

MAY - JUNE 1948
PACIFIC ELECTRIC
Magazine



The Financial Responsibility Law

CONTENTS OF A PAMPHLET ISSUED BY THE CALIFORNIA DEPARTMENT OF MOTOR VEHICLES

WHAT IS THE FINANCIAL RESPONSIBILITY LAW?

It is an act passed by the 1947 Legislature designed to protect citizens of California against financially irresponsible drivers. It also promotes safety by making it possible to remove habitual accident causers from behind the wheel.

WHEN DOES IT BECOME EFFECTIVE?

The Department of Motor Vehicles must begin enforcement of the law on July 1, 1948.

After that date the operator of every motor vehicle which is in any manner involved in an accident within this State, in which any person is killed or injured, or in which damages to the property of any one person, including himself, in excess of \$100 is sustained, must report the matter in writing to the Division of Financial Responsibility, Department of Motor Vehicles, Sacramento, within 10 days.

This reporting requirement is in addition to full written reports which must be made within 24 hours to the California Highway Patrol, or to the local police department if within a city, on an accident involving death or injury.

It makes no difference whether you are to blame or not. The Financial Responsibility Law requires you to make the report regardless. If there is any question concerning the amount of damage, file a report and be on the safe side.

If you are physically incapable of making a report, have someone do it for you. Be sure to answer all questions completely and carefully. It may save you making additional reports. Remember that additional correspondence consumes valuable time and that you have certain deadlines under the law to meet.

Use "Report of Injury or Damage Form" (SR-1) which you can obtain from any office of the Department of Motor Vehicles, Department of the California Highway Patrol, Police Department or your insurance agent or broker. Get one now and carry it in the glove compartment of your car.

PENALTY FOR FAILURE TO REPORT

You must make reports as required if you want to preserve your driving privilege. By reporting you comply with the Financial Responsibility Law and avoid suspension of your driving license or your driving privilege in California if you are a nonresident.

The new law does not apply to operation of any vehicle owned by the Pacific Electric Railway Company. It does apply to personal automobiles whether or not such automobiles are used from time to time in company business. Hence, a Motor Coach Operator, for example, who is not insured and becomes involved in an accident (as described in this article) with his personal automobile would be subject to having his license to drive his personal auto as well as the company vehicle taken up in the event he is unable to comply with the requirements of the law. — Editor.

Don't forget that this law is directed against the operator of the vehicle, not the owner. If you are driving a vehicle for someone else and have an accident, don't fail to make the necessary report.

IF YOU ARE INSURED

Even though you are covered by public liability automobile insurance with \$5,000 and \$10,000 minimums and property damage insurance for not less than \$1,000, you also must make the required report on SR-1.

There is a slip attached to the form which will be forwarded to your insurance company by the department. If the department receives no denial of liability from the insurance company, you are deemed to have met all requirements of the law.

IF YOU ARE NOT INSURED

Within 60 days of filing an accident report you must do any one of the following things:

1. Deposit security in an amount deemed by the department to be sufficient to meet any judgment for damages arising from the accident.
2. File with the department evidence that you have been released from liability.
3. File with the department a court judgment of nonliability.
4. Execute a confession of judgment payable when and in such installments as are agreed upon by both parties.

The Financial Responsibility Law has been added to the Motor Vehicle Code, and supplements, without changing, existing regulations. — Editor.

5. Execute a duly acknowledged written agreement providing for payment of an agreed amount in installments.

Failure to take one of these five steps will result in suspension of your driver's license or, if you are a non-resident, suspension of your driving privilege in California.

The law makes the department's action automatic in this respect. There is no alternative and no appeal.

DURATION OF LICENSE SUSPENSION

Your license or operating privilege will remain suspended until the security is deposited or:

1. Until one year has elapsed since the accident and satisfactory evidence is submitted to the department indicating that no damage suit has been instituted as a result of the accident.

2. Until satisfactory evidence of a release from liability, a final judgment of nonliability, a confession of judgment, or a duly acknowledged written agreement providing for payment of a judgment in installments has been filed with the department.

DISPOSITION OF SECURITY

Cash or other security deposited with the department will be paid, up to the amount indicated, to any person who presents a court judgment against the depositor for damages resulting from the accident. In case of settlement of claims, or subsequent release from liability, the deposit will be returned to the depositor immediately. In the absence of a claim settlement, the deposit will be returned at the end of a year's time, provided no damage suit arises from the accident.

EXCEPTION TO SECURITY REQUIREMENTS

Security requirements and suspension of license for failure to make such deposits will not apply if:

1. There was no injury or damage to the person or property of anyone except yourself.
2. If your vehicle was stopped, standing or parked, either attended or unattended, provided parking and lighting laws were complied with.
3. Prior to the date the department otherwise would suspend your license for noncompliance, you file a release from liability, confession of judgment or other document which would indicate that security is not needed.

