

JULY-AUGUST 1948
PACIFIC ELECTRIC



Magazine



"HELPING HANDS ARE EXTENDED"

We're Proud Of This, Aunt Michael!

Friendly Tribute Paid to PE Trainmen in Letter from Patron

NO ONE could have been more surprised—and no more more surprised than pleased—than we of the Pacific Electric Railway Company upon receiving and perusing the letter reproduced on this page.

The friendly, spontaneous—and, we scarcely need add, unsolicited—tribute to the Trainmen and Operators has already brought many smiles of genuine pleasure and satisfaction from several representatives of the company among whom it has been passed.

All employes will, it is felt, find equal pleasure in reading it, especially those who have served Miss Shriner and the children on their trains and buses.

—May you continue to enjoy your rides on our lines, Aunt Michael, Judy, "Punch," and Sage! We think you're mighty nice, too!



COVER PICTURE

"HELPING HANDS ARE EXTENDED . . ." when Miss Sara G. Shriner ("Aunt Michael") and her little nieces and nephew go a-jaunting via Pacific Electric. The adventurous young folks, children of Mr. and Mrs. Conley S. Davis, of Compton, are, left to right, Judy, aged 5; Michael, 'most 3; and Norah, 4. Conductor J. D. Blake helps them aboard.

522 W. Almond St.
Compton, Calif.
June 25, 1948

Pacific Electric Railroad
Room 623, 610 South Main
Los Angeles 14, California

Attention: Mr. H. O. Marler

Our Dear Friends:

Please pardon us for the informality of the manner in which we address you, but that is the way we feel.

This is a letter to tell you what we think of you and to thank you each and everyone because we feel the way we do.

We are: one visiting aunt, two little nieces and one little nephew. The nieces: Judy - aged five, Nora - aged four (nickname: "Punch"), and Michael Sage, aged two, mostly called Sage for the sagebrush of the west - all little ones native daughters and son of California. Our aunt, whom we call "Aunt Michael," and for whom Michael Sage is also named, is from the East. She is writing this letter for us.

Now, it so happens that we four are very adventurous and go a-jaunting most every Saturday or Sunday, or both. We have no car, and so our mode of transportation to and from most all destinations is Pacific Electric Red Cars and Buses. Our places of travel from Compton include Los Angeles, Long Beach, San Pedro, Newport Beach and Balboa, Santa Monica, Pasadena, and many points north, south, east, and west in between. Thus we have, since our aunt's arrival on December 15th in California, had occasion to ride many a P. E. Red car or bus, mostly cars, of course.

We are probably known by every conductor on the Long Beach, San Pedro and Los Angeles P. E. car line and by several bus drivers of P. E. buses, and in turn we have grown to know them. So we write you to say how very much we like them, for never in all our jaunts have we been treated so kindly, so courteously, and been given such a warm and affectionate welcome as when we hie forth on Pacific Electric Cars. Helping hands are extended to heave us aboard, conductors greeting us with happy smiles, gentlemanly assisting Judy and Punch, and a-puffing and a-blowing when they lift Michael Sage's 25 whole pounds up the train steps. Our aunt says, too, that she has never met such consistent, kind and cheerful courtesy in all her travels anywhere as she has received from the Pacific Electric.

And when we are comfortably seated by the windows, looking out for horses, moo-cows, chickens, trees, and oil wells, along comes a beaming conductor and each one of us takes a turn in presenting the tickets, one time Judy, next time Punch, next time Sage. Yes, we are really learning how to travel and are becoming very capable and wise, thanks to the P. E. trains.

We're almost grown-up, that is, except on certain occasions, and those are when (delightful surprise) our nice conductor comes stepping along, reaches his hand in his big spacious pocket, and out comes candy for us all. Bet our aunt wishes she wasn't grown up all the time and could be little along with us when that happens.

And, after a wonderful day at the beach, or the zoo, or riding the ferry at San Pedro, we don't even mind being tired any more, for when we board the P. E. cars we curl up in your comfortable seats and off we go to "Dreamland," the turning wheel singing our sleep lullaby. Maybe even your "driver-man" is the sandman in disguise.

So we thank you and hope that you will put our letter where all those nice men can read it. We tell them, "Thank you," and we smile at them when we ride, but we would like them to know even more how good they are. Why, your P. E. cars themselves seem like friends and we love to watch them go by when we are near the stations. And don't you know, we have made up songs about the P. E. cars and the conductors and the places we go. Many nights we all sing these songs together, calling out stations, making ting-aling and choo-choo sounds, singing "All Aboard" and "Tickets Please" to our very own music which makes us happy long after we wave, "Goodbye, Conductor on the P. E. Train. We'll See You Next Week!"

We send our love, and we know we have yours.

Sincerely & gratefully
Sara G. Shriner
("Aunt Michael")

Judy Davis
Nora (Punch) Davis
Michael Sage Davis

OPERATION SAFETY:

USE TRAFFIC COURTESY FOR LIFE!

REMEMBER DROOPERT? Well, he's back again—but he's learned a lesson.

Last year Droopert was the driver who ran roughshod over all the traffic rules and caused grief and trouble whenever he got into his car. This year, he's learned that courtesy in traffic does save lives.

"Use traffic courtesy for life"—that's the theme of the current traffic safety campaign through the month of August, sponsored by the Los Angeles Junior Chamber of Commerce with the cooperation of the National Safety Council. It's a campaign in which Pacific Electric and all other transportation companies in the Los Angeles area are vitally interested and actively participating.

OPERATORS ON SPOT

Transportation men are on the spot this month! Are you a Motor Coach Operator? a Motorman? a Conductor? Then people are watching you! Professional operators of vehicles of all kinds form the spearhead of this campaign for traffic courtesy. People are expecting you, as professionals in the art of transportation, to set the pattern for them to follow.

So important are you in this plan of action that the Junior Chamber is sponsoring a traffic courtesy luncheon on Wednesday, Aug. 18, at the Biltmore, at which representatives from the rank and file of Pacific Electric Trainmen and Motor Coach Operators, along with drivers and operators from other transportation companies in the city, will be guests of honor. Droopert in person (his name is being held a secret till the last minute) will be there on "trial" in "traffic court" by a well-known bona fide judge, with a bevy of motion picture starlets as the "jury."

MUCH PUBLICITY

You've already noticed the publicity for the campaign. Via newspapers, the radio, television, public address systems at various gatherings, posters, street stencils, church announcements, and announcements by Mayor Bowron and various Los Angeles city departments (including the Police Department) come the same urgent messages: "Use Traffic Courtesy for Life!"—"Be Sure Your Way Is the Right Way." Bumper strips, banners, and car cards are advertising the courtesy theme all over the city.

The Pacific Electric Railway Co. has donated money to help finance this publicity, and is carrying car cards,

banners, and bumper strips during the entire month. Company bulletins concerning the campaign have been posted on all bulletin boards to keep everyone alert and informed.

COURTESY BEGETS COURTESY

Such publicity is important. No campaign can be successful without first-rate publicity to herald its purposes. But let's not forget that the examples—individual acts—of courtesy set by Motor Coach Operators, Motormen, and Conductors are far more likely to beget courtesy by the public in return than is all the publicity put together.

Boost the courtesy campaign all during August by special courtesy toward automobile drivers, pedestrians, and our passengers, and the operators of other vehicles for public use. Maybe your courtesy won't be returned each time; but your friendly action and attitude, in perhaps so small a detail as yielding for a fraction of a second in traffic—may save a life.

MAKE IT PERMANENT

And, when the August campaign is over—keep on keeping on, for the sake of the public, the company, and yourself. Then the campaign will have fulfilled its prime objective—a permanent attitude of courtesy by all as an important step toward saving the hundreds of lives needlessly lost in Southern California traffic each year.

"A WORD TO THE WISE"

Little puppies live like kings—Just being friends to human beings.

Like puppies, let's be friendly then—It works as well for pups or men.

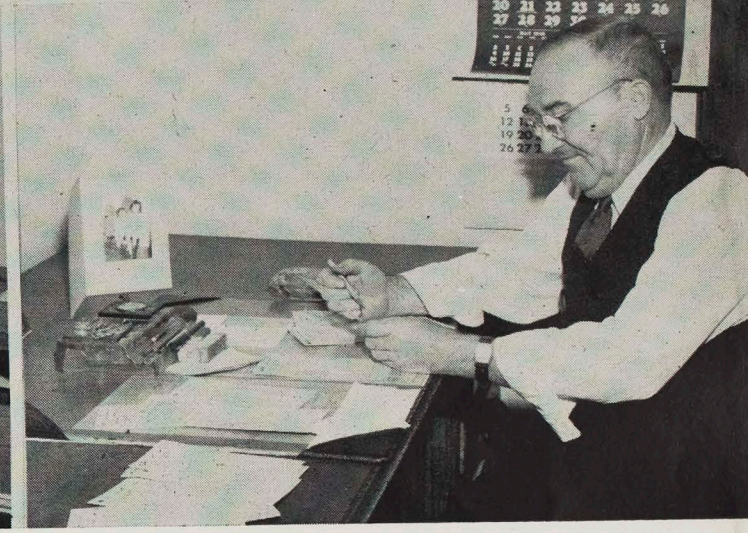
Try liking folks who come to you—Nine times in ten They'll like you too.

Wear gloomy look—say caustic word—And soon you'll be a "lonely bird"!



NIGHT JANITORS—Front row, left to right: Tinnie Mothershed, Willie M. Lee, Allie Minner, Gladis McCall, Ella Bateman, Penelope Semponis, and Adam Klug (Lead Janitor). Others, left to right, are Dorothy Brown, Mimell Roberts, Lonie Smith, Charles Logan, Joella

Roberson, John Pizialy, Willie Harris, William King, Jack Howard, Birdie Howard, Robert Gant, Milton Wiley, Harley Minyard, Florence Hill, Robert Lee, Lowell Moore, Willie Irons, and Helga Johnson (Lead Janitor). Their work starts when you are ready to go home.



JAMES C. RANKIN
Manager, PE Building

MAYE RITTERHOFF
Personnel Clerk

HARRY GORMAN
Asst. to Manager, PE Building

TONY STRASSER
Head Janitor

THEY KEEP THE PE BUILDING CLEAN AND HANDY

STATION CREW—Left to right are Oliver Walker, Elester Burks, Jack Niss (Lead Janitor), Richard McGee, Robert Smith, Jr., William Bogdan, and Jim Wade. Several were unavailable for the picture.

DAY JANITORS—Left to right are Thomas Riggs, Ellis Ray, Roy McNamee, Christell Rowe, Robert Sharp, and Leon Stephans.

ELEVATOR OPERATORS—Left to right are Maurice ("Red") Kennelley (Head Starter, Ove ("Chris") Christenson, Arthur ("Art") Santman, Hamilton ("Woody") Woodman, Stanley ("Groucho") Gronnek, Lionel Averitt, and Arthur E. ("Pop") Johannes. The day crew.

OTHER ELEVATOR OPERATORS—Above, Gustave ("Skippy") Hanson, left, and Louis Porter. Below, Albert Nelson, left, and Andrew ("Andy") Berardino.

POWER SWEEPER, far faster than hand sweeping, is being shown by James Wade, Janitor. The machine will do in a few minutes an hour's work by hand.

OPERATION: PE BUILDING SERVICE

WHEN THE TELEPHONE RINGS in the Office of the Pacific Electric Building, the chances are that some luckless person — it might be you — has a tale of woe to impart to Building Manager *James C. Rankin*, or his assistant, *Harry Gorman*:

"I dropped a valuable earring down the drain of a wash basin. Can you send somebody right away to get it out for me?"

"The light over my desk is out and I can't see what I'm doing. I've got a rush job to get out today. Fix me up, will you?"

Most calls, according to Mr. Rankin, are for light replacements, clogged basins, caster replacements, broken office chairs, moving file cases, spotting rugs, cleaning up spilled ink, eliminating chair splinters that have ruined hose, cleaning up the water (and perhaps broken glass) after a water jug is overturned, and unlocking desks for which someone has forgotten his key.

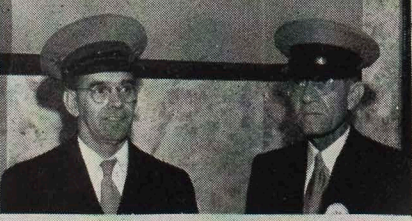
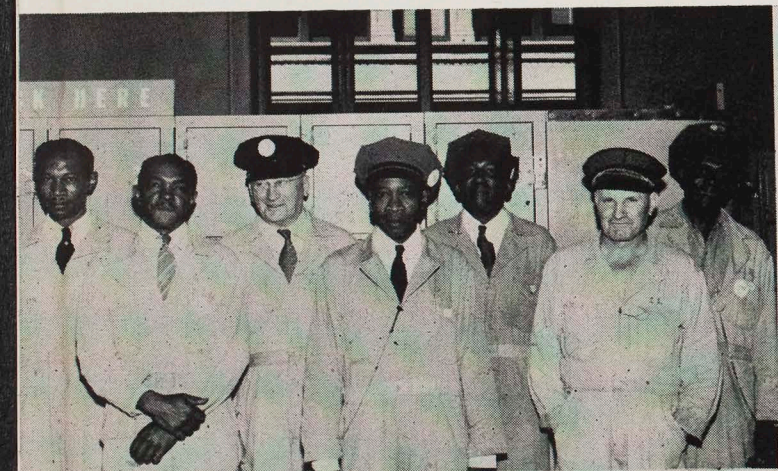
Every such request is recorded and then relayed to the proper department of the Office of the Building.

