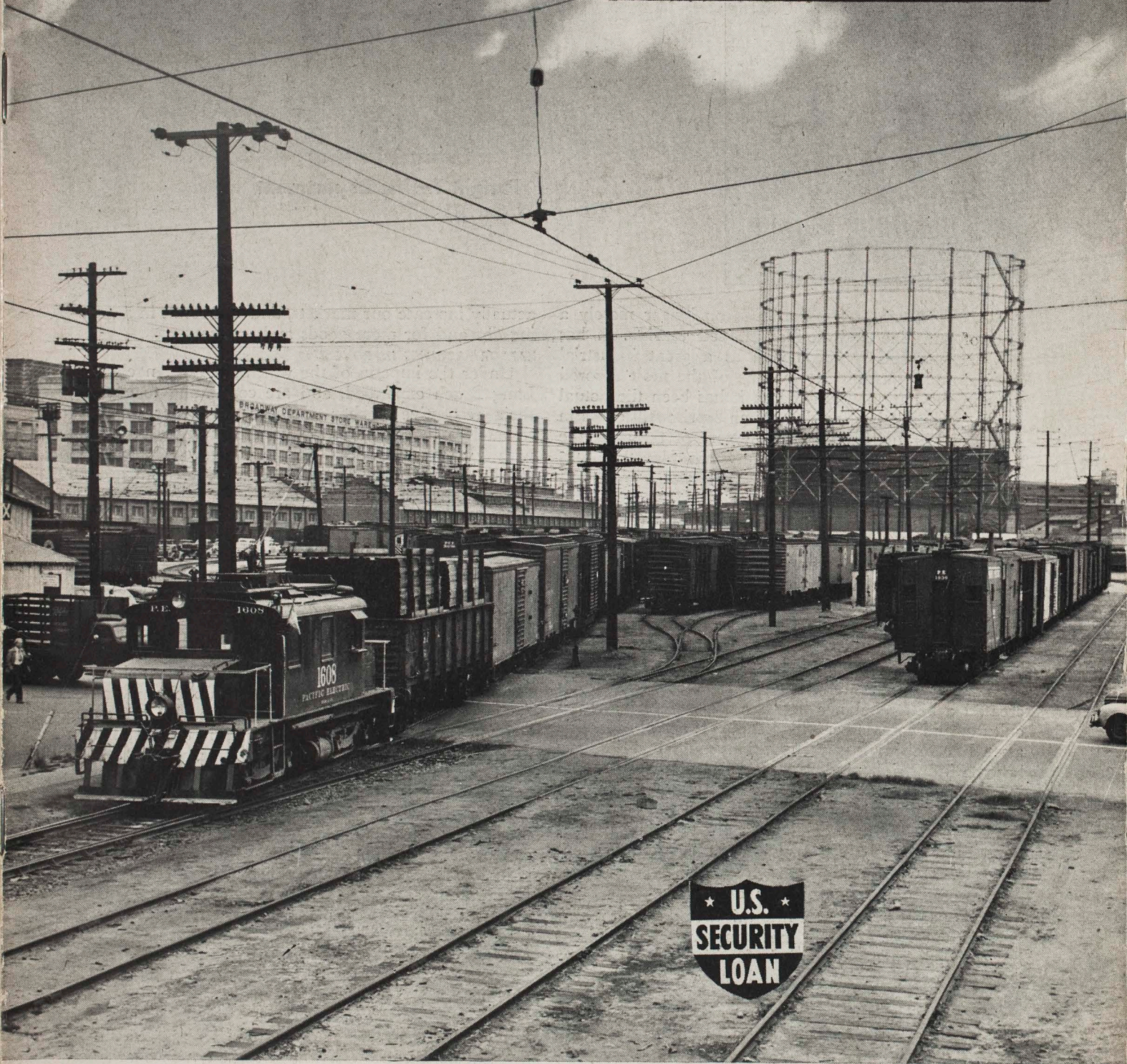


MAR-APRIL 1948
PACIFIC ELECTRIC
Magazine



**Expanding Industries on P E Lines
Create Diversified Freight Traffic**



INDUSTRIES ON PACIFIC ELECTRIC LINES

By D. E. PORTER

Industrial Agent

Freight Traffic Department

TODAY Southern California is no longer merely a land of sunshine and holiday-minded tourists. It has now become solidly entrenched as a great industrial empire, and, consequently, as one of the most favored spots in the nation. Industrially, it has been the actual proving ground that freedom of enterprise still exists in America. Throughout the development of the area, the Pacific Electric Railway Company has played an increasingly important role.

INDUSTRY BALANCES GROWTH OF AREA

During the reconversion period of the past three years, Southern California's industrial expansion, accelerated during the war, has continued at an unprecedented rate. Hundreds of new firms have been organized; many national concerns have established new branch plants to serve this expanded western market; and many previously established manufacturers have built new plants or expanded old ones.

This tremendous development of recent years has created a better balance between manufacturing, agriculture, and commerce. This balance is a real economic asset. Recognizing it as such, various municipalities have become industrial minded, and are putting to use such local agencies as the Chamber of Commerce to explore their local industrial possibilities. Behind this attitude is the desire on the part of civic groups to secure permanent, established industries, with resulting employment for residents of their communities.

POPULATION TRENDS FAVORABLE TO INDUSTRY

Many persons who came into this area during the war period for employment in the numerous defense plants have stayed, have moved their families here, and have built, or are planning to build, new homes. Further augmenting the population growth are thousands of GI's who, while in training at various camps and receiving stations in Southern California, learned to appreciate the possibilities here and returned after the war. To furnish some idea of the population trends, we find that the estimated United States population gain, 1950 over 1940, is calculated to be 11.74 per cent, whereas the Southern California population gain during the same decade will be almost 43 per cent. This will

actually increase our markets, and will result in a growing demand for more goods and services.

HARBOR FACILITIES IMPROVE

Under the impetus of the war, both Los Angeles and Long Beach expanded, and are continuing to expand, their respective harbor facilities, in order to place themselves in a position to handle increased tonnages with greater expedition. These improved harbor facilities contribute importantly to the industrial growth of Southern California.

PE FREIGHT TRAFFIC INCREASINGLY DIVERSIFIED

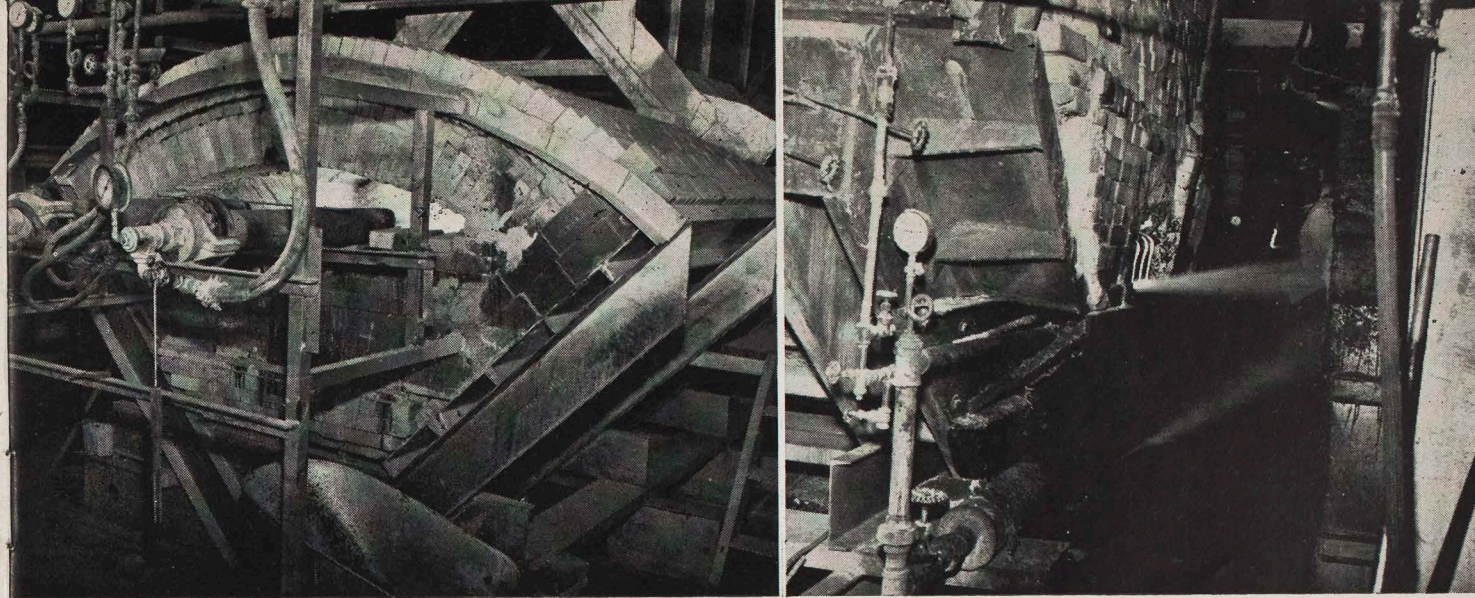
There was a time when the Pacific Electric Railway Company's freight traffic consisted principally of citrus and petroleum products. During this recent transition period, we now find PE serving practically all types of basic industries and their allied manufacturers—a more diversified group in Southern California than in any other section of the United States.

Pacific Electric has been serving large numbers of industries with its favorably located public team tracks. Many shippers have their plants located off rail or do not have sufficient property to permit the installation of their own privately owned spur tracks.

PE EMPLOYEES CAN HELP

There is now a definite opportunity for each Pacific Electric Railway employe to assist in the continued industrial growth along our rail lines. Too much stress cannot be placed on the important need for each individual to bring to the attention of the Freight Traffic Department any information which may come to his attention with respect to industries seeking locations—whether the industries be new to Southern California or already located in the area. In addition, freight traffic tips are always appreciated by the Freight Traffic Department.

On the following pages are photographs setting forth four of the many types of industrial plants served by the Pacific Electric Railway Company. Two are new and two long established, but those of longer standing have been subject to recent expansion and additions. In later issues of the Magazine, it is the plan to bring our readers more stories and pictures concerning our industrial growth.



MAKING RESILIENT BATTS OF ROCK WOOL. At right center the paper-backed batts may be seen moving ready cut off conveyor belt of huge machine which stretches into background toward left of picture.

Batts are being packed in cartons on long, horizontal machine in right foreground. Picture in circle at left is that of W. T. Tillotson, Plant Manager for the American Rock Wool Co. at Torrance.

INDUSTRIES ON PE LINES

THE AMERICAN ROCK WOOL COMPANY

MAKERS OF MINERAL WOOL INSULATION used in industrial and home construction, the American Rock Wool Company, a national concern with main office in Wabash, Indiana, chose Torrance as the site of the fifth of its five plants, and began operations in August, 1946, at that location. W. T. Tillotson is the Plant Manager. As in the case of many other new industries in Southern California, Pacific Electric handles the freight.

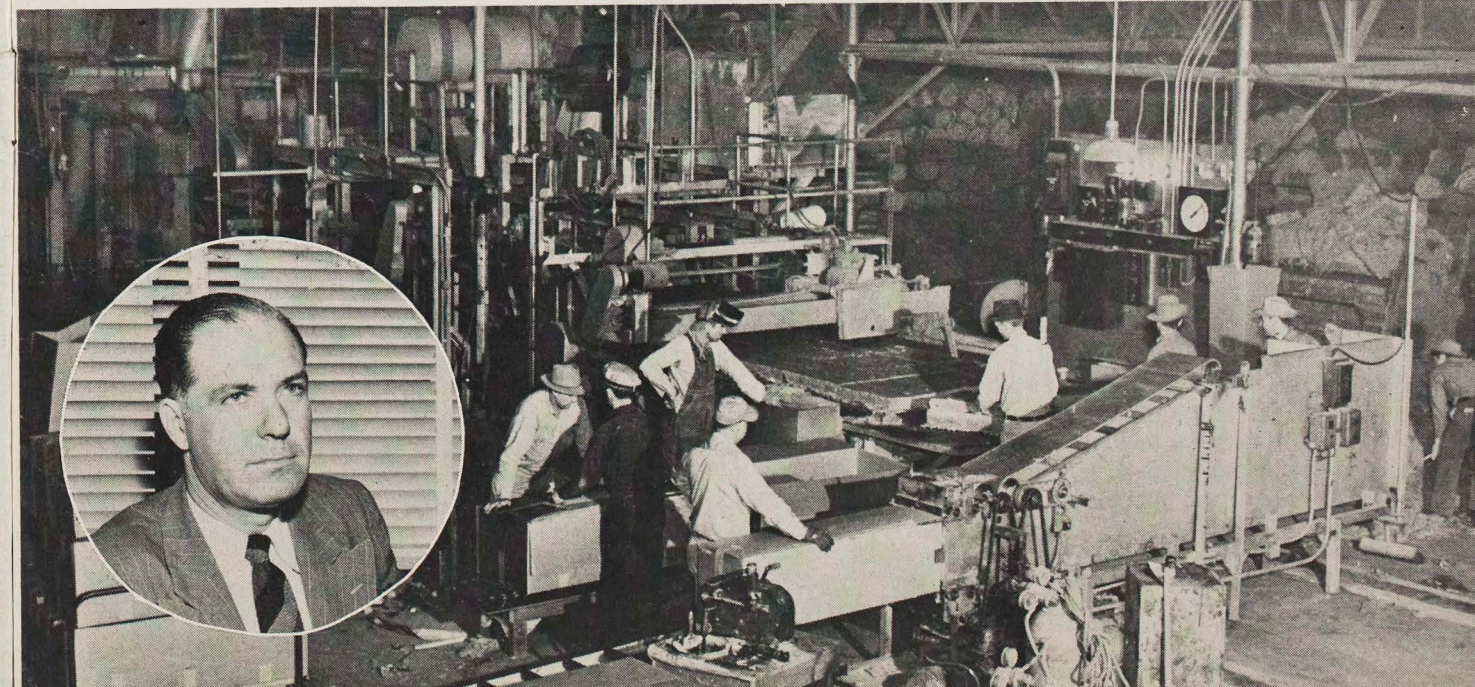
The Torrance plant manufactures the mineral wool fiber in several forms. One type is a feathery material which may be blown into the attic of your home to

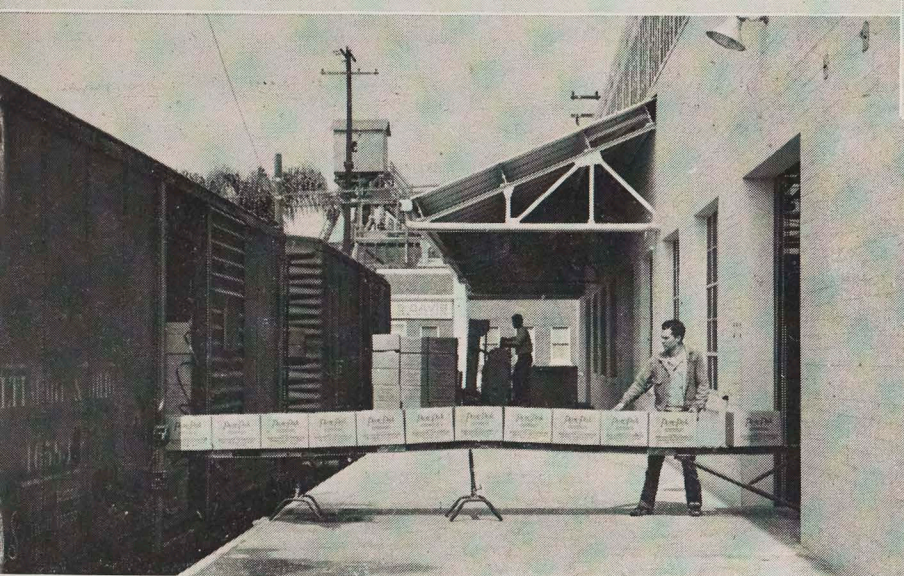
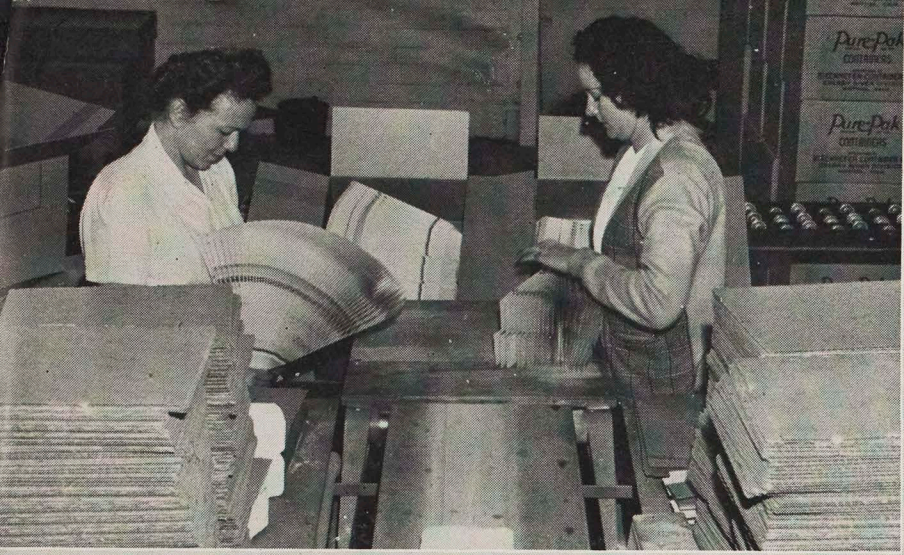
provide effective insulation against loss of heat in winter, or against penetration by attic heat in summer. Another type is known as a batt, in which the rock wool is glued together for rigidity, made into flat strips of desired thickness, backed with asphalt paper, and cut to the desired width and length. The batts are used between the studs in the walls of homes and other buildings.