CONCLUSION

After July 1, 1948, it's "Be Prepared to Pay or Get Out of the Driver's Seat" for accidents in which you are involved.



RUSSELL E. VAN DEREN, Foreman, Mechanical Department, has his headquarters at the San Bernardino Shops, and is in charge of all mechanical work on the Pacific Electric system east of Pomona. He has made his way up through the ranks, for when he came to the company in 1918 he began at the Riverside Shops as Car Cleaner, working in those days from 6:00 p.m. to 6:00 a.m. for 25c an hour. There were no buses at that time; then local rail lines ran in Riverside, and all armature winding and motor repairs for the locals was done in that city. Two of the biggest events of the year were the Southern California Fair at Fairmont Park, and the Easter services on Mt. Rubidoux — for both of which events extra interurban service was put on between Los Angeles and Riverside, according to Mr. Van Deren. After graduating from the ranks of the Car Repairers, he went to San Bernardino as Electrician in 1925, and has been at the San Bernardino Shops ever since, progressing to Working Foreman and, finally, Foreman. He has his time books since the beginning of his service. His hobbies include hunting, fishing, and Masonic work.

SAN BERNARDINO—RIVERSIDE SHOPS

With this issue we take a trip to two of the most distant points on Pacific Electric lines — San Bernardino and Riverside — for a visit to the shops.

It's a long way out there — in the neighborhood of 65 miles from Los Angeles as the bus flies — and some of you may never have visited these two sizable cities. It may be interesting to learn that between 1940 and the current year San Bernardino grew from a city of 44,000 to one of 73,000, and Riverside from 35,000 to over 50,000. Such growth adds up to more freight and passenger traffic for PE — and, therefore, more need for repair and maintenance facilities for freight cars, locomotives, and buses.

The San Bernardino Car House, built in 1917, provides the largest facility for maintenance and repair of rail equipment east of the Macy Street Shops, and is also a center for automotive repair. In this latter category, however, San Bernardino is far outstripped by the Riverside Garage. In charge of the work at both of these points is Foreman *Russell E. Van Deren*, who directs the labors of six Car Repairers and Inspectors and four Auto Mechanics at San Bernardino, and eight Auto Mechanics and one Car Cleaner at Riverside. The talents of these individuals, pooled together, make it

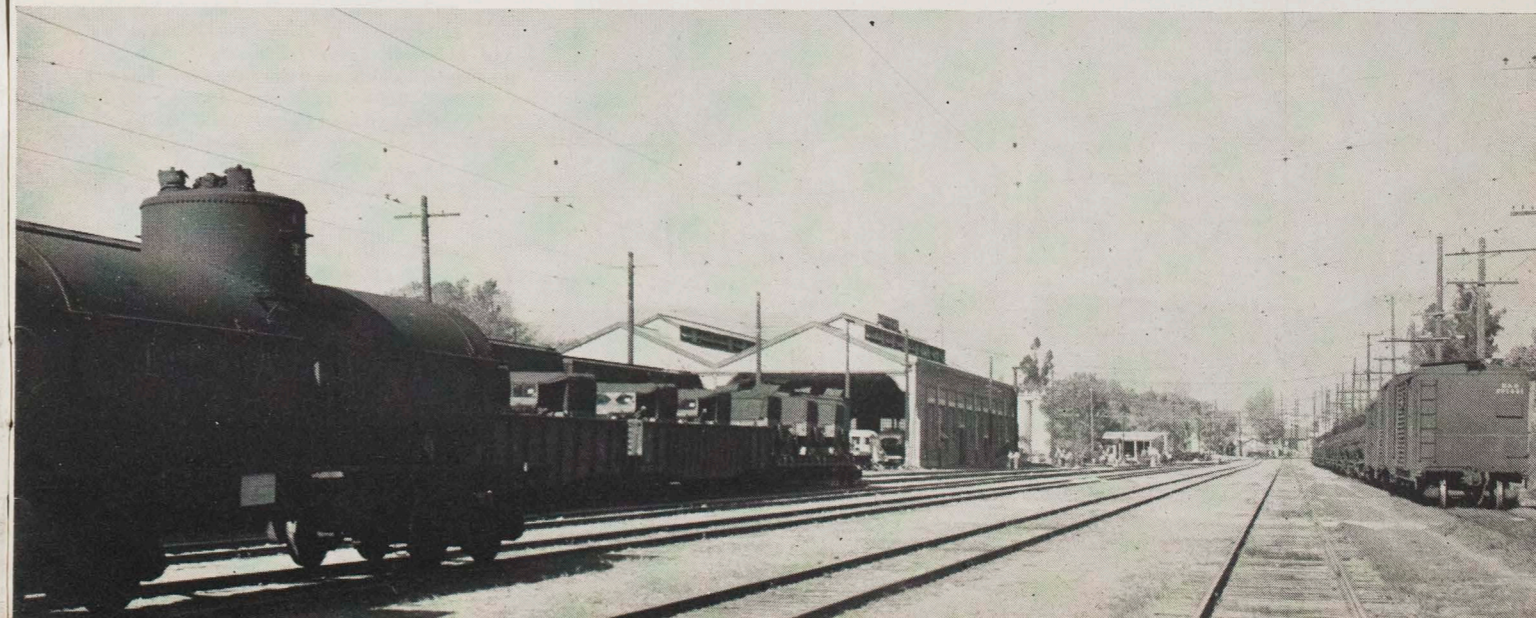
possible to contrive almost any sort of repair to any kind of rolling equipment used in the Eastern District.