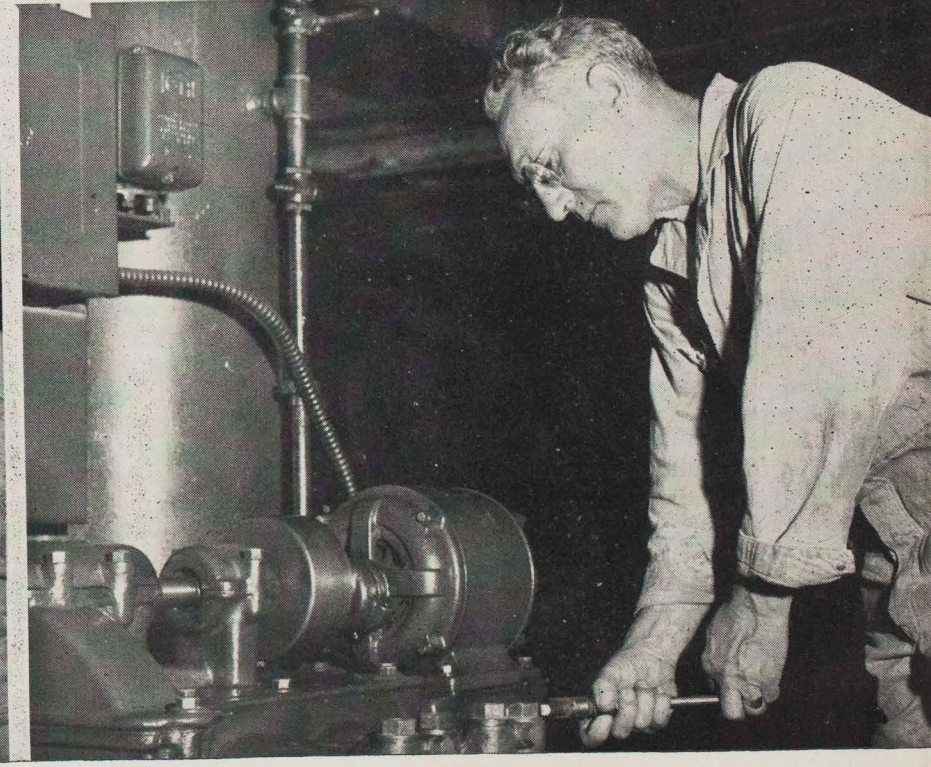
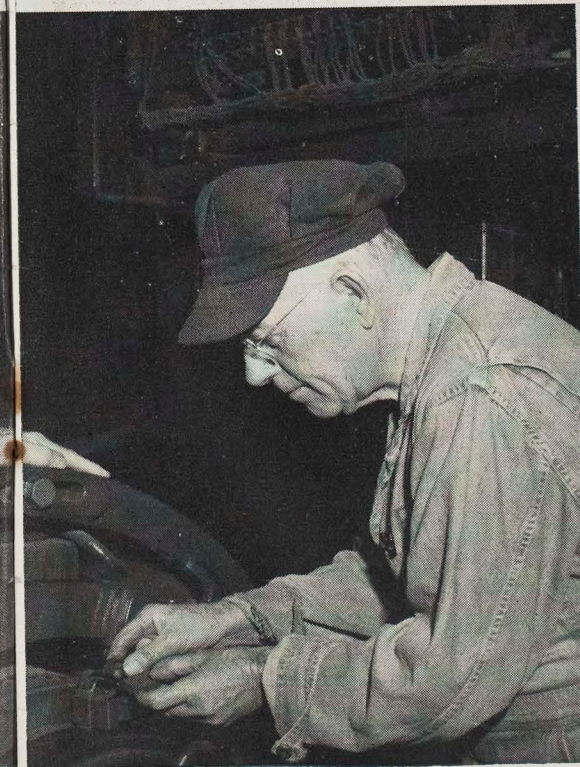
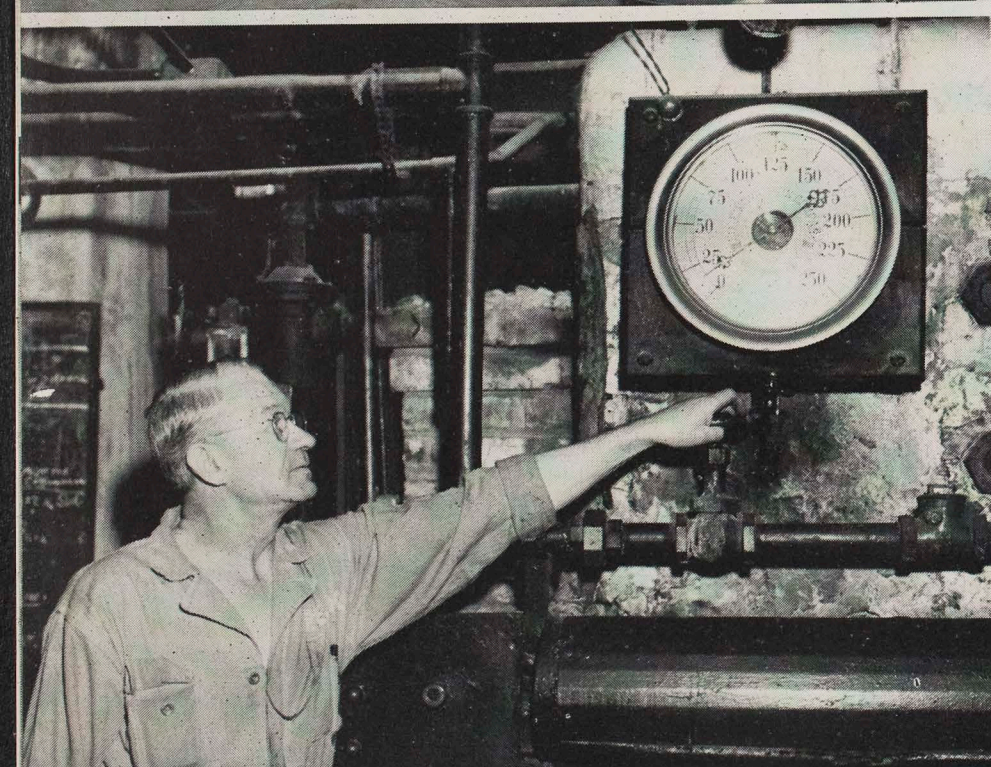
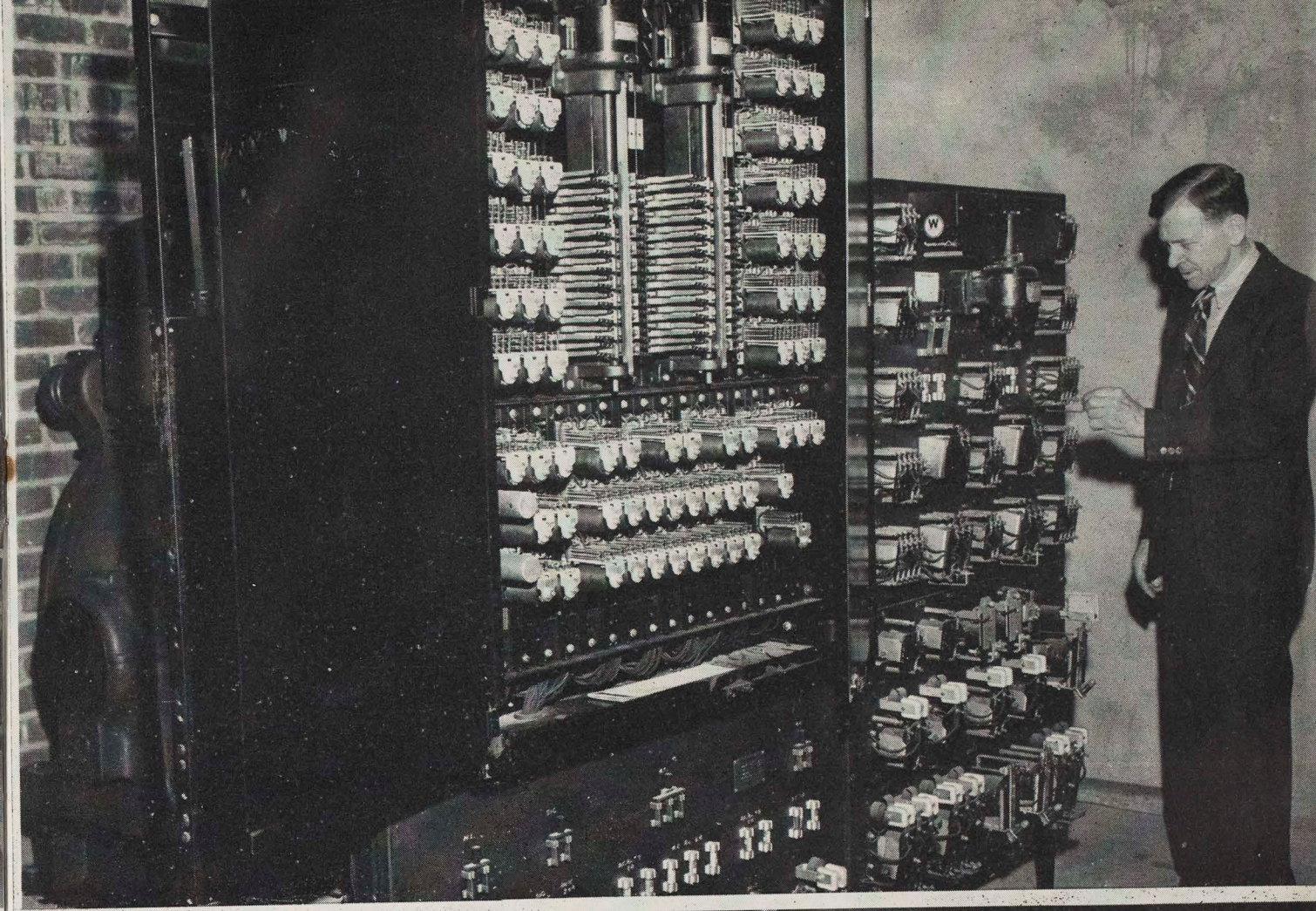
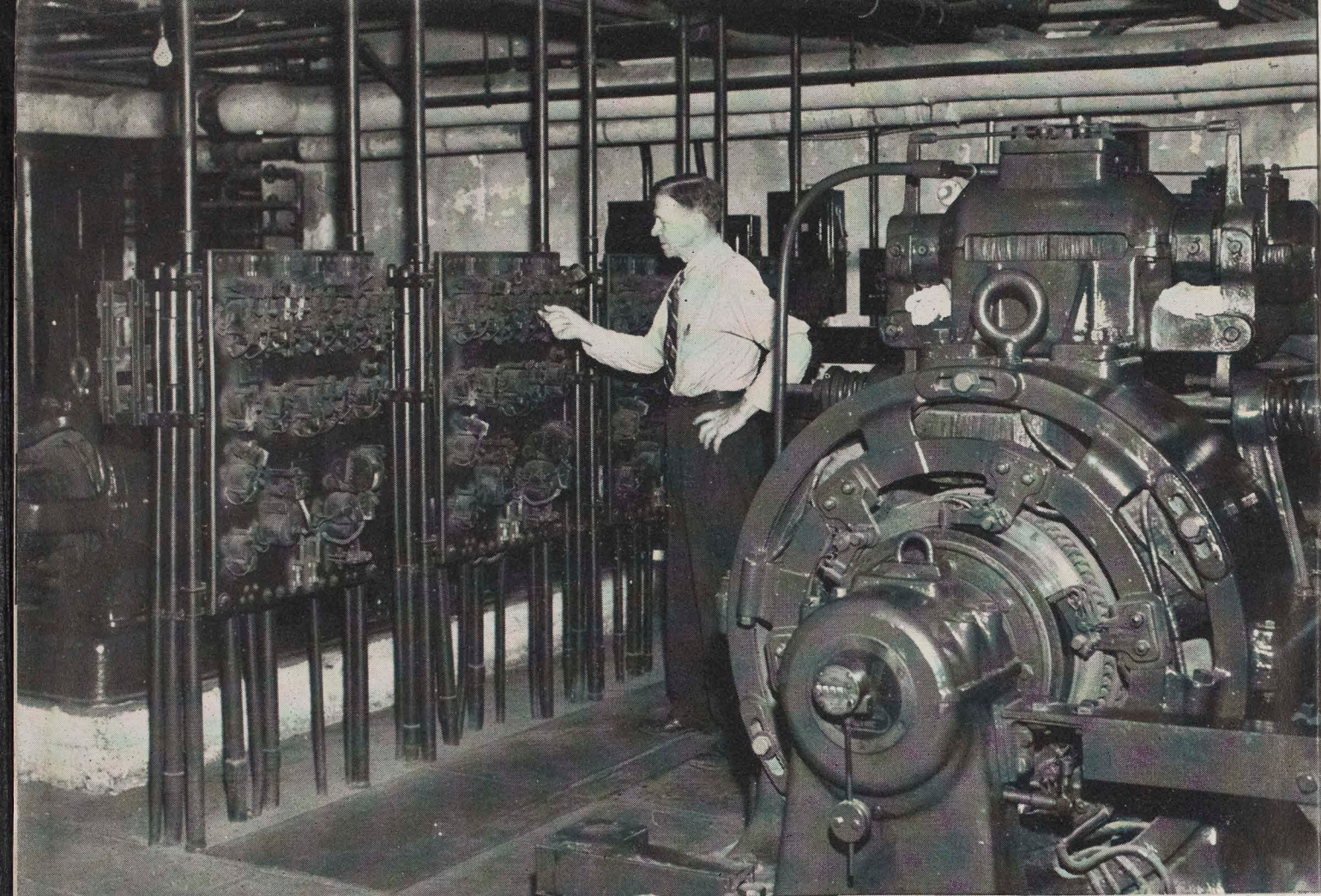
The case of the earring, which involves a plumbing operation, goes to Chief Engineer *Frank Ellis*, who delegates the task to the first of his four men who can be spared. Office chair cases are relayed to Carpenters *Walter Fredericks* or *Bill Lee*. A cleanup or moving job goes to Head Janitor *Tony Strasser*, who in turn assigns the duty to one of the members of the crew working in that particular area.

It's a big job to take care of the PE Building — one of the biggest in town — and to keep its 2,000 inhabitants happy. Let's look at a few statistics (all figures are approximate):

Floor space	496,000 sq. ft.
Total rentable area.....	404,000 sq. ft.
R.R. company space	
(PE, SP, and affil.).....	266,000 sq. ft.
Other tenants	126,000 sq. ft.
Occupants of building.....	2,000 persons
Desks and chairs.....	2,800
Windows	1,800
Venetian blinds	1,500
Fluorescent light fixtures.....	3,000
Fluorescent tubes	8,000

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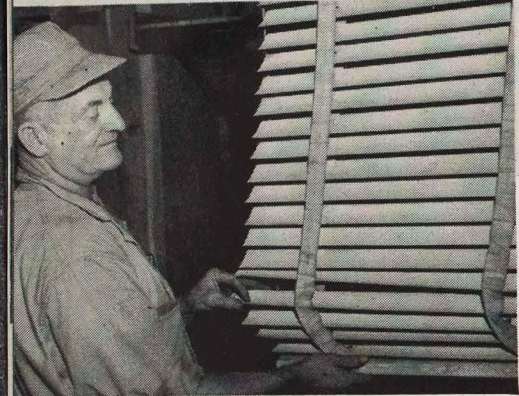
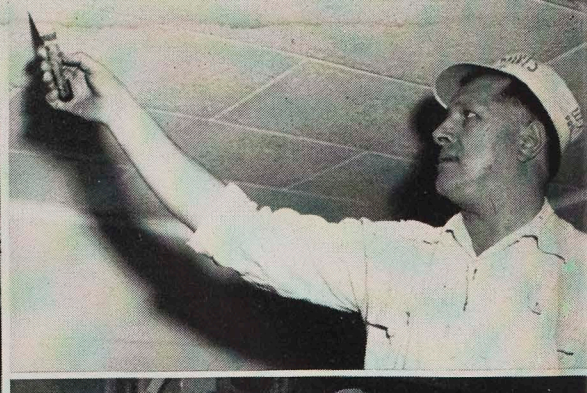
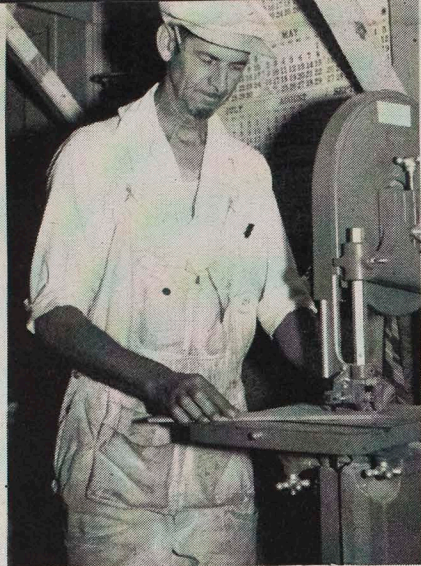
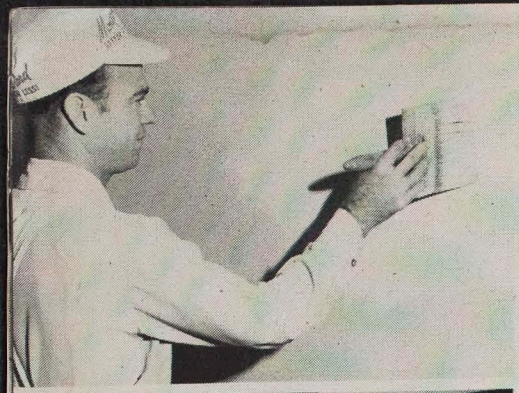


ENGINE ROOM IN PE BASEMENT A COMPLICATED MAZE

COMPLICATED MECHANISM necessary to operate front elevators is demonstrated by Frank Ellis, Chief Engineer, PE Building, in basement.
 WATER SUPPLY to steam boilers for heating PE Building being adjusted by Engineer Earl H. Peet. ELEVATOR MOTOR BRUSHES being checked by

OF PIPES, MOTORS, GENERATORS, & CONTROL BOARDS

EQUALLY COMPLICATED is the relay machinery on the roof used to operate the new rear elevators, also demonstrated by Mr. Ellis.
 Engineer Carl S. Weatherby, right, as Mr. Ellis watches. AIR COMPRESSOR used to operate elevator doors being repaired by Engineer Jos. J. Parisen.



BILL LEE, Carpenter

PETE BOGDANOV, Painter

WALTER FREDERICKS, Carpenter

BUILDING MAINTAINERS

VALENTINE WEBER, Painter

JOHN KANALY, Venetian Blind Maintainer

PE BUILDING SERVICE

(Continued from Page 5)

Consumption or replacements run monthly about as follows:

Fluorescent tubes	225
Light bulbs	600
Water	415,000 gals.
Paper towels	405,000
Liquid soap	55 gals.
Fuel oil during winter.....	69,000 gals.
Gas	4,000 cu. ft.

Interesting also is the fact that eight elevators travel 2,400 miles each month in carrying about 300,000 people.

To you these figures simply represent — well, a lot of figures. But to the personnel of the PE Building Department they represent a lot of work. Consider:

The Office of the Building employs four Engineers, whose job it is to repair electric lights, light switches, faucets, wash basins, toilets, plumbing; and to maintain and service elevators, electric drinking fountains, fans, etc., not only in the PE Building, but also in the station areas at Sixth and Main and the Subway Terminal.

Two Carpenters are employed to make changes and alterations to partitions, and to repair broken desks, chairs, file cabinets, doors, tables, typewriter stands, etc.

Two Painters are constantly busy redecorating walls, corridors, elevators and all interior surfaces of the PE Building, as well as repairing Cushiontone ceilings, flooring, plastering, etc.

One man is assigned to maintain the 1,500 venetian blinds in the building. He cleans them periodically, and retapes, repaints, and overhauls them when necessary.

Cleaning forces are divided into three groups: one for the offices, one for the Sixth and Main St. Station, one for the Subway Terminal area. For the offices, the main crew, which works at night from 4:45 p.m. to

12:45 a.m., includes at present 31 employees. The day crew of five handles washrooms, lights, offices, hallways, glass cleaning, trouble calls, and moving.

Handling the station areas are 24 employees divided into three shifts, since the stations are open 24 hours a day. Some station maintainers work alternate nights at Sixth and Main and the Subway Terminal.

Also under the jurisdiction of the PE Building Department are 11 Elevator Operators, who do their best to get you to your offices on time each morning, and to your trains and buses in time each evening. You could help them out a lot by giving yourself a little more time to get up and down. But they are pretty good students of human nature, and they cheerfully and philosophically try to go along with what experience has taught them is perhaps its most unreformable weakness — not giving one's self enough time.

The Office of the Building, in the person of Manager Rankin, handles, besides the cleaning and maintenance work, all leases and rentals of space used by tenants of the building. Mr. Rankin is also kept busy by the Building Owners and Managers Association of Los Angeles, of whose Recentralization Committee he has been Chairman for three years.

Only by thoughtful planning and careful delineation of duties to be performed by employees of the Office of the Building is it possible for the 2,000 inhabitants of the Pacific Electric Building to receive the service they do. If sometimes your request for help may seem a little tardily answered, just remember that 2,000 humans have a great many service needs during the course of a single day — an average of 75 requests, not counting, of course, the number of times you ring for the elevator. (Incidentally, written memos are preferable to telephone calls, unless the need is urgent.)

— And just suppose these knights and ladies of the broom, wrench, saw, paintbrush, and elevator weren't around!



DO PROFITS ROOK YOU?

Profit is a word that folks must utter today only in whispers. In fact, it is a nasty word, the way most people use it. And this is a pity. Actually, the word has in it a great measure of progress and once meant the results of that which was "proficient," or useful productive. But folks today have twisted their ideas on profit around so that the word indicates to them the ability of business to take advantage of somebody, especially the worker.