Makers of water heaters, stove ovens, industrial ovens, refrigerations units, and many other products use the rock wool for insulation against heat and cold. Motion picture studios also use it for sound insulation. In addition to its insulating value, the material is fireproof.

VIEW OF END OF FURNACE in which materials to be made into rock wool are fused at 2300 degrees F. into a molten mass which flows out other end of furnace for further treatment. Heat is supplied by burning gas coming at great pressure through nozzle in foreground.

MOLTEN MATERIAL flowing out end of furnace in three streams (near center of picture) is being blown by steam into fiber (stream blowing horizontally across open space). A similar operation may be seen at another furnace in dim background. Whew! It's hot around here!

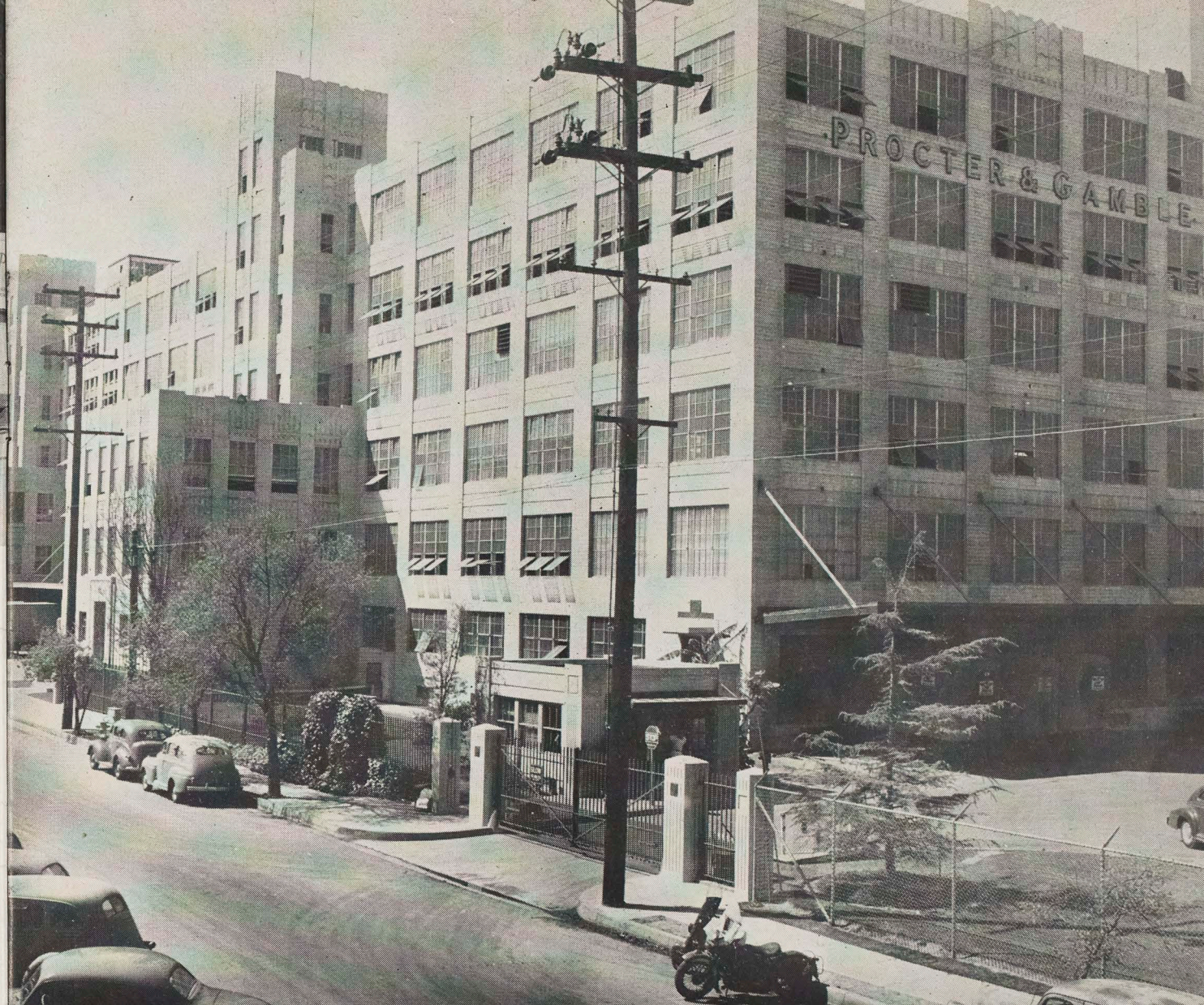




UPPER LEFT—Inspecting and packing paper milk bottles as they come from the gluing machine at the Kieckhefer Container Company's Cherry River Division in Whittier are Genevieve Ramler, left, and Ethel Bennett. The girls inspect 25 bottles at a time faster than you can read this sentence.

LOWER LEFT—Loading the cartons of milk bottles for shipping is being done by conveyor belt (foreground) and by fork lift truck (background).

ABOVE—O. C. Christmas, Resident Manager for Kieckhefer at Whittier, discusses shipping problems with PE's Assistant Freight Agent, H. G. ("Hank") Davis, from the nearby Whittier Station.



PROCTER AND GAMBLE'S MAIN BUILDING AT THE LONG BEACH PLANT, 1601 W. 7TH ST.

INDUSTRIES ON PE LINES

THE KIECKHEFER CONTAINER CO.

Cherry River Divison

IT'S VERY LIKELY that today, knowingly or unknowingly, you had some contact with the Kieckhefer Container Company, located on PE's Whittier Line near the Whittier Station. Especially if you drink milk—and if you don't drink it, you should. For the Whittier plant of the Kieckhefer Container Company manufactures a large proportion of the sanitary paper containers in which you probably get most of your milk.

Under the direction of O. C. Christmas, Resident Manager, the concern has a large local, state-wide, and Pacific Coast business. From big rolls of paper which PE delivers to Kieckhefer's beautiful new plant, special machinery cuts out every day thousands of containers of various sizes. Special presses stamp them with the milk company's label, special gluing machines fold and glue the blanks in the proper places, packers inspect and pack the cartons flat in boxes, and the boxes are then loaded in box cars and shipped to various milk com-

panies. The dairies are equipped with machinery which bends the flat cartons into shape for filling and seals them after the milk has been poured in.

The new Whittier factory, in operation since March, 1946, is the first branch plant of the Cherry River (milk bottle) Division of the Kieckhefer Container Company, a national concern and one of the largest manufacturers of paper container in the United States, with main office at Delair, New Jersey. The company owns its own forests and pulp mill in North Carolina, and also operates a bleaching plant and paper mill. Whittier was selected as the site of the most recent branch because of the anticipated population expansion of Southern California. The success of the venture is indicated by the production figures: 3,000,000 cartons in March 1946, when the branch opened; 18,000,000 last December; and an expected leveling off at 25,000,000 a month, according to Mr. Christmas. That means a tidy revenue from freight for Pacific Electric.

INDUSTRIES ON PE LINES

PROCTER AND GAMBLE

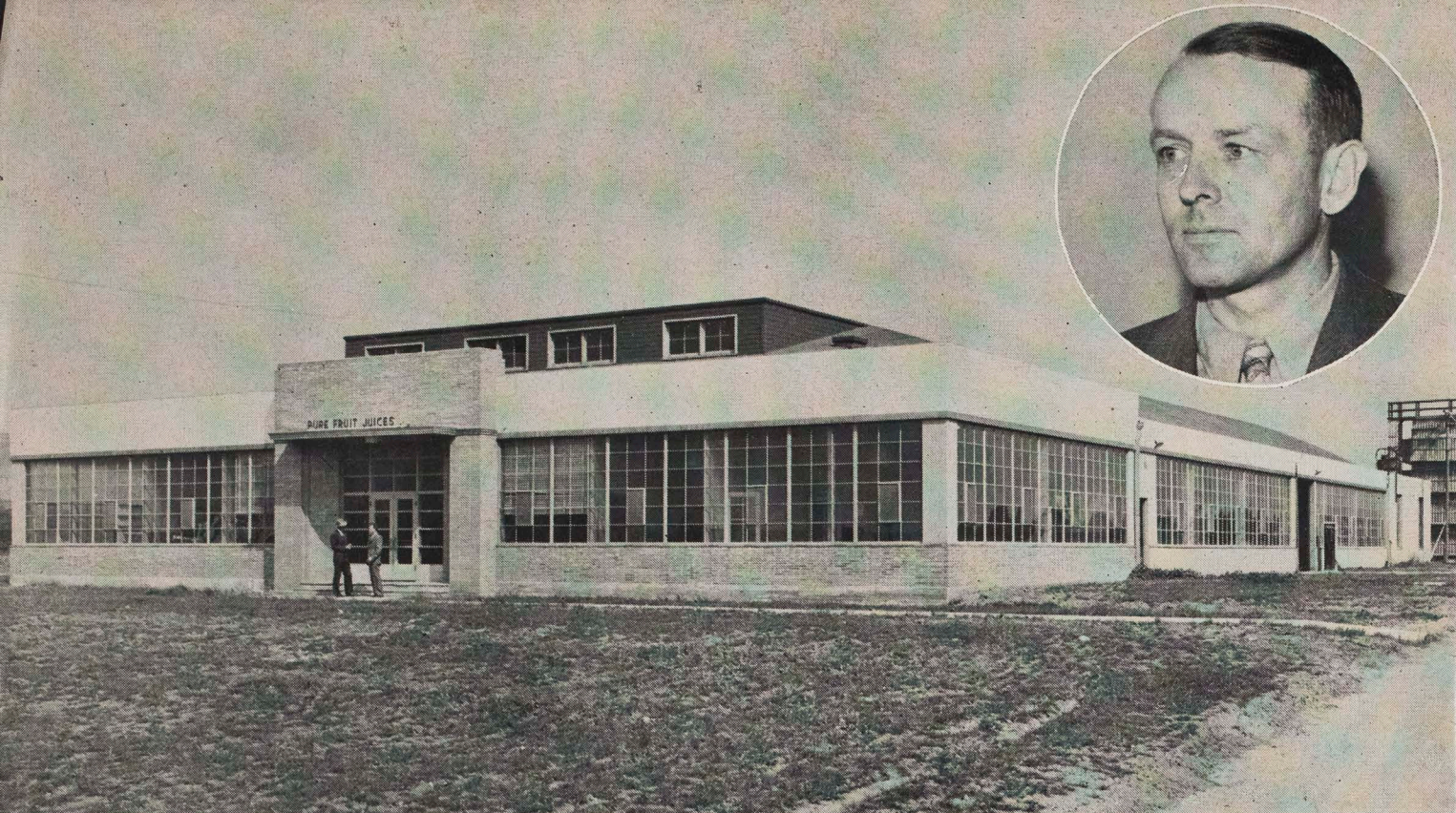
THE LONG BEACH PLANT of the Procter and Gamble Company, occupying 17½ acres of ground and employing about 500 workers, has been one of Pacific Electric's better customers since it opened in 1931. P. A. Nichol is the Superintendent.

A tour through the plant is guaranteed to make a housewife smile, for Procter and Gamble has prospered by successfully aiding her to fulfill at least two of her chief responsibilities: (1) keeping the household clean, and (2) preparing a more appetizing meal. And the plant itself is a first-rate advertisement for its chief product—soap. At scores of well-manicured machines on constantly scrubbed floors, white-uniformed men and women keep production lines going for the manufacture and packaging of several varieties of soap, detergents and shortening. Ivory, Camay, Lava and Kirk's Castile are the well-known brands of soap made here in bar form for personal use. For laundering there are Ivory Flakes, Ivory Snow, Oxydol, Duz, and Dash. Thou-

sands of the familiar blue-labeled cans of Crisco come off the line for use in home cooking, as well as thousands of the larger cans of Primex, Sweetex, and Flakewhite, for the use of bakeries and restaurants.

A small idea of the size of the operations carried on at Long Beach may be gained by the fact that the combined capacity of the outside storage tanks (not including the enormous vats used in the processing departments) is 60,000,000 pounds of fats, oils, and other raw materials.

Procter and Gamble was founded in 1837 when William Procter and James Gamble formed a partnership in Cincinnati, Ohio, to make soap and candles. Since 1900 the business has about doubled every ten years. At the present time the company employs approximately 15,000 persons, and operates 20 factories in the United States, Canada, Cuba, England, Java, and the Philippines, as well as 15 cottonseed mills located throughout the Southern States.



NEW PLANT OF PURE FRUIT JUICES, INC., at 2400 S. Highway 101, La Habra. On the front steps Stu Robison, one of the owners, is talking with PE's Traveling Freight Agent, A. M. MacDonald, of Long Beach. A close-up of Mr. Robison is shown in inset picture.

INDUSTRIES ON PE LINES

PURE FRUIT JUICES, INC.

EVER TRIED A GLASS of defrosted Cold Gold Pure Quick-Frozen Orange Juice? Sure, it's canned orange juice—but not the kind you get on grocery store shelves. It's just exactly as pure, and tastes at least as good, as juice from oranges you've just squeezed. And it has more vitamin C content because the juice is squeezed from fully tree-ripened oranges and quick frozen without contact with harmful air by a special process called Vaporlok, patented by the pioneer in quick-freezing of citrus juices, *Floyd Robison*, of Detroit.

Cold Gold is the trade name for the quick-frozen orange and lemon juice produced by one of Pacific Electric's newest freight customers, Pure Fruit Juices, Inc., of 2400 S. Highway 101, La Habra. President Floyd Robison's three sons operate the plant—*Art*, in charge of sales; *Stu*, in charge of administration; and *Jim*, in charge of the processing of the fruit. General Patton's desert trainees have cause to remember these men with

thanks because early in the war the Robisons shipped every day large quantities of frozen juice to the sun-dried tank soldiers who were learning via the American desert how to whip Rommel in North Africa.

Pure Fruit Juices Company was founded as a Michigan corporation in 1937, and the first plant was located in Hollywood. In 1947 the Robisons moved to La Habra to gain greatly increased facilities for production in their newly-built processing plant, for the brothers are confident that the public will become increasingly conscious of the value of high quality orange juice obtainable by quick freezing. They pack their product in cans or quart mason jars—the latter in deference to the popular superstition about "the taste of the can," though Stu says that, metal or glass-contained, the taste and quality are exactly the same. Shipping is all done in refrigerator cars, for the juice must be kept frozen until it is defrosted for consumption.



INAUGURAL SAFETY AWARDS—Gen. Supt. T. L. Wagenbach, left center, personally presents in his office silver tie clasps to MT Opr. B. R. Fredenburg and nine other Trainmen and Operators, first to receive awards won by 1700 men over the system. Others in front row are Asst. Gen. Supt. C. H. Belt, left, and Supt. of Safety & Instruction H. L. Young, right. Second row, left to right: So. Cond.

Roy Roepke (directly behind Mr. Belt), No. Cond. A. P. Baker, West Trainmaster Russell Moebius, No. & So. Trainmaster H. F. Tiemann, So. Frt. Cond. F. X. Girard, No. Mm. J. A. Morgan. Back row, starting at extreme left: West Condrs. M. F. Guinn & E. A. Abbott, So. Mm. J. H. Osterhoudt, West Frt. Mm. H. G. Douglass, No. Frt. Cond. OC Jordan, Asst. Supt. J. G. Blake. Total seniority 395 years.

Safety Awards Given to 1700 Trainmen, Operators

For operating their trains and buses without chargeable accident over a six-month period ending Dec. 31, 1947, 1700 Pacific Electric Trainmen and Motor Coach Operators—70% of the total number—have qualified for a silver tie clasp, first of a series of cumulative safety awards to be presented by the company.

The difficulties encountered in making a careful inspection of the record of each of the 2500 Trainmen and Motor Coach Operators made it impossible to announce the results at an earlier date.

Spearheading the presentation, 10 Trainmen and Operators, specially chosen for their excellent records and long service, gathered in the office of General Superintendent T. L. Wagenbach on March 9 to be personally presented with their awards by their department head. Along with them were several other officials—the pictures tell the story. Afterwards Mr. Wagenbach took the group to lunch at the Jonathan Club.

A number of men who might otherwise have qualified for the tie clasps were ineligible because of illness or furloughs exceeding 30 days in the six months of the first competition period. However, every man who is disqualified for any reason during any six-months period is given a fresh start at the beginning of the next, according to the rules. Competition is therefore continuous.

The 1700 who qualified for their tie clasps are now in their second eligibility period. If they operate without chargeable accident until June 30, 1948, they will receive a ruby to be set into the clasp. Additional rubies are provided for each consecutive six-month period of safe operation.

Trainmaster H. F. Tiemann received the Safety Plaque in behalf of the Southern District men who won it for the greatest percentage reduction in accidents, July-December, 1947, over the same period of 1946. Southern men reduced accidents by 26%.



SAFETY PLAQUE, awarded to Southern group men, was accepted in their behalf from Mr. Wagenbach by Trainmaster H. F. Tiemann.

AFTER THE AWARDS, MR. WAGENBACH TOOK THE MEN TO THE JONATHAN CLUB FOR LUNCH





TEN MILLION VOTES

IF ONE OF THE FIRST STEPS of socialization—government ownership—should come now in this country, ten million voters would be added immediately to the pay roll of the federal government. Sounds unbelievable, doesn't it? Ten million voters could make quite a showing on a Tuesday of any November. Mr. Wallace, or any other candidate, could go far with that kind of backing.