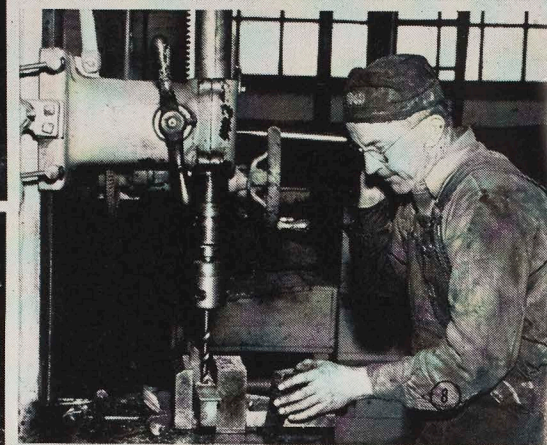
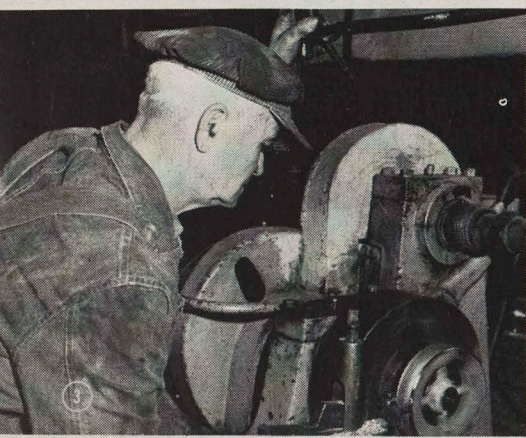
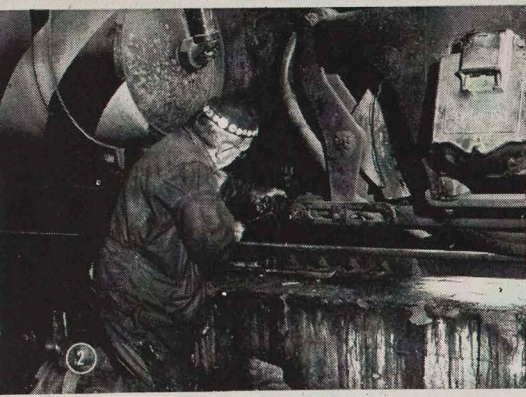
Because of the varied nature of his work, Mr. Van Deren acts under the joint supervision of three General Foremen: *Roy L. Mankins*, Rail Operations; *Fred T. Grant*, Freight Car Repair; and *E. W. Randig*, Automotive Repair.

Specifically, work at the San Bernardino Shops includes the maintenance of 1600-class electric locomotives, diesel locomotives, motor coaches, Engineering Department trucks and gasoline rail motor cars; and the inspection and repair of all freight cars going through the Yard. Each day, on the average, six electric and two diesel locomotives are safety-inspected, and four buses inspected and serviced. Diesels and buses receive mileage inspection monthly.

The Riverside Garage is devoted exclusively to the mileage inspection, safety inspection and servicing of local and interurban buses. Working in shifts around the clock, its crews regularly inspect 17 buses a day, and make incidental repairs to many other buses passing through the city. The Riverside mechanics can and do handle any kind of repair except major motor overhauls, which are sent to Macy Street Garage.

VIEW OF SAN BERNARDINO YARD, SHOWING CAR HOUSE, LEFT CENTER





IN THE SAN BERNARDINO SHOPS

GROUP ABOVE—Left to right are Russell E. Van Deren, Foreman; Glenn V. Jackson, Oscar Swanson, William D. Gray, and Ralph Boley, Car Repairers and Inspectors; Ralph L. Dayberry, Auto Machinist; Robert V. King, Car Repairer and Inspector; Peter R. Mercado, Laborer (visiting from Riverside); Amos H. Patton, Car Repairer and Inspector; and Claude C. Ward, Leader. Not pictured are W. Austin Sims, Night Working Foreman; and Conrad Martinez and Max A. Taylor, Auto Machinists, all night or swing shift employees. Since these pictures were taken (April), three changes have been made: Mr. Swanson and Mr. Boley have transferred to the Macy Car House, and Mr. Mercado has transferred to Macy Garage.

