Employees wish Mr. McCall the best of success in his new position.

## Henry F. Gentry Dies; Long-Time Employee

THE DEATH of Henry F. Gentry, who retired June 30, 1941, as Traveling Passenger Agent, came as a shock to his many friends on January 22.

He served Pacific Electric for 23 years, beginning July 19, 1918, as a Ticket Clerk in the Main Street Station, rising in 1925 to the position of Traveling Passenger Agent, the title he held until his retirement.

## Pacific Electric Club Bulletin

- TUESDAY, FEBRUARY 17:  
Veterans of Foreign Wars Post 3956 Semi-monthly Meeting—8:00 p.m.
- WEDNESDAY, FEBRUARY 18:  
PE Camera Club Monthly Meeting—7:30 p.m.
- THURSDAY, FEBRUARY 19:  
PE Women's Club Afternoon Card Party, Bridge and 500—1:00 p.m.
- FRIDAY, FEBRUARY 20:  
PE Agents Association Monthly Meeting—7:00 p.m.  
PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center.
- TUESDAY, FEBRUARY 24:  
American Legion Post No. 321 Semimonthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- THURSDAY, FEBRUARY 26:  
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- FRIDAY, FEBRUARY 27:  
PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center.
- TUESDAY, MARCH 2:  
Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.
- THURSDAY, MARCH 4:  
PE Women's Club Afternoon Card Party, 500 and Bridge—1:00 p.m.
- FRIDAY, MARCH 5:  
PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center.
- TUESDAY, MARCH 9:  
American Legion Post No. 321 Semimonthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- WEDNESDAY, MARCH 10:  
PE Rod & Gun Club Monthly Meeting. Refreshments—7:30 p.m.
- THURSDAY, MARCH 11:  
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- FRIDAY, MARCH 12:  
PE Agents Association Monthly Meeting—7:30 p.m.  
PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center.
- TUESDAY, MARCH 16:  
Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.
- WEDNESDAY, MARCH 17:  
PE Camera Club Monthly Meeting—7:30 p.m.
- THURSDAY, MARCH 18:  
PE Women's Club Afternoon Card Party, Bridge and 500—1:00 p.m.
- FRIDAY, MARCH 19:  
PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center.
- TUESDAY, MARCH 23:  
American Legion Post No. 321 Semimonthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- THURSDAY, MARCH 25:  
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- FRIDAY, MARCH 26:  
PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center.
- THURSDAY, APRIL 1:  
PE Women's Afternoon Card Party, 500 and Bridge—1:00 p.m.
- FRIDAY, APRIL 2:  
PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center.
- TUESDAY, APRIL 6:  
Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.
- THURSDAY, APRIL 8:  
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- FRIDAY, APRIL 9:  
PE Agents Association Meeting—7:30 p.m.  
PE Bowling League Matches—6:00 p.m. and 8:15 p.m.—Arcade Recreation Center.
- TUESDAY, APRIL 13:  
American Legion Post No. 321 Semimonthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- WEDNESDAY, APRIL 14:  
PE Rod & Gun Club Monthly Meeting. Refreshments—7:30 p.m.
- THURSDAY, APRIL 15:  
PE Women's Club Afternoon Card Party, Bridge and 500—1:00 p.m.



## HUNDREDS ENJOY PE THEATER CHRISTMAS PARTY

A LARGE CROWD came to the PE Theater on Christmas Eve morning to witness and take part in a well-presented program, musical and dramatic, of Christmas entertainment. Producer-Director L. B. McNelly, Special Accountant, and half a hundred employees presented "The Carolers Come to Cromwell," a play in which Edward Cromwell, a kindly man, but somewhat tired and disillusioned, finally regains his zest for life through the friendly chatter and Christmas songs of the many friends who come to visit him. Pictured above

are some of the scenes. AT TOP: grand finale, with Ed Cromwell (Ed Campbell) at the mike, surrounded by his caroling friends. BELOW, LEFT: Director L. B. McNelly points with thumb to those behind him and tells the audience that he had some good help. BELOW, RIGHT: Mary Brenner, right, and George Perry argue over their Christmas presents in a comedy skit, "It's Been a Wonderful Christmas." President O. A. Smith also addressed the crowd, expressing his pleasure in the program and in seeing so many employees get together.

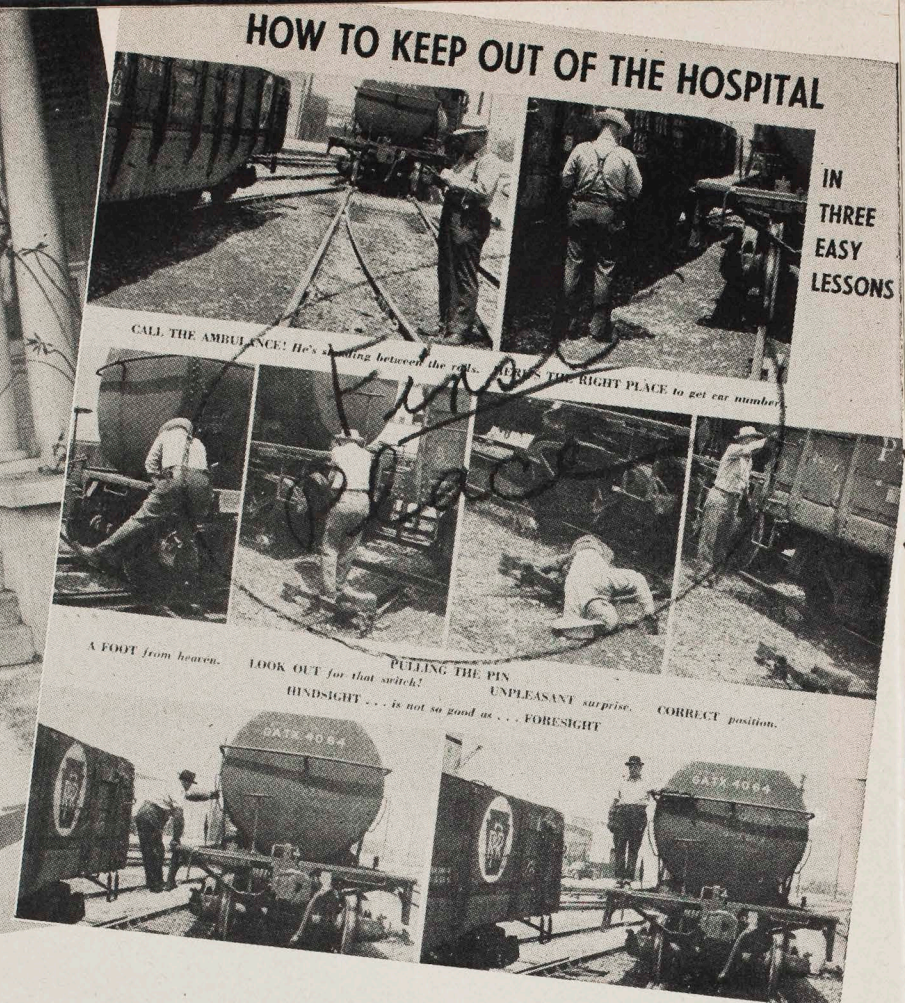
## If You Are Eligible To Vote, Register At Once

IN ORDER to save last-minute rushes and thus prevent possible errors in recording the names of voters, local authorities are asking that all who must register or re-register do so without delay.

It is anticipated that 750,000 will register by midnight of April 22 to qualify as voters in the primary elections on June 1 of this year. County Supervisor William A. Smith and Registrar of Voters Mi-

chael J. Donoghue plan to register 500,000 during February. To find out where you may register, call the Registrar of Voters, your local city hall, or your local Chamber of Commerce. Do it today!





## PE MAGAZINE WINS 5 AWARDS

IN COMPETITION with some 50 other industrial publications, the PACIFIC ELECTRIC MAGAZINE won several honors in the Southern California Industrial Editors Association's Third Annual Award of Merit Contest, results of which were announced by the judges at the monthly dinner meeting held Wednesday night, Dec. 10, at Eaton's, La Cienega.

Your magazine won two firsts: one for the best editorial, "Reflection after Christmas: Is There a Santa Claus?" appearing in the January-February, 1947, issue, page 2; and the other for the best photo feature, "How to Keep Out of the Hospital in Three Easy Lessons," appearing on the back cover, July-August, 1947.

Two second places were also awarded the PACIFIC ELECTRIC MAGAZINE: one for a human interest story, "Portrait of a Pacific Electric Employee, Amado Angeles Frias, Window Washer," appearing in the July-August, 1947, issue, page 29; and the other for the safety campaign picture appearing on the back cover, March-April, 1947.

In a contest for over-all excellence, PE won eighth place, first and second places being awarded to two Los Angeles Times employe publications,

Young Timers and Among Ourselves, both edited by Don Taylor.

Judges were Matt Weinstock of the Daily News; Jack Cannicott, photographic layout expert, Frank E. Ross, public and employe relations counselor; John D. Roche, artist and typographer; and Karl Hubenthal, cartoonist.

### Reflection After Christmas: Is There a Santa Claus?

CERTAINLY there's a Santa Claus! First, there's the fat, genial, red-nosed old fellow with rosy cheeks who makes the children's Christmas jolly. There's the man who is said to be the remarkable example of the faithful saint as he makes his annual journey, giving to all who expect him.

Then there's the Santa Claus in whom many grown-ups believe today as they do less and less work while demanding more and more pay. A characteristic of most of these individuals is an apparent blindness to the oft-observed phenomenon that the greater the respect a man can give himself, the greater the return he receives from his employees. Instead of seeing an employe as a person, he sees only a number.

By the way, other people, Santa Claus is a quiet, kindly fellow who brings them the just rewards of their efforts. Asking him for no gifts, they find themselves blessed with his riches—including a sense of humor. They are with the people who are absorbed in their work, forgetful of the clock, most concerned with doing their job to the best of their ability. Such people demand more of themselves than their employers of others whom they revere of the good opinion of others whom they revere of their own consciences than for the praise of kings. Discerning employes confidently give them increasingly responsibility, and are seldom disappointed.

To which Santa Claus do you put your faith?

### PORTRAIT OF A PACIFIC ELECTRIC EMPLOYEE

#### Amado Angeles Frias

##### Window Washer

EVERYBODY in the PE Building knows by sight, if not by name, the ever-smiling, friendly, courteous fellow who comes around about once every 60 days with pail, brush, squeegee, sponge, and usually a safety rope and a ladder, and ships up the office windows in a city of 10 million. He has to climb out of the office several stories from the ground to get at the outside of some of the glass, but using his safety rope, his experience, and his good judgment, he's never fallen off in his 17 years of service.

**BORN IN PHILIPPINES**

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

**CAME TO U. S. IN 1927**

Amado started to learn English, along with the other children, in the first grade in the native school at Bayambang. When he was in the eighth grade, he decided he wanted to come to the States and learn electricity at a school he'd heard of in Chicago. His family was able to buy his passage, but when he arrived in Los Angeles in 1927, he discovered while here that the tuition in the Chicago school was more than he could afford. Then he started doing odd jobs to support himself, and three years later began washing windows for PE, where he's been ever since, except for a period of six months during the war, when he worked in the shipyard at the Calship yards. In 1938 he married Francisca Marquis. They have no children.

**OWNS HIS HOME**

In 1943 Amado decided to build a home. So making financial arrangements with the owner of a lot he wanted, he went to work for a contractor in Los Angeles and bath; after he had a bedroom and living-room; and now has it all complete, including the front steps. What's more, he already has it paid for, because he always made much higher payments than the contract called for.

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

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

**LIVES U. S.**

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

## YOUR Hospital Association Facts and Figures

By George Perry  
Business Manager

COMBINED OPERATING FIGURES for months of October, November and December, 1947, are shown below for your information:

Receipts	
Employees' contributions	\$ 72,174.74
PE Ry Co.—Industrial & Claim	19,006.00
LAMC Lines—Industrial & Claim	3,276.33
Harbor Belt Line R.R.—Industrial	428.70
SP Co. Hospital Dept.—Services rendered	9,213.51
Miscellaneous	536.66
<b>TOTAL</b>	<b>\$104,635.94</b>
Expenditures	
Professional services (salaries & fees)	\$ 56,973.70
Medical supplies (medicines, X-ray films, bandages, etc.)	12,149.19
Hospitalization	27,083.08
Miscellaneous (rental, telephone, insurance, P/R taxes, ambulances, repairs, etc.)	9,006.70
<b>TOTAL</b>	<b>\$105,212.67</b>
<b>Net loss (3 months)</b>	<b>\$ 576.73</b>

Net loss for twelve months ended December 31, 1947, amounts to \$351.42.

Net gain since establishment of the Hospital Association on its own finances (Oct. 1, 1946) \$3,418.61.

Due to the great demand for medical service placed on your Association, as a result of the illness of our members during the month of December, 1947, the expenditures reached a total of \$38,352.50, the highest since the Hospital Association was formed.

We have, from time to time, received requests from our members for information concerning L.A. City and L.A. County Health Department facilities. Listed below are the L.A. City Health Dept. Clinics, etc. The L.A. County Health Dept. serves 170 communities, but we do not have the space to give the address for each location. However, all needed information may be obtained at their main offices, 808 North Spring St., or telephone MUTual 9211.