Our economic processes are interesting and exciting when you understand them. Without properly understanding the ways of money, trade, and commerce, an unthinking person can become a dupe for every ISM that Dr. Utopia has to offer. It is amazing to me that I find young people and a few old ones, too, so taken in by glamorous ideas that have no basis in fact. Some of these folks dream that profit is loot. They look at profit as lacking in morals and as the worst kind of sin.

WORK AND PROGRESS

The thing that is directly responsible for human progress and human welfare is work. Work is human energy. Without work, and without the pay that people get for their human energy, progress would be at a standstill. But, there is something else. The tools, the factories, the land, the buildings — all the things men use in drawing upon their human energy, these things are simply human energy stored up for use.

Looking at this a little further, we see that wages and payrolls represent that part of the selling price of an article which must be used for human energy. That part goes to the worker. But there is another part of the selling price. This part goes to the owners for the use of the tools belonging to the business. This latter part is known as profit.

WORKERS LIKE PROFIT

Payrolls and profits: these two items are vital to the well-run business enterprise. Nearly everybody understands already how important payrolls are to the welfare of our economic community. But not nearly so many people understand that profits also are necessary. In fact, it would be impossible to have good wages without correspondingly high profits.

Freight-Box Motor Trainmen Win 1st Half 1948 Safety Contest

FREIGHT AND BOX MOTOR TRAINMEN of the entire system are winners of the first half of the 1948 Transportation Department Safety Contest. Basis of comparison is the percentage decrease in accidents, 1948 under 1947.

The Northern passenger group led for the first four months, but were overtaken in the last two months by the winners. All groups made favorable records, as may be seen in the summary below, and each comes in for its share of acclaim.

The freight and box motor group will receive the safety plaque and keep it until a new winner is declared six months hence.

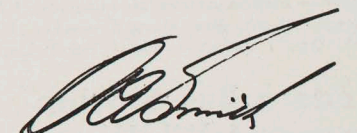
A new contest started July 1, covering the second half of 1948.

Place	No. Accidents 1st Half		Decrease in Accidents	
	1948	1947	No.	%
1st—System Frt. and Box Motor	209	279	70	25.1
2nd—Northern	340	451	111	24.6
3rd—Southern	438	517	79	15.3
4th—Western	1,115	1,248	133	10.7
5th—Motor Transit	297	330	33	10.0
SYSTEM TOTALS	2,399	2,825	426	15.1

Accident Reduction Record in Safety Contest Praised by Pres. O. A. Smith

THE SECOND SAFETY CONTEST of the Transportation Department has been completed and the winners announced. The winners, in this case the System Freight and Box Motor Trainmen, always come into the spotlight and we don't wish to detract from their glory for a moment.

But what gives me the most pleasure is to see the system-wide reduction of accidents. A reduction of 426 accidents in six months is an average reduction of 71 accidents per month, or a decrease of better than two accidents per day. This is an achievement and congratulations are in order to all concerned. We all will take a lot of pride in seeing a continuance of this successful program of accident prevention.



PRESIDENT

Then, a worker whose company makes a profit is well-blessed indeed.

Why is that so? Only a business that makes healthy profits can offer steady, good-paying jobs to the community. Only a company that makes sufficient profit can buy modern tools and replace worn-out ones. What worker does not like to operate good machinery? Only a business that makes good profits can afford to plan and to expand its facilities. In other words, all workers who think right about it would want an employer to make good profits.

HOW TO PROSPER

Many workers think that wages are paid out of profits. This is not so. Money for the work comes right out of sales and goes directly to payrolls, just as money for profit comes

out of sales and goes for the use of tools and the replacement of tools. When profit is high, the chances are that wages also will be good. This is nearly always true unless taxes come in and take too large a chunk, or unless the company is so much in debt that profits cannot be used for new tools.

If I were an employe of a company or working in an industry, I would be very much concerned that my employer makes a profit. I would do all I could do to make a profit for him. Knowing that my chances of having a good job and of growing with the company would depend upon the success of the whole enterprise, I would work hard to keep my employer "out of the red." Then I would know that my efforts really are building a greater America.



ABOVE — Inspecting the new Pacific Electric bus terminal on opening day, Thursday, July 15, were several company officials and members of the Whittier Chamber of Commerce. Front row, left to right: A. H. Nasher, Station and Merchandise Inspector; G. F. Squires, Assistant to President; T. L. Wagenbach, General Superintendent; Bill Henderson, President, Junior Chamber of Commerce; W. W. Braucht, member of City Council; Lewis M. Sawyer, Whittier National Trust and Savings Bank; Frank Chandler, Mayor; O. A. Smith, President, Pacific Electric Railway; and H. O. Marler, Passenger Traffic Manager. Back row: M. R. Bowen, City Engineer; Herman Perry, Bank of America; O. K. Flood, President, Chamber of Commerce; Turner Smith, member, City Council; L. E. Norberg, Whittier REPORTER; R. B. Kennedy, Editor, Whittier NEWS; Ralph Thynnes, Secretary, Chamber of Commerce; and R. O. Christiansen, General Agent, Passenger Traffic Department, Pacific Electric Railway Co. BELOW — Station personnel, including, left to right, E. R. Kahl, Ticket Clerk; W. H. Bowers, Assistant Agent; Mrs. Mary Shumaker, Bill Clerk; H. K. Moss, Agent; W. G. Adams, Ticket Clerk; Otto F. Johnson, Relief Ticket Clerk; and Louis Thompson, Janitor.

Modern Bus Station Opens at Whittier

WHITTIER'S new passenger station, located on the southwest corner of Comstock Ave. and Bailey St., was officially opened to the public on Thursday, July 15. A number of civic leaders and PE officials were on hand for the occasion.

On this date all PE buses were rerouted in Whittier so as to operate through the new station, the route through Whittier being via Whittier St., Comstock Ave., Bailey St., and Painter Ave.

The new station is a reinforced brick building of modern architectural design that will add much to the appearance of the Whittier business district. It represents an investment in building, grounds, and furniture of approximately \$77,000. Rooms include a waiting room, ticket office, rest-rooms, baggage room, and trainmen's room, together with a light refreshment luncheon counter.

Interior walls are plastered, the lower portion being finished in a new formica material—a wallboard immune to ordinary scratches and defacements.

All coaches in both directions operate through the lot to the rear of the new station, and load and unload passengers under the protection of a passenger canopy.

H. K. Moss is the Agent; W. H. Bowers, Assistant Agent.

Guessing Game

Was it, or wasn't it, the May-June issue of the PACIFIC ELECTRIC MAGAZINE last time? Lots of people wanted to know, when they saw "May-June" on the cover and "July-August" on every page.

Those who guessed "May-June" were correct.

New Provisions Made In RR Retirement Act

UNDER the June, 1948, Amendments to the Railroad Retirement Act, a railroad employe is again permitted to designate a beneficiary for the money he has paid into the Railroad Retirement Fund.

The new provision guarantees that the total amount of annuities and other benefits payable to an employe and his survivors shall not be less than the specified percentages of his creditable compensation, which is 4 per cent of compensation for period January 1, 1937, to December 31, 1946, plus 7 per cent of compensation after December 31, 1946. This guarantees you the return of the full amount of tax paid, plus interest.

If at your death you desire that this benefit be paid to your nearest of kin, that is, widow, children or parents, in the order named, it will not be necessary for you to file a designation of beneficiary and the Railroad Retirement Board prefers that you do not do so. However, if you are not married, have no children or parents, or if you desire to leave this death benefit to some one other than your nearest of kin, you should file a Designation or Change of Beneficiary, Railroad Retirement Board Form AA-11a.

These forms may be obtained at the Office of the Secretary, Pacific Electric Railway Board of Pensions, Room 270 Pacific Electric Building.

Bus Service Extended To GM Plant, Van Nuys

PASSENGER SERVICE to the General Motors plant was begun Monday, Aug. 2, providing for the first time transportation service to this important industrial establishment in the Van Nuys area.

Certain trips of the Los Angeles-North Hollywood-Van Nuys via Riverside Drive Motor Coach Line, heretofore terminating at Sherman Way, have been extended north along Van Nuys Blvd. to the General Motors plant. This plan of operation provides direct service between Los Angeles, the Toluca Lake district, North Hollywood, Van Nuys, and intermediate points and the General Motors plant, without transfer.

Foreign born families in the Los Angeles area are served by the International Institute, a Community Chest agency. The organization provides a social service center. Assistance is given in immigration, emigration, and naturalization problems. The interpretation service covers 14 languages.



HONORED — Randolph Karr, PE Attorney, will guide the destiny of the Los Angeles Electric Club as President for its next season, which begins in September, and ends in June. Membership of the Club consists of approximately 750 members of the electrical industry — engineers, salesmen, utility men, etc.—in the Los Angeles area. Other PE members of the Club include President O. A. Smith, Purchasing Agent E. L. McCall, Electrical Engineer R. H. Duguid, Signal Engineer A. O. Smith, Research Engineer L. H. Appel, General Attorney C. W. Cornell, Freight Traffic Manager W. G. Knoche, General Agent R. O. Christiansen, Assistant Research Engineers S. M. Akers and W. W. Silliman, Jr.; and several retired employes, including former Vice President and Chief Counsel Frank Karr, former Electrical Engineer Julian Adams, and former General Line Foreman R. M. Cobb. As President, Randolph Karr succeeds Sam W. Scott, District Sales Manager, Graybar Electric Co.

Telephone Tips

YOU PICK UP your telephone, dial a number, a cheerful secretarial voice answers, you ask for Mr. Doe, and the lady says, "Who's calling, please?"

Doesn't that burn you up? Especially when, after you tell her your name, she says, "Mr. Doe isn't in." The implication is that if somebody else were calling, Mr. Doe might be in.

That's the number one pet peeve of Stephen P. Lewis, a well-known specialist in good public relations in the advertising firm of Deutsch & Shea, Inc. Under the title of "10 Telephone Tips to Improve your Public Relations," Mr. Lewis gives some sound advice in the Dec. 26, 1947, issue of *Printer's Ink*, summarized here by permission.

1. Answer the telephone promptly. A quick response gives the impression of a live organization as well as

a live employe, whether he be executive, switchboard operator, secretary, or clerk. And naturally a telephone should never be left unattended.

2. Identify yourself, your department or your company properly and at once, instead of responding with a "hello." Thus avoid wasting time.

3. Talk directly into the mouth-piece and hold it an inch from your lips.

4. Use a natural, pleasant tone of voice. Never be loud, harsh, or impatient.

5. Don't leave your telephone without leaving a message as to when you'll return.

6. Keep your paper and pencil handy for instant use.

7. Switchboard operators or secretaries should keep waiting callers frequently informed if the extension called is still busy.

8. Be ready to answer at once if you've asked your secretary to call a number for you—in itself a questionable practice for its implication that you consider your time more valuable than that of the other party.

9. Make it clear to the other party when you have finished your conversation—but don't be rude or abrupt.

10. Hang up carefully and quietly. Wait a second to make sure the other party hasn't been struck with an afterthought.

Traffic Safety Classes For Seagulls Good Idea

THE EDUCATION of seagulls in the matter of traffic safety is a project which should be gravely considered by the Transportation Department. Blind flying should not be permitted.

As a case in point, while Motorman F. L. Danforth and Conductor Ray Collins were bringing the luxurious, extra-fare Commodore Special in from Newport on Wednesday morning, July 21, a speeding seagull crossed the double line, collided head on with the car, shattered the right front window, continued its flight through the glass in the bulkhead partition, and fell, limp and bleeding, into the aisle among the passengers.

Luckily, the controlling equipment on the 1299 is in the center instead of on the right-hand side, or Motorman Danforth might have been struck by the bird.

He picked up the bird, apparently dead, and threw it out the window. As he did so, the seagull came to life and flew away under its own power.

The part of your pay you put away in U. S. Savings Bonds is take-home pay that grows. Join the Payroll Savings Plan where you work.



JIM LEWIS, President and founder of the Pacific Electric Speakers Forum. He's Trainmaster's Clerk at Eighth St.

PE Speakers Forum Formed by Large Group

TO IMPROVE their speaking ability and self-confidence before an audience, a large group of employes, under the leadership of Jim Lewis, Trainmaster's Clerk at Eighth St., have formed an organization known as the Pacific Electric Speakers Forum.

The class, which meets the first and third Wednesdays of the month at 6:30 p.m., held its fourth meeting on Aug. 4 at the Harvey House, LAUPT.

Officers were elected for a three-month tenure at the July 7 meeting, and include Jim Lewis, President; J. Whitley Casey (Office Manager, Transportation Department), Vice-President; Rudy Fugate (Clerk, L. A. Freight Station), Secretary; and Ray Morse (Assistant to General Chairman, BRC), Sergeant-at-Arms.

Membership is open to all male employes of the Pacific Electric Railway Co. Those interested in joining should contact any of the above-mentioned officers.

Engineer R. D. Weir Weds Ellen Grayson

ON SATURDAY, July 3, Robert D. Weir, Engineer on the day switching job at Soco Yard, El Segundo, and Ellen Gene Grayson, were married in the Wee Kirk o' the Heather, Forest Lawn. After a short trip to Boulder Dam and Grand Canyon, the couple returned to their home in Los Angeles.

A Medium of Exchange:

Courtesy

By **FRANK O. HAYMOND**
Chief Safety Supervisor

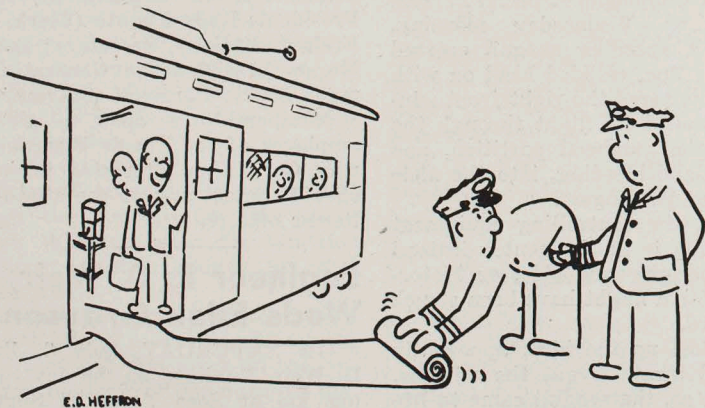
COURTESY has been defined in many ways. Emily Post, authority on etiquette, asserts it is "Saying the kindest thing in the kindest way." Webster's dictionary defines it as "politeness combined with kindness; graceful behavior toward others." It can therefore be conveyed by words or by actions or both.

A person can be discourteous without saying a word. By lack of words one can be extremely rude, displaying discourtesy in an unpleasant manner. This is the situation that so many times arises in traffic, and often is the margin between avoiding an accident and having an accident. Traffic courtesy is something to be practiced.

You are hearing and reading a lot about traffic courtesy during the month of August, with a county-wide campaign now focused on this feature. Let this campaign be but a step to a constant and continuing practice of its gospel. We have a slogan — "When in doubt, yield. You won't regret it." Try it. It is guaranteed for driving pleasure.

No matter which way one turns, courtesy is always in the spotlight. If courteous action takes place, people see it or hear it. If discourteous action takes place, immediately people notice the absence of respect. A pamphlet, "Chain Links," says, "Courtesy is the one medium of exchange which is accepted at par by the best people of every country on the globe. It is sentiment cloaked in reasonable and business-like expression — the embellishment that adds tone and harmony to the matter-of-fact routine — the oil which lubricates the machine of commercial good-fellowship and promotes the smooth running of the many units in an organization. Courtesy radiates a spirit of good feeling that we are not working entirely for what we get out of work in a material way, but for the pleasure of polite transaction and friendly association as well. Life is not too short and we are never too busy to be courteous, for courtesy is the outward expression of an inward consideration for others."

What more could be said?



"EXCELLENT SPIRIT BROWN, BUT BEING COURTEOUS MEANS A LOT OF LITTLE THINGS."

The Public Appreciates

ALTHOUGH MANY Trainmen and Operators have received commendations this month for their efficiency, quick-wittedness, honesty, etc., it is noteworthy that the vast majority of comments received from the public refer to acts of courtesy. Indeed, this fact is true with every publication of "The Public Appreciates." Upon looking back over the files for several years, one may conclude that seldom is true efficiency found where courtesy is lacking, at least in the eyes of the public.

Apparently many employes have already heard of the August courtesy campaign (see page 3), for so numerous are the commendations received that we can do no more this time than list the names of the recipients. They include:

CONDUCTORS

Walter Alvarez, South; R. J. Bierman, West; C. W. Boothby, South; H. S. Christie, West; M. B. Cleveland, West (two letters); E. H. Dickerson, West (two letters); J. G. Gabbard, West; O. D. Hanson, West; G. R. Kerrigan, West; E. C. LeQuesne, West (two letters); C. T. Marshall, West; Alexander Michel, West; L. E. Neal, North; W. R. Rodgers, West; L. W. Strange, West; F. J. Turner, West; J. W. Warren, West; L. R. Wehrle, West; P. A. White, West.

MOTORMEN

J. P. Ferrier, West; V. E. Olson, North.

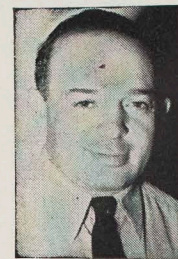
OPERATORS

R. A. Biggs, West; B. F. Blair, Motor Transit; F. S. Carpenter, Motor Transit; J. R. Caven, North; A. R. Coker, Motor Transit; LeRoy R. Cox, Motor Transit; W. T. Duggins, West; Harry J. Eddo, Motor Transit; Harry Fabun, Motor Transit; H. D. Fisher, West; R. C. Girtsch, Motor Transit; A. A. Johnston, North; W. R. Kinley, West; H. F. Kohl, Motor Transit; A. E. Landers, West; M. W. McBrayer, North; W. A. Merriweather, Motor Transit; O. D. Reedy, South; K. L. Stevens, Motor Transit; G. W. Tennant, Motor Transit; E. L. Worsham, Motor Transit.