(1) Ralph L. Dayberry, Auto Machinist, tunes up a PE truck. With PE since 1926, he was an Extra Gang Foreman before he came into the Mechanical Department in 1943. Short time ago he did a ring job on the truck in the picture. (2) Glenn V. Jackson, Car Repairer and Inspector, adjusts the brakes on a diesel locomotive. (3) Claude C. Ward, Leader, turns down a trolley wheel. These wheels, he says, fill up with scale from the trolley wire. (4) William D. Gray, Car Repairer and Inspector, looks for a big bolt in the store, which contains supplies for 2000 and 2300-class buses, diesel and electric locomotives, freight cars, maintenance of way trucks; also cleaning supplies and some signal equipment for locomotives. (5) COVER PICTURE—Lead-Claude C. Ward with a cutting torch repairs the running board of a tank car. He has 42 years of railroad service, 29 years of which are with PE. (6) Ralph Boley, Car Repairer and Inspector, puts in a new section of running board on the freight car after the old one has been taken off by Mr. Ward and himself. (7) Amos H. Patton, Car Repairer and Inspector, checks freight cars out in the big San Bernardino Yard. With PE since 1922, he's been at San Bernardino all but three years. (8) Ralph Boley drills hole in plate for footboard on car end.



AT THE RIVERSIDE GARAGE

ABOVE—The Garage, showing buses in yard and quarters used by Motor Coach Operators in small addition at right. The building, located at First and Market Sts., has been in existence since 1927, and was first used for maintenance and repair of rail equipment. UPPER RIGHT—Ted Booth, Auto Repairman, changes a bus tire—no easy job, this! CENTER RIGHT—Henry G. ("Frenchy") Vial, Day Leader, working on bus motor ignition. LOWER RIGHT—W. J. Goff, Auto Machinist, lubricates a clutch pedal shaft. BELOW—Discovered in the Motor Coach Operators' quarters were the following, left to right: Oliver Horn and J. E. Davis, Riverside-Arlington Line; V. R. Yerton, relief runs; E. E. ("Shorty") Mason, Long Beach-Riverside Line; and George Knopes, Riverside-Long Beach and Riverside-Los Angeles Lines.—Incidentally, these men would like to know why there's no Motor Transit correspondent for the Magazine.—So would the Magazine!



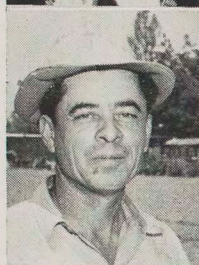
Why Buy Bonds by Pay Roll Savings?

LET THESE SIX EMPLOYEES, WHO ARE AMONG THE MOST CONSISTENT PURCHASERS ON THE ENTIRE SYSTEM, TELL YOU THEIR ANSWERS:



LEE A. STROPLES, Pasadena Motorman: "I bought bonds regularly during the war, and am now buying one a month. Bonds are good safe investments in these days of small returns, and provide a good way to save." Mr. Stroples has a wife and a 20-year-old son, Bob, the latter a Chainman in the Engineering Department.

— USE THE PAYROLL SAVINGS PLAN —



RAMON DUARTE, Section Gang No. 2, Engineering Department: "I've been buying bonds ever since 1945, when I started with PE, and I've been increasing deductions ever since. I buy them because it's a good way to save. Not for any special reason except to be able to cash them when they come due." Ramon says he has never cashed any of his bonds. He has a wife, one child, and also supports his mother in Mexico. (Foreman H. J. Cook acted as interpreter for this interview.)

— USE THE PAYROLL SAVINGS PLAN —



LILIA COOPER HOLGUIN, Machinist, Torrance Shops: "I figure it's a safe investment, and that in ten years you get more than you would at the bank. I'm saving for the education of my children, and for emergencies, like sickness." The children include three boys aged 18, 14, and 11½, and a girl 9. Yes, Lilia has cashed "some" of her bonds, but still has most of them. She's been a Machinist for five years.

— USE THE PAYROLL SAVINGS PLAN —



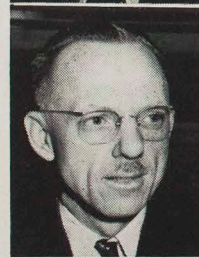
JAMES A. MOUTON, Car Repairer, Macy Repair Shop: "I've been buying savings bonds ever since 1945 on the pay roll deduction plan to try to save up a down payment on a home. I never miss the money when it's taken out of my pay check."

— USE THE PAYROLL SAVINGS PLAN —



R. A. BROOKS, Motor Transit Operator: "I only have one reason for buying bonds: Because I don't know any better way to save money. It's easy to run to the bank and cash a check, but when you've got the money in bonds, it's not quite so handy to spend the money." Mr. Brooks has been buying bonds ever since the first defense bond drive. He has a wife and two children.