LOS ANGELES CITY HEALTH DEPARTMENT, MAIN OFFICE—116 Temple Street, Michigan 5211.

HEALTH OFFICE AND IMMUNIZATION CLINIC—116 Temple Street, Room 515, daily, except Saturday and Sunday. 4920 Avalon Blvd., daily, except Saturday and Sunday.

HEART CLINIC—116 Temple Street by appointment only. Phone MI-5211, Sta. 447.

INDUSTRIAL HEALTH DIVISION—Phone MI-5211, Sta. 510 or 468. Ask for Industrial Nurse Consultant.

MATERNITY CLINIC—116 Temple Street. Phone MI-5211, Sta. 436 for appointment.

NURSING DIVISION—Phone MI-5211, Sta. 425, 426, or 427 for information or nursing service.

TINEA CAPITIS (RINGWORM) DIAGNOSTIC CLINIC—116 Temple Street, by appointment only. Phone MI-5211, Sta. 447.

TUBERCULOSIS CLINIC—116 Temple Street. Phone MI-5211, Sta. 430, for days and hours of clinics. 2007 East First Street. Phone MI-5211, Sta. 2628 for days and hours of clinics. 4920 Avalon Blvd. Phone CE-29081 for days and hours of clinics.

VENEREAL DISEASE CLINIC—116 Temple Street. Phone MI-5211, Sta. 410, for days and hours of men's clinics. Phone Sta. 420 for days and hours of women's clinics. 4920 Avalon Blvd. Phone for hours and days of clinics CE-29081, Sta. 17.

### SUBURBAN CLINICS

Phone following Suburban Department Offices for days and hours of clinics:

PACOIMA—13133 Van Nuys Blvd., San Fernando 398.

SAN PEDRO—599 West 7th Street, Terminal 7211.

TUJUNGA—10110 Commerce St., Sun. 14410.

VAN NUYS HEALTH DEPARTMENT—Sylvan and Sylmar Streets, State 52121.

VENICE HEALTH DEPARTMENT—Venice and Shell Ave., AR 31161, or Santa Monica 67379.

WATTS HEALTH DEPARTMENT—1513 E. 103rd St., Los Angeles, Jeff-1931, or Lucas 9790.

WEST LOS ANGELES HEALTH DEPARTMENT—1620 Purdue Ave., AR 2688 or 97711.

WILMINGTON—212 West "F" Street, Term. 42105.

## Camera Club to Give Prizes for Pictures

MONTHLY picture competitions, with a prize for the best picture of the month, will be an outstanding feature of the Camera Club work this year, according to James T. Gould, newly-elected President.

New officers elected at the January 21 meeting include, in addition to Mr. Gould, L. B. McNelly, Vice-President; Kenneth Pomeroy, Treasurer; and Lee Cash, Secretary.

Over 25 members were present, and after a lively discussion of ways and means to create more interest, the monthly contest was adopted. President Gould also has some other new ideas up his sleeve which he hopes to bring up at the next meeting, Wednesday, Feb. 18, at 7:30 p.m. in the PE Club, 917 PE Building. New ideas from all members will be welcomed at all times, declares Jimmy. All interested in camera work should plan to attend.

A special and interesting part of the January meeting was a showing of colored slides of the various national parks. Demonstrator was Byron Vaughan of the St. Louis-San Francisco RR.

# Vital Statistics

November 21, 1947, to January 20, 1948

### DEATHS

NAME	OCCUPATION	Died	Group Insurance	Mortuary
Richey, Jack	Motorman	11-21-47	No	Yes
Beakley, John R.	Motorman	11-29-47	Yes	Yes
Shultz, Floyd A.	Gen'l Foreman	12- 4-47	Yes	Yes
Gardner, Boyd B.	Trainman	12- 6-47	Yes	Yes
Heymann, Victor S.	Station Agent	12-10-47	No**	No
Keeling, Charles H.	Motorman	12-15-47	No**	No
Sanetz, Eugene L.	Lineman	12-15-47	Yes	No
Walmsley, William	Retired Helper	12-23-47	Yes	Yes
Smith, Maurice L.	Conductor	12-25-47	Yes	Yes
Lansing, John	Retired Truck Man	12-25-47	Yes	Yes
Norwood, Frank M.	Retired Motorman	12-29-47	No**	No
Peterson, Louis A.	Retired Motorman	1- 2-48	Yes	Yes
Akin, William B.	Janitor	1- 3-48	No**	No
Malcolm, George A.	Retired Draftsman	1- 6-48	Yes	Yes
Guthrie, John W.	Retired Motorman	1- 6-48	Yes	Yes
Stadon, John J.	General Claim Agent	1- 6-48	Yes	Yes
Ayres, Benjamin B.	Retired Conductor	1- 6-48	Yes	Yes
Morris, Walter H.	Conductor	1- 7-48	Yes	Yes
Berg, Charles	Retired Motorman	1- 8-48	Yes	Yes
Thomas, Arthur G.	Retired Motorman	1-10-48	No**	No
Center, Roy E.	Conductor	1-12-48	No**	No
Cannon, William H.	Conductor	1-15-48	Yes	Yes
Ross, Archie W.	Retired Conductor	1-16-48	Yes	No
Bolster, Duane E.	Retired Towerman	1-17-48	Yes	Yes

### EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	Died	Wife of	Department
Block, Ida May	12-13-47	Retired Substation Operator John W. Block	Engineering
Slack, Ada Evelyn	1-16-48	Conductor Tom Slack	Transportation

\*\*Employee declined to accept Group Insurance.



# El Monte Trainmen Bring Cheer to Needy Family at Christmas

**AS BUILDERS** of public good will toward Pacific Electric, the Magazine nominates two PE Trainmen — William K. Barham and Fred Nichols, Conductor and Motorman, respectively, on the El Monte Line — for first prize for at least the month of December. Money can't buy the good will their generous act reflected on the company.

They weren't looking for publicity, and nobody outside the principals would ever have heard of what they did if a newsman on their train hadn't scented a human interest story and done some investigating.

### BRING CHRISTMAS JOY

The story, as many readers will know, was how these two men, aided by other PE employes, brought Christmas joy to a Baldwin Park mother and her four children after the kids had assured the Trainmen that Santa wasn't coming this year. It was a fine story of the Christmas spirit, so full of human appeal that International News Service took it up and distributed it to many newspapers,

with pictures. We reprint it from the El Monte Herald, just in case you didn't see it. It was headed: "Four Baldwin Park Children Convinced PE Red Cars Take Place of Sleigh."

You may think those Pacific Electric red cars are just inter-urban trains, but four Baldwin Park children know that they're Santa Claus' Southern California substitute for his red sleigh.

They're the children of Mrs. Olevia Steig. The boys are Timmy, eight, and Jerry, ten. The girls are Beverly, six, and Barbara, five.

They rode as a family group to nursery school each morning and got to be good friends with the Conductor, William K. Barham, 114 E. Elliott, and the Motorman, Fred Nichols of Baldwin Park.

The two men asked the usual question before Christmas: "What is Santa Claus going to bring you?"

### "NO SANTA THIS YEAR"

But they didn't get the usual answers. The four assured them solemnly that Santa wasn't stopping at their house this year. Mother needed the money for their clothes, so she couldn't pay Santa for the presents, since Dad wasn't around any more, they said — and trudged off to school.

The two men told the other PE Employes in the El Monte district about it. Then things began to happen. A Christmas tree arrived at the home. A purchase order for groceries at the Safeway store, without the sender's name attached, came in the mail. The Baldwin Park Women's club and Shriners were contacted and have said they will help the family. An El Monte market owner cooperated with those who wished to buy groceries, and several boxes were sent.

Many toys and games, some old and some new, found their way to the children's home. In fact, the conductor's children, Billy Barham, five, and Carol Barham, nine, sent some of their own Christmas presents, still in the wrappings, to the four children.

We'll venture to say that, while the little fatherless group was thrilled at Santa Claus, the persons who personified Old St. Nick enjoyed their own Christmases the more.

## Of Course, This Never Happened to You!

By D. L. Graadt van Roggen

### D—N THAT ALARM!

Slowly I wake up, look at the clock, and — yes! there it is: 3:00 a.m.

It's chilly and pitch dark. Oh, how I hate to stick my feet from under those swell warm blankets! But I must be brave. I do have to get up; after all, I have a 4:30 shine! . . . Anyway, here goes . . .!

I light the heater. Gee, that feels good! Now a flip of the switch, and soon the coffeepot will be perking. Oh, boy! Hot coffee!

Now . . . what did I do with my socks? . . . And where did I leave my tie? . . . At long last I am dressed, have swallowed the coffee, and am ready to start the day.

— Hold on! Wait a minute! Somehow there seems to be something I've forgotten! I look at my tripsheet holder, open it up — No! Can't be! I have to look again. Yes, there it is! I'm madder than blazes. I pull off my clothes and jump back into bed. Now I remember what I had forgotten: Today I am excused!



INTERNATIONAL NEWS SERVICE carried this photo of Conductor William K. Barham, of the El Monte Line, and the Steig children whose Christmas he, his Motorman, Fred Nichols, and other PE employes helped to make a merry one. The two girls, are Beverly, 6, at left, and Barbara, 5; the boys, Timmy, 8, at left, and Jerry, 10. They're delightedly holding some of the presents they received as a result of the collective efforts of a number of PE employes. INS granted permission for reproduction of this picture.

## MACY STREET TERMINAL



By  
Ted  
Harrison

New Year's Day has come and gone again with our usual heavy travel and lots of work for Macy St. New Year's is the day of the year you can see fellow Trainmen around Macy St. that you only see once a year. We were glad to welcome them if it was only for a day, as we got a chance to say "hello" and renew old friendship, even if the visit was short. One person very conspicuous by his absence was our genial Terminal Foreman D. B. Van Fleet. Van, what a day to get sick! Anyway, we are glad to see you back again and some of us know how that "flu" can get a man down in a hurry. Bet you didn't enjoy the day at home one little bit.

On Nov. 20 Conductor C. W. Alexander was married to Laurel J. Neuser of L.A. After the wedding they took a trip to Las Vegas, Boulder Dam and Tijuana. Now "Alex" is back with his nose to the grindstone where he expects to keep it from now on.

Another new boss is Hazel Maller whom Conductor L. A. Rousseau married on Nov. 30 at Las Vegas. He didn't say where the honeymoon was spent, but we presume it was at the place where they were married. L. A. didn't give any particulars except that they were married at 2:30. Suppose it was p.m.; he didn't say, but at least he knows the exact hour



CHRISTMAS WEATHER TO ORDER for Sierra Madre Station, located in the direct center of the business section of town, was decreed and applied by civic-minded citizens of that community under the sponsorship of the local Chamber of Commerce. The idea, originated by the local iceman, William Estes, was designed on paper by A. L. Suman, owner of the Suman Potteries, and carried out with the help of the citizenry. The Camp Fire Girls, under the direction of Mrs. C. Lauren Maltby, made the icicles. The frost effects on the windows were applied by Mrs. Noren Eaton, wife of the President of the Chamber of Commerce. Mayor and Mrs. Milt Steinberger decorated the Christmas tree (in picture at left) brought by the Forest Service from Big Pines. A rail fence was built around the station yard, and a special Santa Claus size chimney decorated the roof. Imitation snow was sprayed over the roof, chimney, ground, and Christmas tree. The Fire Department, city officials, and other organizations helped decorate.



PRINCIPALS in the Sierra Madre Station decoration. Agent Cleve Johnson, left, was very helpful in getting the group together for a picture. Others, left to right, are Bill Estes, local iceman and originator of the idea; Milton J. Steinberger, Mayor; Clark Horning, Clerk-Warehouseman at the Station; Noren Eaton, attorney and President of the Chamber of Commerce; Sam Perlof, local druggist and member of the Chamber of Commerce Committee in charge of design; Mrs. Noren Eaton, frost effect artist; and A. L. Suman, pottery owner and designer of the plan (also a brother of PE's Auditor, John J. Suman). Mrs. C. Lauren Maltby, President of the Local Council of the Camp Fire Girls, who made the icicles, was ill and unable to be present for the picture. Mr. Eaton stated that the station decoration would probably be made an annual event.

his sentence started. Well, all kidding aside, we at Macy St. wish both couples all the happiness in the world.

Then there's another wedding to mention, though no particulars are at hand, and that is the marriage of the daughter of Conductor "Russ" Lummis of the Sierra Madre extra board. This one evidently was quite a strain on Russ, as he had to take his vacation right after and did not seem able to give out all the dope on the wedding though he promised to get it in in time for the Magazine. Anyway, Russ, we all hope you've recovered enough to convey to the happy couple our best wishes for a long happy married life.

Next to be mentioned is Conductor William M. Eiserman, who was passing out the cigars early in December in honor of a very important event in his home. It seems that Dec. 3, 1947, was the day a six and one-quarter-

ter-pound boy arrived at his home. Is he a proud papa!

We were all shocked recently to hear of the death of Conductor Jack Ritchy following an accident while on duty. Jack had nearly 30 years of service with Pacific Electric. He was well liked by all who knew him and will surely be missed. We all extend our sympathy to his wife and dear ones left behind.