OTHER EMPLOYES

Martin J. Creamer, Service Clerk, Passenger Traffic Department; "a fine corps of employes" in general; Mrs. Deane H. Koch, Lost and Found Clerk, Passenger Traffic Department; Lynn D. Ray, Special Agent.

SUBWAY TERMINAL



By
**Bill
Newman**

CONDUCTOR PAUL MAIDA took his shirt off the other day for comfort as he put in a sidewalk for his new home. When he returned to the Subway, he had one of the worst cases of sunburn your correspondent has ever seen.

Congratulations are in order for Trainman and Mrs. Robert Harder upon the arrival of a baby girl born July 7 at St. Vincent's Hospital. Both mother and daughter are doing very well.

The boys at the Subway are sorry to see Trainman John Wipfli leave. A member of the National Guard, he went to camp with the 160th Infantry on Saturday, July 31. After two weeks in camp, he will go to officers' training school at Ft. MacArthur. We wish him all the luck in the world.



John Wipfli

Glad to see Assistant Terminal Foreman Glenn V. Banta back from his vacation. He made a long auto trip into the State of Washington.

Trainmaster Russell Moebius is one of the proudest men on the PE system. The other day when Curt Cardwell and the writer walked into his office and presented him with the President's Perpetual Pool Trophy, Mr. Moebius nearly burst the buttons on his vest. He said he would keep the trophy shined up until somebody took it away from us, but hoped that that day would be a long time hence.

One of the pleasantest men working on the West is Everett Wolfe, Switchtender at Hill St. Station. Located at a spot where innumerable people constantly ask him innumerable questions, he nevertheless patiently maintains his good temper and a smile. Everett came to PE in 1920 as Motorman and Motor Coach Operator. In May, 1944, however, he suffered the misfortune of a stroke, and bid in the less physically demanding Switchtender's job.

Plant your spare dollars in U. S. Savings Bonds and reap four-for-three in 1958.

Appreciation

"IN THE NAME of my husband, Pinky Baugh, I wish to extend my heartfelt appreciation for everything done by you, his pals. The flowers were beautiful. I could never express how grateful I am for the Pacific Electric sending the bus, and will never forget the comfort it gave me to know you thought so much of him."

This note of appreciation was addressed to the men of Redondo Terminal by Mrs. Lucille Baugh after the funeral of her husband, R. W. Baugh, Western District Trainman, on June 14.

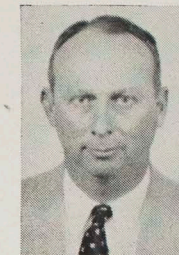
By authorization of Assistant General Superintendent C. H. Belt, the bus mentioned by Mrs. Baugh was assigned to carry a number of Trainmen and Operators to the funeral, and C. W. Wisler and W. T. Newton were assigned as Operators.

The cooperation of Colonel Belt, together with the assistance offered by Supervisors E. E. Jarvis, J. H. Johnston, and Harold Fortner — and the driving done by Messrs. Wisler and Newton — elicited a very fine personal letter of appreciation from T. E. Boswell, Chairman of the Local Grievance Committee of the Brotherhood of Railroad Trainmen on the Western District. Mr. Boswell was designated to write the letter by those who made use of the bus to attend the funeral.



EVERETT WOLFE, Switchtender, Subway, hasn't lost the art of smiling despite traffic worries.

OCEAN PARK CAR HOUSE AND BUS LOT



By
**Dakin
Boardman**

RECEIVED A CARD from W. K. McPheely and family vacationing in South Dakota. Also a card from the B. B. Brinkers, in Kansas.

Others on vacation are H. Whisner, T. A. Wilson, P. Nordquist, L. E. Koch, R. S. Nicholls, and J. R. Lowell.

The Lowells—Jim, Hazel, and their two children, Kathryn and Rusty — have headed Oklahoma City way, Jim's home town, and expect to spend a few days in Saint Joseph, Missouri, Hazel's former home. While in Oklahoma City, they plan on "lolling a few" at one of the many beautiful bowling alleys there.

Speaking of bowling, the Ocean Park Bowling Team has been making marked progress in the 850 Commercial Handicap League at Santa Monica Bowl, on Monday nights. These boys have only been bowling a few months, which might be the reason we didn't make a better showing when we played the Subway. Anyway, we had a lot of fun, and enjoyed the good sportsmanship of the Subway crew. The O.P. Team, captained by Yours Truly, includes L. E. Wherle, S. M. Collins, H. G. Garrison, and J. R. Lowell.

We were all saddened by the sudden death of W. R. ("Pinky") Baugh. We at O. P. have lost a friend, and join in extending our heartfelt sympathy to Mrs. Baugh.

C. J. Sutter is mighty proud of his new barbecue and patio, and Mrs. Sutter knows her "stuff" when it comes to barbecuing a roast.

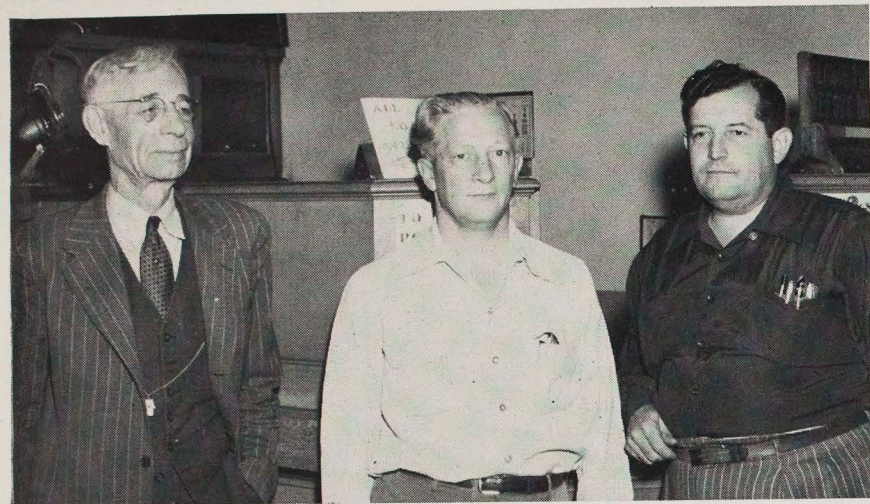
Your correspondent and Mrs. Boardman have just received a radiogram from Seoul, Korea, from son, Ray, a staff sergeant with the 20th Infantry, stating that he and Mrs. Boardman are the brand new parents of a baby girl, born in the Post Hospital.

The Irishman was telling of his terrifying adventures in the jungle:

"Ammunition, food, and whiskey had run out, and we were dying of thirst."

"But wasn't there any water?"

"Sure, but it was no time to be thinking of cleanliness."



PASADENA AGENCY — Top man in service on the Agents roster is Agent H. L. Legrand, left, shown with his assistants, Cashier John Grattidge, center, and Clerk John Foore. Mr. Legrand has been with PE since 1907, and in Pasadena since 1943. He has also served at Glendale, Alta Loma, San Pedro, and Ocean Park. Mr. Foore joined PE as Trainman in 1929, and has been at the Pasadena Agency since September, 1946. Mr. Grattidge has been Cashier at Pasadena for six years. Many Trainmen and Operators make turn-ins to him.

MACY STREET TERMINAL



By
Ted
Harrison

AS THIS GOES TO PRESS we have a large number of men on vacation, including Conductors Hird and Stingley and Motorman Harris, who are marching around with the National Guard. It's just impossible to give you all the dope on vacations, as the places visited are so varied. Besides, who'd want to get involved in some of the possibilities of fish stories?

You should know, however, that Foreman D. B. Van Fleet has recently returned from his vacation, partly taken up by a trip up around Yosemite and back through Bishop.



JOHN H.
HOWARD

Sorry to have to tell you that Conductor John H. Howard passed away June 23. He had been failing for some months. Our sympathy to Mrs. Howard, who lives at 711 Monterey Ave., Monrovia.

Some of you at Macy will remember H. L. Kiler, who was a Conductor working out of Macy St. about three years ago. He was a visitor at the clubroom on June 28.

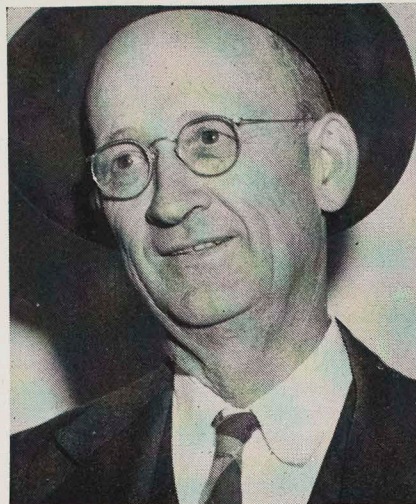
Operator L. J. O'Brien of Temple City is the proud father of a 5¼-pound daughter. Congratulations to you and the happy mother from Macy.

Did you hear about the sour cream and the spoiled youngberries at Macy the other day? Seems M. J. Pruitt brought down some delicious youngberries, and, big-hearted fellow as he is, invited three others to join in the feast. One of the party, Conductor J. W. Cutler, suggested what an improvement some cream would be. Four coins flipped in the air, three came down heads and J. W.'s came down tails. After he had spent eighty cents on cream he said the cream was sour and the berries were not good. And after Pruitt had brought them all the way from El Monte! Well, J. W., three men said they were good.

Cond. A. E. Babcock Retires After 29 Years

ALVIN E. BABCOCK retired June 24 after some 29 years of service with Pacific Electric, all of it as a Conductor on the Northern District. Beginning in September, 1919, he worked out of Riverside and San Bernardino until rail passenger service was discontinued. Then, in February 1942, he went to work out of Macy Street, where he remained until his retirement.

Born in Paulding County, Ohio, he eventually went to Alfred University, N. Y., where, during his college years, he secured work with a contractor and came to Riverside in 1912 to build houses. During the 1913 freeze he quit building houses and worked in a Riverside garage for five years. Then he worked as meter tester for Southern Sierras Power Co. for a



A. E. BABCOCK

year and a half before securing service with Pacific Electric.

"The Pacific Electric has been pretty darn good to me," says Mr. Babcock. "It has been a pleasure to be associated with the company."

He plans to sell books now, and says you'll be seeing him around the various terminals.

OUR HIGHWAYS OF HAPPINESS

By Nelson Fetterleigh

THIS HAPPENED in New Jersey to one of our present Operators:

The traffic was very heavy during the rush hour, as the operator made his usual stops at the curb. At one point, however, an inconsiderate motorist had parked in the bus loading zone. It was therefore necessary for people to board from the street. Last to board was a very jolly, very fat lady, who called out: "Mr. Operator, please help me up the high step!"

Out he jumped. "Yes, lady, how can I help?" he asked.

"Push with your shoulder, please!" was the answer.

Suiting the action to the word, he boosted her aboard in the manner indicated.

"Thanks, son!" said the lady, to E. A. Anderson.

After one futile trip from El Monte to Van Ness Hospital resulting from a false alarm, Ray ("Maggie") McGee drove Mrs. McGee there the second time with but one hour to spare before seven-pound Sandra Jean announced her arrival. All are doing well, and Dad happily gave out cigars.

"Happy" isn't his real name, but meet W. E. Turner and you'll see why all who know him find the nickname appropriate.

A good bus driver is a salesman for his company. Are you a good salesman?

The Motor Transit orchestra needs a drummer and a trumpet player, says Operator Sandy McGee, business agent for the band. Next MT dance is at 134 Durfey Road, Pico.

Thanks to operator Nelson Fetterleigh for assuming the job of Motor Transit correspondent. The appreciation of the men will best be shown by their cooperation in turning in items of news to him for his new column.—Nice first column, Nelson!—ED.

LOS ANGELES TERMINAL FREIGHT STATION



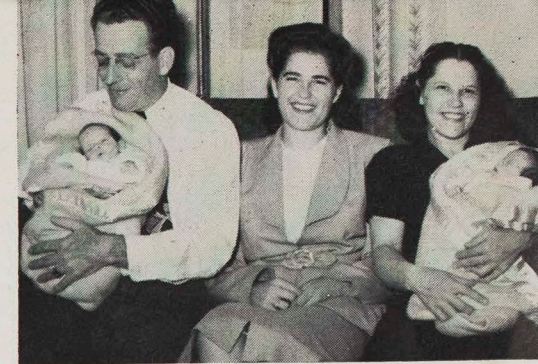
By
Suzanne J.
Smith

Terminal Freight Agent L. M. Duke was royally welcomed back from his extended sick leave on August 2. . . About 18 of the LATFS crowd attended the Union Barn Dance-Hay Ride on July 24, meeting at Bea Leavitt's house. . . John H. ("Bud") Shreeve stopped in to see his friends before going to Olive View, where he would welcome visitors. . . Beatrice Morrell is going to the University of Oklahoma under the GI Bill of Rights. . . We extend Cyril ("Cy") F. Albright our sympathies on the death of her mother. . . Ethel Turner attended her son's graduation from Stanford University. . . Eleanor Ahumada and Jean Farrow had their locks shorn "cherub style". . . Craig Warren Minemyer gave Bob and Doris Minemyer another income tax deduction when he arrived as their first-born. . . On July 8, the John H. Campbells welcomed a son in their midst. . . Everyone wanted to steal Reba Weathers' granddaughter, she's so darling. . . Earl D. Stevenson knows all about plastics — very interesting. . . Joyce Wagner likes "bets" when she comes out \$10 to the good, and Bea Leavitt likes punch-boards, especially since she won an electric ship clock. . . Wm. C. Scholl III ("Bill" to us) says he "froze" at Crestline, and next time will take his 1939 Plymouth along. . . Don't know if it's true, but Samuel Tellechea says he'll trade his station wagon for "Yours Truly's" new Studebaker Commander,

any day. . . When Theresa H. Willey became Mrs. Melvin Engstrom, she was given a set of Revere copper to prove she can cook. . . Birthdays came fast and furious, with Charmaine Gauthier leading the list and Leona Winget, Theresa Willey Engstrom, Bea Leavitt and ye scribe quickly following. Cake and candles around at noon. . . Jimmy Boswell and his mother traveled to Winnipeg, Canada. . . Ruth Fuerstenau is recovering from a nasal operation. . . Among the hidden talents in the office we find Mary Margaret Breese, who has ceramic and pottery work as her hobby. . . John Meredith can be found working at Wingfoot. . . Glenn Barkhurst, Jr., is waiting completion of his new home, and will start a job as General Clerk at El Monte at the completion of his vacation. . . Jules B. Edwards spent his time off watching the crowds go by from his hotel window. . . Harry Pierson did see Long Beach and Vernon Dutton drove to Oregon. . . Don Williams is at Bellflower, and Bill Hostetter is temporarily at Santa Ana. . . Howard J. Kopsho plans a trip to Texas, Denver, Kansas, and Oregon. . . Believe Jack Harris saw Sequoia, and Fred Marshall also went to the timber country. . . Dan Sanchez enjoyed his trip to Oklahoma and said he saw beautiful scenery along the way. . . The Western Freight Office at the LATFS had two new brides in a row when Audrey Gordon became Mrs. Edwin Smith on July 25 and Laura Manker became Mrs. Clarence Schoonover on June 6. . . Marjorie Yvonne Davie and Howard P. Forehan were married on June 4 at the wedding chapel of the First Methodist Church in Pasadena. Marjorie used to work at LATFS as a Clerk, and she is the daughter of Joe C. Lortie of the Credit Union. Our own Charmaine Gauthier was luscious as maid of honor in the all-pink wedding, and the couple were on Truth and Consequences and received wonderful prizes. . . Everyone wants a ride on the Vacation Merry-go-Round. . . Elmo Hall bought a new home near Culver City, and Bill Hostetter and George Hippensteel decided to settle in Whittier. . . Asst. Term. Frt. Agt. P. B. Durant is excited over the building of his new home

Spare dollars add up fast when invested regularly in U. S. Savings Bonds.

Since the first of the year, 2,000 companies have restored to their employees the privilege of purchasing U. S. Savings Bonds through Payroll Savings.



TWINS FOR SHAFFERS — Engineer Edwin Shaffer, of the Harbor Belt Line, with Mrs. Shaffer (right), their 17-year-old daughter Geraldine, and their new twins, born on Father's Day, June 20. Mr. Shaffer holds Eileen Sue; Mrs. Shaffer, Maureen Sue. Pop says that the family was no less thrilled than surprised; they weren't expecting twins.

What About Taking a Chance?

"IN MY LEFT HAND I hold a bottle," explained the speaker as he held aloft a brown-colored glass medicine container.

"Within this bottle I have placed a number of ordinary looking white pills which contain a harmless ingredient — except for one. The label shows that 300 tablets contain bicarbonate of soda; 30 are filled with an ordinary 'hangover' medicine, while only ONE contains potassium cyanide.

"All pills in this bottle look exactly alike and have been thoroughly mixed. No one can detect the one pill which holds the deadly mixture of poison.

"How many here are willing to take a chance? I have a supply of contracts, which must be signed and witnessed by each of you who accept. For my protection, when you sign here you assume full responsibility for whatever results may follow. For your part in the experiment you will receive \$1.00 in cash, with the understanding that you will swallow the tablet which first issues from this bottle."

The speaker waited patiently for several moments. His audience sat tense and silent. Not a man moved to accept his offer.