— USE THE PAYROLL SAVINGS PLAN —



E. H. UECKER, Assistant to Auditor: "My main reason for buying is to provide a college education for three children. I've been buying regularly by pay roll deduction since Jan. 1, 1942, and have never cashed any yet."

LOST — A Watch; FOUND — Three Friends

IN GREAT AGITATION a young man with one foot in a slipper swung on crutches last April 1 into the Pacific Electric Lost and Found Department, 736 PE Building.

Giving his name as **William C. ("Bill") Rankin**, and his address as 727 N. Merced Ave., Baldwin Park, to **Mrs. Deane H. Koch**, the Clerk, he apprehensively told how, only a few minutes before, he had left his Helbros watch in a telephone booth downstairs in the PE Building lobby, and had vainly returned to the booth. The watch was gone. And he wanted it back. His grandmother had given it to him six years ago.

It was too soon for a missing article to have been brought up to the main Lost and Found office. **Mrs. Koch**, through whose office portals pass daily hundreds of the most hopeful, anxious, and wistful people in the world, advised him to contact the Parcel Check Room and the Information Desk downstairs at once.

Hopefully, the young man carried out her advice, only to return sadly with the report of failure. **Mrs. Koch** then followed the usual routine, tell-

NEATLY ARRANGED and tagged for ready reference are the innumerable articles in the Lost and Found Department. Coats, gloves, umbrellas, suitcases, shirts, shoes, pens, pencils, and even a pair of crutches are among the articles in this picture. One man recently sent in a diagram of his false teeth and asked the Clerk to send him any she found that would match the drawing for exact size and shape.



ing him to check with her in a few days. If the watch had not arrived by that time, but should come in later, she would notify him.

Days passed, and no similar watch appeared in Lost and Found. Experience having taught her that under such circumstances the odds are greatly against the recovery of valuables, **Mrs. Koch** might well have let the matter drop. She had performed her entire duty. But somehow, as she puts it, the grief-stricken face of the young man "got under my skin."

She bethought herself of a radio program, "Quick as a Flash," to which she listens on Sunday afternoons over KHJ. On this program Helbros watches are often given to those who successfully answer certain questions. Calling the program director, **Charles Bulotti**, she told the story of **Mr. Rankin** and asked if anything could be done. **Mr. Bulotti**, listening sympathetically, conceived an idea. In turn, he called his friend, **Ben Alexander**, of the radio program, "Heart's Desire." On this program, letters telling the writer's "heart's desire" are read to the studio audience, and the volume of applause determines whose requests will be granted.

Mr. Alexander also listened sympathetically to the story of the lost Helbros watch.

Result: A letter from **Bill Rankin** to **Mrs. Koch**, dated April 27, and saying, in part:

"I received my new watch yesterday and like it very much. It was, indeed, thoughtful of you to help me get it. I want to take this opportunity to thank you . . . Could you, at your convenience, send me the name of the man at the radio station whom you called so that I might write and thank him?"

Freight Car Trucks to Be Smoother, Safer, Faster, Says AAR

RAILROAD FREIGHT CARS will be smoother riding, faster and safer as a result of a freight truck research program authorized in May by the Board of Directors of the Association of American Railroads.

The program, which will be carried on under the general direction of the A.A.R. Mechanical Division in collaboration with freight car truck and snubber manufacturers, calls for laboratory and road tests of snubber de-



REAL LIFE DRAMA—In top picture, **Mrs. Deane H. Koch**, Lost and Found Clerk, admires new watch she helped **Bill Rankin** get after the old one he had lost in a telephone booth in the PE Station failed to show up in her department. Below, left is **Charles Bulotti**, KHJ-Don Lee's Program Director, upon whom **Mrs. Koch** first called for assistance; right is **Ben Alexander**, emcee of the "Heart's Desire" radio program, who cooperated with **Mrs. Koch** and **Mr. Bulotti** in supplying **Bill's** new watch.

vices and freight trucks designed for high-speed service.

The tests will be carried on during the summer months, and will consist of comparing the operation, from a safety and riding standpoint, of existing types of freight car trucks and snubbers with new designs recently developed by the manufacturers.

Road tests of the new type freight car trucks will be conducted at speeds ranging from 65 to 90 miles an hour, with the new trucks carrying loads ranging from 60,000 to 169,000 pounds.

What's Your Hobby?

A GREAT MANY Pacific Electric employes have hobbies that are of special and unusual interest.

For the hobby corner of the Magazine, won't you drop a line to the Editor at 695 PE Building, giving your name, job title, department, home and business telephone numbers, and a sentence or two describing your hobby? We'll do the rest.