Motorman "Zip" Myers, who was working with Jack was also seriously injured, and was for a while in St. Vincent's Hospital. He is now home and getting around a little. We're all pulling for you, Zip, so hurry and get well.

Word just came through that a brother of Motorman Jimmy Leath passed away in Fort Worth, Texas. Sorry to hear the bad news, Jimmy, and the sympathy of the boys here is extended to you and yours.





## JOINT BRT INSTALLATION HELD

NEW OFFICERS were installed at a joint ceremony at Foresters' Hall last Dec 22 of Western Lodge No. 448, El Sereno Lodge No. 390, and Zina Lodge No. 880 (Ladies' Auxiliary), of the BRT. AT LEFT, left to right, are W. F. Servranckx, President, Western Lodge; Helen Craft, President, Zina Lodge; and J. E. Tolbert, President, El Sereno Lodge. ABOVE, LEFT, are incoming and outgoing officers of Zina Lodge. Front row, left to right: Phylis Kidd, Conductress, 1947; Alice Cole, Drill Team Captain, 1947; Ada Slack, Past President; Helen Craft, new President; Florence Madell, new Vice President; Mattie Coplan, new Treasurer; Agnes Finglit, Drill Team Captain, 1948. Back row: Flo Taggart, Chaplain, 1948; Hilda Hansen, Secretary, 1947; Elsie Robertson, Warden, 1948; Iva Walker, Vice President, 1947; Marjorie Shrewsbury, Conductress, 1948; Violet Dennison, Past President; Emma Chase, Inner Guard, 1948; Malone Fowler, Secretary, 1948; Mabel Smart, Outer Guard, 1948; Luella Stafford, Alternate Legislative Representative, 1948. ABOVE, RIGHT, are new officers of Western Lodge. Front row, left to right: C. J. Sutter, Chaplain; A. E. Brown, Past President; D. O. King, Secretary; P. R. Maida, Inner Guard; Bill Newman, Vice President. Second row: T. E. Boswell, Acting Warden; E. A. Jacob, Installing Officer and Field Supervisor; W. F. Servranckx, President; M. V. Chase, Outer Guard. Back row: D. L. G. van Roggen, Agent of Official Publication; R. E. Sanson, Conductor; P. D. Yarbrough, Treasurer; H. W. Wilkins, Installing Conductor. Since picture was taken, Mrs. Ada Slack has died (Jan. 20).



## OCEAN PARK CAR HOUSE AND BUS LOT



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

A LITTLE LATE, perhaps, but anyway, Happy New Year to all — from us.

Christmas and New Year's Day are of the past and, so I hear, the holidays were rather successful, except for the ones who spent them in bed with "Virus X" as yours truly did.

Some time ago I talked with a former VSL Conductor, Bill Richardson. By the time you read this, he will have returned to Portland, Oregon, to resume his old job as a dispatcher at the Central Bus Station in that city. Bill says "hello" to his friends, and should you happen to be in his town, look him up at the CBS.

We wish to extend a warm welcome to Motorman Herbert R. Spicer. Herb worked on the South Division between 1945 and 1946, quit for a while, and now is re-hired to work out of OPCH. Previously he engineered locos for 21 years on the Santa Fe and the Missouri Pacific.

## Cond. Slinker Retires; Had 24 Years on VSL

ON JANUARY 31, James B. Slinker retired after having served 27 years as a PE Conductor — all on the Venice Short Line. His seniority date goes back to October 20, 1920, when the Venice Short Line trains highballed between Vineyard and Culver City while coyotes and jack rabbits sat on their haunches and watched the trains thunder by. But, as John says, "It was agin the law to shoot the durned things from a train or street car." He has seen the country grow up from barley fields and bean patches to its present densely populated communities.

John was born in 1883 at Winterset, Iowa, and before his work on PE was employed by the UP and the Burlington.

John has not made any plans yet for the future, and for the time being will take life easy.

With great regret we learned that Conductor V. W. Kennedy's mother passed away, shortly before Christmas.

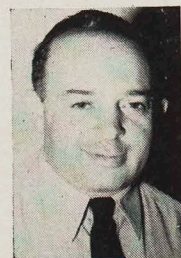
On January 31, Conductor J. B. ("Barracuda") Slinker retired after 27 years of faithful service with PE, and every one of them on the VSL. Good luck, John!

We were also informed that Motor Coach Operator W. C. Lambert, who has been carried on the sick list since March 11, 1947, has applied for retirement.

On the sick list during the first half of January were Vineyard Switchman P. D. Yarbrough, whose hand is coming along just fine; Motorman Louis Carlsen, who probably will have to go back to the hospital for another operation, and Conductor Lewis A. Kennedy, who can be seen around the OP station on crutches, and whose condition each day is getting better.

Vacations are here again and the first ones to take advantage of them were Motorman A. R. Nack and Sam R. Ferrula, and Conductors E. S. Fraser, B. E. Chastain, R. A. McClelland, H. H. Levy, and J. Vine.

## SUBWAY TERMINAL



By  
**Bill  
Newman**

CONGRATULATIONS to Motorman and Mrs. E. L. Martin on the arrival of their fourth child, the first boy after three girls.

We wish to welcome back our popular Assistant Terminal Foreman, Ted Wolfe, who has just returned from an extended vacation.

Our genial Secretary of Lodge 448

BRT, D. O. King, has taken up a new game, dominoes. In former days he would not talk about anything but horses, but now he has placed the latter game second.

Motorman R. D. Pettinger is getting very studious lately. You always see his nose stuck in a book.

A big welcome was given Mr. and Mrs. Bob Iden on their return from Abilene, Texas. On their way back through El Paso they got lost in a snow storm and were delayed about two days.

"What a Man" Fisher is known as the "Man Mountain of Redondo." The other day Paul Maida tried to give him a stiff-arm as they do in football. Paul's arm was almost broken by the attempt. Fisher tips the scale at about 320.

## LOS ANGELES TERMINAL FREIGHT STATION



By  
**Suzanne J.  
Smith**

AFTER RECEIVING numerous beautiful handkerchiefs for Christmas, Grace T. Randall has become a "hankie" collector. . . On Dec. 5, 1947, an infant son, Jeffrey Paul, made his first appearance in the

household of Mr. and Mrs. Arthur S. Tellechea. . . Leo Vincent, Agent at Covina, paid us a visit. . . Frederick E. Leininger must be Irish: green suit, shirt, tie, and socks, all the same day. . . James W. Boswell and A. H. Nasher compare television news, since they have television sets installed at home. . . Glenn P. Barkhurst, Jr., and Jack F. Harris have similar hobbies — photography. . . Fred B. Spencer, retired Assistant Terminal Freight Agent, was in to see all his friends recently. . . Louis Lipschultz is planning to patent his cigarette holder, namely, a paper pencil holder, like those we use for small pencils. . . Dorothy H. Hillan spends week-ends visiting relatives in San Diego. . . Harry M. Pierson's wife is a good cookie baker; just ask Harry's fellow workers. . . Eleanor

# FORMULA FOR 1948: Safety + Courtesy = Success

TWO FACTORS that make for success are constant elements in our business of transporting people. These factors are safety and courtesy. The traveling public's good will is and can be encouraged and promoted when passengers are handled and spoken to in a courteous manner and carried safely to their destinations. This favorable attitude of the public is worth seeking because it makes the day's work more pleasant. There is a great sense of personal satisfaction at completing a working day without endangering lives or fraying tempers.

In a city the size of Los Angeles, and in the vast territories served by our operations every day, we encounter strangers to our routes and services, people confused by the complex pattern of our streets and their directions. Such people naturally turn to the Operator, the Conductor, the Service Director, the Supervisor, for help and advice.

I am a little thing.  
I cost nothing. I am worth more than gold to you.  
The more you use me, the more you have.  
I unlock doors, open hearts, dispel prejudices.  
I make friendships. I inspire respect and admiration.  
I am always welcome. I bore nobody.  
I violate no law. No one condemns me.  
I am pleasing to everyone.  
I am indispensable.  
I AM COURTESY.

A pleasant answer with a smile will invariably satisfy our inquirers, and help us. Indifference or poor manners will invariably dissatisfy.

The tone of the spoken word is generally the medium by which others perceive whether our attitude is courteous or discourteous. Therefore a friendly voice plus a smile are the tools to prevent disputes and gain good will. It has been said: "Courtesy is like an air cushion. There may be nothing in it, but it eases the jolts of life wonderfully." The practice of courtesy has a soothing effect on him that gives and him that takes. It saves energy and frayed nerves for both parties. It's a lot easier on the system and the digestion to be courteous than to be impatient, sour, or indifferent. A courteous attitude brings with it a sense of well-being, a feeling of self-control that is truly uplifting. You'll profit by being courteous at all times.





HONORING FRED J. LEARY, retiring Chief Claim Clerk, this large group gathered at the Los Angeles Freight Station on Tuesday, Dec. 31, and presented him with a beautiful overcoat. Arrow points to the guest of honor. At Mr. Leary's left in front row are H. E. Foskett, recently retired Agent at large; and F. F. Willey, Assistant to the

Freight Traffic Manager and Freight Claim Agent, who presented the overcoat in behalf of the donors. Between Mr. Foskett and Mr. Willey is I. W. Erhardt, Office Manager in the Transportation Department. At extreme right is L. M. Duke, Terminal Freight Agent. Numerous officers of the PMT and the SP were also present.

Ahumada is our slack and blouse queen. . . Jean M. Farrow has become an "aunt" three different times in the past few months. . . George Hippensteal is still talking about his trip to Detroit in the El Capitan. . . Assistant Terminal Freight Agent P. B. Durant swings a snappy gavel at Agents' meeting. . . The BRC union dance held at the Royal Palms Hotel on Jan. 10 was well attended by the LATFS gang; namely, Eleanor Ahumada, Rudell Fugate, John W. Olson, Joseph A. Buszek, George E. Roberts, George Hippensteal, and yours truly. . . When George Jehl asks for the next 9900 form number, he invariably says, is it 9901? . . . Milo L. Seiglar, Howard Reisling, and a gopher got all mixed up on the lawn in front of our office, but the gopher won — he got away. . . Preston M. Jones is holding down the General Foreman's Clerk job, formerly held by Horace Mallett and James I. Haugen. James has a wonderful collection of money from Luxembourg, France and Belgium, which

### Chief Claim Clerk F. J. Leary Retires

FRED J. LEARY, Chief Claim Clerk at the Los Angeles Freight Station since 1931 and a PE veteran with over 31 years of service, retired Dec. 31, 1947.

His work for PE began in 1917, when he became Claim Inspector. From 1920 to 1931 he worked in the office of the then General Superintendent, F. L. Annable, as Supervisor of Freight Claim Prevention.

Mr. Leary, a native of Martinez, California, was for a number of years in the Army, and had an opportunity to see such distant places as Manila, China, and Alaska. He came to work for Pacific Electric at the suggestion of Joe Bennett, then Terminal Freight Agent.

One of the earliest members of the he got when he was overseas. . . Charmaine Gauthier and Dorothy Hillan spent one whole lunch period blowing red plastic bubbles.

Masonic Club, Mr. Leary was also its President in 1931, succeeding J. L. Smale. He is a member of South Gate Lodge No. 320, and is a Past Patron of the Amaranths.

With Mrs. Leary, he lives at 1616 Crescent Heights Blvd., Los Angeles. Lloyd, his son, works in PE's Overhead Line Department.

At present Mr. Leary has no special retirements plans except to rest awhile.

Honoring his retirement, a group of several hundred of his friends gathered at the Freight House Dec. 30 and presented him a fine overcoat. The presentation was made by Fred F. Willey, Assistant to the Freight Traffic Manager and Freight Claim Agent.

Best wishes from all to Old-Timer Fred J. Leary.

### Points for Drivers (and Other Humans)

THE SUCCESSFUL DRIVER IS:

One who has self-confidence and makes his passengers feel it.

One who can be courteous in the face of discourtesy.

One who takes a firm interest in his firm's interests.

One who keeps his word, his temper and his friends.

One who wins respect by being respectful and respectable.

One who keeps smiling under difficult situations.

One who understands people and makes himself understood by people.

One who has a steady eye, a steady nerve, a steady tongue and steady habits.

One who is silent when he has nothing to say, and also when the passenger has something to say.

—Pacific Grapevine.

# The Public Appreciates

LETTERS OF COMMENDATION received for Trainmen, Motor Coach Operators, and other personnel reached such a large total for this issue that it was impossible to write complete explanations as to the particular acts for which they were commended.

Below is the complete list of names of all whose courtesy toward passengers, efficiency in operation, cheerful attitude, or other action drew praise from observers and recipients:

Irving Abrams, Conductor, West; C. C. Arbogast, Motor Transit Operator; W. O. Ballenger, Motor Transit Operator; J. D. Blake, Conductor, South; J. C. Boucher, Operator, West; L. L. Brown, Motor Transit Operator; W. G. Burnham, Conductor, West; W. M. Carpenter, Motor Transit Operator, two letters; Earl H. Chostner, Motor Transit Operator; D. R. Clark, Conductor, West; A. R. Coker, Motor Transit Operator.