There are approximately that many persons employed in the transportation industry in the United States. Transportation would be one of the first industries to be marked for nationalization, in this country as in Britain. This would include waterways, airlines, and possibly our trucks and their drivers. (Note on airlines: the British Overseas Airways Corporation, government owned and operated, is expected to show a \$32 million loss!)

IS THIS FANTASY?

Even in taking over American railroads, a would-be dictator could get possibly 1,500,000 votes. There are that many people employed by our railroads. Not all of them would vote the party line, at first. That would reduce the number of rail employes somewhat, until replacements were available. Of course, a new and revised form of WPA would be set up to absorb the unemployed. But even a WPA-er can vote. Either way, perhaps, the government would appreciate votes!

Lest we carry this satire too far, I will interrupt by saying that such a mess as the above is not sheer fantasy. It could happen here. The worst thing about it is that the general public, and even many folks in the transportation industry, are unaware of the danger. Yet, economic collapse and consequent government ownership is quite possible. The nation would not have to go Communist or be conquered by Russia for this to happen.

SOCIALISM, QUICKLY

The nation must and will have an adequate transportation system. On that all are agreed. The nation could not be secure in this turbulent world without it, nor could we have prosperity and effective commerce without our efficient transportation system. Yet, some of those who are closest to the transportation industry fear

Group Insurance

Your Cheapest Financial Protection

GROUP INSURANCE in force as of Dec. 31, 1947, was \$13,049,350, carried by 4,265 employes. Premiums paid by officers and employes totaled \$121,086.74, while the 66 death claims during the year totaled \$133,450, or \$12,363.26 more than the amount contributed by officers and employes. The 66 death claims averaged \$2,022 each.

Cost of a \$2,000 group insurance policy is as follows:

\$2,000 POLICY	AGE			
	Under 40	40 to 49	50 to 59	60 and Over
Monthly cost	\$ 1.20	\$ 1.60	\$ 2.00	\$ 2.40
Yearly cost	14.40	19.20	24.00	28.80
Number of years it would take to save \$2,000 at monthly and yearly costs above	134	104	83	69
If you are 30 years old when you take a \$2,000 policy and retire at 65 with same amount of policy you would have paid in	\$144.00	\$192.00	\$240.00	\$144.00
	Total, 35 Years — \$720.00			

At retirement you may retain your group insurance at one-half the premium for one-half the amount of the policy. Anyway you look at it, group insurance is the **cheapest** financial protection you can buy.

There are 2,063 employes, eligible for membership in the group insurance plan, who have declined to apply for this low cost insurance. Thus only 67.4% of eligible employes are now carrying insurance. An employe is eligible for group insurance when he has completed 23 semimonthly pay

periods of continuous service and is actively at work on such date. No medical examination is required if an employe enrolls within 31 days after he has accumulated the required service.

Heretofore, if the employe (1) had allowed the 31 days to elapse, or (2) had canceled his insurance, medical examination at a cost of \$1.00 was necessary before such an employe could enroll. Effective March 1, 1948, it is possible for such employes to enroll in the group plan without medical examination. The insurance company will review the application for enrollment of such employes and make the decision. If the insurance company decides the employe should have a medical examination, the insurance company will pay for it.

ELBOW ROOM

Eligible employes are urged to take out this low-cost group insurance. Application forms may be secured from your department head or foreman.

capital to the industry. If nationalization comes in this country, it may well come because private capital has dried up as far as transportation is concerned. Take one example: Capital expenditures anticipated for 1948 on Class 1 railroads are almost \$140 million more than their estimated net operating income for 1947 of \$750 million.

The problem is this. We must have efficient, low-cost transportation, and we must have it the American way. At a time when our railroads, like other forms of transport, are trying desperately to reconstruct themselves after an all-out job in wartime, we can ill afford to shackle them with heavy tax burdens and other financial obstacles that prevent rehabilitation. As the president of one of our largest life insurance companies puts it: "Our railroads need financial elbow-room."

The Public Appreciates

LOS ANGELES TERMINAL FREIGHT STATION



By
Suzanne J.
Smith

ONCE AGAIN letters of commendation received for Trainmen, Motor Coach Operators, and other personnel have reached such proportions that it becomes impossible to write complete explanations as to the particular actions and attitudes for which each has been commended.

Below are the names of those whose courtesy toward passengers, efficiency of operation, cheerful, friendly attitude, or other action drew praise from observers and recipients:

Ralph Alcock, Operator, West; D. L. Anderson, Motor Transit Operator; R. E. Arnold, Conductor, West; L. T. Baker, Motor Coach Operator, West; Beverly Hills Line Motor Coach Operators as a group; E. E. Byers, Conductor, West; C. A. Cardwell, Motorman, West; A. M. Carl, Motor Transit Operator; Edward Cernin, Conductor, West; D. K. Clark, Motor Coach Operator, West; W. I. Collette, Motor Transit Operator; C. T. Conway, Trainman, North; W. W. Crowley, Motor Transit Operator; Charles R. Curd, Conductor, West; L. I. Denison, Motor Transit Operator; S. F. Dispennette, Motor Transit Operator.

L. I. Frank, Conductor, South; D. L. Gladwell, Motor Transit Operator; T. B. Hayes, Motor Transit Operator; Alfred Henson, Motor Transit Operator; P. E. Holmes, Conductor, West; F. A. Kelley, Operator, West; L. E. Koch, Conductor, West; F. E. LeBaron, Motorman, North; F. W. Leonard, Operator, North; Robert P. Lewis, Conductor, West; J. O. Lucas, Motor Coach Operator, West; L. L. Lundholm, Conductor, West; M. W. McBrayer, Operator, North; W. A. Merriweather, Motor Transit Operator; R. J. Miller, Operator, North; W. C. Murphy, Operator, South; Bernard L. Mutz, Motor Transit Operator.

O. J. Norman, Conductor, West; A. L. Norris, Operator, North; E. T. Ophus, Conductor, West; A. J. Pusateri, Conductor, West; J. A. Ralston, Motor Coach Operator, West; R. A. Ritter, Conductor, West; R. E. Sanson, Motor Coach Operator, West; Babe Shaw, Conductor, South; B. J. Swarts, Relief Agent, Claremont; A. M. Torbet, Motor Transit Operator; J. L. Turnbow, Motor Transit Operator.

BONNIE JEAN THOMPSON, who formerly worked in the Personnel Bureau, has been re-employed and is now working off our extra board. It's pleasant having her back with us again. . . Howard T. Riseling passed around a piece of cake in a paper bag, and it weighed about three pounds, the joke being that the paper bag held his "piggy bank" money for a new toaster. . . D. V. Lovin, Passenger Conductor, Southern District, and his wife, Juanita (who was a Clerk at LATFS some time back), received a bundle from heaven weighing in at 6 lbs. and 2 os. on Jan 18 at 3:22 a.m., and they named her Pamela Marie. The new arrival is on show at her parents' home at 119 1/4 Lucas Ave., Los Angeles 26. Maternal Grandmother Emma Johnson, who is a Waitress in the Pacific Electric Restaurant at Sixth and Main, is happy over the new addition, too. . . Vernon E. Dutton went from Manifest Clerk to Claim Clerk position on Jan. 19. . . Laurel Foster paid the gang a visit. . . Fred J. Leary, now retired, says he's really enjoying life. . . Hitting the first of the 1948 vacation list were employes Samuel Tellechea, heading for Oregon; Edith Irene Albright, painting and gadding; Margaret Seymour, going to the Big Basin in Santa Cruz County; Samuel Brame, just taking things easy. . . Our sympathies go forth to Mervin, Clyde and Charles Coutts on the death of their father. . . Also regret to report the death of Paul H. Mann, Retired Agent. . . All one can hear is "baby talk" when Arthur Tellechea, Lester Clark, Glenn P. Barkhurst, Jr. and Russell Hinis get together and compare their respective "offsprings." . . William Hostetter says he had good luck at the races across the border. . . Dorothy Hillan definitely has the "new" look, with ruffled skirts and Gibson Girl blouses. . . Leonard Hampton doesn't like roller skating any more, since he broke his wrist while skating. During a recent lunch period we had movies shown by Ruth Fuerstenau, Arthur Tellechea, and Glenn P. Barkhurst, Jr. . . Preston M. Jones brought his

niece, Donna Rae Ackles, three years old, up to see the gang. What a doll with long curls, blue coat, and plumed hat! . . . Elmo Hall, our new Assistant Chief Claim Clerk, flashes a fine wrist watch given him by his wife for their sixth wedding anniversary. . . Charmaine M. Gauthier took a train trip to Denver, Colorado, and Clayton, New Mexico. Did you wear your "golden slippers," "Chuck"? Paul H. ("Bud") Shreeve, Manifest Clerk, is on an indefinite sick leave. At present he's allowed visitors at the County General Hospital from 3:00 to 4:00 p.m. on Wednesday and Sunday. . . Loren D. Ice, Jr., Lift Truck Operator, was seriously injured in an automobile accident, and is convalescing at home, while on an indefinite sick leave. . . Miguel Escoto, Trucker, is confined at St. Vincent's Hospital, as of this writing. . . A pigeon got trapped in the front stairwell of our office and the Janitor had to come to the rescue. . . Jimmy Boswell has a super tie collection. . . The LATFS had a large representation at the February Agents' Meeting, when we made a tour of the Southern Pacific trains.

You needn't become greatly concerned if you are misunderstood, but it's time to work up a first-class worry when you are unable to understand.

—American Lumberman & Building Products Merchandiser.



NEWLYWEDS—Mr. and Mrs. C. Brooks Allen, who were married Jan. 25. Mr. Allen is Yardmaster at El Segundo. Mrs. Allen is the former Florence Furnivall, former PE Messenger. On their honeymoon they visited places of interest in Mexico City, San Antonio, New Orleans, Miami, Key West, Washington, New York, Niagara Falls, and points en route, including a visit with Mrs. Allen's brother in Clifton, N.J. They arrived home Mar. 6.

**LONG BEACH
FREIGHT HOUSE**



By
**Jack
DeLaney**

ELMO IRWIN and family recently returned from a week in Portland visiting old-time friends, the Skofstads. Mr. Skofstad was PMT Truck Dispatcher here many years back.

Tommy Thompson, Car Clerk, returned from his two weeks. Got as far as Colton, became homesick, and had to come home.

Edna Taylor, Interchange Clerk, spent some ten days at the General Hospital at San Francisco. She's now back feeling very fit.

The local freight office at Long Beach is the proud possessor of a Safety Award Certificate (all nicely framed under glass) for not having a reportable accident during the year 1947. All Long Beach Freight Station people appreciate the award very much and have it displayed in a prominent place where both the public and employes may see it.

Bernice Swinney, Claim Inspector, has bought a new home at Compton, and spends all of his leisure time fixing things up. We expect a housewarming party some time soon.

For our society news we are pleased to announce the recent wedding of



MADELINE SOMERBY

**Your Security
Is America's Security**

THE GREATEST nationwide peacetime promotion in our entire history is America's Security Loan. Between April 15 and June 30 American workingmen and women are urged to provide for their own individual security — and to help insure the economic stability of their country — by signing up for the regular purchase of U. S. Savings Bonds on the systematic, automatic Pay Roll Savings Plan. They'll be joining the millions of other far-sighted provident workers who are already making sure of better times ahead for themselves and their families by buying bonds regularly every pay day on this convenient partial-payment plan.

By signing up *now* for regular pay roll savings right where you work *you* can be the kind of person who's bound to get ahead tomorrow because he's planned for it, saved for it, today. Every Savings Bond you buy and hold until that \$4 for \$3 payoff in just ten short years is a proof of your foresight, your awareness of your responsibility for your family's future — and your practical common sense. Get an order blank from your foreman or department head right now, fill it out, send it in, and PE does the rest — all without cost to you. Every cent goes into your Savings Bond.

U. S. Security Loan — April 15-June 15

Madeline Somerby, Interchange Clerk, to **Willys Ruge**, Secretary to **Joe Blackburn**, Pacific Electric General Agent. They were married March 20 at 8:00 p.m. and traveled on their honeymoon to Havana, Cuba. **Marjory Harris**, a former employe here, was matron of honor; **Eleanor Stewart**, of San Bernardino, bridesmaid; **Forrest Brent**, best man; and **Robert Hoffman** and **LeRoy Somerby** were ushers. Many friends attended, including all from the station.

Madeline's wedding dress was of white satin and white taffeta and lace. And no question about it, she did look beautiful. She is the daughter of Mr. and Mrs. **Walter Somerby**. Bride and groom are now back to work.

**BATHTUB
for Locomotives**

A SEMI-AUTOMATIC "BATHTUB" has been devised in which giant locomotives can be scrubbed, rinsed and polished in 15 minutes, compared with 2 hours and 55 minutes required by older methods.

The electrically-operated washer, designed especially for cleaning electric engines, can handle 100 locomotives a day. Three hundred feet long and towering 15 feet above the tracks, it not only improves the locomotives' appearance, but enables them to return to road service more quickly, and is expected to reduce repairs and replacement of parts.

—EMPIC

**WEST HOLLYWOOD
TERMINAL**



By
**Bill
Newman**

ONE of the most pleasant and cooperative employes at West Hollywood is smiling **Jessie Gardener**, the Janitress that keeps our terminal nice and clean. She is always ready to help in any way. For instance, if you want to relay a message to a Trainman, **Jessie** can be counted on to do it. Here at this terminal for nearly six years, she knows everybody by name, and her happy disposition and efficient service are appreciated by all.

We are happy to welcome back big, husky Trainman **L. A. Kennedy**, who on Sept. 1, 1947, while going home from work, was hit by an auto and thrown into the path of another auto coming in the opposite direction. He was taken to Santa Monica Hospital, where under the supervision of Drs. **Croft** and **Alexandria** he was pulled through after a tough fight. His back, head, legs, and feet were pretty badly

broken, but he says that with the help of the Lord and a couple of swell doctors he pulled through. He would like to thank the PE Hospital Department for all they did for him.

Also welcomed back was Trainman **M. W. Dawson**, who just recovered from a hernia operation at St. Vincent's Hospital, and who is as enthusiastic as **Kennedy** — and that's going some — about the care he received.

On March 18 **Floyd Cox** and a few friends went deep-sea fishing at Ocean Park. Cox says the fish were biting so fast he didn't even get a chance to bait one pole before he had to draw the other one in. On this day he got two red snappers totaling 8½ lbs., four barracudas totaling 21½ lbs., and 15 perch. Everybody in West Hollywood ate fish all week.

The boys are all wondering what became of **Earl R. Banta**, brother of Asst. Terminal Foreman **Glen Banta**. About a year ago **Earl** had to retire from PE after 16 years on account of his health. Going to **Missoula, Montana**, he went into business and is doing fine, both in health and in business.

Funeral services for **Preston "Pat" Davis**, 69, of 9021 Harratt St., West Hollywood, were held Monday, March 22, at 1:30 p.m. at the West Hollywood Community Church, with **Utter-McKinley's** West Hollywood mortuary in charge of all arrangements. Interment was at Forest Lawn.

Born in Shell City, Missouri, Mr. **Davis** had lived here for the past 35 years. A Motorman for the past 29 years, he retired from service in 1943. Surviving are his wife, **Mrs. M. Elizabeth Davis**; two daughters, **Pearl L. Ross** and **Louise H. Warren**; and one son, **Roy S. Davis**. His friends at West Hollywood are mourning his loss, for even after he had retired he used to spend considerable time at the Terminal with the boys, who invariably gave him a hearty welcome.

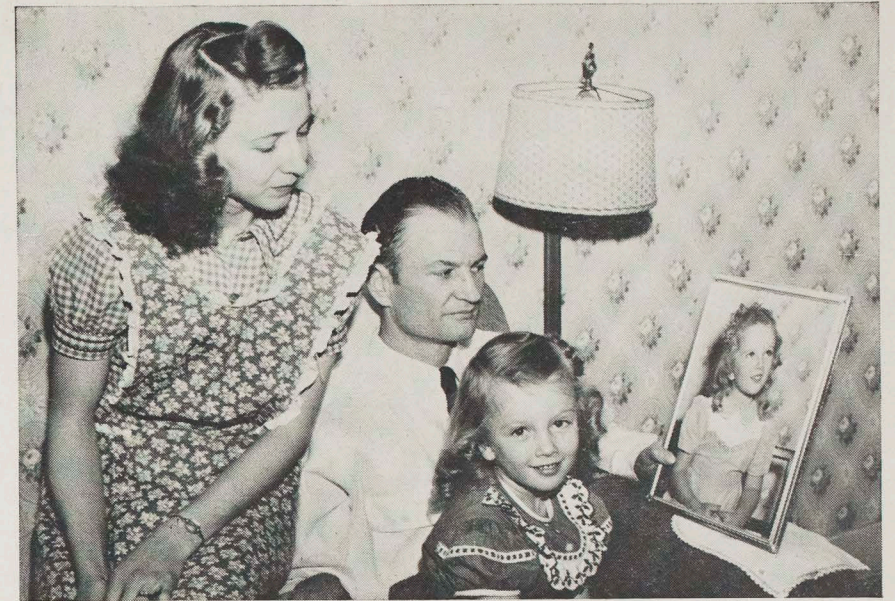
Drop your news notes into the new box in the Trainmen's room. To Assistant General Foreman **T. H. Green** and his men of the Mechanical Department we owe a debt of thanks for the new box.

An Irishman with the British expeditionary force was telling his friend of his narrow escape at **Dunkerque**.

"The bullet went in me chist and came out me back," said **Pat**.