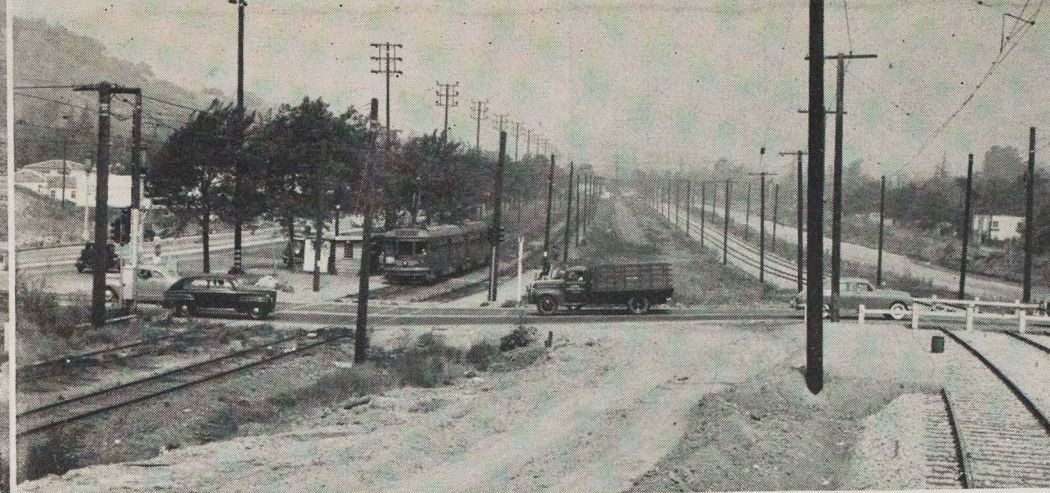
"What value do you place on time? When you steal through the caution light of a traffic signal you might save a fraction of a minute. But whether you earn a dollar by taking one of my pills or save a few seconds by beating the yellow light — the odds are exactly the same that sudden death will be your lot."

"Drivers just don't THINK of the odds," Thomas J. Cain, Jr., Safety Director of the B. F. Goodrich Company, told delegates to the Ohio State Safety Conference. "That is why ONE out of every 330 people must die when they impulsively elect to sneak through caution lights."

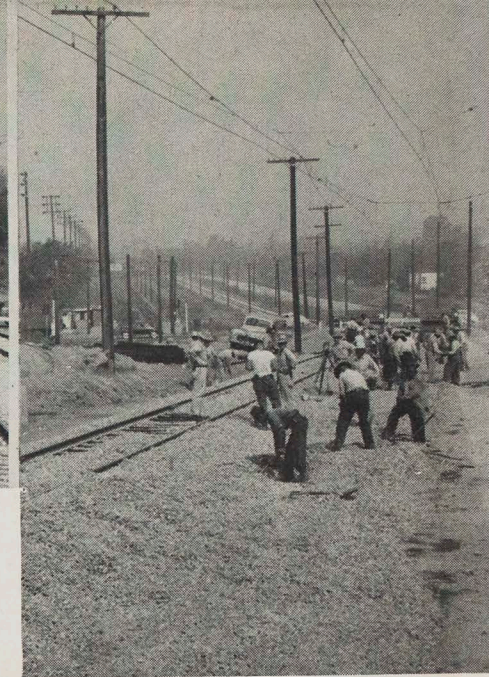
—The Bulletin, Youngstown Sheet and Metal Co.



BIRD'S-EYE VIEW of Lankershim grade separation project, Universal City, at Lankershim and Cahuenga Blvds., looking north. New PE tracks over bridge will eliminate dangers of heavy highway traffic on Lankershim. Old rails parallel Cahuenga Blvd., at street level.



OLD AND NEW TRACKS, looking west from bridge toward temporary Universal City stop at Willowcrest Ave., temporary street used to by-pass Lankershim Blvd. traffic around bridge project. Street will be discontinued immediately when grade separation job is completed.



EXTRA GANGS 1 and 11 busy laying new rail over bridge. Engineering Field party is also discernible getting stakes ready.

SETTING LINE AND GRADE STAKES for rail on bridge are Rodman Robert G. Aten, left, and Junior Engineer (i.g.) A. R. Strople.

LANKERSHIM GRADE SEPARATION SPELLS SAFETY

R. B. LUCAS, Field Engineer, squints into his level to line up stakes being set by Messrs. Aten and Strople. Stakes must be exact.

W. J. BLACKBURN, JR., Assistant Engineer in charge of the field party, measures exact distance of rail from stake, while Junior Engineer Strople prepares to drive a brad in top of stake at just the proper point.

MIKE DUFFY, Foreman of Extra Gang 1, signs order for rock delivered by Consolidated Rock Company's driver, Sam Lorena.

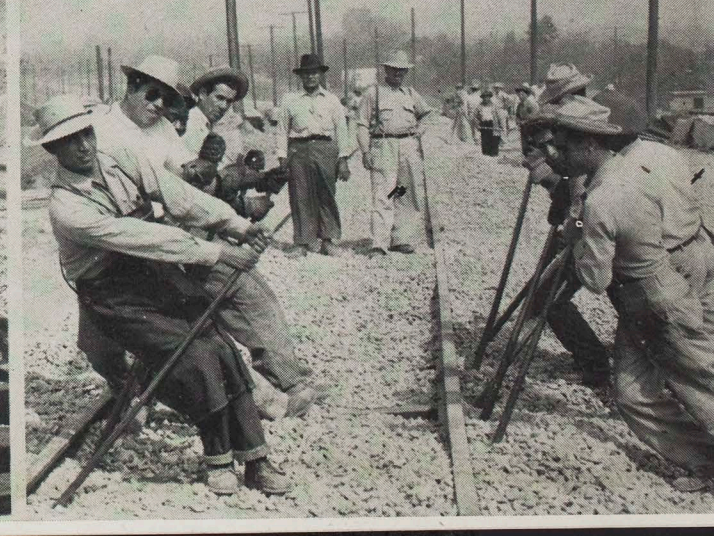
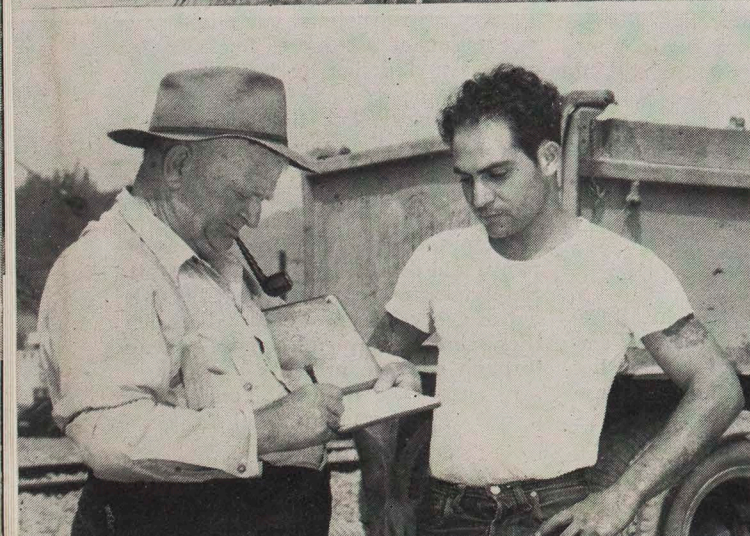
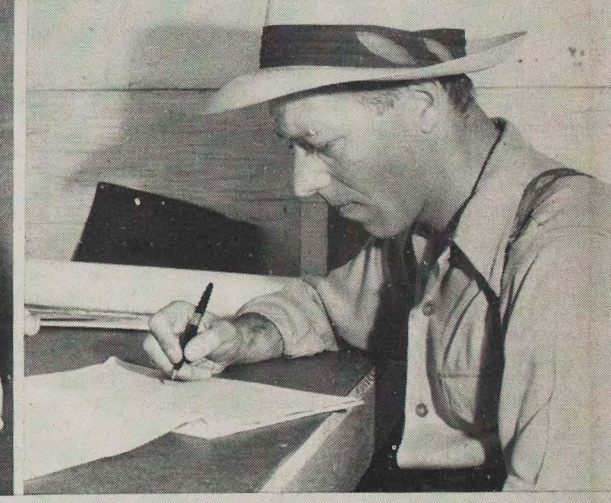
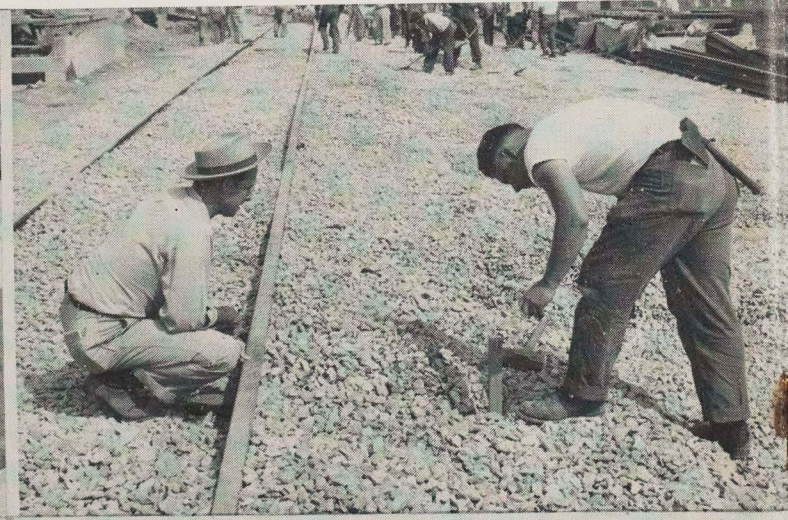
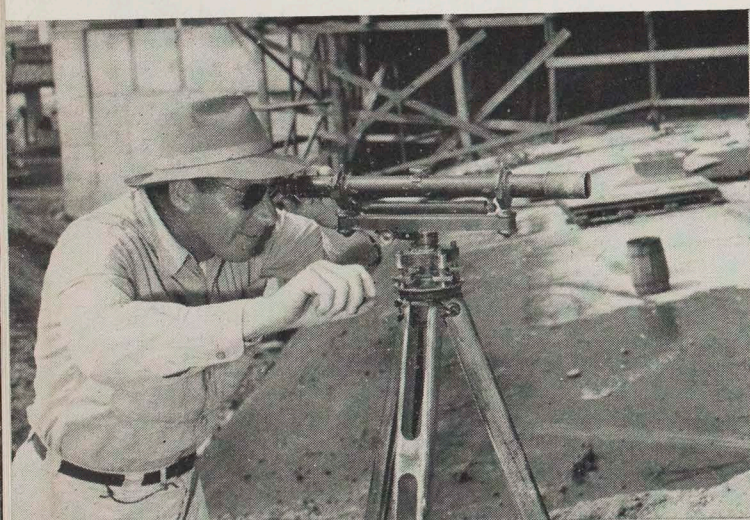
DRILLING HOLES in plates and rail for insertion of bolts at rail joint requires the strength of two men on the drill, and one man to lubricate.

CONSULTING on job are, left to right, W. D. Boyle, PE's West Roadmaster; A. F. Dougall, PE's Engineer-Coordinator; Jeff McMullen, Superintendent for Kiewit Sons Co., contractors; H. E. Belford, Resident State Engineer.

ARTHUR J. BUFANO, Time and Material Clerk, works on Section Gangs' time distribution sheets in office near Lankershim Bridge.

FOREMAN JUAN CHAVEZ, circle, and part of Extra Gang 11 prepare to place rails east of Lankershim Bridge near junction of old and new tracks.

EXTRA GANG 11 moves rails over to conform to stake requirements. Want some exercise? Try handling one of those pinchbars!



SPEAKING OF Engineering

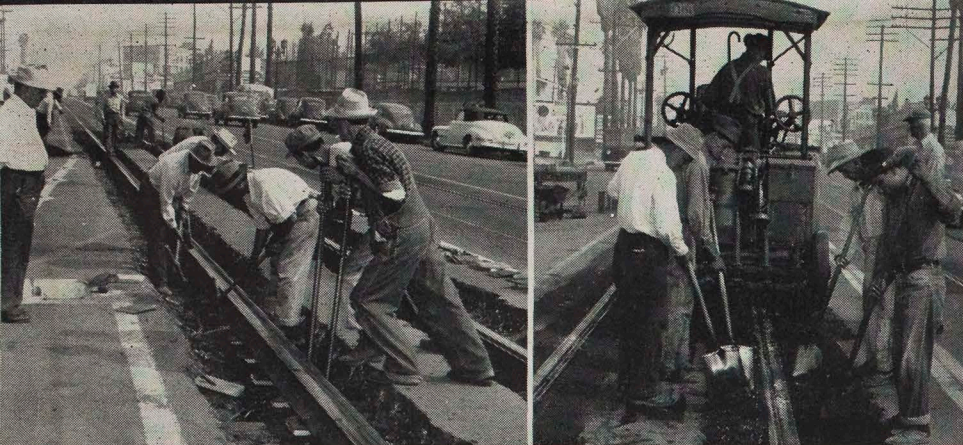
Col. John Lansdale, Former PE Valuation Engineer, Retires

OLD-TIMERS will be interested to learn of the retirement of Col. John Lansdale, a former PE employe, as Valuation Engineer and Tax Commissioner for the SP Lines in Texas and Louisiana.

Colonel Lansdale was Valuation Engineer with Pacific Electric between 1913 and 1917, when he went into the Army during World War I. After the war he returned to PE awhile, and then went to Houston, Texas, as SP's Valuation Engineer.

He has been a very active citizen of Houston. Retiring from the Texas National Guard as colonel in 1940, he held many important civic posts during World War II, including service on Huston's Army Advisory Committee, American Legion Commander, Chief Air Raid Warden and Supervisor of Aircraft Warning Service for the Third Fighter Command, Selective Service Advisory Board member, Chairman of the Finance Committee of Houston Osteopathic Hospital, member of the Boy Scout Council, and Senior Warden at Trinity Episcopal Church.

He retires to his ancestral farm near Cumberland, Md.



RAISING LOW TRACK on Sunset Blvd. between Maltman and Descanso Avenues during July and August are Extra Gang 7, left, under the direction of Foreman Dominick Campanelli (left foreground), and Paving Gang 33, under the direction of Foreman Adolph Toerper (the tall man with the cap watching oncoming traffic). The track is being raised by putting wooden shims under tie plates. Distance to be covered is about 2,000 feet. Working on tracks amid city traffic is dangerous business, but Mr. Campanelli has been at it for 26 years without accident; Mr. Toerper, for 20 years.



RAIL TRESTLE over Los Angeles River at Vineland Ave., North Hollywood, will soon be torn down and rebuilt by U. S. Army Engineers as small part of big flood control project. Pilings in unfinished structure in picture are for temporary shoofly to be used by Valley trains pending rebuilding of trestle over which train is moving.

1920—Six of this group are still here, including, left to right: Back row: (1) Asst. Engr. Donald Batman, now Asst. to Pres.; (2) Transitman Earl Van Dusen, now Asst. to Manager, Land and Tax; (3) Levelman E. R. Hayward, now Chief Clerk, Executive Dept.; (5) Estimator F. W. Spencer, now Engr. of Planning and Development; (6) Estimr. B. W. Carrington, now Sr. Draftsman. Front row: (2) Levelman R. E. Humphreys, now Industrial Engineer. This is copy of old photo.

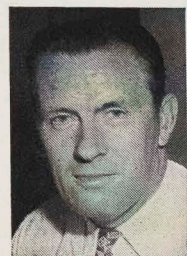


1948—Back row, left to right: Field Engineer B. C. Dawson, Rodman R. G. ("Doc") Aten, Field Engineer C. J. Cobb, Field Engineer R. B. Lucas, and Assistant Engineer W. J. Blackburn, Jr. Front row; Junior Engineer (junior grade) A. R. Strople, Chairman Richard Horowitz, Field Engineer Clifford C. Mayne, Chairman Richard Seebold, Chairman Earl Nelson. On vacation, Junior Engineer Donald Knosp. Both pictures were taken at the identical spot—note backgrounds.



RETIREMENT of Car Repairer Adam Linton (circle) drew a big crowd at Macy Car House July 31 at noon. He's sitting with the broad smile and the new fishing rod and tackle in the center of the crowd. Beside him stands Vernon B. Williams (business suit) speaker of the day.

MECHANICAL DEPARTMENT North and South Districts



By R. P. Murphy

ADAM LINTON, Car Repairer, retired July 31 after 37 years of rail-roading. He started with the PE at the old 7th & Alameda Shops and worked at Butte St. Freight Repair and Macy Car House most of his time. A farewell party was given him on July 30, by the employes of the Macy Car House and Repair Shop, a party we all feel will be well remembered for a long time by Adam. An eloquent speech was made by V. B. Williams as he presented Adam, on behalf of the employes, a fishing outfit fit for a king, consisting of a glass fishing rod with double reel and a tackle box with everything any fisherman could ever want—congratulations, Adam! We are hope your retirement will be just the beginning of a new life. We want to thank the Carter Hardware Co. for the swell cooperation they gave our employes who bought the fishing outfit.

Spring house cleaning has been going on at Macy Car House and office. Great improvement!

"Chris" Whalley's garden is blooming along the side of the car house facing the four tracks. He would like the employes to come over to see it.

Blessed events have occurred in two families. J. H. Hulnik and K. L.

Perry were both blessed with bouncing baby boys. Congratulations!

Many took trips on their vacations: Gilbert Boswell, K. L. Perry; James Nunn, Jr., L. Loyd Frame; Jennie Hernandez; A. J. Andrews, John Williams; Eli Ellison; Edwin Hahnes, Richard Sullivan, Louis Saal, E. H. Beauchamp, Axel Danielson, and R. L. Mankins.

Harold Durfee, Guadalupe Romo, Albert H. Jones, Ross Vance, Guadalupe Fierro, Elwood L. Pitts, Clarence Tower, Joseph Stripling, Joseph Wilcomb, Irvin Mankins, and Juneval S. Fore spent vacations at home.

If you have anything of interest that you would think all of us would like to read in the Magazine, please submit it to your correspondent.