F. W. Cox, Conductor, West; Charles R. Curd, Operator, West; Homer A. Darling, Motor Transit Operator; J. T. Davis, Conductor, West; L. I. Dennison, Conductor, North; S. F. Dispennette, Motor Transit Operator; H. F. Fowler, Motor Transit Operator; J. B. Gamble, Conductor, West, two letters; W. J. Gerhardt, Conductor, West; R. J. Gorman, Conductor, North; Bernard Helbling, Motor Transit Operator; G. W. Hrivnak, Conductor, North; Luke G. Korich, Conductor, West; D. O. King, Conductor, West; L. B. Kirkland, Locomotive Engineer, Standard Oil Refinery, El Segundo.

Arnold Koehler, Conductor, West; Earl C. LeQuesne, Conductor, West; Lost & Found Department; A. A. Malmberg, Conductor, West; James Marlo, Motor Transit Operator; M. A. Michael, Motor Transit Operator; C. H. Miller, Motor Transit Operator; R. J. Miller, Operator, North; Louis E. Neal, Conductor, North; O. J. Norman, Conductor, West; W. C. Osborne, Conductor, North; A. B. Pace, Conductor, West; Robert L. Pavese, Conductor, West; H. W. Pickler, Service Director, Olive St. Terminal; A. B. Prather, Motor Transit Operator; D. P. Quiring, Conductor, West; S. B. Richards, Conductor, West.

Simon Sachs, Conductor, West; J. W. Saunders, Jr., Conductor, West;

## South Trainmen and Operators Win Six-Months Safety Contest

THE SOUTHERN GROUP, composed of passenger rail Trainmen and Motor Coach Operators, won the Transportation Department's Safety Contest of six months duration, July 1, 1947, to December 31, 1947. The basis of comparison was the percentage decrease of accidents 1947 under 1946. The Southern group had 177, or 26%, fewer accidents in the last six months of 1947 than they had in the same period of 1946. The South-

ern group led the five groups four out of the six months. The Northern group had the lead one month and the System Freight-Box Motor had the lead one month.

A suitable plaque for display by the Southern group is being prepared. It will be engraved each six months with the name of the winning group and be moved to that district or service to be held until the next winner is declared.

	No. of Accidents		Increase or Decrease of Accidents	
	July-December 1947	1946	No.	%
1st Place Southern	496	673	Decrease 177	Decrease 26%
2nd Place Western	1,184	1,448	" 264	" 18%
3rd Place Northern	390	473	" 83	" 17%
4th Place System Frt.-Box Motor	248	279	" 31	" 11%
5th Place Motor Transit	327	358	" 31	" 9%
Total 6 months	2,645	3,231	" 586	" 18%

Jarvis G. Scarlett, Conductor, West; H. M. Schemm, Motor Transit Operator; G. E. Serres, Operator, North; D. H. Sheets, Conductor, West; Upton L. Smith, Conductor, South; J. L. Terry, Operator, West; H. E. Tooker, Motorman, West; J. M. Turchin, Operator, West, three letters; D. S. Varela, Motorman, North; M. N. Wood, Operator, West; C. E. Wright, Conductor, North; A. F. Zmoos, Motor Transit Operator.

### Chest Agency Offers Aid to War Dead Kin

A keepsake booklet, "In Memoriam," is available now at the Veterans Service Center, at 306 W. 3rd St., Los Angeles, or at any of 18 branch centers. One of these beautiful booklets will be mailed, on request, to the next of kin of World War II veterans who either died in military service or, after discharge, died from a service-connected disability. The booklet contains photographs of United States military cemeteries abroad and carries pertinent information about the return of the war dead from overseas. It also lists the types of benefits available to the veterans' dependents.

One wife to another: "My husband is an efficiency expert in a large office."

"What does an efficiency expert do?"

"Well, if we women did it, they'd call it nagging."

## Congratulations

**from President O. A. Smith**

TO PASSENGER RAIL TRAINMEN AND MOTOR COACH OPERATORS:

The Southern Group are to be congratulated for their fine achievement in winning the Transportation Department Safety Contest for the six-month period ending December 31, 1947. Most gratifying of all is what the winning of the contest represents: A reduction of 26% in the number of accidents in your territory.

It is a source of great satisfaction to note also that reductions in accidents occurred during the same period of time in all groups. It is a pleasure to extend heartiest congratulations to all who, through their interest and cooperation, made this fine record possible.

— O. A. SMITH, *President.*

### AVOID HAND-TRUCK DANGERS

**DON'T PULL BACKWARD**  
ALWAYS PUSH

**DON'T LEAVE TRUCKS IN AISLES or DOORWAYS**  
ALWAYS LEAVE TWO WHEEL TRUCKS STANDING & BRACED

**DON'T LET YOUR LOAD FALL ON YOU**  
BE SURE IT IS SAFELY STACKED

**DON'T DRIVE UP ON THE OTHER FELLOW'S HEELS**  
KEEP A SAFE DISTANCE BACK

**DON'T SCRAPE KNUCKLES ON DOORWAYS**  
BE SURE OF YOUR CLEARANCE

**DON'T LET YOUR EYES WANDER**  
LOOK WHERE YOU'RE GOING

Indemnity Insurance Company of NORTH AMERICA



# The Best Drivers Are Still Learning

By William Ullman

(Reprinted from WESTWAYS for Jan., 1948)

**T**HE BEST DRIVERS, according to all competent critics, are those who always are learning to drive.

To continue learning to drive after having mastered the art of operating the controls means to make every experience which comes to you in traffic a part of your driving technique.

One of the outstanding traits of the good driver is proper mental attitude. This involves giving entire attention to driving, control of one's temper, always trying to size up the situation ahead, good sportsmanship, and suiting speed to the road and weather conditions.

The good driver is willing to accept responsibility and does not try to put the burden of a difficult situation on the other driver. He does not bank on the other driver's doing the right thing — he is ready to compensate for any mistakes the other driver may make.

## BASIC POINTS

Some other basic points which go to make up the safe driver are: Consideration for others, caution, alertness, speed to fit conditions, good early training, no driving while drunk, passing only when safe, exercise of common sense, slow night driving, driving only when physically fit, willingness to yield right-of-way, taking no chances and avoiding hurry.

The good motor vehicle operator always drives a considerable distance ahead. The faster he is going the "further ahead" he drives. He anticipates risky situations and suits his behavior accordingly.

A good driver will always pay special attention to the roadside, keeping a sharp lookout for cars turning out of service stations, refreshment and eating places, and side roads.

He will pick the safest routes and times for long trips. He selects, whenever he has the choice, highways free from commercial traffic, that are not slippery when wet, that are not considered dangerous or inadequate, and that do not have an exceptionally bad accident record. He chooses times when traffic normally is not heavy, preferring also to do most of his driving during daylight hours.

A safe driver travels two-thirds as fast at night as by day, and never over-drives his headlamps. He never drives so close to the car ahead that he can't stop in time, or is forced to

make a dangerous maneuver to avoid running into it.

## TAKES IT EASY

The good driver "takes it easy" — he follows the U.S. Army rule of a five-minute halt every hour, never drives more than four hours at a stretch without stopping for at least 30 minutes. And when he stops he relaxes for the full half hour.

And the safe driver has enough pride in his own proficiency to drive — particularly when approaching crossroads — as if the world's least skillful and most dangerous driver were just around the corner.

Literally thousands of accidents are caused yearly as a direct result of the failure of motorists to put a curb on a hot temper.

## HOT TEMPER

Psychologists have not yet been able to figure it all out, but it is a known fact that by merely placing some individuals behind the wheel of a car one can work a marked and far from desirable change in their characteristics. Observation and records show conclusively that frequently an ordinarily calm, well-manned and mild-tempered person will become chronically impatient, excitable, ill-mannered and hot-tempered when placed in control of a car in traffic.

Temper makes itself manifest in many ways. The motorist who habitually shouts imprecations at another driver or at pedestrians who annoy him, suffers from it in a very aggravated form. So does the motorist who blows his horn at every traffic light, or who uses it instead of his voice to revile others on the streets and highways.

Temper has a definite tendency to become a permanent bad habit. Once indulged, the tendency becomes more pronounced and more difficult to overcome.

In 99 out of 100 cases temper is just as much a matter of dangerous self-indulgence as drunken driving. Further, it is far more prevalent, as well as far more difficult to detect and assign as an absolute accident motivation. Yet its growing importance as a cause of serious mishaps is not to be questioned.

Curbing traffic temper is the problem of the individual motorist. He knows best how often and how much

it affects his control of his judgment.

## SELF-CONTROL VITAL

Today, more than ever before, the safe driver is the one who has himself under complete control. Unless the driver can learn to keep himself under control, his car and not he is master of the situation.

A car is under control when its driver is capable of stopping it within the assured clear distance ahead. This point puts it up to the individual motorist to be a good driver, for there is no fixed assured clear distance ahead in modern traffic. Variations in speed, condition of the highway and visibility must all be considered.

There should be no doubt in any driver's mind under just what circumstances the assured clear distance ahead may be modified suddenly and sharply. On any city street, for example, the unoccupied space never should be regarded as extending past the first intersection.

Mechanical condition of the car, an understanding of which is an essential requirement of good driving, is covered by the "under control" definition. Like the assured clear distance ahead, the stopping ability of the car, its acceleration and other aspects of performance are subject to wide variation under different conditions.

## MAKES ALLOWANCES

Thus, in keeping constant control over his vehicle, the driver must make allowance for the condition of his brakes, the steering mechanism, the headlights and other safety features. Also, he must be prepared to compensate for any unusual departure from the ideal in street and road surface conditions.

All authorities agree that speed limits will be unnecessary, even in the most congested areas, when the mass of motorists have been taught that keeping an automobile under control is the real mark of a genuinely good driver.

Almost any individual can master the controls of an automobile but this is only the beginning of motor vehicle operation. Only by a continuous process of learning can one become a safe, smooth driver.

Motorists could very well profitably take the necessary time to learn thoroughly the following common-sense driving rules:

## COMMON-SENSE RULES

Don't think that you are the best of all possible drivers. Remember that sometimes you, too, may be wrong. Give the other fellow credit for being right now and then.

Use hand signals liberally. They are to motoring what the block system is to the railroad engineer.

It is the worst policy possible to trust to luck. It usually fails at the last moment. Therefore, take every precaution at every danger point, and be certain that the car itself always is in such mechanical condition that it can respond to an emergency effort.

Keep to the right. The practice of straddling car tracks and part of the street is dangerous and wasteful of much-needed space.

Always bear in mind that while reckless speeding may save a few minutes, it also may mean injury or death to one or more persons. Before taking a chance, stop and figure out whether it's worth while. That is the course of no regrets.

## INFORMATION PLEASE

By Deane H. Koch

**I**NFORMATION CLERKS are well aware that they must be ready to meet any situation that presents itself. Recent weeks have been no exception, for when "Virus X" entered our ranks, the "old bug" was no respecter of persons, and gave several in this group a very strenuous struggle. Its first victim was Helen Drew. Fellow sufferers were Louise O'Connor, Catherine Haldeman, Adeline Douchardt, Lenore Panzica, Isabel Ash, and Helen Spafford. Catherine



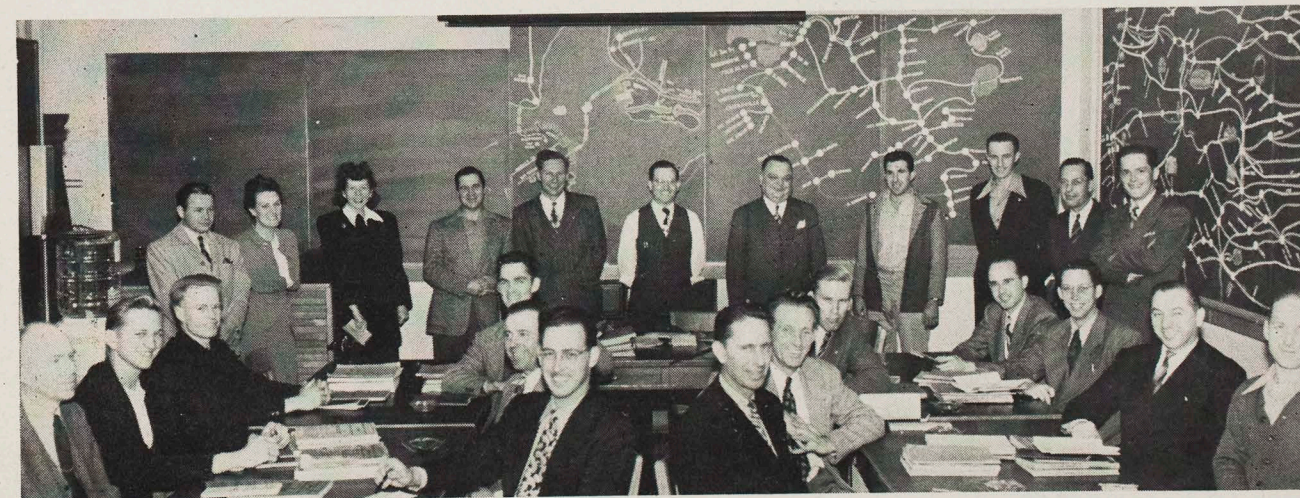
**NEW OFFICERS FOR BRT LODGE 950 AUXILIARY** — Long Beach Ticket Clerk Lydia Shelton, holding bouquet, is the new President of Mary Gorman Lodge 950 Ladies' Auxiliary to the BRT. Installation of officers was held Dec. 20 at the Huntington Park Masonic Temple. In front row, left to right, are Lola Rudd, Legislative Chairman; Ann Ernst, Installing Chaplain; Florence Colt, Secretary; Anna Lewis, Installing Officer and Vice President; James E. Harper, Counsellor; Mrs. Shelton; Pauline Hotchkiss, Treasurer; Lina Hanratty, Warden; Lillian Lyons, Chaplain; and Martha Harper. At rear are Mae McKane, Phyllis Withee, and Juanita Braley, Conductress. Photo is by R. H. Stone Studio of Huntington Park.