"But," answered his friend, "it would go through your heart and kill you."

"Me heart was in me mouth at the time," came the quick reply.



MOST PROMISING YOUNGSTER — Pictured with her father and mother, West Motorman and Mrs. **C. G. Moore**, is six-year-old **Martha** and her Guild of Hollywood photograph that won her an interview and screen test for a forthcoming film. **Martha** was chosen by the Guild as the most promising of the youngsters it had photographed last December. The Guild specializes in pictures of children. Results of the screen test had not been ascertained as we go to press, but our vote is all for little **Martha**. Her dad has worked for PE five years.

**OCEAN PARK
CAR HOUSE AND BUS LOT**



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

Did you notice that smile on Trainman **G. M. Levitt's** face? You would smile, too, if you could take off your income tax for '49 an additional \$500 exemption. And that is precisely what **G.M.** may do!

On Feb. 25, his wife, **Anne**, presented him at St. Vincent's Hospital with exemption number four! This time it is a boy. The other three were girls. Congratulations to the parents.

About two months ago Ocean Park Trainmen organized a bowling team, and up to this date several men have signed up. Among the more prominent members who bowl with averages between 99 and 171, are **Collins, Knofler, Asel, Stack, Lowell, Boardman, Trahan, Wherle, Gillbank, Ralston** and **Woodbrey**.

Everyone in OPCH and the Bus Lot is invited to become a member, and it is suggested that you visit the

Santa Monica Bowl at 26th and Wilshire any Wednesday at 8:30 p.m. and contact **Brother Boardman**, who will be glad to sign you up. As **Captain Boardman** says: "Subway Team! You are hereby challenged!"



HAROLD E. WHITNEY, Conductor-Motorman on the Glendale extra board, and his three children. Left to right are **Richard**, 12, in the seventh grade at **Eagle Rock High**; **Kathleen**, 6, in the second grade at **San Rafael School**; and **Judith**, 4.

BUS DRIVER'S ALPHABET

Concerning Courtesy and Helpfulness

By HAZEL W. ENGLISH

(Reprinted from BUS TRANSPORTATION, May, 1945)

Act as though you are glad to have your passengers ride with you. You and everybody else will feel better if you do. You don't necessarily have to say anything; just look pleasant.

Be careful to answer questions as fully as possible, even though you must be brief. Nothing makes a passenger more irritated than to receive a curtly inadequate reply, seemingly designed to get rid of him quickly.

Call in a clear, understandable, decisive way the stops which your passengers have requested you to announce. And, don't neglect to call them!

Don't indulge in "smart" talk, even though there is an urge on your part to show off before your passengers or to pay off some "smart" passenger. "Smart" remarks accomplish no good purpose.

Exhibit a genuine interest in the welfare of your passengers while they are riding with you. Look at them as individuals, with individual needs — not as fares or as loads to be hauled.

Find ways to be considerate of the aged and the infirm, the deaf and the blind. Helpfulness toward them will make you happy, and passengers will note your good deeds and think more of you.

Give every intending passenger a chance to ride with you, if your vehicle is not already loaded to capacity. Look at stops searchingly, especially when they are partially obscured by other vehicles, buildings, trees or shrubbery.

How you talk to your passengers is more important than what you say. Watch the tone of your voice and the inflection you put into your words. The passengers to whom you address your instructions or remarks are inclined to take their cues from you. Even the most polite of phrases will cause angry responses, if you deliver your messages in irritable tones and inflection.

Inform yourself concerning points of interest and importance served by your company's transportation lines. Residents of the city ask you frequent questions about them, and strangers are almost wholly dependent upon you.

Jobs are created by the people who buy what a company has to sell. The passengers you transport make your job possible. If you will always keep that thought in mind, acts of courtesy on your part will be effortless.

Kindness to the ignorant, the humble and the underprivileged is deeply appreciated by them. They need your help, your information and your courtesy more greatly than do other passengers.

Learn well the section of the city which your own route covers. Also, study the city as a whole, so that you can give helpful information to your passengers.

Mass transportation facilities — provided at low per-passenger cost — are vital and valuable to all cities. You can rightly be proud of being a part of such an important business. Let your pride show, as you carry on your work.

Never forget that your job is your best friend, and treat it accordingly. It provides a home, food, clothing and medical attention for you and your family. It schools your children. It buys luxuries of varying degrees for all of you.

Observe all safety practices. Your obligation to drive carefully is not an exclusively personal matter. It is multiplied by the number of passengers who ride with you. You are the custodian of the most precious cargo — human life.

Picture yourself in your passenger's place, and treat him as you would like to be treated. In other words: Just obey the simple precepts of the Golden Rule.

Quietly and graciously correct mistakes in taking fares and transfers whenever you can do so. Give your passenger the benefit of the doubt, when doubt is existent. A correction made grudgingly creates ill will. A correction made graciously wins a friend for you and your company.

Remain cheerful as consistently as possible. If you have a grouch, hide it. If you show it, you pass it on to some of your riders. They, in turn, pass it on to people with whom they come in contact. And you, in the final analysis, have caused a great deal of unhappiness.

Show every possible courtesy to every possible passenger. It is the easy way to do your job and it never fails to pay handsome dividends. If you maintain an agreeable, courteous attitude there is much less wear and tear on you than there is if you indulge in irritability. This is not a theory. It is a proven fact.

Try to remember at all times that, to the majority of your riders, you are the company. You are the only representative of the company with whom they come in contact. Their opinion of the company depends in large measure upon their opinion of you.

Understand thoroughly all the rules and regulations which govern the transportation of your passengers. Only by so doing can you explain them clearly to your riders.

Vague ideas in regard to personality get you nowhere. Personality is not determined by what you are. It is determined by the effect you have



CORONA STATION

"THE CIRCLE CITY" is the name given to Corona because 40 years ago Barney Oldfield used to run his auto races on a circular racetrack surrounding the city. The racetrack is now known as Grand Boulevard—a street three miles in circumference. Nowadays Corona is chiefly notable for its citrus and grain industry, and for the fact that it's the site of a U.S. Naval Hospital. From these and other sources PE derives a goodly revenue through the unremitting efforts of Agent A. W. Housley, shown seated in lower picture. He's been at Corona Station for 10 of his 22 years with PE. At his right is Assistant General Agent Gordon Gould, of San Bernardino; the other is Station Clerk L. W. Housley. All three are discussing a shipment of citrus. Mr. Gould, a native of Corona, has been with PE since 1916; Mr. L. W. Housley has been with the company for four years, all of them at the Corona Station. In top picture, a PE bus has just arrived (2:44 p.m.) at Corona Station from Long Beach, with Motor Transit Operator W. C. Cole (inset) as the driver. He'll soon be on his way to Riverside. Eight buses run daily in each direction on this run.

on other people. By your appearance, your actions and your speech you create that effect. Anybody can improve his personality by improving his appearance, his actions and his speech.

When you have been compelled by circumstances to be disturbed in a manner, quickly return to yourself, and do not continue out of tune longer than the compulsion lasts; for, you will have more mastery over the harmony by continually recurring to it." The renowned philosopher of ancient times, Marcus Aurelius, wrote those words. It is good advice which can be said more quickly like this: "You'll fly off the handle once in a while, but when you do, fly back on — and quick!"

Xantippe was the name of a woman who lived thousands of years ago. She was widely known because of

her sharp remarks and her quarrelsome disposition. You may meet modern Xantippes on your line from time to time. And if you do, try to remember that "a soft answer turneth away wrath." It won't be easy, brother; but it can be done.

Yes! Definitely! Courtesy is a moulder of character. It stamps you as a person of self-respect and good manners. It makes a hard task easier.

Zealously protect and be helpful to unaccompanied children. Parents are grateful. Children grow to adulthood with an appreciative attitude toward the transportation company which takes good care of them. The younger generation perpetuates business; for, the children of today are the citizens of tomorrow.

Rail oddities

IT'S 4:30 P.M.—
HERE'S WHERE
WE'LL STOP
'TIL MORNING

BECAUSE OF RISKS DUE TO FALLEN TREES, ROCK SLIDES, CATTLE, BUFFALO HERDS, INDIANS, TRAIN ROBBERS AND OTHER HAZARDS, EARLY AMERICAN RAILROADS RAN THEIR TRAINS ONLY IN DAYTIME.

ON RAILROADS IN NORTH CHINA FARES FOR CHILDREN ARE BASED ON THEIR HEIGHT.
UNDER 2 FT. 6 IN.—FREE
FROM 2 FT. 6 IN. TO 4 FT. 3 IN.—HALF FARE
TALLER THAN 4 FT. 3 IN.—FULL FARE

AMERICAN RAILROADS HAULED MORE COAL IN 1947 THAN IN ANY OTHER YEAR — 520 MILLION TONS.

ASSOCIATION OF AMERICAN RAILROADS 148

Good Housekeeping Awards



STATION PLAQUE for good housekeeping during the fourth quarter of 1947 was won by the Upland agency. The decision was made by a committee of three of the Agents Association, after they had visited all stations on the system. Picture at right shows station personnel at Upland: Agent H. M. Wright, right, and Assistant J. W. Tate. Plaque in background.



SANTA ANA STATION won the plague for good housekeeping for the first quarter of 1948. Left to right are E. R. Burke, Agent; J. H. Wild, Ticket Clerk; H. O. Heddens, Cashier; J. W. Livingston, Assistant Agent; G. H. Garnett, Clerk-Warehouseman; Jack Burgess, Report Clerk; Jack Frost, Ticket Clerk; and G. O. Johnson, Janitor.

JUST THINKING ALOUD

Anonymous

SOME TIME AGO I had the occasion to ride on a PE train to Los Angeles, and was very much taken aback by the attitude of the train crew toward the public. You know the kind of attitude I am talking about: "I am in charge of this train, and who do you think you are?"

When some one asked for certain information, the questioner would receive the feeling that the Conductor was bestowing a great favor in answering the question. *That is not right!*

It certainly does not cost us one cent more to be polite and to go out of the way to assist the passenger. The public appreciates a friendly and well-meant "Good morning!" or a "Thank you!" By such small courtesies we make more friends for ourselves as well as for those for whom we work.

Memorial Service Held In Auditorium Feb. 22

UNDER THE SPONSORSHIP of the Association of Christian Trainmen of Los Angeles, a special service was held in the PE Auditorium Feb. 22 for the families of all transportation employees who died in 1947 while in the service of the Pacific Electric Railway, Los Angeles Transit Lines, and Los Angeles Motor Coach Lines.



VICTOR E. MUNYER

Victor E. Munyer, Association President, presided. The Rev. William Long, a widely known speaker, delivery a memorial message which proved to be a source of comfort and inspiration to those who attended the service. Scripture reading and prayer were by the Rev. Levi Olson.

Einar Waermo, Swedish tenor, presented several vocal solos, and Miss Sandra Steele gave a marimba solo. Both were accompanied by Miss Shirley Olson at the piano. Boy Scout Troop No. 764 took part in a presentation of colors.

The Association of Christian Trainmen of Los Angeles was organized early in 1947. It is composed of PE, LATL, and LAMC employees of all religious denominations who find their irregular working hours in conflict with the hours of church services and who earnestly attempt to apply the teachings of Jesus to the problems of daily living, according to President Munyer. The Association endeavors to create a warm Christian atmosphere in the home and to spread the Christian faith among transportation workers, Mr. Munyer added.

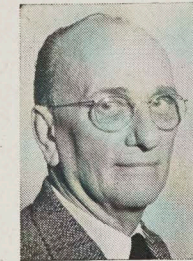
At the present time T. A. Thompson, a Trainman on the Western District of Pacific Electric, is Divisional Vice President of the Association. Those desirous of further information regarding the Association may address their inquiries to him or to Mr. Munyer at 714 S. Hill st., Box 19, Los Angeles 14.

Meetings are held at 3:00 p.m. the first Sunday of each month in the Monterey Room of Clifton's Cafeteria, 7th and Broadway. Next meeting will be May 2. An inaugural banquet for the installation of officers will be held at 7:30 p.m., Friday, May 14, in the South Seas Room at Clifton's, 7th and Broadway.

Every man must do his own growing — no matter who his grandfather was. — Farmer's Guide.

Former Correspondent for PE Magazine Dies

IT IS with the greatest regret that the Magazine announces the death on March 30 of a former correspondent for the Mechanical Department, Guy F. Gehde, who at the time was a Clerk at the West Hollywood Car House.



Guy F. Gehde

He died of burns received when he fell asleep in his chair at home after lighting a cigarette. Apparently the cigarette fell on the chair and set it afire. Although rushed to the hospital and given emergency treatment as soon as the situation was discovered, Guy lingered a few days and then passed on. No known relatives live in this area.

Born into a family of means, Mr. Gehde inherited a considerable fortune which he lost during the depression. Artistic leanings prompted him as a young man to major in interior decorating at Yale, and he was a graduate of the University of Texas. For ten years thereafter he worked as a researcher for a motion picture scenarist. In his younger days he was also a singer of talent.

He came to PE in 1941 and was soon well and favorably known to those at the Macy Car House as Clerk in the General Foreman's office. A few months ago he transferred to his last position at West Hollywood, where his friendly and congenial personality on him many friends. Guy

MECHANICAL DEPARTMENT Western District



By Milton R. Clark

THE "SAFETY GANG" PLAQUE remained in view at all points on the Western District during the month of January. The Repair Shop and the night gang at the Car House had the misfortune to lose theirs during the month of February.

W. H. Snyder, recently retired, and one of the old-timers at the West Hollywood Car House, died March 3. His many PE friends extend their deepest sympathy to his loved ones. Our sympathy to Claude Blair, whose father died at Gatesville, Texas, Feb. 26.

Aram Oganessoff, Car Cleaner at Toluca Yard, has been confined to the hospital on account of sickness.

Angel Guzman, of West Hollywood Car House, is quite an accomplished Spanish dancer, I am told. He recently appeared in a program of Spanish dances presented at the Wilshire Ebell Theatre by the Jose Canino Studio.

Mary Morrissey, Leader at the West Hollywood Car House, has been was a faithful and conscientious worker.

The funeral was held at the Little Church of the Flowers at Forest Lawn, Friday, April 2, at 11:00 o'clock.

off duty on account of illness. J. W. Whitfield has purchased a home in Ontario. He says all he needs now is a helicopter.

Several new faces have appeared at different points, owing to recent bumpings. Good luck and best wishes to all of those who have had to make changes.

Understand Joe Velardi and Jimmie Carrescia have been practicing up for the Golden Glove Tournament.

Harry Broersma, the Beau Brummel of the Repair Shop, plans to be married April 10.

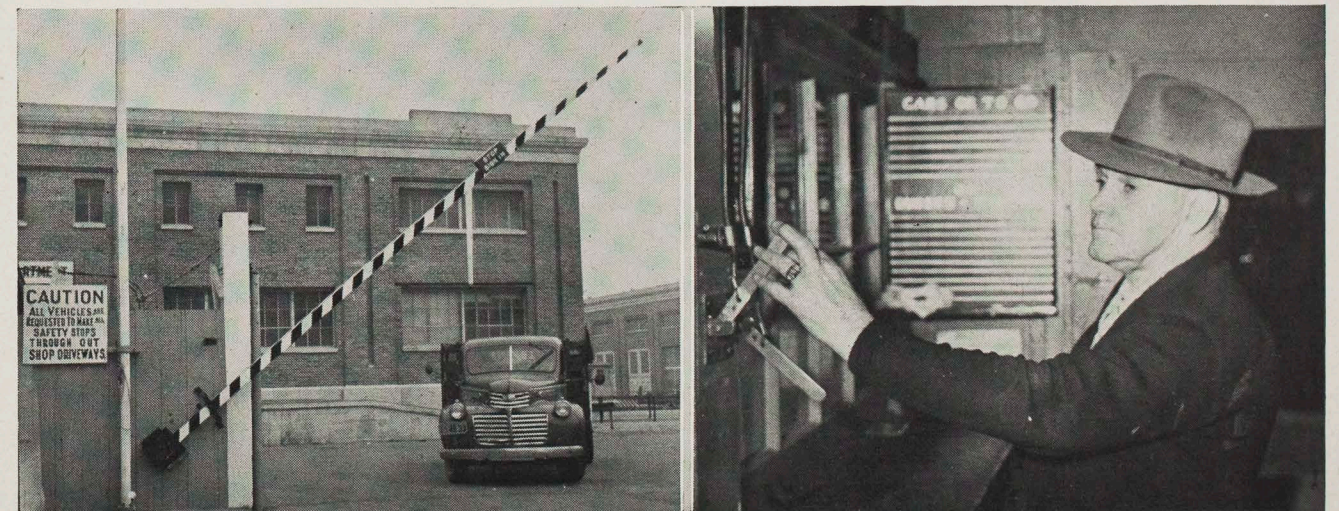
MECHANICAL DEPARTMENT North and South Districts



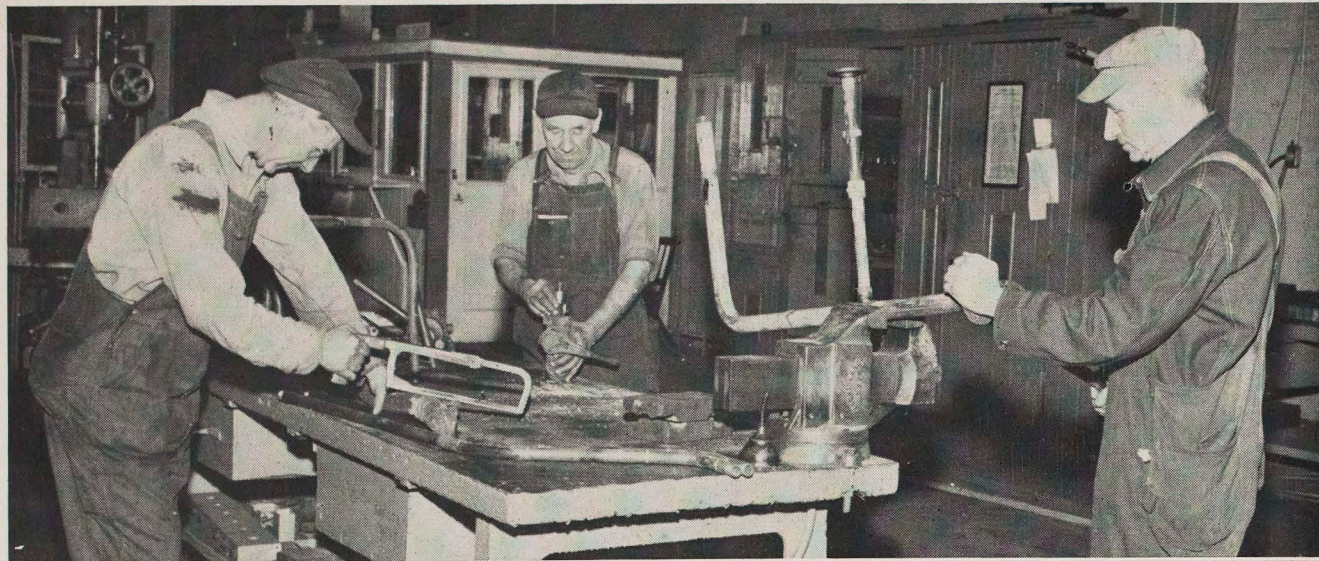
By R. P. Murphy

Eldred Hunkins, Leader of the Carpenter employes at Macy Car House, died Feb. 6, 1948. Many will miss him, as he was Secretary in the Car-men's Union and contacted many employes over the entire Mechanical Department. Deepest sympathy is extended his family, from all of us.