MACY REPAIR SHOP

Vacation reports are too numerous to mention in detail, but have been enjoyed by Carl Mortenson, Clifford Martin, Bill Hennon, Demesio Rojas, John Felix, Andrew Campbell, J. R. Jones, Dave A. LeFlore, Alfred Anderson, Rufus Young, Jack Chapman, J. E. Langley, Guy H. Fess, Ellis Champagne, Dan Madrigal, Charles Lugnalo, Frank Bickley, Andrew Bednar, Hans Hanson, Santiago Viramontes, Clifton Moody, Grover Stone, Nelson Gregg, J. J. Byrne and John King.

Birges Patton has moved from Azusa to Baldwin Park.

Electrician Harry Bath is rapidly gaining his health again and will soon be back on the job.

The new home of the Thomas Johnsons is almost complete.

The first grandson of the M. C. Hernandezes is christened Rudy.

Norma Groftholdt, daughter of leader Arthur P. Groftholdt, received a lovely Waltham watch from her

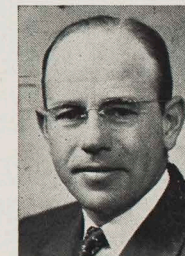
parents when she graduated from Wilson High School in June. Miss Groftholdt, who is talented in music, will enter L. A. Junior College.

Car Repairer N. F. Kinzinger reports that each of his two sons became fathers in July. The babies are a boy and a girl.

A representative of the Los Angeles Times made recent photographs of the lovely garden at the J. J. Huemerich home.

M. F. Whalen worked as Leader during Ray Burk's absence on vacation.

MECHANICAL DEPARTMENT Western District



By Milton R. Clark

THE SAFETY GANG PLAQUE remained in view at all points on the Western District during the months of May and June, with the exceptions of the West Hollywood Car House day and night gang and Toluca Yard. A good thing to remember is: "The world's greatest safety device is a careful man."

Our deepest sympathy goes to Charles E. Hewitt, whose wife passed away May 24; to Roy L. Helliwell, whose wife passed away May 25; and to Martin McGinnis, whose sister passed away May 19.

A report on vacations: Jack Hawks enjoyed boating and fishing on the

deep blue sea down Balboa way.

D. T. Swift, the night Subway trouble-shooter, spent a month touring the eastern and southern parts of the U.S.A. on his motorcycle. J. T. Golden of West Hollywood held down Swift's job while he was away.

A. W. McCauley spent his vacation visiting his brother and relatives in St. Paul, Minn.

Joe and Mrs. Adams are taking a trip back to their old home town in Ireland, to settle up an estate and visit friends and relatives.

H. C. and Mrs. Averill spent their vacation motoring through the middle and northwest parts of the U.S.A.

Joe Rondone has been off a couple of months on account of illness.

Eddie Bonsall says he has given up prospecting for gold.

Jerry McConnell has bought a new home in the Mar Vista District.

Ben ("Deacon") Brown has bought a house on an acre of ground out in San Fernando Valley. Plans to do some farming, raising chickens, goats, etc.

For William Prediger Life Begins at 70

FOR SOME PEOPLE life begins at 40, but not for William ("Santa



WILLIAM PREDIGER

Monica Bill") Prediger. For him life seems to have started at 70.

Bill, as some of the old-timers will recall, went to work for PE on August 17, 1920, at Sherman (now known as West Hollywood) on Santa Monica Blvd. After working here for eight years as Blacksmith, he transferred to the Torrance Shops, from which he retired on August 1, 1945.

At his Santa Monica home, 918 Eleventh St., Bill now keeps busy tending his chickens, avocado trees, and vegetable garden, and finding time to do odd jobs around the neighborhood. When Mrs. Prediger gives him a day off, he can be found pitching horse shoes in the park or trying to snag a fish at the pier. He's an expert at both sports.

His son, William Clark Prediger, is associated with the Occidental Life Insurance Co.

Bill's friends, who are legion, join in wishing him continued good health and many happy years to come.

IT'S Your BUSINESS

ONE DAY BACK IN 1870 young H. B. Keiper, Lancaster, Pa., was hauling furniture from Lancaster to Middletown. One of his horses cast a shoe—and that was the starting point of a typically American story.

Watching a blacksmith replace the shoe, Mr. Keiper got an idea for a better forge than the clumsy apparatus where the smith blew up his fire with a crude bellows. On returning home, he built a forge with a mechanical blower.

SHOP FACILITIES RENTED

Renting shop facilities and hiring one helper, he manufactured 10 of the new-type forges. He had a hard time convincing suppliers that the forge would sell, but eventually a dealer in Allentown agreed to handle the "new-fangled contraption."

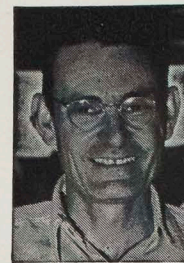
Five years later Mr. Keiper opened his own forge factory in a remodeled tobacco warehouse. Today the plant consists of 15 buildings, filling part of three city blocks. Employing 230 workers, it markets forges, post drills, grinders, and allied products throughout the United States and in 25 foreign countries.

MORE OPPORTUNITIES

Illustrating how Americans, free to develop ideas and build businesses in the past, produced labor-saving devices that made the nation rich and powerful, the story of young Keiper also hints at what may happen in future. With scientists working on industrial applications of atomic energy, creating new materials, and perfecting new machines, it is evident that there will be as many opportunities as ever if Americans safeguard freedom to develop them.

—NAM Industrial Press Service

SYSTEM GARAGES



By A. L. Bristow

VACATIONS and more vacations—

Yosemite seemed to be a favorite spot. It was visited by Adele Dole, Otto Martin and Ernie Kelso on their vacations.

F. E. Geibel spent his vacation at Elsinore and the Hot Springs there.

E. A. Stevens spent a few days at Tombstone, Ariz., getting some local color (mostly tan).

Howard Landon visited the old homestead in Kansas.

Dan Telekey spent some time fishing in the High Sierras. He was drowsing, while waiting for a bite, when he became aware of a kibitzer peering over his shoulder. At first glance he thought it was John Pantera, but on closer scrutiny saw it was a big bear. Dan graciously gave him the day's catch and unobtrusively stole away.

July 4 is a truly American holiday looked forward to by all, but July 1 bears almost equal importance to the employes of the Mechanical Department offices, for that is the day the boysenberries on the Martin farm reach a state of luscious ripeness and Nellie bakes pies (and what pies they are!). Otto brings a goodly supply to the office and everyone enjoys boysenberry pie for lunch.

The Garage employes extend their wishes for a speedy recovery from his illness to Frank Markley, and hope to see him back among us soon.

Harry Zarp would like to know why all the razzing because a fellow has initiative and ambition enough to collect empty soda pop bottles (which could damage tires) during his lunch period; and also what's the matter with trading said bottles for ice cream and sharing it with his friends?

Colds Cost Money

American industry loses \$8,000,000,-000 a year through worker absences, 40 to 50 per cent of which are caused by the common cold and its complications. The figures are from J. Lanza of the New York University-Bellevue Medical Center.

—L.A. Herald-Express

PORTRAIT OF A PACIFIC ELECTRIC EMPLOYEE

Glenn V. Jackson

Freight Car Repairer and Inspector

WHEN GLENN V. JACKSON, Freight Car Repairer and Inspector at San Bernardino Shops, starts chewing the fat, his colleagues out that way stop to listen. They know he can always be depended upon to tell a good story.

Glenn is a real old-timer. Born on a farm in Anderson County, Kansas, in 1883, he came to California with his parents at the ripe age of two months, landing in Murrieta, down south of Elsinore. His father was a Roadmaster for the old Riverside-Arlington Railway under Track Foreman Pete Groftholdt, who's now probably building railroads around the pearly gates. Young Glenn went to school in Murrieta. In those days, he says, cowpunchers used to ride their horses up the main street of town, hitch them in front of the saloons, and go in for a day-long round of drinks and card-playing. They carried shoot-in' irons for more than decoration, and had strictly sensitive trigger fingers. One day, Glenn says, an insulted cowpuncher in Murrieta shot three men in a row, Zane Grey style. We'll omit the vivid details, amply described by Mr. Jackson.

In 1898 the Jackson family moved to Riverside, where Glenn continued his scholastic career until 1900. Then he went to work greasing switches and curves on the Riverside-Arlington Line for Mr. Groftholdt, shortly after the mule cars were taken off. In

1903 Glenn became a Motorman on this line and stayed there until 1910, when he went to the Southern Division as Motorman on the Long Beach-Los Angeles Line.

That same year he joined the Navy for four years. When he had served his time, he started traveling. He cooked two years for Fred Harvey at Kingman, Ariz., quit, went to the Seattle waterfront as longshoreman for a year, and while there married Rose Marie Hecker. He remembers the date: Oct. 1, 1917. Then he brought his wife to Santa Barbara, where he went to work for the Johnson Fruit Company for the next two years.

After that the nomad strain either disappeared from his blood or he got it under control. On March 22, 1919, he returned to PE, and became a Car Repairer in the San Bernardino Shops. There he's been ever since. He lives in Riverside and in his spare time works around his yard and reads. He's brought up two sons and two daughters, all now married except one boy, Glenn Francis, who still lives at home. The married children include Thomas Vernon, of Wilmington; Mrs. Ellene Sands, of Riverside; and Mrs. Patricia Allen, of Wilmington.

Our hat is off to this grizzled but still plenty active and fiery old railroader, who's been doing his share for the last 48 years to help make the old West into the new.

Vital Statistics

May 21, 1948 to July 20, 1948

DEATHS

NAME	OCCUPATION	Died	Group Insurance	Mortuary
*Flores, Juan Gonzales	Laborer	5-12-48	Yes	No
Potter, William H.	Retired Motorman	6- 2-48	No**	Yes
Baugh, Ralph W.	Motorman	6-10-48	Yes	Yes
Howard, John H.	Conductor	6-23-48	Yes	Yes
Smith, John C.	Retired Machinist	6-25-48	Yes	Yes
Whelpley, Warren A.	Clerk-Warehouseman	7- 3-48	No**	No
Mann, Cary L.	Retired Substation Operator	7- 9-48	Yes	No
Jacoby, Paul	Retired Car Cleaner	7-15-48	No**	No
Avoian, Tatos	Retired Helper	7-15-48	Yes	Yes

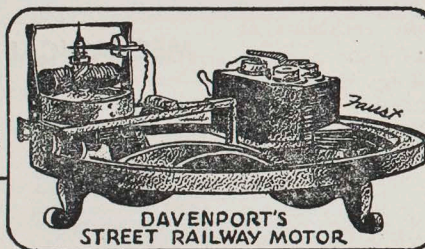
EMPLOYEES' WIVES' DEATH BENEFIT FUND

NONE

*Reported subsequent to last report.

**Employee eligible but declined to sign up for Group Insurance.

Forgotten Inventor

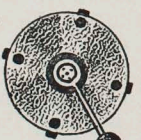


TOM DAVENPORT, BLACKSMITH, HORSE-TRADED—(BROTHER'S HORSE)—FOR CASH TO BUY AN ELECTROMAGNET...

INVENTED FIRST BATTERY-OPERATED ROTARY ELECTRIC MOTOR...PATENT OFFICE FIRE-DECEMBER 1836-DESTROYED



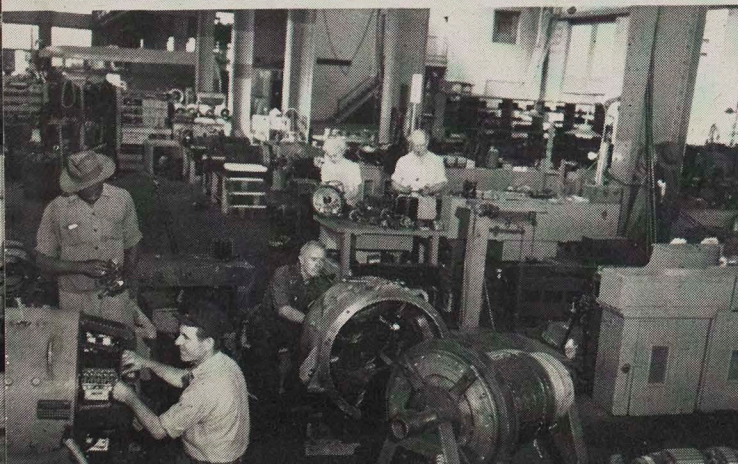
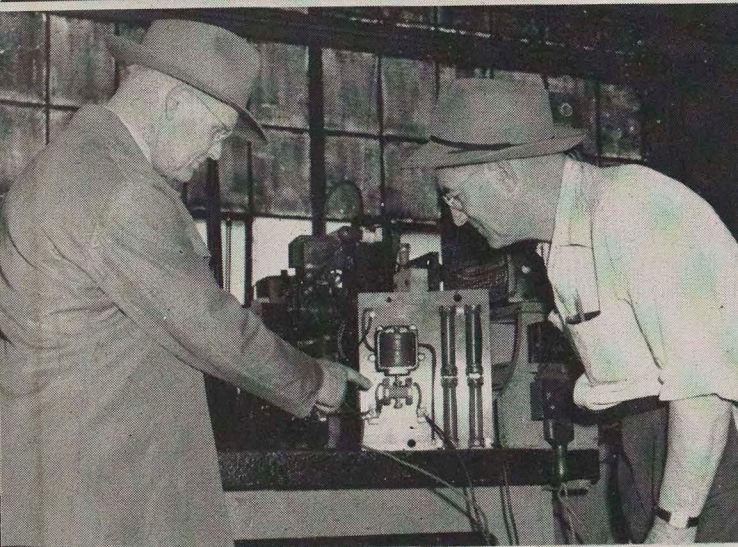
MODEL...UNBEATEN BY DISASTER—HE BUILT SECOND MODEL AND WAS AWARDED PATENT IN 1837!



HIS INVENTION INSPIRED WORLD-WIDE EFFORTS TO DEVELOP...BUILD...UNTIL TODAY ELECTRIC MOTORS HELP TO POWER THE WORLD... MAKE JOBS!

Prepared by National Patent Council

INVENTIONS BUILD AMERICA!



TORRANCE ELECTRICAL DEPARTMENT

ABOVE — Control Shop. Without attempting to join names with faces, we list those appearing in this picture, including Milton Foster, (Foreman), Konrad Oefinger (Assistant Foreman), Charles Smith, Harry Lantz, Charles Bennett, Robert Vrooman, Rose Gargalis, Clyde Hess, George Grosch (Leader), Eva Gasper, Mary Hernandez, Wilbur Teichman, Louis Bayer, and Sol Hager.

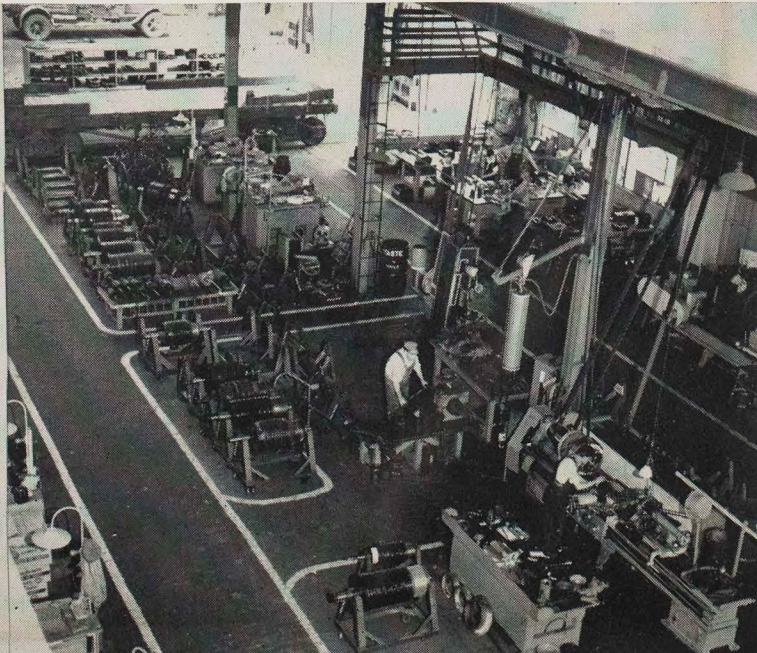
BELOW — Winding Room, with Bill Simmons (Leader), Louis Tauber, Louis Ugalde, John Theobald, Peter Pizani, and Maud Campbell.

TOP LEFT — Coil Taping Department, showing, left to right, Mrs. Anna Chicoine winding a signal relay; Ethel Litch repairing a signal bell; and Walter Gilbert checking for a short circuit.

SECOND LEFT — Part of Winding Room, with, left to right, Orville Hoy winding a 532 armature; Rex Sach, Leader; and William Taylor installing a coil in a 254 armature.

THIRD LEFT — Experimental trolley signal relay contact points being explained by the designer, Foreman Milton Foster, left, to Assistant Foreman Konrad Oefinger.

BOTTOM LEFT — Maintenance and Motor Rebuilding section, showing in foreground several generators taken from diesel-electric locomotives of the 1652 class. In left foreground, Joe Alcantra is installing brushes with the assistance of J. Lanier (at Mr. Alcantra's left). J. Tattersall (man with pipe) works on another generator. In background at right, Madeline Gilbert repairs a headlight while Tom Cassidy tests a bus generator. Messrs. Lanier and Tattersall have left company service since pictures were taken.



TORRANCE NEWS TOPICS By the Ghost Writer

WITH YOUR PERMISSION we wish to take you on a short visit with the Electrical Department here at Torrance, in the form of an open letter.

The department is under the foremanship of Milton Foster, who has as his Assistant Foreman Konrad Oefinger. These two men are in turn assisted by the following Leaders: William Thomas, Sam Humer, Mathew Laakson, Claude Simmons, George Grosch and Rex Sach. Each plays an important part in the operations of his department. However, Foremen and Leaders are not the only ones that make a department function, so we shall say at this time CONGRATULATIONS to each and every one appearing in the pictures and mentioned in the article for his share in creating a department so competent.