Rohwer lost a few days. Elsie Tappendorf, without any desire to be different, had a visit from the shingles. Yours truly was suddenly struck down and experienced a very painful operation with a three-weeks loss of time as the outcome. But despite the shortage of clerks from illness, careful planning and a lot of hard work on the part of our chief, Mrs. Tilley, have enabled the Bureau to continue to function.

Our former co-worker, Evelyn Cook, stopped by to say "hello" on a recent visit to Los Angeles. She and her husband have a new home at Aptos, California.

This next is to see if it really pays to advertise! One of our Clerks is greatly in need of a single apartment, preferably near a red car or bus line. Anyone knowing of such a "luxury," please notify the Information Counter.

Now for this month's smile: A man telephoned for the time on morning busses to San Bernardino. He was told there were limited busses going all morning, ten minutes before each hour, and that there were also two Expresses going. He replied, "I'm a passenger and I certainly do not want to go by express."



**TARIFF CLASS** — Above is a group of PE Agents and Station personnel who are attending a class in passenger tariffs being conducted by the Passenger Traffic Department Training Bureau every Monday night. Standing, left to right, are J. V. Antista, El Monte; Lucille Carlson, Fullerton; Alice McDougall, Long Beach; C. J. Horning, Sierra Madre; M. A. Soper, Garden Grove; J. W. Detlor, Instructor; E. A. Riley, Santa Monica; L. Calidonna, Inglewood; B.

Hauser, Inglewood; H. G. Maxwell, Relief Agent; J. G. Simmons, Watson. Sitting, left to right, are W. G. Adams, Whittier; G. V. Bowers, LA Freight Station; L. E. Allen, Claremont; H. G. Fuqua, Long Beach; M. J. Sparks, Fullerton; T. Hughes, Los Angeles; R. L. Besett, El Monte; E. Cook, El Monte; W. Hambly, Compton; J. P. Council, Los Angeles; C. D. Hileman, Wilmington; L. A. Vincent, Covina; W. L. Pehrson, LA Freight Station.



# Freight Motorman's Daughter Wins National Science Honor

ALL EMPLOYEES of Pacific Electric take pride in the fact that Patricia Lee Childress, 17-year-old carrot-topped daughter of Butte St. Freight Motorman H. W. Childress is one of 40 girls and boys selected from 16,000 entrants over the nation to go to Washington, D.C., to compete for a four-year science scholarship in the Seventh Annual Westinghouse Electric Corporation Science Talent Search. Of the 40, eight are girls. Pat will compete against the girls.

The severity of the contest may be judged by the fact that of the 16,000 who entered, only 3,161 were considered to possess high enough qualifications even to take the competitive written examination—a searching aptitude test covering all branches of science. The opportunity is open only to senior high school students whose outstanding scientific achievements above and beyond the curriculum requirements merit the recommendation of their science teachers.

## TEACHERS HAVE HELPED

In June, Pat will graduate from Alexander Hamilton High School, located near Culver City. She stands at present in a tie for second place in her class of 447 students. Throughout her academic career her interest in science and mathematics has been fostered and encouraged by a number of teachers, who, recognizing her outstanding ability, have lent their enthusiastic guidance along the paths in which Pat's interests seemed to go. At this particular stage it was Mrs. Margaret Davis, teacher of physics, grade counsellor, and Science Club adviser at Hamilton, who encouraged Pat most to enter the Westinghouse contest. This is the third year in a row that a Hamilton student has become one of the elect 40, according to Principal Walter Brown.

## WASHINGTON INTERVIEWS DETERMINE WINNERS

Pat is naturally looking forward with great eagerness to her trip.

She will arrive in Washington by train on Feb. 27 to attend the Westinghouse Science Institute, along with the 39 other candidates. During the following week they will meet and hear famous scientists and see the sights of Washington, including a visit to Congress. The principal purpose of their visit, however, is for interviews by the Westinghouse examining committee, for it is these interviews which, according to Pat, will determine the winners—one boy and one girl—of the two \$2,400 scholarships, entitling the recipients to \$600 a year for four years at the college of their choice. Lesser financial awards are assured the 38 not so fortunate as to be declared the winners.

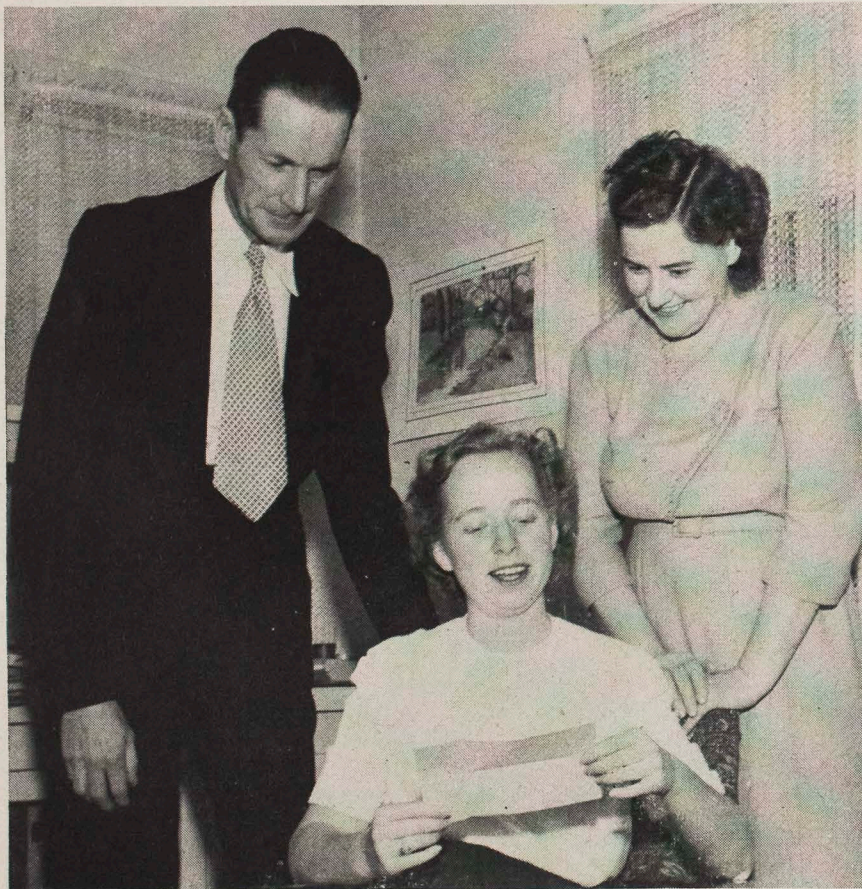
## MAY BECOME TEACHER

To date, Pat's chief scientific interest has been a study of the chemistry of textiles. Although she is a bit uncertain as to the future, her present plan is to attend either UCLA or Stanford, where she will major in education with the idea of teaching mathematics and probably science. She might even decide to pursue a research career instead. Developments as the result of college study will probably be the determining factor in her choice. She also makes a hobby of art.

## STARTED SCHOOL IN ONE-ROOM SCHOOLHOUSE

She commenced her academic career in a one-room mountain schoolhouse at Lake Hughes, 65 miles from Los Angeles, between Lancaster and Gorman. Here her father was in the Los Angeles County forestry service. He left this service in 1942 to come to live in the city for the sake of the children's education. Thus began his second tour of duty with Pacific Electric—he had worked from 1920 to 1922 as a West Conductor, had left to try his hand at various jobs during the following 10 years, and had begun his County forestry work in 1932. Right now he's working the 11 p.m. shift as Freight Motorman at Butte St. Yard.

Mr. and Mrs. Childress have five children, of whom Pat is the second: Janice, 18; Patricia; Walter, 15; Valentine, 9; and "Penny" (Penelope), 4. Sixty-five hundred PE employes join the family in hoping Pat will win at Washington.



TALENT SEARCH WINNER Patricia Childress, 17-year-old high school student, reads telegram informing her of her good fortune, as her father and mother, Freight Motorman and Mrs. H. W. Childress, happily look over her shoulder to see the thrilling news.



## MECHANICAL DEPARTMENT North and South Districts

By R. P. Murphy

CHRISTMAS AND THE NEW YEAR, from all indications, have been very good to all of us. Christmas Day had so many joys—the weather was ideal and everyone was exceptionally cheerful. New Year's Day could have not been better. It made the annual service the Pacific Electric gives Pasadena Tournament of Roses and Rose Bowl Game a much easier task. Every train running to Pasadena went through on schedule like a well-oiled machine. The Macy Car House Mechanical Department as usual was on guard at the various points along the line to see that no mechanical defects would happen.

Every movement of traffic went on in such a smooth manner that it is no more than fair that we extend a "well done" salute to all these men.

Flora Greenough, our Macy Car House Clerk, had a blessed event December 16, 1947—a girl! Congratulations, Flora!

R. L. Mankins, Wm. R. Tingler, J. W. Wilcomb and many employes at Macy Car House have had a spell of the flu that seems to be going the rounds. All are back on the job and we are glad to see them fully recovered.

I. E. Mankins is now off with the flu and a speedy recovery is hoped for by everyone.

G. Woodworth is the new Clerk covering the job for Flora while she is off. A nice fellow is Garry, as he likes to be called.

## MACY REPAIR SHOP

Vacations for 1948 started with Car Repairer Frank Palmer, who claimed January 5 to 18.

Sharon Inez Weekley, weighing 6 lbs. 14 oz., was born Dec. 11. She is the daughter of Ruble Weekley and granddaughter of Abram E. Gregory, Car Repairers at Macy.

Sympathy for Richard J. Humphrey, who lost his father Nov. 11. Mr. Humphrey returned to his parents' home in Colorado for funeral services.

Leader Arthur Groftholdt was able to return to his home Christmas Eve after an appendectomy.

Paul Rodriguez of Macy Blacksmith Shop celebrated his birthday Jan. 4 by attending his brother's wedding.

Funeral services for John L. Columbus were held Nov. 17 at The Chapel of the Pines, Venice Blvd. and Catalina St. Mr. Columbus, retired Machinist from Macy, is survived by his wife and two daughters.



OLD-TIMERS AT SAN BERNARDINO gathered when Russell E. Van Deren, Shop Foreman, had a party honoring the retirement on Oct. 1, 1947, of Auto Machinist George W. ("Cap") Miller, and the retirement on Jan. 1, 1948, of Freight Car Repairer and Inspector Fred I. Tingleaf. All but one of the men pictured have had 23 or more years with Pacific Electric. In parenthesis are their years of PE service. In front row, left to right, are Robert V. King, Freight Car Repairer and Inspector (26); Ralph L. Dayberry, Auto Machinist (5—but he has 22 years of railroad seniority); Fred I. Tingleaf (23); Russell E. Van Deren, Shop Foreman (30); George W. Miller (36). Standing, left to right, are Fred Sauerwein, Assistant Trainmaster (26); C. H. Jones, General Agent (35); W. Austin Sims, Night Working Foreman (29); Claude C. Ward, Leader (29); Amos H. Patton, Freight Car Repairer and Inspector (26); Glenn V. Jackson, Freight Car Repairer and Inspector (29—but he has 40 years of railroad seniority); Oscar Swanson, Freight Car Repairer (26); and Gordon Gould, Assistant General Agent (32). Their 380-year total leads to conclusion that PE is healthy to work for.



TALENTED SKATERS—Manuel Holguin, right, son of Auto Machinist Lorenzo Holguin of Macy Garage, participated in a skating exhibition at a hockey game at the Pan-Pacific Auditorium Dec. 22. The exhibition was televised. This picture was taken last winter, when Manuel and the comely little lady at left, Joan Hardrock, took part in a skating exhibition at the Pasadena Winter Garden by the Blade and Edge Club of that city. Photo by Chasse.





## CHRISTMAS PARTIES AT TORRANCE

**FOREMEN'S & CLERKS' PARTY**—Left to right: George Thatcher (only partially visible), Nora Scully, Florence Cheek, James Tarbit, August Fitzgerald, George Foster, Mrs. George Evans, Harry Pierce, Tom Moore, Maxine Anderson, Milton Foster, Jack Wright, and Martin Monson. Standing at right rear is Supt. George Evans. Others in picture but not visible are Konrad Oefinger, Alma Nixon, Gus Gundersen, and William Peet. Lacy King, Roy Brucker were absent.