Joseph Galbavy, Car Repairer, retired Feb. 20, 1948, after having served the Pacific Electric from the year 1921. He worked mostly as a Car Repairer nights at Macy Car House, but in recent years he has been a Carpenter at Long Beach Morgan Avenue Yard. Congratulations,



AIR-OPERATED GATE at the entrance to the Torrance Shop Yards. Shown at the control in the picture at right is Day Guard Fred Maisey, who sees to it that everybody who enters or leaves the shop yard signs in and out. Pictures by August Zurborg, of the Store Dept.



ABOVE — Some typical jobs being done in the Pipe Shop. At left is Paul Breunig repairing a train line hose. Center: Joe Berdelle is cleaning the threads on a train line valve. At right is Tom Higgie installing a flange on a stanchion for a 600-class car. The vise holding the stanchion is pneumatic, operated by a foot treadle.

BELOW — Pipefitters at Torrance. Front row, left to right: Paul Breunig (Leader), Tom Green, Joe Berdelle, Tom Higgie, Earl Harrison, Carl Graves. Back row: Carroll Deck, Dan Charpalis, Alex Phipps, Jim McHenry, Alonzo Longware. Unable to be in picture at this time: Nels Swanson (Leader), Bill Jenson, Herb Osborne, Gail Smith.

IN THE PIPE SHOP AT TORRANCE

TORRANCE NEWS TOPICS

By the Ghost Writer

ON A JAUNT to the Air & Pipe Department with this issue!

Again we have run across a department which repairs such a multitude of items that there are far too many to mention. Here are just the highlights.

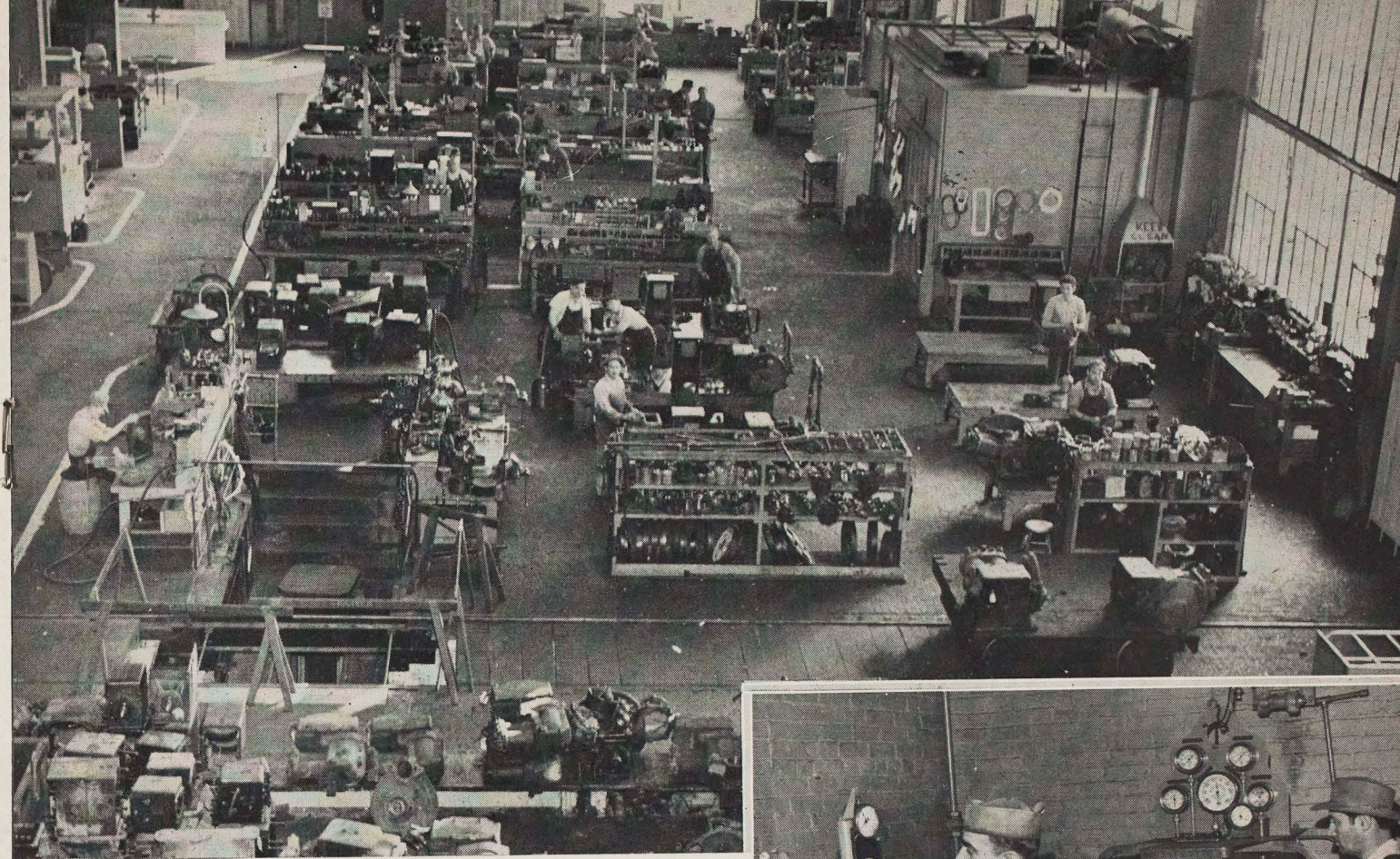
First, meet Lacy King, the Foreman of the department. Mr. King is one of our old-timers in seniority (Sept., 1913). Meet also Paul Breunig, Leader of the Pipe Shop, and Anthony Zahradnik, Leader of the Air Brake

Machinists. These three men are the keys to a very important part of the Pacific Electric Railway — AIR. The cars won't run without air to open the doors, and to activate many other types of control equipment.

The boys in the Air & Pipe Shop really put out. A few of the more important parts they repair or build include air compressors, freight and passenger train line hose, triple valves, brake valves, gauges, bus compressors, and relay valves. At the present time the company is replacing the K1 & K2 brake equipment (used on freight cars) with the newer AB brake equipment. This is a large job,

as it involves thousands of feet of pipe in order to equip the several hundred cars PE operates. Each piece of pipe has its own individual type of bend, and to see all these pipes lying on the ground makes the layman wonder how the experts know which piece belongs where. But that is what we have engineers for, and these boys make it to blueprints. At the present time they are engaged in the program of remodeling the 4600-class cars. These cars get a complete overhaul on all air equipment as they go through the shops.

Congratulations, fellows! You have a swell department.



TORRANCE AIR SHOP

ABOVE: Overall view of Air Room, where air brakes are repaired.

RIGHT: Air Test Room. Alfred Ghezzi, Air Brake Machinist at left, is testing a freight triple valve, while Niccolo Blume, Air Brake Machinist, tests USA air equipment used on most passenger cars.

BELOW: Air Brake Machinists. Left to right are Lacy King (Foreman, Air and Pipe Shops), Niccolo Blume, Tony Zahradnik (Leader), Ellsworth Barkdull, Alfred Ghezzi, Wally Gireardelli (Electrician), Pete Lallich, Alvin McCown, Jonathan Dunmyer, Ralph Mohr, William Jones, Tom Farmer, Esequiel Garcia, Charles Camburn, Carmen Vespasian, George Volarveich (Electrician), Jess Simpler. Not shown: Edmundo Marquez, Anthony Zamperini, Paul Hasser, Jr., Carl Gaston, Willard Carrigan, Ovila Chicoine, Paul Simpler, Sidney Smith, and Sadie Smith—off, busy, or ill.



MECHANICAL DEPARTMENT North and South Districts

(Continued from Page 15)

Joseph, for all your years of devotion to your job, and may your future years be full of pleasant memories.

MACY REPAIR SHOP

Car Repairer John Brooks had an interesting vacation visit with Oakland relatives in March.

Recent movers to more satisfactory home locations are Electrician Hugh Jones, from Date Ave. to 5th St., Alhambra; Birges Patton from Duarte to Azusa; and Clifton Moody to another location on San Pedro St., L.A.

Sympathy for Mrs. Groftholdt, wife of Leader Arthur Groftholdt, in the loss of her mother in February.

Leader John J. Huemerich enjoyed his vacation beginning Mar. 1.

Car Repairer John Casillas was called to Sacramento on account of the death on Feb. 10 of his father, Mike Casillas.

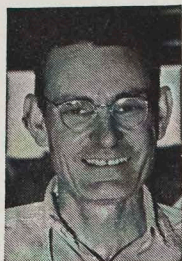
R. V. Rachford was a visitor at Macy Feb. 28.

James A. Mouton chose Feb. 24 to begin his vacation.

Missed at Macy are Car Repairers Frank Palmer and Tom Samardzich, who retired in February. Mr. Palmer, seniority 3-6-22, plans to indulge his hobbies of carpentry and travel. His friends at Macy presented him a kit of tools and wish him much happiness.

Mr. Samardzich, seniority 7-27-23, plans improvements on his property and travel for his future.

SYSTEM GARAGES



By
A. L.
Bristow

Charlie Mitchell, Wrecking Foreman, Long Beach Garage, decided to try the theory that two can live as cheaply as one and traded single blessedness for married bliss.

Miss Lahoma Phillpot, Stenographer in the Mechanical Department Office, went home one week-end in January and came back the next Monday as Mrs. Charles Clark, an event which occasioned a lovely party given at lunch time by the rest of the girls in the office.

Must be the unusual weather that made January seem like June for Bill Lukenbill and Charlie Woodhouse, Auto Mechanics on the night shift at Macy Garage. Both said, "I do," and set up housekeeping in January.

The Garage forces extend their sympathy to those fellow employes who lost loved ones during the past two months.

Frank Caperton, Retired Blacksmith, San Bernardino, passed away March 4.

Vern Richardson, Washington Street Garage, passed out the cigars for a husky baby boy born Feb. 8.

Shorty Hall's Red Robin has some competition at Macy Garage. A Blue Bird is buzzing around there now: a brand new blue Pontiac, complete with automatic transmission and all the gadgets, and belonging to Elmer Harper.

Late Flash

Stock Made Gen. Stkpr.; Livermore, Assistant

As we go to press, official notice comes from Purchasing Agent E. L. McCall that Charles W. Stock, Storekeeper at Torrance, has been appointed General Storekeeper of the Stores Department. The effective date was April 1.

James E. Livermore, Buyer, has been appointed Assistant General Storekeeper, also effective April 1.

PE NEWS SERVICE AND RESTAURANTICS

RESTAUR-ANTICS is happy to report the appointment of Floyd Hamel as Assistant to Supt. C. F. Hill. Mr. Hamel brings with him eleven years of experience gained in the Dining Car Department of the Southern Pacific Company, where he worked in many varied capacities, culminating with that of Senior Timekeeper, which position he has held the past three years. He is entirely familiar with this particular line of business and we are very happy to have him.



FLOYD HAMEL, new Assistant to C. F. Hill, Superintendent of PE Restaurant and News Service.

Ray McCaffery married the very popular Iva Lue Gibbs (Manager of the Popcorn Stand) on March 6. Their many friends wish them the best of good luck and every happiness.

Margaret Thompson, Clerk, is exceedingly proud of the recent news that her son, Glen, has signed a contract with the Boston Braves and is to fly to Greensboro, N. C., for spring training. Junior is a very capable pitcher and has earned an enviable record among the Coast teams.

We were all saddened by the sudden death of Clerk Alice Wright's husband, and all join in extending to her our heartfelt sympathy.

John McDonald, popular Manager of the Long Beach Restaurant and News Stand, recently resigned to accept a position at Estes Park, Colorado. We will miss him very much and wish him every success in his new venture. Rich Hayes, who for many years has been employed at the various News Stands, has been appointed to fill this vacancy.

Ray Ramsey has been appointed as Manager of PE Stand No. 104, "The Smoke Shop," and the former Manager, Mr. Howard, has taken over the management of the stand at the PE Fountain.

Joe Abell, Manager of our Restaurant, is happy to report that the painting of the Restaurant Kitchen and Fountain has finally been completed.

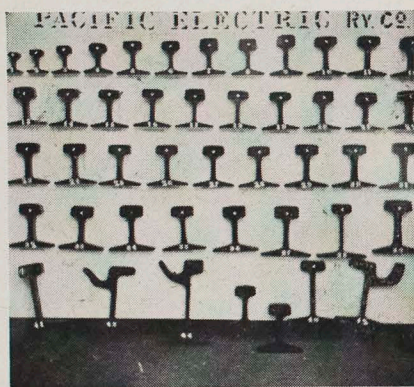
Ray McCaffery is now installed in his new stand situated just south of the old location on the 6th and Main Bus Deck. The new stand is much larger and is better equipped to take care of his many customers.



LUNCH TIME AT THE PE RESTAURANT — Here's the cover picture for the new menu. Manager J. R. Abell is standing at the extreme right; the ever-popular Waitress, Nora, stands facing the camera at left center; and, if this picture were larger, you'd recognize many other well-known personalities. Looking for somebody? Just wait a little while at the Restaurant, and, sure enough, sooner or later in he'll walk. Especially at lunch time.

TORRANCE TRACK STORE

By Della Pinkerton



RAIL SAMPLES BOARD

THERE IS a board on display at the Torrance Track Store bearing about fifty samples of rail. To the casual observer it is just rail, to be taken for granted, but to the initiated who notices fifty different sizes it represents fifty different kinds of headaches for the harassed storekeeper. Each variety of rail is quite choosy about the kind of fitting it uses and refuses to cooperate with those bearing the mark of another rail.

It took years of training and huge chunks of patience on the part of the Storekeeper before those in charge of the different sections learned that there was another kind of rail than their own particular piece, so each requisition had to be argued over before it could be filled. One might ask "Is this necessary?" Of course it is understandable that city streets might call for heavier rail than is required out in the country or on little used side tracks. But those fifty varieties!

Well, it seems it was not just a whim on the part of the Pacific Electric officials to make the Storekeeper earn his money. In years past PE in its expansion program bought up most of the little railroads in the surrounding territory. Each of these was a rugged individualist with its own ideas of the proper rail to use in different places; so the many sizes began to accumulate. It was not feasible to replace these tracks as long as they were usable, though they will in time be changed and made standard. A few of these sizes are already obsolete, but there are enough remaining to cause confusion in the minds of the beginners in the railroad business.

About ten years ago a former Storekeeper at the Track Store had this board made to make it easier for the helpers to understand just why they could not send a 70 lb. joint when it had to fit a 75 lb. CSR rail, etc. Anyone who had ever done a jigsaw puzzle could get the idea. The rail sample could be removed and fitted to the joint, and thus many mistakes have been avoided.

Are You a Safe Worker?

INDUSTRIAL safety is a subject which deserves more consideration by every member of organized labor throughout the entire nation. Labor as a whole has made splendid progress in helping to eliminate many of the causes of unsafe working conditions but it is high time that each and every individual put some serious thought to ways and means of making his or her job a safer place to be.

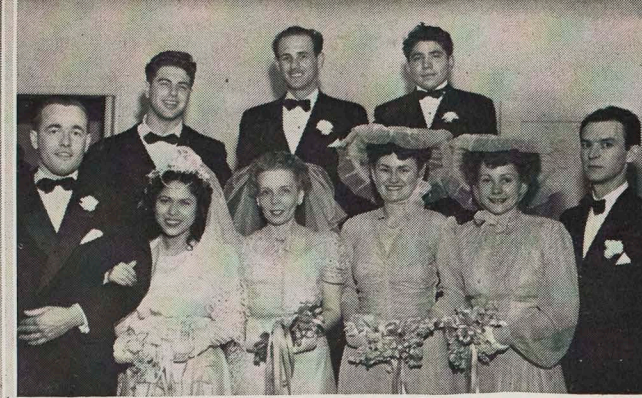
Speaking from experience, we know that it is not unusual for the average employe to take an antagonistic and indifferent attitude toward most safety rules of the firm for which he works but if we take time to think about the matter for just a short time we can see how foolish it is for us to assume an attitude of indifference or carelessness.