Contributing factors to the Electrical Department's efficiency also are the nature of the work, with its so many interesting items; and the good housekeeping and safety practices set by George Evans, Shop Superintendent.

A department so full of high-class electrical work is bound to catch the eye of the mechanical-minded person. Some of the items worked on are car and locomotive armatures, field coils, resistance banks, diesel generators, bus starters, generators, horns, voltage regulators, fare box motors, light circuits, signal resistance, signal relays, automatic flagmen, impedance bonds, substation parts, trolley wire switches, and signal fuse panels.

NOT SHOWN IN PICTURES

Olive McElfresh and Claude Stubblefield, Crane Operators.

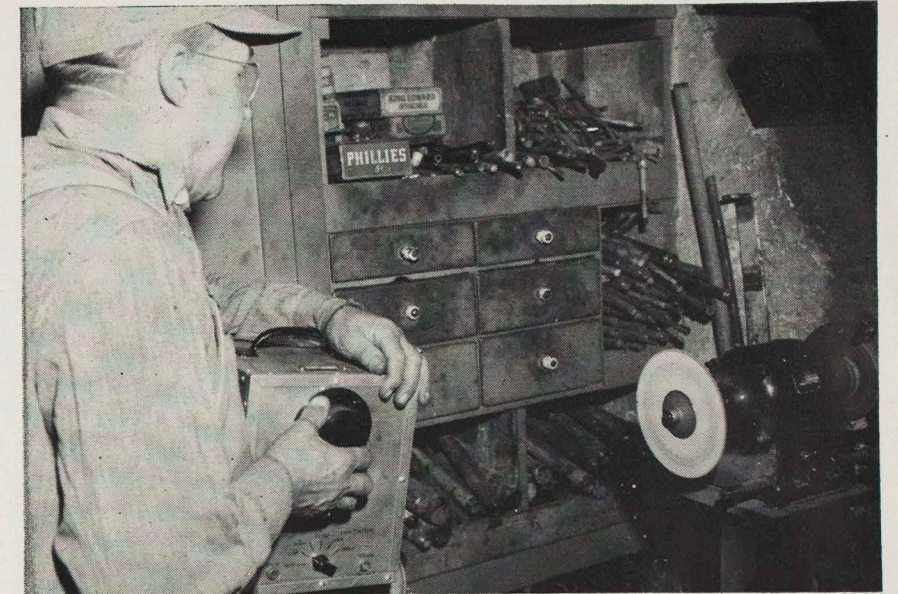
Bench Electricians and maintenance: Leader Sam Humer, Carl Gramling, Jr., Bob Holloway, Herbert Koy, Tom Hislop, Eric Johanson, Murry Brice, George Volarevich, Adelor Matson, and Wilbur Barton.

Armature Winders: William Sickels, John Bilbrew, Henry Phillips, Charles Boles, Raymond Rudolph.

Wiremen on street car work: Bill Thomas and Mattie Laakson (Leaders), Earl Graves, Willie McCracken, Hugo Cattivera, Garland Scott, Manuel De La Sota, Carl Gresseth, William Stroich, Tom Hatton, George Rockwell, Ludwig Weltin, Wallace Girardelli and Dwight Blackledge.

GOLDEN WEDDING

Congratulations to Mr. and Mrs. Thomas Brownlee, Retired Blacksmith and his wife, who very recently celebrated their GOLDEN WEDDING ANNIVERSARY.



STROBOTAC — Louis Zezula, Leader, Electrical Department, demonstrates stroboscopic device he has made in his spare time to help detect defects in moving mechanisms. It will "stop" movement up to 3600 rpm by means of a light "blinking" at frequencies which may be adjusted by the dial in Mr. Zezula's hand to synchronize with the speed of a shaft. In this picture black figures on the white disk attached to speeding motor at right appeared to the eye to be standing still, but the camera could not be fooled. Speed of shaft may be determined after synchronization by reading a dial on top of the Strobotac. Mr. Zezula also showed how useful the instrument is in commutator grinding. It will reveal on the moving commutator, quickly and easily, spots that still need grinding.

STORE DELIVERY By Della Pinkerton

TIME MARCHES ON, even at the Torrance Track Store! Way, way back, when nails were first used, our thrifty ancestors found that crooked nails could be straightened and used again. This was accomplished with a hammer in one hand and the bent nail held in place with the other hand, and at the expense of many a mashed thumb and a few emphatic ill-chosen words.

Pacific Electric, being no different from the individual when it comes to conservation, early realized that there is no economy in throwing away used track spikes and bolts. A couple of men who could be spared from other work were set at the task of reclaiming this material, and, having little or no imagination, used the time-honored method of holding them in place on a piece of rail and hitting them with a sledge hammer to straighten them.

This horse and buggy way of doing things continued for twenty years or more, until one day Tommy Wilkes, the Track and Line Storekeeper, had a bright idea. He took the idea to Lacy King of the Mechanical Department, and between them they contrived a machine to take the guess work out of the straightening process. It took an old air cylinder and brake valve and a large hardwood block

and frame, all obsolete material, together with a little ingenuity, to change a long, tedious job into an interesting one. One touch of a lever and a pressure is exerted which straightens out the most obstinate spikes. They are reclaimed much more quickly and are much more perfect, with no nicks or marks from the hammer.

So, you see, Time does march on at the Track Store.

Au-Tra Club Holds Buffet Dinner-Dance

A BUFFET DINNER-DANCE was held by the Au-Tra Club at the Los Angeles Breakfast Club on July 25, with L. I. Dennison, North Conductor, Co-Chairman of the Club, as master of ceremonies.

Much merriment was engendered when a mock wedding was held with men dressed as women, and women dressed as men. The "bride" was H. R. Gavert; the "groom," Ida Crank.

Au-Tra is a social, non-political club composed of members of all Los Angeles lodges and auxiliaries of the Brotherhood of Railroad Trainmen, according to Mr. Dennison. Social functions are held quarterly, the next two being a picnic at Avenue 64 and Arroyo Seco Parkway on Sept. 5, and the annual Christmas-New Year's dance — free — at the Elks Temple Dec. 30.

ACCOUNTING DEPARTMENT



By Marge Zimmer

WITH SEPTEMBER APPROACHING, many are planning their vacations while others have just returned. H. E. Huestis, of Frt. Accts. and wife celebrated their silver wedding anniversary while on vacation in July. They took in the sights at Vancouver, Victoria, Lake Louise, Banff, and visited relatives in Calgary, Alberta, Canada.

Mrs. Belva Dale, Frt. Accts., in San Francisco visiting friends; Emma L. Berry, in Sacramento and Philo, visiting relatives; Joan Johnson, heading for Canada and New York.

Mrs. Allan L. Smith Wartenburg (who was Typist in Frt. Accts. some time back) & husband were blessed with an 8-pound girl July 5. They call her Margaret Eileen.

Ben Harvey, Revising Clerk, and wife Joan received a bundle from heaven July 25 weighing 7 lb. 7 oz. They named her Stephanie Ann.

Dorothy Dunn Baker, former writer for this column, and her husband were taking a trip to Canada, when, nearing San Francisco, their car overturned. Dorothy's vertebrae were cracked in two places. She is now

convalescing at home, where she will be confined to bed for several months.

For our society news, we are proud to announce the engagement of Rosalie Lomonaco of Disbursements to Vincent Filippe. They plan to be married in about six months.

The girls seem to enjoy the super tie collection being flashed around in Frt. Accts.

Mrs. Lillian Talbert, Car Service, is recuperating at home after a serious operation.

PE NEWS SERVICE AND RESTAURANTICS



By Floyd Hamel

THE WELCOME MAT was extended July 1 to our new Restaurant Manager, Fred W. Field. He succeeds Joe R. Abell, who has resigned to operate a newly acquired business. Fred comes to us directly from the Clifton Cafeteria operations, where he was Assistant to the Manager and a graduate of their outstanding food service training school. He also operated his own eating establishment before serving in the U. S. Army Engineer Corps as lieutenant in charge of officers' feeding. Best wishes for his—as well as Joe's—success.

Margaret Thompson, of the Superintendent's office, sojourns to Evansville, Ind., about the middle of August to see at first hand how Junior, her son, a pitcher with Evansville in the "III" League, has won eight and lost two this season—an enviable record. Evansville is a farm for the Boston Braves, and within a season or two Junior's name will probably appear in the Braves' line-up. We bet Las Vegas will be Margaret's first stop-over, as Dick, her youngest son, is pitching for the Las Vegas Club of the Sunset League, farm for the Cleveland Indians. Luck to the boys!

Steno-Clerk Alice Wright was welcomed back July 19 from a much-needed rest and vacation spent fishing in the lakes of Northern Minnesota.

Welcome back to Restaurant Cashier Madlyn Stuart, who returns to the afternoon shift after some weeks convalescing in San Francisco.

Supt. C. F. Hill was to attend the Stewards' and Caterers' Convention at the St. Louis Statler early in August.

Manager D. P. Howard, of Unit No. 121-A, adjacent to the Soda Fountain at the 6th and Main Station, informs us of the marriage on July 5 of one of his Helpers, Bernie Gates, who has become Mrs. Rice. Best wishes to the newlyweds.

Dell Cesca, also employed at 121-A, is commonly referred to by her co-workers as the champion "Catalina Flying Fish" saleswoman. Her demonstrations create an interesting scene.

Orchids to Leota Burris, Manager pro tem at Unit 108. Her performance has been outstanding during



FRED W. FIELD, new Restaurant Manager at PE Restaurant, 6th and Main, succeeds J. R. Abell.

Years of Service

Table with 4 columns: NAME, OCCUPATION, Department, Years of Service. Lists employees like Alvin E. Babcock, William A. Daley, etc.

Vital Statistics

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 May, June, and July. May their years of loyal service bring their just rewards, and may their memories of PE be always pleasant ones.

the absence of Manager Ival Williams on vacation.

Manager Ben Parisi, Main Floor Unit, Subway, anticipates his vacation soon.

R&NS bowlers, remember the bowling meeting Tuesday evening, Aug. 17.

Pacific Electric Club Bulletin

TUESDAY, AUGUST 17:

PE Bowling League Organization Meeting. All interested in 1948-49 Bowling Season are urged to attend—7:30 p.m. Veterans of Foreign Wars Post 3956 Semi-monthly Meeting—8:00 p.m.

WEDNESDAY, AUGUST 18: PE Camera Club Monthly Meeting. Good entertainment and refreshments—7:30 p.m.

THURSDAY, AUGUST 19: PE Women's Club Afternoon Card Party. Prizes to winners—1:00 p.m.

FRIDAY, AUGUST 20: PE Summer Bowling League Matches. Arcade Recreation Center—8:00 p.m.

TUESDAY, AUGUST 24: American Legion Post No. 321 Semimonthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.

FRIDAY, AUGUST 28: PE Summer Bowling League Matches. Arcade Recreation Center—8:00 p.m.

THURSDAY, SEPTEMBER 2: PE Women's Club Afternoon Card Party. Bridge and 500—1:00 p.m.

FRIDAY, SEPTEMBER 3: PE Summer Bowling League Matches. Arcade Recreation Center—8:00 p.m.

MONDAY, SEPTEMBER 6: Legal Holiday—Club Rooms closed.

TUESDAY, SEPTEMBER 7: Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.

WEDNESDAY, SEPTEMBER 8: PE Rod & Gun Club Monthly Meeting. Motion Pictures and Refreshments—7:30 p.m.

THURSDAY, SEPTEMBER 9: PE Women's Club President's Day Program. First Meeting of new season. Turn out and support the new officers. Entertainment and Program—1:00 p.m.

FRIDAY, SEPTEMBER 10: PE Summer Bowling League Sweepstakes. Arcade Recreation Center—8:00 p.m.

TUESDAY, SEPTEMBER 14: American Legion Post No. 321 Semimonthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.

WEDNESDAY, SEPTEMBER 15: PE Camera Club Monthly Meeting. Entertainment and Refreshments—7:30 p.m.

THURSDAY SEPTEMBER 16: PE Women's Club Afternoon Card Party. 500 and Bridge. Prizes to winners—1:00 p.m.

TUESDAY, SEPTEMBER 21: Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.

THURSDAY, SEPTEMBER 23: PE Women's Club Social Gathering—1:00 p.m.

TUESDAY, SEPTEMBER 28: American Legion Post No. 321 Semimonthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.

TUESDAY, OCTOBER 5: Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.

THURSDAY, OCTOBER 7: PE Women's Club Afternoon Card Party. Bridge and 500. Prizes to winners—1:00 p.m.

TUESDAY, OCTOBER 12: American Legion Post No. 321 Semimonthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.

WEDNESDAY, OCTOBER 13: PE Rod & Gun Club Monthly Meeting. Motion Pictures and Refreshments—7:30 p.m.

THURSDAY, OCTOBER 14: PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.

HERE AND THERE WITH THE WOMEN'S CLUB

By Florence N. Gramling

JUNE 10—The annual picnic of the P.E.W.C., held in Echo Park, was happy get-together for some 30 members and guests.

Aug. 3—The date decided for the trip down to Torrance Park. Basket lunch, all day picnic. Husbands and guests were invited.

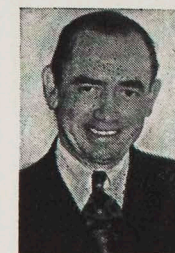
No vacation for the card players! Card parties are held every first and third Thursday at 1:00 p.m. Bridge and 500. Guests are welcome. Prizes. Admission 25 cents.

SPECIAL BULLETIN Thursday, Sept. 9, at 1:00 p.m., opening meeting of the P.E.W.C. Note the date and circle it on your calendar. All members come.

Meetings during 1948-1949 club year will be held on the second Thursday of each month from September to May, inclusive. The fourth Thursday will be devoted to recreation.

— USE THE PAYROLL SAVINGS PLAN —

PACIFIC ELECTRIC ROD AND GUN CLUB



By Arlie Skelton

GREETINGS, Rod and Gun Clubbers!

Gee, but it's great to be alive and healthy in the midst of vacation time, with the fishing season at its height.

But now comes the deer-hunting season between Aug. 7 and Oct. 15, with attendant dangers—auto accidents; falls from rocks; rattlesnake bits; maulings by bear, mountain lions, and wounded bucks; sunstrokes; and other misfortunes. If you're not sure your party is in for its share of grief, take along John Barleycorn. If it's trouble you're after, he'll always help you find it.

For successful deer hunting, there

Rail oddities advertisement featuring illustrations of a town hall on a train car and a freight train, with text about freight tonnage and railroad statistics.

must be always at least one responsible member of your party who knows where you are going and is thoroughly familiar with the terrain and game habits at that location.

Don't follow does and fawns around in meadows looking for bucks. Bucks are miles away in the highest and most inaccessible places. Always travel facing the wind. Find the good spots and let the deer come to you.

Make the first shot count; all others are chance shots.

Past President Frank Converse, who has just returned from the Mammoth Lakes district, reported fishing terrible, and more people around than are normally at 7th and Broadway. No deer or evidence thereof was seen around the fishing holes. With so many people around, it's little wonder.

First Vice President R. M. Lawrence reports he will save his deer tag for the late season. Yours truly will just save his, period.

Our smiling President, Roger Lemelle, is still packing them in at the regular monthly meetings. There is never a dull moment with door prize drawing, free motion pictures, and C. G. Gonzalez' good eats at the closing.

I might call to your attention that we have a little fishing palace down at Old Los Patos Camp, built especially for Rod and Gun Club members. There are club car facilities and private fishing (surf) grounds. A swell place for evening picnics. Rules governing the use of the property are posted and those who do not abide by them will surely be Boiled in Oil. Admit yourself by switch key. Always lock gates.

Yours truly attended the past two meetings of the Southern Council of Conservation Clubs, of which our club is a member, as an alternate in the absence of your delegate Frank Converse. Through a program now in the making, California is well on the road to better hunting and fishing.

Regular meetings are held the second Wednesday of each month at 7:30. Make it a habit to attend.

AMERICAN LEGION AUXILIARY

By Frances Moore

BEFORE A LARGE GATHERING of distinguished guests and friends the newly elected officers were installed July 29 at Patriotic Hall in Los Angeles.

Mrs. Louise Bassett, Jr., Past President of the 23rd District, was the Installing Officer. Captain Bee Boss and her District Ritual team did the floor work in their usual charming and efficient manner.

The officers for the coming year are as follows: President, **Leota Wilcox**; Past President, **Bernyce Rose**; 1st Vice President, **Ethel Heath**; 2nd Vice President, **Frances Moore**; Chaplain, **Lillian Lyons**; Secretary, **Phyllis Withee**; Treasurer, **Kathryn Brown**; Historian, **Maple Malmborg**; Sgt.-at-Arms, **Lydia Shelton**; Marshal, **Juanita Braley**; Executive Committee — **Ellen Bryant**, **Sylvia Morris**, and **Ray Trowbridge**.

President **Leota Wilcox** introduced **Bernice Nichols** and appointed her Hospital Chairman.

After installation we were entertained by the Gardena Boys' Band, recently adopted by our Post as Youth Activities program.

Refreshments were served at beau-

tifully decorated tables. Afterwards we had a song fest led by the boys and our own Vice President of the trict, **Anna Benson**.

AMERICAN LEGION PE POST 321



By
**John L.
Morris**

THE COMRADES that you have elected to serve you for the coming year include **B. P. Heath**, Commander; **C. E. Rose**, Senior Vice Commander; **H. F. Sayles**, Junior Vice Commander; **H. I. Jones**, Sergeant-at-Arms; **K. M. Brown**, Finance Officer; **F. W. Nichols**, Chaplain; **J. L. Morris**, Historian; and the Executive Committee, composed of Comrades **Hume, Bone** and **R. E. Withee**.