**TORRANCE STORE PARTY**—Left to right: Evelyn Wright, Bette Hay, Genevieve Fattler, Andrea Palacios, Ann Higgins, Della Pinkerton, Lorraine Winterberg, and Catalina Gonzalez. The other who was present but does not show in picture is Alpha Barrett, top of whose head is barely visible over Catalina Gonzalez'. Their Christmas tree is also partially visible at extreme right foreground of picture. Both photographs were taken by the faithful and ubiquitous August Zurborg.

### SYSTEM GARAGES

By A. L. Bristow

**JERRY RONS**, Foreman at West Hollywood Garage, is recuperating from an operation and subsequent sojourn at St. Vincent's Hospital. His many friends are looking forward to seeing him back on the job soon.

**Stanley Moore**, Mechanic at Macy Garage, also had an operation and a stay at St. Vincent's. Stanley is back on the job and reports that his stay at the hospital was as enjoyable as could be expected and that the food was excellent.

**Elizabeth Bolden**, Coach Cleaner at Macy St. Garage, gave a Thanksgiving dinner for 13 of her friends in the coach cleaning crew at Macy Garage—turkey and all the trimmings. It is reported that Elizabeth really knows her stuff as a cook, having worked in some of the finest hotels in America and England.

There was a little crack about the size of a quarter in the lid of the desk by the dynamometer at Macy Garage. Someone wrote "GOOD LUCK" by this crack. Then someone else dropped a penny in and started a fad. These pennies were saved and put in a fund for a Christmas party. Nearly \$50.00 was collected and the party was held Tuesday evening, Dec. 22, 1947, in a hall by Lincoln Park. All things considered, the party was well attended and a big success.

### TORRANCE NEWS TOPICS

By the Ghost Writer

**WE COMPLETED** a glorious Christmas at Torrance with a number of small parties around the shops at noon time. Your scribe dropped in on the one in the Miscellaneous Department of the Machine Shop and found out that the ladies and men over there can have a lot of party in 30 minutes. Congratulations to a bunch that knows how to get a lot out of life and a lot of good fellowship out of a party.

Another party we had the honor of attending was in the Administration Building, "The Foremen's and Clerks' Party." Mrs. **George Evans**, our Superintendent's wife, goes to a lot of work in order to make her boys and girls happy on this day each year. Food!!! She surely had plenty: turkey sandwiches, cole slaw, pickles, olives, grape juice, coffee, milk and the best apple pies.

There were two persons who held the spotlight; one because he could put away the most pie, and another because of the fact she could not stop eating turkey sandwiches. Would hate to embarrass her by telling how many, but in a conversation later she told us she could not eat for two days after. . . Wouldn't wonder.

After lunch gifts were exchanged and the party-goers sat around smoking their after-meal cigarettes and cigars.

### TORRANCE STORE NEWS

By Della Pinkerton

**ONE OF THE GAYEST** and most successful of the several Christmas parties held by the PE employes at Torrance was the stag affair enjoyed by the female contingent of the Store Department. The office at the casting rack was turned over to this enterprise and was most beautifully decorated in honor of the occasion. Poinsettias, tinsel, snowflakes, and favors, to say nothing of the really lovely Christmas tree, truly worked a miracle in transforming a rather dingy little office into a Christmas fairyland. The huge stack of gifts at the foot of the tree also lent glamor, adding to the spirit of the day.

The delicious and filling luncheon was the work of the participants and may have had something to do with the apathy shown at sound of the return-to-work whistle. At any rate it included tamales, tortillas, crackers, olives, pickles, and plenty of pumpkin pie; also candy and nuts. The "door prize," won by **Della Pinkerton**, turned out to be a dill pickle brought back from Colorado by **Bette Hay**.

There were many exchanges of gifts and cards before disbanding.

A very healthy and prosperous New Year is the wish of your scribe to each of you. So long!

## MECHANICAL DEPARTMENT Western District



By  
**Milton R.  
Clark**

THIS IS  
A SAFETY GANG  
NO ACCIDENTS  
THIS MONTH

**THE ABOVE PLAQUE** has been placed at every Mechanical Shop and Yard throughout the System. **Jack Hawks**, Foreman at Hill Street, while on vacation this summer, noticed a plaque of this kind hanging at different points on the Southern Pacific system. Upon investigation, he learned its meaning.

At one of our Foremen's meetings he presented the plan. The management, which is constantly concerned about the safety of employes, believed the suggestion a good idea and has adopted it as a follow-up program in its efforts to eliminate personal accidents. **Mr. R. L. Mankins** has visited every point under his jurisdiction, both day and night, and has personally presented the plan to each employe.

On the Western District during the months of October, November, and December the record was very good. The plaque remained in view at West Hollywood Repair Shop, Toluca Yard, Hill St., Subway, and Ocean Park. At the Hollywood Car House the day gang had the misfortune to lose their plaque during the month of October. The night gang lost theirs during November, and both groups lost theirs during the month of December.

Those of you at points where the plaque has been kept in view are to be commended for your successful efforts in guarding your personal safety and the safety of others. I am sure this accomplishment will give you a feeling of pride and also will be an incentive to those who had the misfortune to lose their plaque.

I hope you all had a very Merry Christmas and that this New Year will bring you happiness, good health, and personal safety.

Hubby: "Darling, did you take a dollar bill out of my right-hand pants pocket last night?"

Wife: "Certainly not. Maybe you don't know it, but there's a hole in that pocket."

## TORRANCE TRACK STORE

By Della Pinkerton

**NO ONE** could have been so deliberately cruel, so hard and unfeeling! Surely it must have been indifference or carelessness. At any rate the result was the same, for when a carload of scrap was unloaded recently at the Torrance Yards, the surprised workers unloaded a cardboard carton containing two wee fluffy kittens.

The special gods that watch over little kitties decreed that this particular car should arrive promptly at its destination and should be unloaded promptly, so that the discomfort of hunger had not reached the agony of starvation. There was still a problem, however. Old Mother Nature had taught them how to obtain nourishment from the source of supply, but they had not had time to learn anything about a middleman.

A doll's nursing bottle in the hands of the Track Store Personnel bridged the gap, as shown in the picture. **Tommy Wilkes** happens to be holding the bottle, but he is only one of several foster mothers, and the babies are now doing very well, thank you.

These were not the first feline orphans to find sanctuary at the Track Store. Their predecessor, believe it or not, was a blind kitten who was picked up in the weeds nearby, very unhappy and consisting mostly of bones, with nothing much left but a shrill wail of protest. Food and care soon brought it to life and the way it overcame its handicap of blindness was a truly wonderful lesson in perseverance. Its cocksureness was its downfall, however, for one day it was missing, having evidently wandered too far to find the way back. It was a long time before the men stopped looking hopefully behind ties and buildings and calling for their little pal.



**TOMMY WILKES, NURSE**





SIGNALMEN snapped at Oneonta Station, where they were doing some line work. Left to right are George Brencley, Signalman; John Butcher, Dennis Lord, and Nathan Sanders, Assistant Signalmen; and Henry Williams, Leading Signalman.

## SIGNAL DEPARTMENT

By Bob Burns

OLD FATHER TIME has passed our way once more, and up go the new Varga calendars, while time marches on.

Ernie Hargreaves, Bonding & Welding Foreman, celebrated his 22nd wedding anniversary on Christmas Eve.

Anthony Russo, Assistant Bonder & Welder, better known as Tony was born in Naples, Italy, was raised in New York State, and is married. His hobby is wood working, and he loves spaghetti.



JIM GALLOWAY, retired Foreman of Section Gang 5, of El Monte, sends us this picture of himself standing by the corn he grows at his home in Houston, Missouri. Retired since March, 1943, after 22 years with PE, all of them with the same Section Gang (he was Subforeman when he started and became Foreman a year later), Jim says he "almost goes crazy" to get back to work. He states his appreciation for the consideration and encouragement given him by his superiors throughout his career. "Regards to all the boys," says Jim.

Winfield Haddow, Assistant Bonder & Welder, called Blacky, hails from Colorado, eats mulligan stews for breakfast, and is an expert on crocheting and knitting.

Joe Prestianni, Assistant Bonder & Welder, was born in New York City, and is married. His favorite dish is sea food. He has a son, Joey, America's youngest drummer, and a champ.

William Sharp, Groundman, is a Kansan, is married, and has one son. Bill's theme song is bring on the tea-bone steaks—silly, they don't get steaks out of tea!

Clarence Bramun, Lineman, hails from Iowa, and is married. Eats a dozen ears of corn at one sitting, has blond hair, big blue eyes, and a wonderful personality.

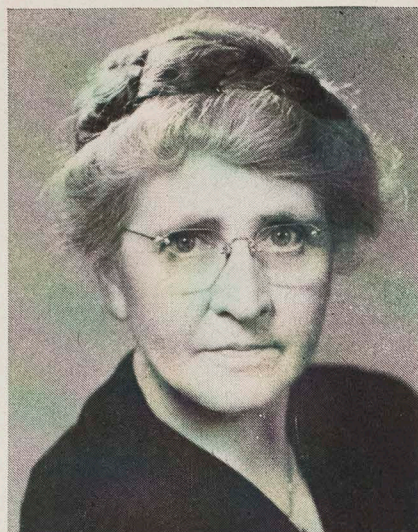
Thanks to Dennis Lord, Assistant Signalman, for snapshot. Dennis is tall, dark, handsome, and married.

## "Acie" Curran Retires From Passenger Accts.

By Marion Snowden

ONE BY ONE, the old landmarks of the PE personnel are moving out to make room for the small fry of the up-and-coming generation. Among the latest to retire is Mrs. Arvilla Reinhart Curran, one of the old standbys of the former Conductors' Accounts Bureau, more recently streamlined into the Passenger Accounts Bureau.

"Acie," as she is popularly known to many of the present day personnel, started working November 8, 1905, under the late Miss Clara B. Temple-



ARVILLA CURRAN, who retired Dec. 31 from Passenger Accounts.

ton, as a temporary Clerk for two weeks. The two weeks in 1905 expanded into 11 years, during which time she held positions as Checking Clerk, Efficiency Record Clerk, and File Clerk in the private office of Auditor George W. Mulks, after which she became Assistant to the Head Clerk, Miss Templeton. This last position she held until May 1916, when she left the service to raise her two girls. On December 31, 1928, she returned for a three-day stretch which lasted 19 years to the day, winding up on December 31, 1947.

With all those years of loyal service behind her, we hope she will have many pleasant memories of her former team mates. So long, Acie, we'll be missin' you!

# 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 November and December. May their years of loyal service bring their just rewards, and may their memories of PE be always pleasant ones.

NAME	Occupation	Department	Years of Service
Fred R. Coe	Motorman, North	Transportation	26
Joseph F. Connors	Clerk, Term. Frt.	Transportation	17
Arvilla Curran	Clerk	Accounting	19
Hiram E. Foskett	Agt. at Large	Transportation	27
Bias Gonzales	Laborer	Engineering	33
Mildred B. Hathaway	Car Cleaner	Mechanical	4
Robert E. Labbe	Treasurer	Treasury	42
William C. Lambert	Conductor, West	Transportation	23
Frederick J. Leary	Ch. Claim Clk., (L.A. Frt.)	Transportation	30
Francisco S. Lopez	Laborer	Engineering	11
Edward F. May	Substation Operator	Engineering	28
Carl B. Ogden	Motorman, West	Transportation	18
Laura A. Stevens	Car Cleaner	Mechanical	29
Arthur D. Terflinger	Motorman, North	Transportation	38
Andrew Weber	Janitor, Hill St.	Building	22

## Disease Prevention Week Begins Feb. 15

TO PREVENT DISEASE and promote health, employes of all industrial and business concerns are urged by the Community Health Association to study and follow suggestions in the program of Disease Prevention Week, February 15-22.

Dr. Ruth J. Temple, medical director of the Association, says Tuesday, February 17, will be "Industrial Health Day," when workers in plants and factories will be urged to make dates with private physicians and dentists for preventive measures, examinations and where necessary adequate treatments. Those unable to afford private services are advised to visit a public health clinic.

### WHAT TO DO

Recommendations for the week are:

Everyone should be vaccinated against smallpox unless a successful vaccination was performed within three years. Parents should have children under two immunized against diphtheria, whooping cough and tetanus, and children between two and ten immunized against diphtheria.

Youths and adults should have chest X-rays to determine possible presence of tuberculosis, blood tests to find syphilis and where the disease is suspected examinations for gonorrhea. When diseases are found, treatments should be undertaken immediately.

Health also should be promoted, Dr. Temple says, by sanitation, nutrition, mental hygiene and good habits.

She asks that all who can do so attend health exhibits, suggestions for right living and informative skits and lectures on diseases to be presented free Wednesday, February 18, in the Biltmore Hotel.