If we are injured on the job, it is true that the employer loses but his loss is in terms of dollars and cents while the loss of the injured is not only measured in terms of dollars and cents but in terms of suffering and privation as well. The injured and his or her dependents are really the ones who suffer. They are really the ones who need an efficient safety program in every branch of American industry. If we only gave just a wee bit of thought to the possible effects of accidental deaths or lost-time accidents as it would affect us and our families then we would have gone a long way toward being a safer workman.

It is very easy in case of accident to criticize the employer and find his faults in not having made the job safe. Many of them deserve criticism and more, but at the same time let us take a look and see if we have done our part. Let us be sure that we are doing our part and then let us demand of the employer, in no uncertain terms, that he do his part for the benefit of us both.

Remember, industrial safety is not a luxury, but an absolute economic necessity.

Oct. 10, 1947—Los Angeles Citizen (Los Angeles AFL Newspaper)



BLANCHE GARCIA WEDS RICHARD THOMPSON

MANY EMPLOYEES ATTENDED the wedding of Blanche Garcia, Junior Clerk in Pay Roll Accounts, to Richard Thompson, GI student at Whittier College, on March 6, at 7:30 p.m. in The Little Church of the Flowers, Forest Lawn. The wedding was followed by a reception at 3624 Weik Ave., Bell, the home of Nancy Norris, Mail Messenger. AT LEFT—The bride and groom cut the wedding cake. AT RIGHT—The wedding party. Front row: the bride and groom; Marion Lutes, of Pay Roll Accounts, matron of honor; Betty Hansen, of the Law Department, bridesmaid; Nancy Norris, bridesmaid; George Bunt, best man. Back row: Ernest Pellkofer, usher; Charles Campbell, usher; Bellen Bernal, Blanche's half-brother, of the Los Angeles Freight Station. Bellen gave the bride away. She has worked for PE 5 years.

His many friends feel deeply sorrowful at his passing.

The traditional "ill wind" certainly blew "good" for Ual Drake of Misc. Bureau in the gift of a new shirt from his fellow workers, after he had accidentally burst the back out of the one he was wearing. In appreciation, he treated those who presented it to a very tasty lunch.

Vets Should Apply for Military Credit Under RR Retirement

(Official Bulletin of the U. S. Railroad Retirement Board)

VETERANS qualified to receive credit for military service toward retirement and death benefits under the Railroad Retirement Act are urged to file the necessary credentials with the Railroad Retirement Board as soon as possible.

A photostatic copy of a military discharge and a statement certifying that it is a true copy of the original document must be submitted to the Board before such credit can be established. The statement should also explain any erasures, alterations, or insertions which may appear on the original discharge papers, and it must be prepared and signed either by an authorized representative of the Board or by another disinterested person. If signed by anyone other than a representative of the Board, the statement must be notarized. Other information which the Board needs in-

cludes the veteran's full name, present address, date of birth, and social security account number.

cludes the veteran's full name, present address, date of birth, and social security account number.

In order to receive credit for military service under the Railroad Retirement Act, a veteran (1) must have entered military service during a "war service period," and (2) must have worked in the railroad industry before entering the armed forces either in the same year or in the year immediately preceding. The war service period covering World War II began on September 8, 1939, and has not yet ended.

AMERICAN LEGION PE POST 321



By John L. Morris

COMRADE ROY E. MEAD was present at the first regular meeting in March. Ill health had prevented his attendance at several earlier meetings. A card of commendation for his outstanding work in veterans' rehabilitation was presented to Comrade Mead at that time. All of us should give him a hand of applause for his wholehearted effort to help many veterans become rehabilitated while he was our Service Officer.

Comrade Parker, our Post Chaplain, is unable to attend meetings at present because of swing shift work. We hope that he will be back with us again soon.

The Post wishes to extend its thanks to Comrade Nichols for his splendid work as Hospital Chairman. His latest contribution was a number of musical instruments.

Comrades, election time is drawing near. Come out and help nominate and elect the officers that you wish to serve you.

Delinquent members should pay their dues so that they may have a voice on the floor.

Attention GIs: Have you applied for your Terminal Leave Pay yet? Now is the time. Do not delay longer. The deadline is to be in a few months.

The fire box on many of the larger, modern freight locomotives is approximately 13 feet long and from 8 to 9 feet wide—the size of an apartment bedroom.



HAPPY RECIPIENT of the beautiful RCA-Victor table model radio-phonograph shown here was Robert E. Labbe, retired Treasurer (coatless). It was the gift of a large number of his many friends among employees, especially those in the Accounting and Treasury Departments. The radio-phonograph was presented to him when the group pictured went out to his home on Tuesday afternoon, Feb. 17. Herman R. Grenke, Mr. Labbe's successor as Treasurer, made the presentation. Seated on floor at left are Miss Anna Beseman, General File Clerk, Accounting Department, and George Watson, Assistant to Auditor. Others, left to right, include Mike Levin, Assistant Research Engineer; Miss Mary Jacoby, Secretary to Treasurer; Miss B. L. Jackson, Assistant Cashier; Mrs. Belva Dale, Head Typist, Freight and Car Service Accounts; Mr. Labbe; Mr. Grenke; Mrs. R. E. Labbe; T. Y. Andrew, Paymaster; and L. B. McNelly, Special Accountant. Rumor has it that the first thing Mr. Labbe does in the morning is turn on his new radio, and that the last thing he does at night is to turn it off. Photo by Earle C. Moyer, Special Accountant.

AMERICAN LEGION AUXILIARY



By Ethel M. Heath

FRANCES MOORE and Harriet Spueler are new members we take pleasure in welcoming to our Auxiliary.

Remember, Poppy Days are May 21 and 22. Let's all get out early to sell poppies for the benefit of our disabled veterans.

A mass initiation was held at the 23rd district meeting in Patriotic Hall, March 16. It was known as the "Estelle Hanell Class of Candidates." Leota Wilcox and your correspondent were among the class of 27 initiated. The obligation was given by Estelle Hanell, Department President.

Happy Birthday to Alice Newman, who had a birthday in March, and to Phyllis Jean Snyder, Elsie Dement, and Bernice Nichols, whose birthdays are in April.

There was a good turn-out at the card party held at Kathryn and K. M. Brown's home March 13, and everyone had an enjoyable time.

VETERANS OF FOREIGN WARS PE POST 3956



By J. F. O'Malley

ELECTION OF OFFICERS was held Tuesday, March 16. New officers for the 1948 term include Jim Boswell, Commander, 2nd Term; Ross E. Vance, Senior Vice Commander; Thomas E. Dickey, Junior Vice Commander; Russell Mudgett, Chaplain; Noble E. Cates, Quartermaster; George Weatherby, Post Advocate; John Stripling, Surgeon; Lester Clark, Guard; Arthur Cameron, Trustee, 2 years; George Roberts, Trustee, 1 year.

Appointive officers include Arthur Tellechea, Adjutant; Earle C. Moyer, Officer of the Day; Charles Wakefield, Post Service Officer; Joseph Chapline, Post Historian; George Weatherby, Post Legislative Officer; Arthur Cameron, Patriotic Instructor; Frank Carr, Quartermaster Sergeant; Lester Wolfson, Sergeant Major.

Commander Jim Boswell stated that he had full confidence in all officers.

ACCOUNTING DEPARTMENT



By Marge Zimmer

of comfort, health and happiness.

It is with regret that we announce the death, after a brief illness, of Merlin E. Tague on March 5, 1948. Mr. Tague came to work with the company on May 14, 1946, being originally appointed Asst. Revising Clerk, eventually attaining the position of Revising Clerk, a well-earned promotion, in the Accounting Department. He was a highly valued employee, being cooperative, loyal, intelligent, and extremely well liked by all.

MAUDE ZITA BELL, Secretary to the auditor, retired on January 12, 1948, after 35 years of faithful and efficient service.

Miss Bell was employed with the company July 12, 1912, as Stenographer, remaining continuously with the Accounting Department until her retirement. Maude (as she is known by most of us) suffered some minor physical setbacks, necessitating leave of absence for some months. She eventually elected to retire.

As soon as her retirement became official, many friends presented to her a leather-bound testimonial of their admiration of excellent services performed, as well as an expression of devotion to her, adding that she would be sorely missed from our ranks. Enclosed with the testimonial was a \$100 U.S. Savings Bond. The representative who delivered this gesture of appreciation to Miss Bell at her home found her to be in good health and happily adapting herself to a well-earned life of ease.

We feel sure that all employees extend their heartiest greetings to Maude Bell and wish her many years

Retirements

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

NAME	OCCUPATION	Department	Years of Service
Maude Z. Bell	Secretary to Auditor	Accounting	35
George W. Burkhard	Motorman, West	Transportation	28
David Evert	Conductor, South	Transportation	4
Ygineo Flores	Laborer	Engineering	30
Eber D. Foore	Motorman, South	Transportation	33
Joseph Galbavy	Car Repairer	Mechanical	26
Hervey M. Gilliam	Conductor, South	Transportation	4
John I. Hagins	Motorman, South	Transportation	26
Henry H. Howard	Agent	Transportation	25
John S. Jones	Towerman	Transportation	22
Arno Laughlin	Bus Operator	Transportation	25
Walter Nielson	Leader	Mechanical	33
Ernest Nixon	Motorman, West	Transportation	27
Fred Palmer	Car Repairer	Mechanical	26
Mike S. Rosich	Carpenter, B&B	Engineering	41
James B. Slinker	Conductor, West	Transportation	27
Fred I. Tingleaf	Car Repairer	Mechanical	20
John Torte	Carpenter, B&B	Engineering	4
John Travis	Building Maintainer	PE Building	26
Fred L. Weston	Conductor, South	Transportation	24

**PACIFIC ELECTRIC
MASONIC CLUB**



By
**M. J.
Davison**

AT OUR JANUARY MEETING the following officers were elected and installed for the ensuing year:

James E. Harper, Train Service, President; **Vernon B. Williams**, Mechanical Department, First Vice President; **Charles F. Quirnbach**, Engineering Dept., 2nd Vice President; **George S. Watson**, Assistant to Auditor, 3rd Vice President; **J. L. Smale**, Treasury Dept., Treasurer; **Mervin J. Davison**, Accounting Dept., Secretary.

The board of directors consists of Past Presidents **Thomas H. Ewers**, **W. S. H. Weeks**, **Gordon Hall**, **Clarence A. Newman**, and **Harry L.**

Young. A list of the committee members will appear in the next issue.

At the time of writing, **Brothers O. C. Jordon, Robert B. Watson, and Edward Vacher** are in the hospital; and **Brothers R. E. Labbe and Roy R. Wilson** are ill at home. We hope they will all be enjoying good health again soon.

We are still short many addresses of members who are in train service. Dues cards for the current year have been mailed to those addresses we have. If you have not furnished the Secretary with your address, please send it to him in care of the Pacific Electric Club.

We should get out to welcome our fellow workers into our fraternity. I wish each of you would endeavor to inform the Secretary when a third degree is to be conferred. A bulletin will be issued if time allows after receipt of information.

Past President **Fred J. Leary** is now among the ranks of the retired, and it is our sincere wish that he will enjoy himself for a long time, as he so richly deserves.

We welcome many new members into our club and feel sad in the loss

of our old-timers.

Since last writing, the following have answered the call of the Supreme Grand Master and have crossed the divide to that place from whose bourne no traveler returns:

Past President **John J. Staddon**
Emerson H. Eaton
Alfred C. Smith

Eternal Rest grant them, O Lord, and may Light Perpetual shine upon them.



WINS STEAM IRON—John Watts, Conductor, West Hollywood Terminal, won a steam iron on the GE Houseparty broadcast recently for being the newest father in the audience. He and Mrs. Watts, who met as childhood neighbors at Sandy Lake, Penna., are the happy parents of Gary Lee, and celebrate their second wedding anniversary June 1. John has been with PE since March, 1946. He's telling Art Linkletter (right) all about it. Photo courtesy of Young and Rubicam.

**Better Make a Mistake
Than Twiddle Thumbs**

The galleries are full of critics. They play no ball. They fight no fights. They make no mistakes because they attempt nothing. Down in the arena are the doers. They make mistakes because they attempt many things.

Ford forgot to put a reverse gear into his first automobile. Edison once spent \$2 million on an invention which proved of little value.

The man who makes no mistakes lacks boldness and the spirit of adventure. He is the one who never tries anything. He is the brake on the wheel of progress.

And yet it cannot be truly said he makes no mistakes because the biggest mistake is the very fact that he tries nothing, does nothing but criticize those who do things.

—Pittsylvania Star.

HOW TO SLEEP on Windy Nights

IT'S A SIMPLE STORY and you probably have heard it many times, but don't stop me. It packs such a terrific moral that it cannot be told too often.

You will recall the tale of the harassed farmer, who in desperation hired a hand whose qualifications for the job seemed rather dubious. To the farmer's question as to what the prospective employe knew about farming, the applicant replied, "Well, I know how to sleep on windy nights."

The farmer failed to see just how ability to sleep on windy nights could by any stretch of the imagination qualify a man to be a good farm hand. However, he was so badly in need of help that he hired him.

Two or three weeks went by and to the farmer's agreeable surprise, the new hand measured up. He was a hard, tireless, and efficient worker. He not only did all that the farmer told him to do, but a lot of extra jobs on his own.

Then, one night came a big wind. It awakened the farmer. He sprang out of bed, ready to go into action, as he knew the damage done by previous winds to things around his farm. He called to the new hired hand to get up. Getting no response, he went to his room. Shouting at him and shaking him, all he could elicit was a grunt. That hired hand hadn't been kidding when he said he knew how to sleep on windy nights.

Disgusted, he went out alone to the barn expecting to find doors burst open and things blown hither and yon. But all was shipshape. Some of the odd jobs the hired man had done on his own had consisted of fastening securely anything and everything that the wind might damage. And then, at long last, it dawned on the farmer that being able to sleep on a windy night was proof positive of farming ability, not to mention evidence of foresight and wisdom. He switched from inwardly cussing out his hired hand to mentally praising him.

Can YOU sleep well on windy nights?

—GEORGE PECK, The American Way



**WOMEN'S
CLUB
CELEBRATES
TWENTIETH
BIRTHDAY
MARCH 11**



UPPER PICTURE—Present for the 20th birthday party were (standing, left to right) Mmes. F. Patterson, W. Smart, F. Hendricks, B. Steward, W. Theede, H. Thomas, Heller, J. Ashcroft, C. Brearley, French, H. Fenwick, L. Murphy, W. Thomas, E. J. Hasenyager, Winters, S. Davidson, W. Shoup, K. Moore, M. Huelsman, C. Glick, H. Johnson, F. Hart, D. Barnard, W. Hasty, H. Fuller, C. Curle, L. Bishop, R. Howe. Those seated include Mmes. H. Bell, W. Ruppel,

F. Palmer, A. O. Williams, C. A. Bragunier, and F. Miller. **LOWER PICTURE**—Mrs. F. Palmer, Women's Club President (seated, center), flanked by charter members and Past Presidents. The charter members include (seated, left to right) Mmes. H. Bell, W. Ruppel, A. O. Williams, and C. A. Bragunier. Past Presidents (standing) include Mmes. F. Hart, L. Murphy, W. Smart, F. Miller, D. Barnard, W. Hasty, C. Curle, W. Shoup, H. Fuller, L. Bishop, and R. Howe.

**HERE AND THERE
WITH THE WOMEN'S CLUB**



By
**Mrs. C. O.
Leatherman**

THE PE WOMEN'S CLUB had an enjoyable Valentine Party at the first meeting in February with exchange of valentines, and games. Refreshments were served in the tea room.

At the second meeting in February we celebrated Aunt Martha's birthday, with a potluck luncheon.

March 11 was the Club's 20th birthday. Mr. F. E. Geibel gave a fine talk on the club and its activities. He was followed by Mr. N. B. Vickrey, who has been present at all the birthday parties. Eleven Past Presidents gave some of the highlights during their

time in office. Four charter members also spoke about the first meeting held at 8th and Wall Streets. Mrs. Freda Patterson sang two vocal numbers, "The Anniversary Song," and "Roses of Picardy."

The club rooms had been beautifully decorated with "gay nineties" dolls for all Past Presidents, candles for each, and flower arrangements of pastel sweet peas by the Decorating Committee, Mmes. Bishop, Hart, Leatherman, and Howe. The refreshments consisted of ice cream, coffee and a beautifully decorated cake.

March 24 we were entertained with a Santa Fe motion picture showing the Yosemite Valley.

With meetings scheduled for April 15 and 29 for election of officers, we need everybody present.

Do not forget the card party dates: 1st and 3rd Thursday of each month, with Mrs. Gertrude Columbus in charge. Bridge—500—prizes for each.

The Club extends its sympathy to Mrs. Mary Smith in the loss of her husband, Alfred C. Smith, a retired Substation Operator who had been long with Pacific Electric.

**Pat Childress Wins
\$100 in Westinghouse
Talent Search Contest**

PAT CHILDRESS, 17-year-old daughter of Butte St. Freight Motorman H. W. Childress, won \$100 in the Seventh Annual Westinghouse Electric Corporation's Science Talent Search, as the result of interviews with the examining committee in Washington, D.C., about the first of March.