Comrades, we will try to serve you to the best of our ability. Welcome two new members: Comrades **Stewart C. Harris** and **James L. McKane**.

This post deems it an honor to thank our Hospital Chairman, Comrade **F. W. Nichols**, for his wholehearted effort in his hospital work. Recently the post received a letter of special appreciation from the Department of California in honor of its hospital work due to Comrade **Nichols'** steady efforts.

Our installation of officers was held in Patriotic Hall, Los Angeles, on the evening of July 29. The Gardena Valley Boys' Band was present to give with some music, and refreshments were served after the installation.

Deadline date for making application for purchase of automobiles for amputee veterans has been extended to June 30, 1949. If any comrade knows any veteran who may be eligible for these benefits, please pass the word along.

Veterans, we invite you to attend our meetings held on the second and fourth Tuesdays of each month in the club rooms of the Pacific Electric Club, PE Building.

Mrs. Morris and I attended the installation of officers of **Ed Webb Post No. 134** recently. Who should be there also but Comrade **R. E. Withee** on the installing ritual team.



RECEIVE GAVELS — At installation ceremonies conducted by the PE Post, American Legion, and the Auxiliary, retiring Commander **C. E. Wilcox**, left (in left-hand picture), presents the gavel to Commander-elect **B. P. Heath**; and retiring Auxiliary President **Bernyce Rose**, right (in right-hand picture), presents the gavel to President-elect of Auxiliary **Leota Wilcox**.

Christian Trainmen's Assn. Needs Members

By T. A. Thompson

THE ASSOCIATION OF CHRISTIAN TRAINMEN has already realized a good beginning among Pacific Electric employes. An ever-increasing group of Trainmen are now preparing themselves for an initial intensive membership drive to be held the week of Aug. 23.

You can join with us meanwhile by completing the application blank below and presenting it to one of the Association representatives. **J. M. McQuigg**, Agent at San Pedro, was the first to sign the blank in mimeographed form.

All men desirous of seeing a truly helpful fellowship develop on the property and among the personnel of the Pacific Electric Railway Co. are eligible. Why not become a charter member? The Association will welcome you. No dues are required; all finances are taken care of on a free-will basis. Interdenominational, the Association is not sponsored or endowed.

Blanks may be secured from the following, who represented the total PE membership as of July 31:

North: **L. A. Polk**, **William Hunt**, **H. L. Woodford**. South: **J. E. Beard-sley**, **Conrad Staes**, **Walter Herring**, **Robert Cooper**, **Harold Fuqua**, **J. M. McQuigg**. West: **E. A. Abbott**, **P. A. White**, **F. J. Tannehill**, **David Quiring**, **William Schmitt**, **L. E. Titus**, **H. L. Miller**, **M. W. Dawson**, **R. B. Hooper**, **Fred Taylor**, **Harold Fish**.

I desire to join the A. C. T. as a charter member.

Charter member (employe)
Associate member (immediate family)
Address: Street.....City.....Zone.....
OccupationDivision.....Phone.....

...and please make
people careful, amen



Remember - Only you can
PREVENT FOREST FIRES!

THERE WERE 1,220 forest fires in California alone during the first six months of this year. Three out of four, according to U. S. Forest Service, were due to carelessness.

The California Fire Prevention Committee, composed of all Federal, State, and County protection agencies, urges everyone to take the following precautions in using fire:

1. Hold your match till it's cold. Pinch it to make sure.
2. Smoke only where permitted. Crush out your "smokes" in mineral earth or the ash tray.
3. Get a campfire permit. Before leaving an authorized campfire, drown it — then stir it and drown it again.
4. If you must use fire to burn brush or trash, get a permit if required. Then burn only on safe days; have help and tools on hand from start to finish. Kill every spark.



SCHOOL AWARD — **A. W. Bone** of the PE American Legion Post presented the school award to **Miss Joan Weigman** at **Robert Louis Stevenson Junior High School** on June 18. **Joan** lives at 4411 Dunham St., L. A.

It's a Girl for the James C. Rankins

PE Building Manager and Mrs. **James C. Rankin** are rejoicing upon the arrival Sunday, Aug. 1, of a daughter, **Linda Lou**, at **Van Ness Hospital**. She weighed 6 3/4 pounds. The entire family is doing beautifully, including **Papa Rankin**, who has lately been using his spare time washing diapers and mixing formula.

Congratulations!

PE Man Tells of Flying Food by Air

IN VIEW OF THE INTEREST in the current international situation in Germany and the news stories concerning the Russian blockade, we print here some first-hand observations made by CHARLES BUSS, PE Conductor on military leave with the U. S. Army at Tempelhof Air Base in Berlin. He paints a splendid picture of the efficient work done by American flyers in keeping Berliners supplied with food, and reveals great pride in his country's airmen.

Referring to pictures printed in the May-June issue of the PACIFIC ELECTRIC MAGAZINE, Sergeant Buss says: "Thanks a million for the PE Magazine. Got quite a thrill out of seeing my picture on Normandy Beach and S-Bahn Yards. Nice of you to send it."

His description follows:

Headquarters Squadron
7350 Air Base Group
Tempelhof Air Force Base
Berlin

17 July 1948

Hello Los Angeles:

I thought you might be interested in some personal observations of the big doings in Berlin. It is like the 5 p.m. rush hour here almost all day long. There are a trainmaster, a platform manager, a crew protecting each run, and so on. These fliers really know their stuff. They get paid straight dough, not by the hour or mile. They sit about the "trainmen's room" and cuss the government same as the trainmen. Only now most of them cuss the Russ.

PLENTY TO EAT

Plenty to eat here . . . we Americans have not suffered for the blockade . . . have to struggle along on bacon, eggs, cereal, fruit, toast, coffee for breakfast and steak, ham, pork chops, and the like for dinner and supper.

We are all hoping the "Hitler weather" will leave us and we will get good weather. Planes landing in driving rain and taking off into black clouds . . . but the show must go on.

Boy, am I proud to be an American! This air lift is the biggest damn thing of its kind ever in history. It is not as tough as flying the hump, of course, but for volume, we really have it. Imagine flying food for 2,400,000 people! They go in blocks or fleets. There will be a lull of a few hours, then, all of a sudden, they pour in here almost as fast as returning from a mission in wartime. Then the bombers used to land every minute or so . . . these essenbombers land every minute and a half to two minutes.

BUSY AIR TERMINAL

Here we are at the huge terminal. We sit in the coffee shop and in front of us are AOA planes and MTC planes with passengers, all full to the sideboards. Up on our right are 54's, one behind another. Huge quartermaster truck-semitrailers are backed up

to each of them. Crews of Germans are unloading planes, loading trucks; a GI is supervising each truck; an officer walks about checking. As they are emptied, most (not all) of them are immediately loaded with furniture of families going home. No mass exodus, just those persons on rotation for having completed their overseas tour. A few MG offices are moved. They do not take time in loading to halt the process, the planes keep moving. Darting in and out are jeeps with mechanics and engineering officers, checking the planes mechanically. Soon they taxi past us and to our left; they leave the huge apron in front of us and make a right turn, following a taxi strip out to the runway, far to our left. There they line up awaiting word from the all-important tower. Sometimes 10 or 12 are waiting.

WATCHING GERMANS CHEER

Just off the field at the end of the runway are an estimated 10,000 Germans watching and cheering—finding the "Americanishe" can bring "essen" as well as bombs. They must wait, as there is something upstairs—that is, the traffic cop in the tower decides the inbound plane is close enough, and allows it to land. Then he lets one of the zone-bound planes go. They are already "revved up" . . . just taxi onto the strip, get the green light and "pour the coal to her," as the expression goes. I have lain in the grass near the runway (don't tell this, it just "isn't done" you know) and like a little kid at a circus, watched all this. Down they come at you really pouring it on, 100, 110, 120 and off into the blue; a right turn and off to Frankfurt. Right behind one of them, as soon as he is airborne, comes in a 54, a huge monster that looks far too big for its 5 wheels. The 54's are landed expertly by trained pilots. They hit the steel mat runway at 110 to 130 mph and it sounds like running a screwdriver over fine wire, only of course louder. Just opposite where they land stand two fire

trucks and an ambulance, 24 hours a day. Crews stand by and are relieved for meals and sleep. So far, thank God, the ambulance has not been needed and the fires have been minor, very minor, maybe a bit of oilflash or something like that. And so it goes.

Or else the picture is reversed. With the wind change, planes go in the other direction. The unloading is at the same spot, the fleet or trucks are moving like a well-oiled trucking fleet in the U.S. Sometimes our terminal is jampacked with personnel. Pilot crews waiting to go out, AOA discharging Germans and other civilians, an equal number getting papers checked for return trip. MTC (Military Transport Command, formerly ATC and NTC) taking returning soldiers.

GERMANS GRATEFUL

If we watch the take-offs and landing with the wind in the other direction, we see the same number of Germans on the elevated railway platform watching. So many that police have to keep them moving so the railway passengers can get along the platform. On all sides of the field are thousands of people looking gratefully at the foodcarriers. This is the best Good Will Deal ever handed to us by the Russians, who, of course, have lost any mite of goodwill they ever had. Boy, how the Krauts hate the Russ. Military Government (MG) and the Air Force officials receive hundreds of letters of gratitude daily. "We can't sleep at night for the noise of the planes, but keep them coming."

SPEEDY ORGANIZATION

But the greatest single thrill to me is not the operation itself but the speed with which it got started. During the war, every serviceman was alerted (readied) for everything he did. Here is what actually happened in one case. A crew chief (a flying mechanic) was sitting in a movie in Oahu, Hawaii, with wife and kiddies at 8:00 p.m. Sunday night. At midnight he was in the sky, and Wednes-

day he was bringing food into Berlin. Imagine: 3,000 miles to San Francisco, 3,000 miles to N. Y., 3,000 miles to Frankfurt—roughly 10,000 miles—and they are in the fight. That is a thriller to me.

BRITISH ALSO HELP

The same thing is true on the British side of the picture. In addition to huge Yorks (the German kids recognized them. . . I wouldn't know a York from a Packard 8) they use Sunderlands, which land on a lake and carry heavy cargoes. Thanks to this, the people are eating white-flour bread for the first time in years. Their airfield is several miles from here at Gatow, south and west of Tempelhof. Far better approaches there. We are right in the city and high apartment houses (what few are still standing) make approach here not too good.

CONSTANT BAD WEATHER

Speaking of approach, the weather has all been bad (except the sun is shining today for a change) and sometimes we have five or six planes upstairs waiting to come in on instruments, due to low ceiling. GCA (ground control approach) is really something. All leaves and passes are held up and everyone is busy making this thing work. We take all planes while the shipping end is divided, 47's from Wiesbaden, 54's from Rhein-am-Main. Boy, am I proud of our airmen! Forgot to mention the French have a small outfit working feverishly into Tempelhof.

Best wishes,
CHARLES BUSS
(1st Sgt. AF 37 435 294
Hq. Sq. 7350 Air Base
Tempelhof Air Force Base
APO 742-A-PM NYC



A Train Story For Young Rail Fans

TO ALL little boys and girls from three to six:

If you like stories about trains, ask your Mamma or Daddy to get you "Stubby—the Little Train That Ran Away."

My little boy, not quite three and a half, has had the story for quite a long time, and he still takes it to bed with him! He likes the big engine on the cover, and the cover is cut out like the engine. And he likes to sing the song Stubby sings:

"Clickety-clack
Clickety-clack,
I'll soon be back,
I'll soon be back."

Poor Stubby! He got tired of the country and ran away to the city one day and everybody got very much excited because he wouldn't mind the Engineer and the Conductor. And

P.S. Just clocked a few of them—80 seconds from the time the props stop, unloading starts into the truck.

Stubby got excited and scared, too. You'll see!

Maybe some of the words will be too big for you right now, but your Mamma or Daddy can tell you what they mean. There are lots of fine colored pictures.

The big book is made so strong that you won't have to worry much about breaking it.

—MR. EDITOR

* * *

To parents: "Stubby" is a Story House Book published by the Fideler Co., 40 Ionia Ave., N. W., Grand Rapids 2, Mich. With an almost indestructible cover, 8½ ins. by 11 ins., and with heavily illustrated text on heavy paper in large type, this 32-page book, as prices go today, is well worth the \$1.25 it sells for. Send direct to Fideler, or try your book store.

HOW LONG Do Railroaders Live?

MOST RAILROAD MEN live to retirement age.

Out of 100 railroad men . . .
30 years old, 67 will live to age 65;
40 years old, 69 will live to age 65;
50 years old, 74 will live to age 65;
60 years old, 87 will live to age 65.
Railroad men retiring at age 65 live 12½ years on the average.

Out of 100 men retiring at age 65 . . .
80 will live to 70;
37 will live to 80;
7 will live to 90.

Occasionally disabled men retiring at . . .
Age 40 will on the average receive their annuities for 20 years;

(Continued on Page 30, Col. 3)

PRESIDENT'S POOL TROPHY TO HANG IN SUBWAY

PRESIDENT'S PERPETUAL POOL TROPHY is presented to C. A. Cardwell, Subway Trainman, winner of tournament, by its donor, President O. A. Smith, as audience looks on. In front row, left to right, are Ronald E. Moyer, proxy for Frank Kosak, winner of the 8-ball; N. B. Vickrey, Manager, PE Club; L. V. Blackburn, winner of pool cue as

runner-up in elimination tournament; C. W. Wisler, last year's system pool champ, whose name is on President's Trophy, and who lost this year to Cardwell; C. A. Cardwell, winner; President O. A. Smith; and Bill Newman, organizer of the tournament. The big trophy is now on display in the Trainmaster's office in the Subway Terminal.





Have a Wonderful, Safe Time

MAKE SURE that you enjoy every minute of your vacation this year. Relax and have fun. Put aside your ordinary tasks, forget your worries and settle down to some real "living."

Vacations are healthful and stimulating . . . you'll feel great when you leave and even better when you return . . . if you watch your health and pay attention to safety. Remember . . . it's your vacation, don't spoil it!

When you do go off on vacation, relax and enjoy yourself but don't forget nature's health and safety rules which are necessary to your real pleasure.

For instance, get your sun tan in small, reasonable doses. A severe case of sunburn will ruin your vacation and spoil the fun for others who may be vacationing with you. If you are not already tanned, don't expose your bare skin to the sun for too long a time. Sunburn at its worst can cause dangerous illness and put an unhappy ending to a long-awaited vacation.

ABOUT SWIMMING

The Metropolitan Life Insurance Company warns that swimming accidents take an alarming number of lives each year. The following rules from the experienced swimmer's code should be observed carefully.

Never swim alone.

If you attempt an especially long swim, have two companions along in a boat ready to assist you in any emergency.

Stay in shallow water if you tire easily.

Leave the water when you feel tired or start to shiver.

If you are learning to swim, get competent instruction.

Better get medical advice before you try any diving, particularly if

you have trouble with your sinuses or ears. Don't take chances on rupturing your eardrums.

Learn to dive properly. Investigate a new diving place before you use it. Investigate familiar diving places frequently. Make sure that the water is at least 6 feet deep at all times. Look out for submerged rocks or other obstacles. Be careful at low tide.

Make your boating safe and enjoyable. Before you go out in any boat be sure that you (or the person in charge) know how to handle it. Be satisfied with the seat you took when you started out. Changing seats in a small boat is likely to overturn it. In the event the boat should overturn, stick with it until help arrives. Don't take a chance by swimming off alone!

OTHER HAZARDS

During vacation time, the highways are crowded and there is a sharp increase in the number of accidents. Have your car in perfect condition. Be sure that lights, brakes, tires and steering apparatus have been checked. Drive at a sensible speed, particularly on roads with which you are not familiar. Exercise care, courtesy and alertness at all times.

Cuts or scratches, suffered while swimming, fishing or engaging in other vacation sports, require immediate first-aid to avoid the risk of infection. Take a small first-aid kit with you.

Make this vacation the best one of all. We'll be looking for your postcard and that happy message, "having a wonderful, safe, time; wish you were here."

FOR SALE—One 15-gal. aquarium, complete with heaters, lights, and plants. Stocked with assorted tropical fish. Also table for aquarium. A bargain. J. L. GILMORE, 871 Coronado Drive, Arcadia, ATwater 71664.

HOW LONG DO RAILROADERS LIVE?

(Continued from Page 29)

Age 50 will on the average receive their annuities for 15 years;
Age 60 will on the average receive their annuities for 11 years.

Totally disabled men retiring at . . .
Age 40 will on the average receive their annuities for 15 years;
Age 50 will on the average receive their annuities for 11 years;
Age 60 will on the average receive their annuities for 9 years.

Women railroad workers retiring at . . .
Age 60 will on the average receive their annuities for 17½ years;
Age 65 will on the average receive their annuities for 14 years.



Vol. 28, No. 6 July-August, 1948

Published bimonthly by
PACIFIC ELECTRIC RAILWAY COMPANY
O. A. SMITH, President
610 South Main St.
Los Angeles, California

in the interest of active and retired employees of Pacific Electric Railway and Motor Coach Lines.

Contributions of news items regarding employees 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 September-October issue will be September 20.

Group Insurance Protects!

Gentlemen:

I wish to express my appreciation for the prompt manner in which you handled the settlement of the Group Life Insurance on my deceased husband. It certainly has been kind and thoughtful of the men responsible for initiating the Group Insurance Plan. The money I received will certainly prove a great help to my children and myself.

Respectfully
[Signature]

AN ACTUAL LETTER FROM AN EMPLOYEE'S BENEFICIARY

WORK TOGETHER



Daddy is big and strong -- and he's gonna stay that way. He follows the safety rules

WE DEPEND ON EACH OTHER