FEDERAL WITHHOLDING TAX REDUCED

Increasing Take-Home Pay

THE AMOUNT of Federal Withholding Tax was reduced effective with pay checks for the second period of April, 1948, thus increasing the amount of take-home pay. This was in accordance with recent amendment to the Income Tax Laws passed by Congress over the veto of the President, and is the first tax bill in 23 years to cut personal taxes substantially. The numerous changes all favor the individual taxpayer — corporations will have to wait awhile for any relief from the present high tax burden. The new law increases personal exemptions from \$500 to \$600 per person. A new "Withholding Tax Table"

has been posted on all bulletin boards for information of employes, and following is a brief comparison of several wage brackets of the new and

old semi-monthly Withholding Tax showing saving each pay period. (Multiply by 24 to obtain yearly saving.)

| Amount of Wages At Least | But Less Than | | Number of Exemptions Claimed by Employee | | | | | | | |
|-----------------------------|---------------|-----|--|-------|-------|-------|-------|-------|------|------|
| | | | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| \$128 | \$132 | Old | \$22.90 | 18.50 | 14.30 | 10.40 | 6.40 | 2.40 | 0.00 | 0.00 |
| | | New | 19.40 | 15.30 | 11.10 | 7.00 | 2.80 | 0.00 | 0.00 | 0.00 |
| Saving each pay period..... | | | 3.50 | 3.20 | 3.20 | 3.40 | 3.60 | 2.40 | 0.00 | 0.00 |
| \$152 | \$156 | Old | \$27.40 | 23.00 | 18.70 | 14.50 | 10.50 | 6.50 | 2.60 | 0.00 |
| | | New | 23.00 | 18.90 | 14.70 | 10.60 | 6.40 | 2.30 | 0.00 | 0.00 |
| Saving each pay period..... | | | 4.40 | 4.10 | 4.00 | 3.90 | 4.10 | 4.20 | 2.60 | 0.00 |
| \$172 | \$176 | Old | \$31.10 | 26.80 | 22.40 | 18.10 | 13.90 | 10.00 | 6.00 | 2.00 |
| | | New | 26.00 | 21.80 | 17.70 | 13.50 | 9.40 | 5.20 | 1.10 | 0.00 |
| Saving each pay period..... | | | 5.10 | 5.00 | 4.70 | 4.60 | 4.50 | 4.80 | 4.90 | 2.00 |