### GROUPS COOPERATE

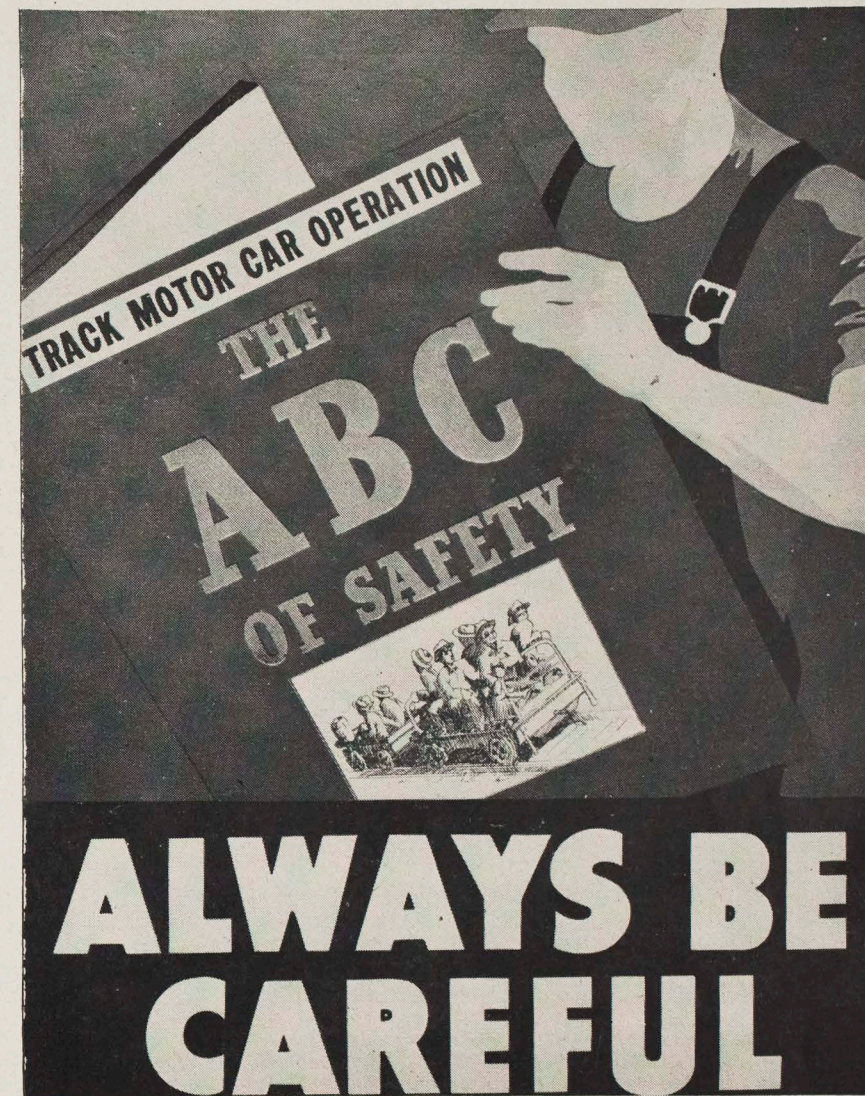
Organizations cooperating in Disease Prevention Week include City and County Health Departments, the American Red Cross, the public schools, the PTA, churches, the County Medical Association, and many others. Mayor Fletcher Bowron is one of many prominent citizens on the sponsoring committee.

## REGISTER NOW

PACIFIC ELECTRIC employes are strongly urged by County Registrar Michael J. Donoghue to register at once for the next election.

If you have changed your address, name or political affiliation since your last registration, you must re-register. If you failed to vote in a 1946 state election, re-register.

# ENGINEERING SAFETY TIPS



ARE YOU an employe whose duties require operation of or riding on a track motor car? If you are, it is also your duty to know that this important means of transportation is always used safely.

The track motor car is a valuable aid to many employes engaged in maintenance of right of way, track, signals, etc. It is safe and efficient when used with care and caution. If operated carelessly, at excessive speed, and in non-compliance with the rules, it becomes an instrument of accident, endangering not only your life, but the lives of others as well.

Safe operation of the track motor car depends first of all upon the operator. He must be a fully qualified man. He must be able to exercise good judgment. He must know the rules for track motor car operation and see that at all times these rules are strictly observed.

If you know Rules No. 1100 to 1127 in the Maintenance of Way and Structures Rule Book, and if you observe these rules when operating a track motor car, your safety is assured. If you disregard these rules, your life is in danger.

P.S. Just a reminder to all of you whatever your work. Practice the ABC's of Safety. Always Be Careful. Accidents *do* happen and you don't want to be next. There were 32 accidents in the Engineering Department during November and December with an estimated time lost of 86 days.

— J. D. S.





CHRISTMAS IN THE PAY-ROLL ACCOUNTS BUREAU — Front row, left to right (seated): Hugh Chestnut, Loriston Noble, Jr., Frank Ferris, Blanche Garcia, Bob Rachford, L. B. McNelly, Mildred Franse, Carl Campbell. Second row: Harry Welch, Neldean Boucher, Ruth Clark, Alice Murphy, Margaret Hines, Alma Potter, Helen Biller, Frances Houston, Marion Emly, Helen McDougal, Marion Lutes, Opal Haas, Melanie Niderost, Alice Karayan, Ida Stein, LaVonne Sanders, Kenneth Williams, Marjorie Helwig, Ray Albrecht. Third row: Diane Delmar, Gladys Garrett, Marguerite Atchley, Margaret Roch, Bertina Swartz, Cy Holway, Toni Moldenhauer, Clarence Williams, R. C. Hollinger, Albert Manhart, Marie Brogan, Wilber Turpen, Margaret Taylor, Rosetta Epple, Anna Capo, Phyllis Bonner, Martha Falbaum. Back row: Walter Morrison, Madelyn Mathews, Rose M. Addante, Dave Alexander, A. E. Hanna. Looks as if Blanche had best fun.

neth Williams, Marjorie Helwig, Ray Albrecht. Third row: Diane Delmar, Gladys Garrett, Marguerite Atchley, Margaret Roch, Bertina Swartz, Cy Holway, Toni Moldenhauer, Clarence Williams, R. C. Hollinger, Albert Manhart, Marie Brogan, Wilber Turpen, Margaret Taylor, Rosetta Epple, Anna Capo, Phyllis Bonner, Martha Falbaum. Back row: Walter Morrison, Madelyn Mathews, Rose M. Addante, Dave Alexander, A. E. Hanna. Looks as if Blanche had best fun.



CHRISTMAS IN THE CLAIM DEPARTMENT — Left to right: Ida Vaughan, Don Hough, William Tidmarsh, Paul Zook, William Pollack, E. R. Anderson, Grace Updike, Paul Domack, Margaret Ranft, Bert Kosak, Iola Roberts Mason, Lawrence Rice, Clarence Weathers, Edward Hodges, B. F. Doherty, John Keller, Archie Brahm, Louise Snell, William Hawley, Thelma Turner Kebble, Elizabeth Thomlinson, Shirley Voss (daughter of Robert), F. Smith Palmer, Patsy Schwertfeger, Gene Powell, Mary Brenner, Mary Martha Brenner (her daughter), Robert Voss, and Earl Miller. Absent were John J. Staddon, Roy Culverwell, Chas. Woodbury, Sam North, Phyllis Hayes, and Evelyn Baker.

liam Hawley, Thelma Turner Kebble, Elizabeth Thomlinson, Shirley Voss (daughter of Robert), F. Smith Palmer, Patsy Schwertfeger, Gene Powell, Mary Brenner, Mary Martha Brenner (her daughter), Robert Voss, and Earl Miller. Absent were John J. Staddon, Roy Culverwell, Chas. Woodbury, Sam North, Phyllis Hayes, and Evelyn Baker.



CHRISTMAS IN THE RESEARCH BUREAU — Left to right: C. Walt Heck, J. M. McFadden, Whit Casey, Mike Levin, Sam Akers, L. H. Appel, Charles Koch, Gladys Black, Alec Hartman, Eleanor Lifur, Bob Labbe

(Jr.), Florence Stockdill, Don Bowman, and Robert Russell (Board of Public Utilities). Seated is Estella Dillon, from the Office of Planning and Development. One Bureau member, Ed Marcy, was ill at time.



LEGION CHRISTMAS PARTY — Seated, left to right, are A. W. Bone, Charles Rose, C. A. Newman, Lou Miener, and J. A. McNaugh, with Jim Harper in front of Mr. Newman. Standing behind chairs: Lester Derringer, Donald Malmberg, O. R. Newhouse, F. A. Bryant, K. M. Brown, J. D. Slick, J. W. Jorgenson, J. W. Foore, G. A. Simpson, T. M. Juston, Bob Robertson, A. Poddi, Elmer Malmberg, and G. W. Price. Back row: F. W. Nichols, R. E. Withee, B. P. Heath, A. C. Steward, and J. L. Morris. Everybody seems to be having a good time.



LEGION AUXILIARY PARTY — Joining the men in the party held Dec. 23 were these ladies of the Auxiliary. Seated, left to right, are a Mrs. Simpson, Phyllis Withee, Sylvia Morris, Lydia Shelton, and Martha Harper. Middle row: Florence Shipley, Juanita Braley, Bernyce Rose, Maple Malmberg, Ellen Bryant, Myra Bell Clemons, Alice Newman, Frances Moore, Mary Jorgenson, Bernice Nichols. Back row: Phyllis Snyder, Ethel Heath, Lillian Lyons, Ollie Jacot, Kathryn Brown, Cora Newhouse. Included are a number of guests.

VETERANS OF FOREIGN WARS PE POST 3956



By J. F. O'Malley

OUR BIRTHDAY PARTY held December 2, 1947, was a huge success. Junior Post Commander Earle C. Moyer was master of ceremonies

VETERANS OF FOREIGN WARS POST 3956 had a birthday party Dec. 2. A large crowd attended. In front row, left to right, are Arthur Cameron, Past Commander Earle C. Moyer, James Smith, Service Officer Charles Wakefield, Robert Chase (behind Wakefield), Clyde Swartz, Past Commander Harry L. Young, Wilbur Martin, Kenneth Tweston, Herman R. Grenke, Buford Cotten, Fred Fluss, Loren Ice (behind Fluss), and Ray Eaton. Back row: Lester Wolfson, Jack

and was in rare form, keeping our guests in a very joyful mood.

The principal speaker of the evening was our good comrade, Senior Post Commander Harry L. Young, who expressed a sincere desire to see more eligible veterans join our Post and keep up the good work of this organization.

Chaplain Fred Fluss furnished some very interesting movies. Intermission time was a knockout with Quartermaster Joe Beckett and Bill Hoefstetter singing and playing their guitars. After the entertainment food and refreshments were served.

No party could be complete without a good card game and in the wee small hours the party came to a close with all expressing a desire for more parties of this kind.

AMERICAN LEGION PE POST 321



By John L. Morris

OUR CHRISTMAS PARTY and dinner, held the night of the second regular meeting in December, was one that will be remembered by those who were present as one of

Hatchek, William Graham, Senior Vice Commander Carl Salvesson, Al Rommel, Noble Graham, Bill Cruz (behind Cates), Michael Jerich, Richard Adams (behind Jerich), Carlos Valdez, William Hughes, Leonard Hampton, Quartermaster Joe Beckett, Joe Buszek, John Olson, George Roberts, Bill Hoefstetter, Preston Jones, Calvin McVay, Commander Jim Boswell, and Lester Clark. A G. P. Barkhurst photo. Joe Beckett and Bill Hoefstetter provided some fine music.





gaiety and great good fellowship. You comrades who were not present missed a good feed and a swell get-together. All business, except that which was urgent, was suspended.

Comrade Commander and Mrs. Wilcox were unable to attend the dinner because they had to make an emergency trip to Oregon to be at the bedside of Commander Wilcox's father, who was seriously ill at that time, and who has since, we hear, been called by death. We comrades of the Post, and other friends, wish to express our condolences at this time of bereavement.

Comrades, attention! You GI Joes who have let your GI insurance policies lapse have been given another chance to reinstate it. The new deadline is July 31, 1948.

AMERICAN LEGION AUXILIARY



By Ethel M. Heath

WE WELCOME to our Auxiliary a tiny new member, Linda Kay Hardy, infant daughter of Edward and Kathryn Withee Hardy.

There was a fine turn-out for the

Christmas party. We had a delicious dinner, lots of gifts, and a grand time.

Sorry the birthdays for November and December didn't get in print, but belated best wishes anyway, and we send greetings to the following who have birthdays in January: Vera Durr, Ethel Heath, Virginia Edmunds, Martha Harper, Ollie Jacot, Edna Price, and Margaret Richards. In February greetings go to Frances Moore and Lydia Shelton.

(Editorial apologies to Mrs. Heath, whose column for Nov.-Dec. was somehow mislaid in the Magazine office. — ED.)

HERE AND THERE WITH THE WOMEN'S CLUB

By Mrs. C. O. Leatherman

THE PACIFIC ELECTRIC WOMEN'S CLUB closed the year with a lovely Christmas party and a fine program of music and dancing by the children of our own members of the club.

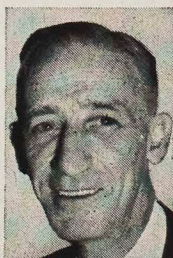
The first meeting of the year was featured by a very interesting talk by Roy Herbert, of the Probation Department of the Los Angeles County Juvenile Court. The talk was highlighted with pictures of the different camps, and how they are managed.