She was one of 40 finalists in the national competition, which had included some 16,000 contestants. All 40 received a free trip to Washington for the interviews, and during their stay were entertained royally. They took tours to the White House, the mint, the Department of Justice, and many other places of interest. They also met many famous scientists.

Pat's present plan, according to her father, is—subject to change—to attend UCLA in the fall for two years and then go to Stanford, in preparation for a teaching career in the fields of mathematics and science. She will finish her high school career at Alexander Hamilton this June.



PAST AND PRESENT—E. W. Frazee, who retired as a West Conductor in 1946 after 27 years of service, sends in the above pictures as an example of the change of times. Photo at left shows Mr. Frazee (foot on car step) in 1919 when he first started with PE as Conductor on Playa del Rey Line. Inside car is his Motorman, Fred G. Lane. Photo at right shows Mr. Frazee's younger son, C. W., a Flight Traffic Clerk and Conductor with the Flying Tigers Air Line between Burbank and Tokyo. Frazee, Sr., says: "Although my son's reports of his troubles sound exciting, if I had to do it all over again I'd still stick to railroading."

Pacific Electric Club Bulletin

- TUESDAY, APRIL 20:**
Veterans of Foreign Wars Post 3956 Semi-monthly Meeting—8:00 p.m.
- WEDNESDAY, APRIL 21:**
PE Camera Club Monthly Meeting 7:30 p.m.
- THURSDAY, APRIL 22:**
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- TUESDAY, APRIL 27:**
American Legion Post No. 321 Semimonthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- TUESDAY, MAY 4:**
Veterans of Foreign Wars Post 3956 Semi-monthly Meeting—8:00 p.m.
- THURSDAY, MAY 6:**
PE Women's Club Afternoon Card Party, 500 and Bridge—1:00 p.m.
- TUESDAY, MAY 11:**
American Legion Post No. 321 Semimonthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- WEDNESDAY, MAY 12:**
PE Rod & Gun Club Monthly Meeting. Refreshments—7:30 p.m.
- THURSDAY, MAY 13:**
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- TUESDAY, MAY 18:**
Veterans of Foreign Wars Post 3956 Semi-monthly Meeting—8:00 p.m.
- WEDNESDAY, MAY 19:**
PE Camera Club Monthly Meeting—7:30 p.m.
- THURSDAY, MAY 20:**
PE Women's Club Afternoon Card Party, Bridge and 500—1:00 p.m.
- TUESDAY, MAY 25:**
American Legion Post No. 321 Semimonthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- THURSDAY, MAY 27:**
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- TUESDAY, JUNE 1:**
Veterans of Foreign Wars Post 3956 Semi-monthly Meeting—8:00 p.m.
- THURSDAY, JUNE 3:**
PE Women's Club Afternoon Card Party, Bridge and 500—1:00 p.m.
- TUESDAY, JUNE 8:**
American Legion Post No. 321 Semimonthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- WEDNESDAY, JUNE 9:**
PE Rod & Gun Club Monthly Meeting. Refreshments—7:30 p.m.
- TUESDAY, JUNE 15:**
Veterans of Foreign Wars Post 3956 Semi-monthly Meeting—8:00 p.m.
- WEDNESDAY, JUNE 16:**
PE Camera Club Monthly Meeting—7:30 p.m.

YOUR Hospital Association Facts and Figures

By George Perry
Business Manager

RESULTS OF OPERATIONS for months of January and February 1948 are shown below for your information:

Receipts	
Employees' contributions	\$41,917.60
PE Ry. Co.—Industrial & Claim	11,731.53
LAMC Lines—Industrial & Claim	2,075.04
Harbor Belt Line R.R.—Industrial	263.05
S.P. Co. Hospital Dept.—Services rendered	5,752.67
Miscellaneous	2,113.69
TOTAL	\$63,853.58

Expenditures	
Professional services (salaries & fees)	\$34,577.03
Medical supplies (medicines, X-ray films, bandages, etc.)	9,116.48
Hospitalization	16,543.34
Miscellaneous (rental, telephone, insurance, P/R taxes, ambulances, repairs, etc.)	6,061.87
TOTAL	\$66,298.72
Net loss (2 months)	\$ 2,445.14

Although there was a loss of \$3,391.38 in January, 1948, accounts, the month of February, 1948, produced a surplus of \$946.24, due to a reduction in expenses and an increase of 50c per month in dues.

Net gain since establishment of the Hospital Association on its own finances (Oct. 1, 1946) \$973.47.

Comparison of the number of contributors as of February 15, 1948, with the same date in 1947 shows a substantial reduction, 1,226 to be exact. Percentagewise that is a decrease of nearly 17% of our membership.

Services furnished to patients in our main offices at Sixth and Main Sts., on the contrary, show an increase of 1/2% for February, 1948, over February, 1947.

The amount expended for hospitalization for January and February, 1948, as compared with the same two months of 1947 also shows an increase of approximately 1 1/2%.

The demands on your Hospital Association for service will no doubt in time decrease with the decreased membership. However, as noted above, we have not as yet experienced any reduction in the number of patients nor the cost of treatment.

KEEP ON THE RIGHT TRACK... WITH PAYROLL SAVINGS!

U.S. SECURITY LOAN

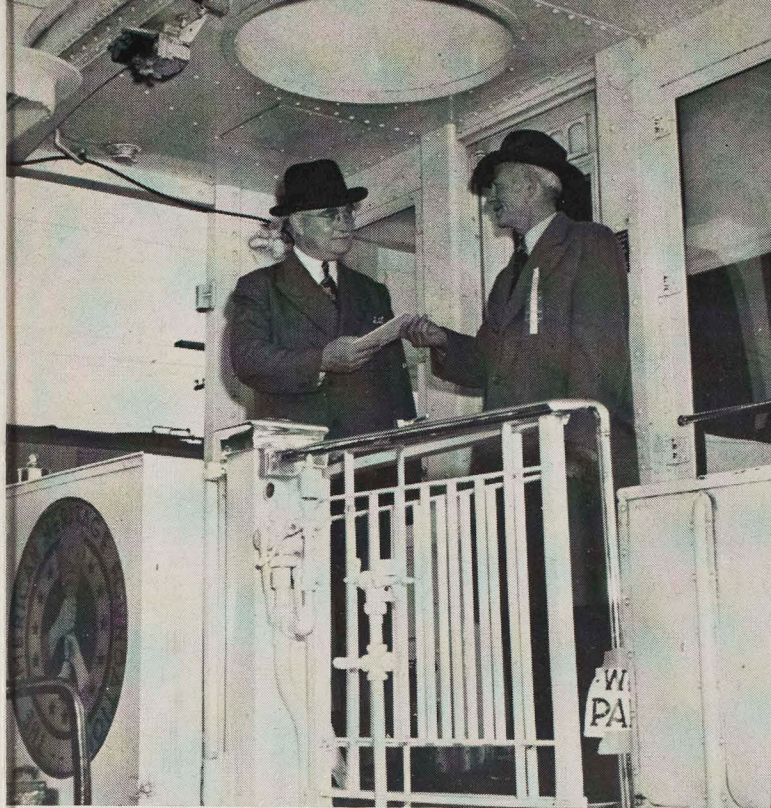
YOUR Security is America's Security

Due to improvements which have been made in construction, the average road freight locomotive now uses approximately 113 pounds of fuel to perform 1,000 gross ton-miles of service, compared with 140 pounds in 1925.

Railroads put 465 diesel road locomotives in service in 1947, compared with only 48 in 1940.

Railroads now have on order nearly 122,000 freight cars, 2,500 passenger cars and 1,596 locomotives.

Railroads in the past 25 years have spent more than 13 1/2 billion dollars for improved freight and passenger cars and locomotives and for improved plant and other facilities.



PE & THE FREEDOM TRAIN

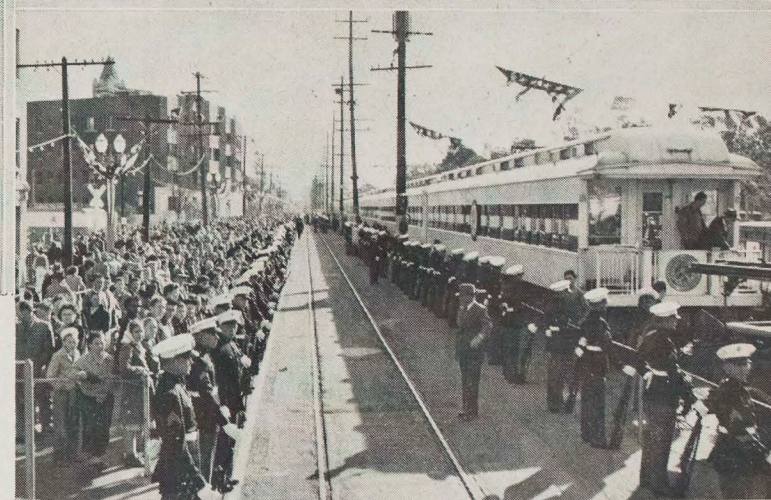
UPPER LEFT—When the Freedom Train arrived at Butte St. Yard to be transferred to its three-day stand at Exposition Park, Feb. 23, Traveling Passenger Agent A. H. Fidel, right, boarded the observation car and offered his and PE's assistance to the Director of the Freedom Train, Walter H. S. O'Brien, left. Time: 7:25 a.m.

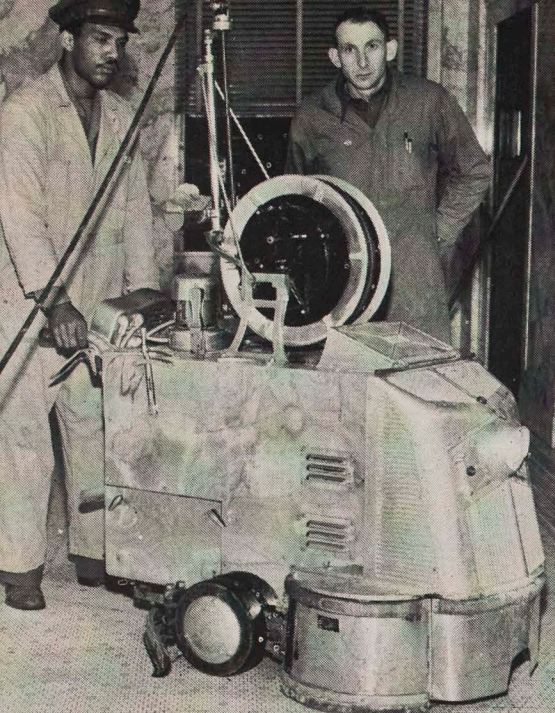
UPPER RIGHT—The Freedom Train backed into Butte St. Yard under its own diesel power, and PE locomotive 1623, with the crew pictured, was coupled to the rear end of the train. The entire train, including the diesel locomotive, was hauled to Exposition Park. The three men nearest ground are, left to right, Asst. Supt. James G. Blake, Brakeman B. V. Peacock, and Conductor D. W. Abbey. Above: Trolleyman N. B. Lambert, Motorman J. E. Garner, and Brakeman B. H. Gage. All crew members are from the Western District.

SECOND FROM TOP—Guard of Marines on hand as train is spotted. THIRD FROM TOP—Mayor Bowron addressing the crowd from stage erected on south side of Exposition Blvd. near Freedom Train. Many important civic and business leaders crowded the big platform.

LOWER RIGHT—Four PE officials who awaited the arrival of the Freedom Train at Exposition Park. Left to right: Asst. Gen. Supt. C. H. Belt, Passenger Traffic Manager H. O. Marler, Chief Special Agent R. J. McCullough, and Asst. to Passenger Traffic Manager F. E. Billhardt. Mr. Billhardt was in charge of PE's arrangements for handling the Freedom Train and worked hard to insure smooth sailing.

LOWER LEFT—View of head end of Freedom Train at Exposition Park, taken from PE locomotive (right foreground) returning to Butte St.





HUSBANDS, TAKE NOTE!—Janitor-Moppers Willie B. Irons, left, and H. L. Minyard have fun taking turns on this motor-driven floor-scrubbing machine used in the PE Building and Station. It will do in five minutes what would take an hour by hand-mopping. In one operation over the floor, two revolving brushes spread water and detergent as they scrub, and a squeegee (behind wheels) collects the dirty residue, which is sucked up into a tank. One electric motor propels the machine, another turns the brushes, and a third operates the vacuum device. Power comes from wall outlets through the cable shown, which winds on the self-adjusting drum atop the chassis. One man follows behind the machine operator to hand-mop thresholds and edges close to the wall. Each night 75,000 square feet of floor area are cleaned in this time and labor-saving way.

**PACIFIC ELECTRIC
ROD AND GUN CLUB**



By
**Arlie
Skelton**

GREETINGS, Rod and Gun Clubbers!

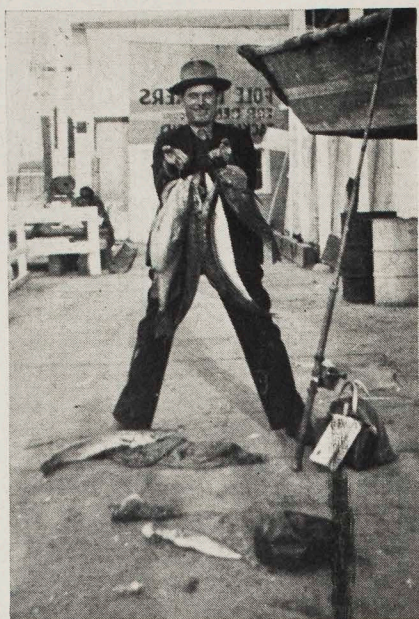
President Roger LeMelle informs us it is again time to take rod and tackle box in hand, wear old slouch clothes, and go fishing. B. F. Manley informs us board and lodging has been reserved for about 60 members at Alpine Terrace from the night of April 30 till noon of May 1. An ample supply of boats has been reserved from the Arrowhead Company to carry the boys out to where the big trout are waiting for the tussle of their lives. C. G. Gonzalez informs us

he has the list of reservations made up and has painlessly extracted the necessary tariff to foot the bill for the outing.

Alpine Terrace is at the top of the hill from the first Arrowhead turn off near Strawberry Flats. Supper will be served about 7:00 p.m. April 30. Breakfast and lunch hours will be announced at that time. Because of the winter drouth and low water in streams, the lake has been overstocked with adult trout, and limits should be caught in a short time. Remember, your limits are fifteen fish or ten pounds and one fish, whichever you reach first.

Return all fish to Alpine Terrace by or before noon for the official measuring and registrations. Special prizes for the outing will be given. Because of the abundance of trout planted for the opening, it is assumed that all members will take their limits on the opening morning. Therefore, no provisions have been made for the following day.

Ocean fishing is also getting off to a good start with "barn door" halibut and "saw log" barracuda furnishing the big thrills and plenty of smaller species to fill the vacant spaces. The surf fishing grounds at Los Patos, for PE Rod and Gun Clubbers only, are about ready for outings down that way. You will need a switch key to obtain admission to these reserved grounds.



FLOYD COX, Ocean Park Conductor-Motorman, submits this proof of his catch of red snapper, barracuda, and perch last March 18.

The hunting picture for 1948 looks quite gloomy at this time. Drouth conditions and fire hazards being what they are, it would not surprise us to find our forests closed until the hunting seasons are over. Watch your local newspapers for information on this score.