FEDERAL WITHHOLDING TAX DEDUCTION TABLE

Effective May 1, 1948

SEMI-MONTHLY PAY ROLL

| If wages are | | Withholding exemptions claimed | | | | | If wages are | | Withholding exemptions claimed | | | | | | | | | | | |
|--------------|----------|--------------------------------|---------|--------|--------|--------|--|--------|--------------------------------|-------|-------|-------|-------|--------|--------|--------|--------|--------|------------|--|
| From | To | 0 | 1 | 2 | 3 | 4 | From | To | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 or more | |
| | | Amount to be withheld | | | | | | | Amount to be withheld | | | | | | | | | | | |
| \$ 0.00 | \$ 27.99 | 15% of wages \$4.30 | \$.20 | | | | 116.00 | 117.99 | 17.50 | 13.30 | 9.20 | 5.00 | .90 | | | | | | | |
| 28.00 | 29.99 | | | | | | 118.00 | 119.99 | 17.80 | 13.60 | 9.50 | 5.30 | 1.20 | | | | | | | |
| 30.00 | 31.99 | 4.60 | .50 | | | | 120.00 | 123.99 | 18.20 | 14.10 | 9.90 | 5.80 | 1.60 | | | | | | | |
| 32.00 | 33.99 | 4.90 | .80 | | | | 124.00 | 127.99 | 18.80 | 14.70 | 10.50 | 6.40 | 2.20 | | | | | | | |
| 34.00 | 35.99 | 5.20 | 1.10 | | | | 128.00 | 131.99 | 19.40 | 15.30 | 11.10 | 7.00 | 2.80 | | | | | | | |
| 36.00 | 37.99 | 5.50 | 1.40 | | | | 132.00 | 135.99 | 20.00 | 15.90 | 11.70 | 7.60 | 3.40 | | | | | | | |
| 38.00 | 39.99 | 5.80 | 1.70 | | | | 136.00 | 139.99 | 20.60 | 16.50 | 12.30 | 8.20 | 4.00 | | | | | | | |
| 40.00 | 41.99 | 6.10 | 2.00 | | | | 140.00 | 143.99 | 21.20 | 17.10 | 12.90 | 8.80 | 4.60 | \$.50 | | | | | | |
| 42.00 | 43.99 | 6.40 | 2.30 | | | | 144.00 | 147.99 | 21.80 | 17.70 | 13.50 | 9.40 | 5.20 | 1.10 | | | | | | |
| 44.00 | 45.99 | 6.70 | 2.60 | | | | 148.00 | 151.99 | 22.40 | 18.30 | 14.10 | 10.00 | 5.80 | 1.70 | | | | | | |
| 46.00 | 47.99 | 7.00 | 2.90 | | | | 152.00 | 155.99 | 23.00 | 18.90 | 14.70 | 10.60 | 6.40 | 2.30 | | | | | | |
| 48.00 | 49.99 | 7.30 | 3.20 | | | | 156.00 | 159.99 | 23.60 | 19.50 | 15.30 | 11.20 | 7.00 | 2.90 | | | | | | |
| 50.00 | 51.99 | 7.60 | 3.50 | | | | 160.00 | 163.99 | 24.20 | 20.10 | 15.90 | 11.80 | 7.60 | 3.50 | | | | | | |
| 52.00 | 53.99 | 7.90 | 3.80 | | | | 164.00 | 167.99 | 24.80 | 20.70 | 16.50 | 12.40 | 8.20 | 4.10 | | | | | | |
| 54.00 | 55.99 | 8.20 | 4.10 | | | | 168.00 | 171.99 | 25.40 | 21.20 | 17.10 | 12.90 | 8.80 | 4.60 | \$.50 | | | | | |
| 56.00 | 57.99 | 8.50 | 4.40 | \$.20 | | | 172.00 | 175.99 | 26.00 | 21.80 | 17.70 | 13.50 | 9.40 | 5.20 | 1.10 | | | | | |
| 58.00 | 59.99 | 8.80 | 4.70 | .50 | | | 176.00 | 179.99 | 26.60 | 22.40 | 18.30 | 14.10 | 10.00 | 5.80 | 1.70 | | | | | |
| 60.00 | 61.99 | 9.10 | 5.00 | .80 | | | 180.00 | 183.99 | 27.20 | 23.00 | 18.90 | 14.70 | 10.60 | 6.40 | 2.30 | | | | | |
| 62.00 | 63.99 | 9.40 | 5.30 | 1.10 | | | 184.00 | 187.99 | 27.80 | 23.60 | 19.50 | 15.30 | 11.20 | 7.00 | 2.90 | | | | | |
| 64.00 | 65.99 | 9.70 | 5.60 | 1.40 | | | 188.00 | 191.99 | 28.40 | 24.20 | 20.10 | 15.90 | 11.80 | 7.60 | 3.50 | | | | | |
| 66.00 | 67.99 | 10.00 | 5.90 | 1.70 | | | 192.00 | 195.99 | 29.00 | 24.80 | 20.70 | 16.50 | 12.40 | 8.20 | 4.10 | | | | | |
| 68.00 | 69.99 | 10.30 | 6.20 | 2.00 | | | 196.00 | 199.99 | 29.60 | 25.40 | 21.30 | 17.10 | 13.00 | 8.80 | 4.70 | \$.50 | | | | |
| 70.00 | 71.99 | 10.60 | 6.50 | 2.30 | | | 200.00 | 209.99 | 30.60 | 26.50 | 22.30 | 18.20 | 14.00 | 9.90 | 5.70 | 1.60 | | | | |
| 72.00 | 73.99 | 10.90 | 6.80 | 2.60 | | | 210.00 | 219.99 | 32.10 | 28.00 | 23.80 | 19.70 | 15.50 | 11.40 | 7.20 | 3.10 | | | | |