Virus X was quite prominent among our members, and we hope they will be able to be present at our next meeting.

February 12 we had a Valentine party and exchange of Valentines. Do not forget the second and fourth Thursdays, club days; and the first and third Thursdays, cards. Bridge and five hundred, with prizes.

PACIFIC ELECTRIC BOWLING NEWS

By Charlie Hill



AFTER the usual two-week respite for Christmas holiday season, the bowlers have resumed action for two weeks, and the hangover has been somewhat noticeable among some of the teams, while others, as a result of the holiday, are showing renewed pep. The BRC Aces, led by Preston Jones' two consecutive 600 series, held

the top of the First Branch for four weeks, but were first displaced by the Western District, and then the following week suffered a 3 to 1 further setback to third spot by the Restaurant and News girls. These ladies slipped into first place when the Western District was trampled 3 to 1 by De Spares, another bunch of ladies. So at this time the Second Branch leading team is the Restaurant and News (39 wins, 21 losses); second place, Western District (37 wins), and third place, BRC Aces (36 wins), Macy St. holds down fourth (32 wins), and DeSpares have 31 wins to give them fifth spot. The Western District, with Boucher leading the way, wended from seventh position on November 21 to the top on January 2. Their 2781 on November 28th took high series for the season.

Macy Garage rolled a neat 1020 game on December 12 to tie the Los Angeles Terminal for high honors, newcomer Bourdeur's 230 aiding the Garage men.

Virginia ("Irish") Boone gave the spectators a real exhibition in kegling, when she unleashed a brilliant 243 game and 548 series, both high for the season among the fair sex, on November 28th. Irish was really in the groove, despite the heavy Thanksgiving turkey dinner preceding the match.

Ole Swanson rolled a 243 on December 12, as season's high for the men tying Virginia Boone's high game for the ladies. Ollie Steuernagel continues to carry the men's high series of 675.

In the First Branch the Special Agents continue to lead with 46 wins 14, losses, 8 points ahead of their closest contender, the BRC Railers. The leaders have lost only one series since the beginning, and that was a 3 to 1 count to the Schedule Bureau on October 31. This well-balanced team is going to be tough to stop. The PE Club are in third place, with 35 wins, 25 losses; and the Schedule Bureau and Coach Pilots are tied for fourth and fifth positions, each having 33 wins and 27 losses.

The Schedule Bureau snapped out of it, temporarily at least, on January 9, to capture the season's high series, 2785, for the Branch.

YES, YOU CAN SAVE!

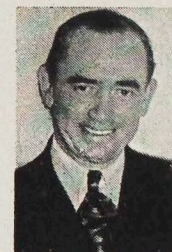
MIGHT AS WELL be frank. Most of us don't save money — and nearly everyone wants to. The pay check comes in, we cash it or deposit it, and then — presto! — we find an urgent need for an extra expenditures — just enough, usually, to smash to bits our oft-repeated good resolution to salt away a few dollars for the future.

The Pay Roll Savings Plan of investing in government bonds insures the keeping of that good resolution by saving money for you out of your pay checks before you spend it. Pacific Electric employes in 1947 saved \$342,530.55 under this plan — and most of 'em will say they never felt it. Getting the bond — safest investment in the world — they say is just like getting a Christmas present.

All you have to do is notify the Pacific Electric Accounting Department that you want to have them start this saving plan for you — you can get a notification form from your superior. The company does the rest, without the slightest cost to you.

Keep 1948 and future new years happy by fulfilling your resolution to save — the Pay Roll Savings way.

PACIFIC ELECTRIC ROD AND GUN CLUB



By Arlie Skelton

GREETINGS, Rod and Gun Clubbers! Here's that new look in the 1948 officers line-up:

Our new President, Roger LeMelle, smiling, courteous and diplomatic.

First Vice-President, Robert M. Lawrence, a true sportsman in all the the name implies, an artist with rod or gun, and a man who gets results. Second Vice-President, Wm. R. Stosberg, a hard worker and a good fisherman.

Financial Secretary, Robert Dornor. Recording Secretary, Rollin A. Podlech.

Treasurer, C. G. Gonzalez.

Executive Committee: B. F. Manley, W. G. Knoche, J. B. Rogers, Arlie Skelton, and Frank Converse.

Nominating Committee: L. L. Loyd (Chairman), W. G. Knoche, E. H. Pierce, J. R. Johnson, and R. M. Lawrence.

Legislative and Rules: E. L. H. Bissinger (Chairman), B. F. Manley, and W. G. Knoche.

Prize Committee: J. B. Rogers (Chairman), K. L. Oefinger, Harold Smith, George Lallich, and Glen Day.

Field Captains: Arlie Skelton, Gun Section; George Anderson, Fishing Section, Earl Brucker, Assistant.

Yearbook: F. B. Patterson (Chairman), Rollin A. Podlech, Lee Wedl, Robert Dornor, Kenneth Pomeroy, and Wm. R. Stosberg. In addition to this Committee, each Club Member is asked to bring in at least one advertisement for the yearbook. The price is the same as prewar; three dollars for a half-page or six dollars for a full-page advertisement. That's very cheap advertising.

Entertainment: Frank Converse (chairman), J. B. Rogers, Kenneth Pomeroy, A. Ghezzi, and Carl F. Hill. Refreshments: C. G. Gonzalez (Chairman), A. Partington, and Harold Ward.

Publicity: Arlie Skelton (Chairman), Rollin A. Podlech, Robert Dornor, J. C. Rankin, and Bob Burns.

Tournaments: J. B. Rogers (Chairman)

(Continued on Page 31)

WEEKLY HIGHLIGHTS OF THE PACIFIC ELECTRIC BOWLING LEAGUE

Table with columns for Date, Team, High Score, Team, High Game, Individual High Series, and Individual High Game. It lists bowling results for various teams like Rod & Gun Club, Special Agents, PE Club, etc., across different dates in Nov and Dec.

Award of Merit certificate graphic with cursive text 'Award of Merit' and a signature of Edward R. Valentine. Below the signature is a feather logo and the text 'SYMBOL OF COMMUNITY SERVICE 1947-48'.

FOR COMMUNITY SERVICE RENDERED — The Community Chest forwarded the Award of Merit reproduced in small size above in appreciation of the cooperation given by the employes and the Magazine in the recent drive for Chest funds. Robert L. Smith, Associate Publisher and General Manager of the Daily News, and Chairman of the Public Information Department of the Community Chest, added his personal thanks in an accompanying letter.





**CLUB OFFICERS** — Left to right are Arlie Skelton, Delegate to Southern Council of Conservation Clubs; W. R. Stosberg, 2nd Vice President; Roger LeMelle, President; R. M. Lawrence, 1st Vice President; George Anderson, Fishing Captain; J. B. Rogers, Chairman of the Prize Committee; K. L. Oefinger, Member of the Prize Committee; Frank W. Converse, Past President and Member of the Executive Committee; Alfred Ghezzi, Member of the Membership Committee; B. F. Manley, Member of the Executive Committee; Robert L. Dornor, Financial Secretary; L. L. Loyd and W. G. Knoche, Members of the Executive Committee. A number of the officers could not be present for picture.

**ROD AND GUN CLUB**

(Continued from Page 29)

man), Robert Dornor, Kenny Pomeroy, Chas. Rushing, R. M. Lawrence, and E. H. Pierce.

Membership: V. C. Prettyman (Chairman), Ray Harmon, Jesse Hanselman, A. W. Randig, Robert Dornor, A. Ghezzi, Frank Converse, and Glen Day.

Executive Committee to act as Budget Committee.

Arrowhead Outing: B. F. Manley (Chairman), C. G. Gonzales, Kenny Pomeroy, and Roy R. Wilson.

Southern Council of Conservation Clubs: Frank Converse, Councilman; Arlie Skelton, Alternate.

**Pool Tourney Starts Mar. 15**

A ROVING POOL TROPHY has been donated by President O. A. Smith to be held by the department of the winner of future system-wide pool tournaments.

To decide the department which will hold this trophy, an elimination tournament will be held, starting March 15, to determine a challenger for the present champion, C. W. Wisler, according to Subway Conductor Bill Newman, Tournament Chairman. The winner of the elimination tournament will play Wisler to determine the first winner of the roving trophy.

The Pacific Electric Club, under whose auspices the matches are held,

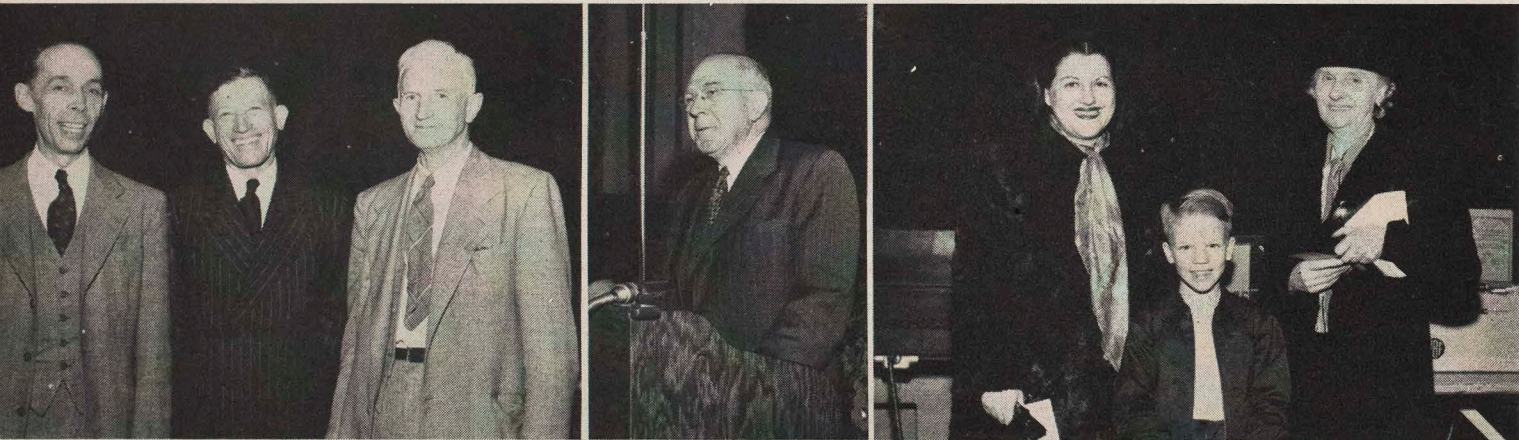
will present a first and second prize which will become the permanent property of the winner and the runner-up, respectively, of the elimination play.

The same rules will apply as before, except that entries are open to all members, active or retired, of the PE Club.

It is hoped that more employes at outlying points will enter this contest than was the case in the last tournament.

Entrance blanks may be secured from your Foreman, Supervisor, or department head, and must be returned to the PE Club by March 1.

**PRESIDENT'S ANNUAL ROD AND GUN CLUB SHOW**

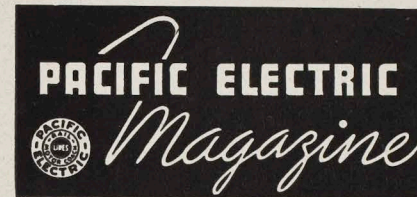


**NEW PRESIDENT**, Roger LeMelle, center, being congratulated by retiring President, Frank W. Converse, left, and Past President and Old-Timer B. F. Manley.

**PRINCIPAL SPEAKER** and Master of Ceremonies at Annual Show, F. E. Geibel.

**DOOR PRIZE WINNERS:** Left to right, Miss Celia Michelson, Master Robert Earl Brucker, and Mrs. S. G. Swanson won merchandise orders for sport goods.

**GROUP OF PRIZE WINNERS** — Left to right are F. E. Geibel, J. S. Harris, Roger LeMelle, Roy F. Bird, J. B. Rogers, Francis Coy, K. L. Oefinger, Jack W. Church, B. C. Johnson, L. L. Loyd, George Lallich, R. B. Hooper, W. R. Stosberg, B. F. Manley, and S. G. Swanson. There were actually many more prize-winners than the 15 shown here. 37 prizes were given out to 30 winners of fish and game awards.



Vol. 28, No. 4 Jan.-Feb., 1948

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O. A. SMITH, President

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Contributions of news items regarding employes or activities of the company are invited.

Address all communications to the Pacific Electric Magazine, Room 682, Pacific Electric Building, P. O. address 208 East Sixth St., Los Angeles 14, California.

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**PHOTOGRAPHY**

Harley B. Talbott

Copy deadline for the March-April issue will be March 22.



Every outfit needs its "Connie Mack" to train its men, assign the jobs, plan the work and keep ahead of competition. In business, as in baseball. the manager is part of the team.

**WE DEPEND ON EACH OTHER**



Top pictures posed by Motor Transit Operator R. S. Colt; lower by North Conductor L. E. Neal.



A DIRECT LOOK, A PLEASANT SMILE, AND A READY ANSWER WORK MIRACLES OF GOOD WILL

# CURTNESS versus COURTESY

THOUGHTFUL ASSISTANCE TO PASSENGERS DOES SOMETHING FOR YOU AS WELL AS FOR THEM