Vital Statistics

January 21, 1948, to March 20, 1948

DEATHS

NAME	OCCUPATION	Died	Group Insurance	Mortuary
Gentry, Henry F.	Ret. Trav. Passenger Agent	1-22-48	Yes	Yes
Young, Thomas Henry	Retired Asst. Foreman	1-22-48	Yes	Yes
Cranmer, William L.	Wireman	1-30-48	No**	No
Santos, Jesus	Laborer	1-30-48	Yes	No
Thompson, Archie D.	Retired Conductor	1-31-48	No**	Yes
Wilson, Queta	Towerman	2- 4-48	No**	No
Hunkin, Eldred E.	Carpenter	2- 6-48	Yes	Yes
Montoya, Adolfo	Laborer	2- 7-48	Yes	No
Eaton, Emerson H.	Signalman	2-10-48	Yes	Yes
Mann, Paul H.	Agent	2-14-48	Yes	Yes
Hamer, George E.	Trucker	2-14-48	No**	No
Read, Granville	Retired Foreman Mech. Dept.	2-20-48	Yes	Yes
Richmond, Chester F.	Conductor	2-24-48	Yes	Yes
Weishar, David	Conductor	2-25-48	No**	No
Ramirez, Ventura	Laborer	2-26-48	Yes	No
Caperton, John F.	Retired Car Repairman	2-29-48	Yes	No
Reid, Chester A.	Retired Conductor	3- 5-48	Yes	Yes
Tague, Merlin E.	Revising Clerk	3- 6-48	Yes	No
Snyder, William H.	Retired Car Repairman	3- 7-48	Yes	Yes
Brown, Frank M.	Rate & Bill Clerk	3-15-48	No**	No
Cobb, Eldin L.	Retired Conductor	3-18-48	Yes	Yes
Smith, Alfred C.	Retired Substation Operator	3-19-48	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	Died	Wife of	Department
Smith, Lauraine May	3-11-48	John W. Smith	Special Agents

**Employee declined to accept Group Insurance.



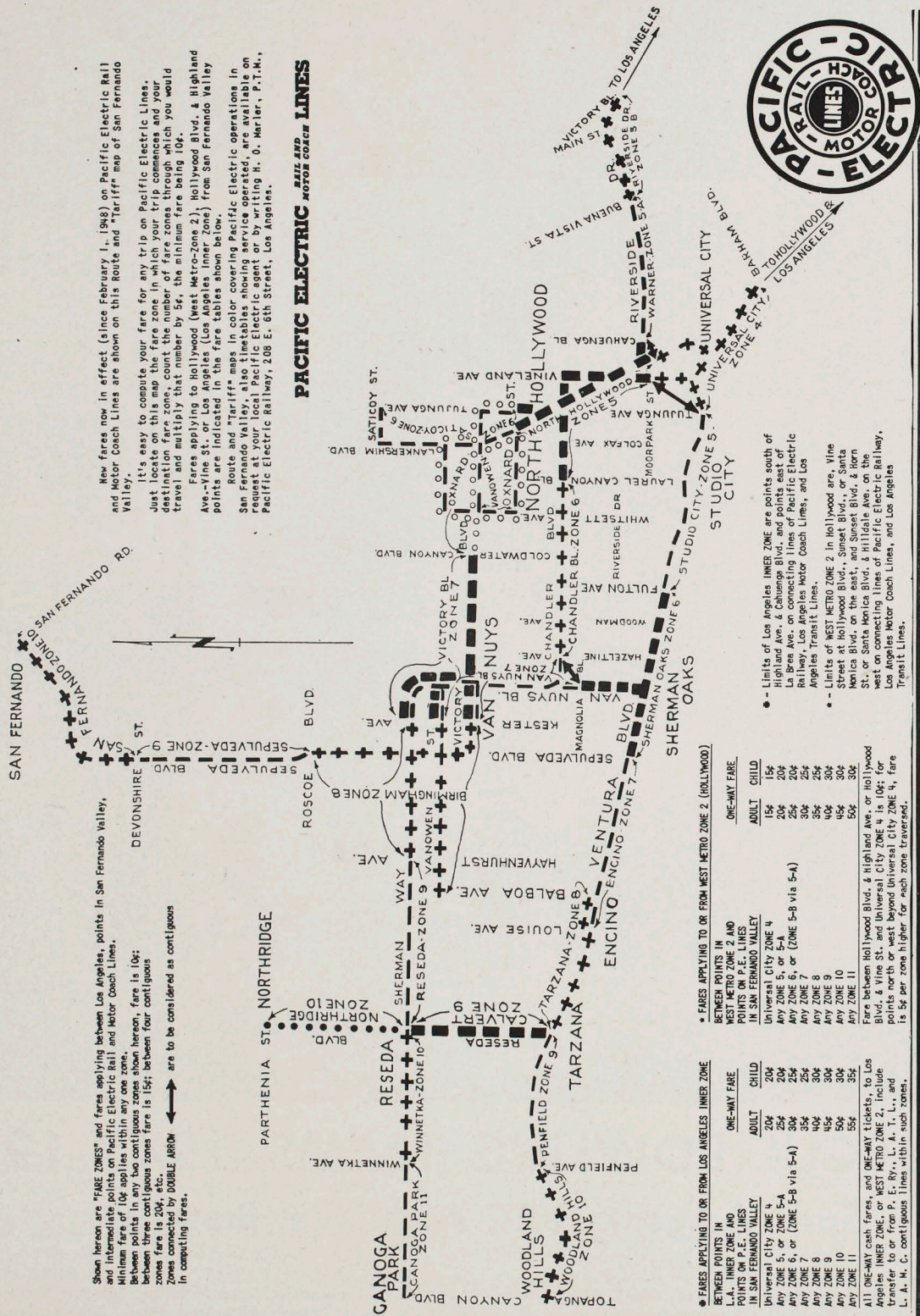
PE LEAGUE BOWLING TEAMS, 1947-1948

Special Agents, BRC Aces, Win Branches

CENTER PICTURE—Bowling League Officers. Seated, left to right, are Charles P. Hill, President; Archie Braham, League Manager, 8:00 o'Clock Branch; Burleigh F. Manley, League Manager, 6:00 o'Clock Branch; Charlie Gonzalez, Secretary-Treasurer. Standing are Frank Converse, First Vice-President, and Carl F. Hill, Second Vice-President. **TEAM PICTURES**—Top row, left to right: DeSpares, Happy Five, Auditees, Restaurant and News Service, Second row: Field Engineers, Vineyard, Atomics, and Engineering Amazons. To left of center pic-

ture: Above, Los Angeles Terminal; below, Schedule Bureau. To right of center picture: Above, BRC Aces; below, Subway Terminal. First full row below center picture: Reading from left to right, Special Agents, Green Inks, Coach Pilots, and (Editor's error) BRC Aces again. Bottom row: Long Beach, BRC Rainers, Western District, and Macy Street Garage. Not pictured are BRC Rallettes, Rod and Gun Club, Motor Transit, Santa Ana, and PE Club. Special Agents won the 6:00 o'Clock Branch, and the BRC Aces won the 8:00 o'Clock Branch.

PACIFIC ELECTRIC RAIL AND MOTOR COACH LINES "TARIFF MAP" - SAN FERNANDO VALLEY AREA



SUCCESSFUL INNOVATION—This is one of two tariff maps prepared to familiarize Trainmen as well as the public with the new fares applicable from point to point on the Western District. Their appearance in the tariff books and at stations has been greeted with a growing chorus of praise. As published for actual use, the maps show the zones in differing colors. Since their publication, little difficulty has been experienced with fare applications on the Western District.

Your Hobby and Mine

By Earl O. Miller



J. O. KENNON, Motor Transit Operator, and an 8¼-lb. bass he caught in March in the bay of the old Colorado River bed about 3½ miles north of Blythe. J. O. is a new and enthusiastic member of Rod and Gun Club.

"Breathes there a man with soul so dead, Who never to his son has said— 'G'wan, get lost—go run in the rain! It's my turn to play with this 'lectric train!'"

WILLIAM H. ("BILL") JURDAN, Night Leader, West Hollywood Garage, even as you and I, is no exception. After some disheartening experiences cracking up model planes he had made only after burning many a gallon of midnight oil, Bill turned to "O" gauge (1¼ in. wide track to you) model railroad work. A quick switch about a year and a half ago to "HO" gauge (⅝ in. between rails) led him to the present set-up he has which cost about \$500.00 and which he values at not less than \$1,500.00.

CHARTER CLUB MEMBER

Bill is a charter member of the Woodlawn Model Railroad Club, 2207 Juliet Street, Los Angeles. Membership is limited to twelve men and it takes eight of them to operate the

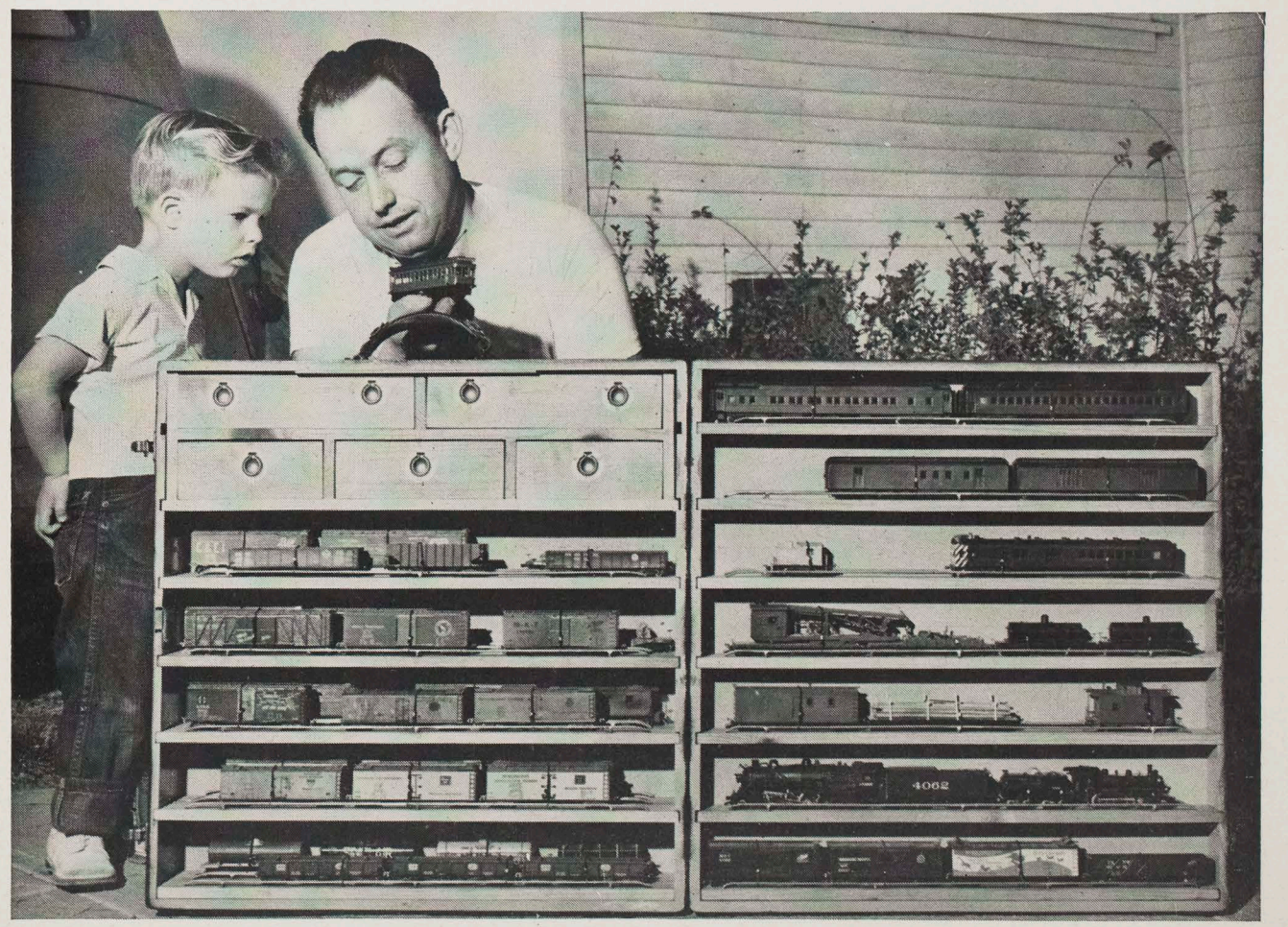
286 feet of mainline track. Four full trains, bound in opposite directions, can be operated simultaneously on the club's set-up.

The club members are versatile. Some cut and lay track, others erect scenery, still others install the electrical system. There will be "open house" at the clubroom from 2 to 5 p.m., the first Sunday of every month, beginning March 1, 1948.

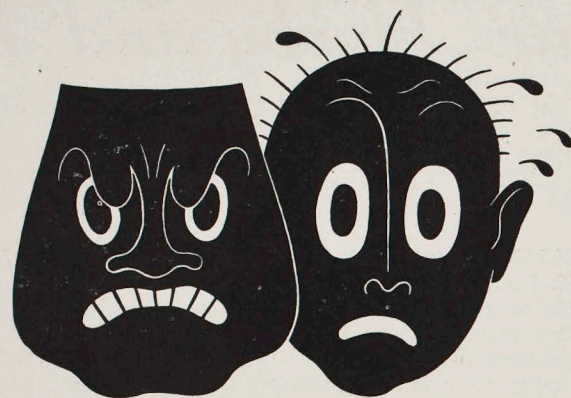
EXACT MINIATURES

Don't underestimate these "mid-gert" miniatures. Tiny as they are, are exact in detail and the freight locomotives can easily walk away with 35 cars. One locomotive, on a test run, hauled 100 cars over the "system," on the straight-away, around curves, and over the mountain division. The train was so long that on one of the curves there was only three inches between the front of the

(Continued on Page 30)



BEHIND HIS CARRYING CASE OF MODEL TRAINS, BILL JURDAN SHOWS HIS SMALL SON A MODEL OF A PE PASSENGER CAR.



freedom of FEAR!

The fellow who goes around with a chip on his shoulder, usually does so because deep down in his heart he is scared stiff! He hopes that by fooling others he can succeed in fooling himself.

But it seldom succeeds. If a fellow wants that calm feeling of security, he'll find it right in his work. The good workman always was a quiet unassuming sort of fellow. He's not a busy-body. He's at ease in his own mind because he knows HE DELIVERS THE GOODS...and there's always a place for a fellow who can do that.

Social Security is fine. But we can't find real security in insurance or other outside devices. We find it in ourselves...in the knowledge that we "know our stuff" that "we do our stuff" that we're a good man for the company to have on the payroll.

WE DEPEND ON EACH OTHER

— Copyright 1947, The Sheldon-Claire Co., Chicago, Ill.

YOUR HOBBY AND MINE

(Continued from Page 29)

locomotive and the rear of the caboose.

Bill started with a nail file, screwdriver, pliers, and a pocketknife and now has a lathe, drill press, spray-painting equipment, and a set of taps and dies that range from 00-90 (about 3/64ths of an inch) to 10-32 (about 3/16ths of an inch). Fancy tools aren't necessary, though. The average price of the various railroad cars is \$4.00 in kits which can be as-

sembled on your kitchen table. Locomotive and tender combinations can be bought in kits for as low as \$15.00 and as high as \$60.00.

The Jurdan boys, ages ten, seven and three, have their own electric train equipment but Bill says they often desert it just to hang around his workshop and watch him work on the "little stuff." On August 15, 16, and 17, 1947, Bill attended the National Model Railroad Convention in Oakland, California. He took along his special carrying case and sixty pieces of rolling stock without bend-



Vol. 28, No. 5 Mar.-April, 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 employes or activities of the company are invited.

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

EDITORIAL SUPERVISION

Glenn E. Collins
Assistant to President

EDITOR

W. Warren Silliman, Jr.
985 P. E. Building
TU 7272, Ext. 2737

ASSISTANTS

Fred B. Hopkins, Charles P. Hill, Arlie Skelton, Deane H. Koch, Suzanne M. J. Smith, Ted Harrison, A. K. Hartman, Jack DeLaney, M. J. Davison, Mabel E. Forsberg, J. A. Degerman, Milton R. Clark, A. L. Bristow, Robert F. Burns, Norman H. Olson, D. L. Graadt van Roggen, Ethel M. Meath, John L. Morris, Earl O. Miller, H. L. Woodford, Earle C. Moyer, Marge Zimmer, Della Pinkerton, Bill Newman, J. F. O'Malley, Ralph P. Murphy, Clare O. Leatherman.

PHOTOGRAPHY

Harley B. Talbot

Copy deadline for the May-June issue will be May 24.

ing a grab-handle during the entire round trip.

IDEAL HOBBY

What about friend wife? She thinks Bill has the ideal hobby. Even whipped together a few freight cars herself (from kits, of course). They are planning a 15 ft. by 20 ft. building behind their new home at 2511 Poinsettia Street, Manhattan Beach, California. What for? Not for a chicken coop, brother! They'll probably call it "Jurdan Junction" and pack more railroad equipment and trackage in it than there is within the city limits of Chicago.

It's Your Neck!

SAFETY is your own business, really, and you can skip this article if you like. Of course, it might help you save your neck, but after all, it is your neck and you can save it or not.

Besides that, you may be lucky. An accident might not kill you. You might lose an arm or a leg or an eye, or maybe break a few bones and lose a little blood, but those aren't so bad, are they? If you lose just one eye, for example, you've still got the other, you know.

The loss of an arm might curtail your activities a bit, but not too much. With one arm, you can still pitch horseshoes or play a mean game of croquet. And with only one leg—well, who likes to walk anyway.

What if you did break that stiff neck of yours? Sure it's your neck, but a lot of people would benefit if you broke it. There's the undertaker, who can always use a little extra cash from families of careless guys. The cemetery, too, would come in for a nice benefit since they charge outlandish prices these days for a "4 by 6" spot. And then there are the coffin-makers, and the shroud-makers, and the florists and a dozen or so others who always can use a little money. It would give your friends a place to go, too—a nice, inexpensive afternoon. Funerals don't cost the onlookers anything, you know.

So, you see, nobody really cares whether you practice safety or not. Your family might miss you, but none of us are indispensable and after awhile, you'll be just a pleasant memory of days gone by. If they do miss you, their grief will pass after a period of time. All of us have to go through the "Valley of Tears" at one time or another, and maybe you want to hurry up and

lose your neck so that your survivors can get through their ordeal now.

Safety is a lot of trouble anyway and after all, traffic signals are useless. They just hold you up when you are behind schedule and nobody pays much attention to them nowadays anyway. Suppose you make a run for it, you might get through the intersection without a collision with a motor truck. If you don't, you may lose an arm or a leg or even your life. But you did save a little time, or did you? It's a lot of trouble to wear protective goggles around the machine shop, too. It's trouble to take precaution when working on overhead lines, to wear safety shoes or take time for safety measures, to stop, look and listen. In fact, it's trouble to do just about everything that keeps that neck of yours safe.

So, it's not worth the trouble, you've decided. That's your privilege, too. This is still a free country and your life is still your own. If you don't want to follow safety rules and cooperate with us who have an interest in your life, it's your own business.

I am one of those people, though, who think that safety is worth the effort; who believe that saving lives and limbs is important. Somehow, I think it's more fun to live longer, and I know it's more fun to keep all of your arms, legs and other appendages.

It's still up to you, though. But if you're as smart as I think you are, you'll make safety a religion and you'll practice it everyday. And you'll be around to enjoy for a long time yet some of the good things that are still in store for this old world.—*Tram Topics.*

But Wouldn't You Rather Be Careful and Live Longer?



WRONG



RIGHT

LOOK, LEARN, AND LIVE!

WRONG

RIGHT