| 74.00 | 75.99 | 11.20 | 7.10 | 2.90 | | | 220.00 | 229.99 | 33.60 | 29.50 | 25.30 | 21.20 | 17.00 | 12.90 | 8.70 | 4.60 | \$.40 | | | |
| 76.00 | 77.99 | 11.50 | 7.40 | 3.20 | | | 230.00 | 239.99 | 35.10 | 31.00 | 26.80 | 22.70 | 18.50 | 14.40 | 10.20 | 6.10 | 1.90 | | | |
| 78.00 | 79.99 | 11.80 | 7.70 | 3.50 | | | 240.00 | 249.99 | 36.60 | 32.50 | 28.30 | 24.20 | 20.00 | 15.90 | 11.70 | 7.60 | 3.40 | | | |
| 80.00 | 81.99 | 12.10 | 8.00 | 3.80 | | | 250.00 | 259.99 | 38.10 | 33.90 | 29.80 | 25.60 | 21.50 | 17.30 | 13.20 | 9.00 | 4.90 | \$.70 | | |
| 82.00 | 83.99 | 12.40 | 8.30 | 4.10 | | | 260.00 | 269.99 | 39.60 | 35.40 | 31.30 | 27.10 | 23.00 | 18.80 | 14.70 | 10.50 | 6.40 | 2.20 | | |
| 84.00 | 85.99 | 12.70 | 8.50 | 4.40 | \$.20 | | 270.00 | 279.99 | 41.10 | 36.90 | 32.80 | 28.60 | 24.50 | 20.30 | 16.20 | 12.00 | 7.90 | 3.70 | | |
| 86.00 | 87.99 | 13.00 | 8.80 | 4.70 | .50 | | 280.00 | 289.99 | 42.60 | 38.40 | 34.30 | 30.10 | 26.00 | 21.80 | 17.70 | 13.50 | 9.40 | 5.20 | \$1.10 | |
| 88.00 | 89.99 | 13.30 | 9.10 | 5.00 | .80 | | 290.00 | 299.99 | 44.10 | 39.90 | 35.80 | 31.60 | 27.50 | 23.30 | 19.20 | 15.00 | 10.90 | 6.70 | 2.60 | |
| 90.00 | 91.99 | 13.60 | 9.40 | 5.30 | 1.10 | | 300.00 | 319.99 | 46.30 | 42.20 | 38.00 | 33.90 | 29.70 | 25.60 | 21.40 | 17.30 | 13.10 | 9.00 | 4.80 | |
| 92.00 | 93.99 | 13.90 | 9.70 | 5.60 | 1.40 | | 320.00 | 339.99 | 49.30 | 45.20 | 41.00 | 36.90 | 32.70 | 28.60 | 24.40 | 20.30 | 16.10 | 12.00 | 7.80 | |
| 94.00 | 95.99 | 14.20 | 10.00 | 5.90 | 1.70 | | 340.00 | 359.99 | 52.30 | 48.10 | 44.00 | 39.80 | 35.70 | 31.50 | 27.40 | 23.20 | 19.10 | 14.90 | 10.80 | |
| 96.00 | 97.99 | 14.50 | 10.30 | 6.20 | 2.00 | | 360.00 | 379.99 | 55.30 | 51.10 | 47.00 | 42.80 | 38.70 | 34.50 | 30.40 | 26.20 | 22.10 | 17.90 | 13.80 | |
| 98.00 | 99.99 | 14.80 | 10.60 | 6.50 | 2.30 | | 380.00 | 399.99 | 58.30 | 54.10 | 50.00 | 45.80 | 41.70 | 37.50 | 33.40 | 29.20 | 25.10 | 20.90 | 16.80 | |
| 100.00 | 101.99 | 15.10 | 10.90 | 6.80 | 2.60 | | 400.00 | 419.99 | 61.30 | 57.10 | 53.00 | 48.80 | 44.70 | 40.50 | 36.40 | 32.20 | 28.10 | 23.90 | 19.80 | |
| 102.00 | 103.99 | 15.40 | 11.20 | 7.10 | 2.90 | | 420.00 | 439.99 | 64.20 | 60.10 | 55.90 | 51.80 | 47.60 | 43.50 | 39.30 | 35.20 | 31.00 | 26.90 | 22.70 | |
| 104.00 | 105.99 | 15.70 | 11.50 | 7.40 | 3.20 | | 440.00 | 459.99 | 67.20 | 63.10 | 58.90 | 54.80 | 50.60 | 46.50 | 42.30 | 38.20 | 34.00 | 29.90 | 25.70 | |
| 106.00 | 107.99 | 16.00 | 11.80 | 7.70 | 3.50 | | 460.00 | 479.99 | 70.20 | 66.10 | 61.90 | 57.80 | 53.60 | 49.50 | 45.30 | 41.20 | 37.00 | 32.90 | 28.70 | |
| 108.00 | 109.99 | 16.30 | 12.10 | 8.00 | 3.80 | | 480.00 | 499.99 | 73.20 | 69.10 | 64.90 | 60.80 | 56.60 | 52.50 | 48.30 | 44.20 | 40.00 | 35.90 | 31.70 | |
| \$110.00 | \$111.99 | \$16.60 | \$12.40 | \$8.30 | \$4.10 | | 15 per cent of the excess over \$500 plus— | | | | | | | | | | | | | |
| 112.00 | 113.99 | 16.90 | 12.70 | 8.60 | 4.40 | \$.30 | \$500.00 or over | 74.70 | 70.60 | 66.40 | 62.30 | 58.10 | 54.00 | 49.80 | 45.70 | 41.50 | 37.40 | 33.20 | | |
| 114.00 | 115.99 | 17.20 | 13.00 | 8.90 | 4.70 | .60 | | | | | | | | | | | | | | |

Form W-4
(Revised April 1948)
U. S. Treasury Department
Internal Revenue Service

EMPLOYEE'S WITHHOLDING EXEMPTION CERTIFICATE
(Collection of Income Tax at Source on Wages)

Print full name _____ Social Security No. _____
Print home address _____

FILE THIS FORM WITH YOUR EMPLOYER. Otherwise, he is required by law to withhold tax from your wages without exemption.

HOW TO CLAIM YOUR WITHHOLDING EXEMPTIONS

I. If you are SINGLE, write the figure "1"

II. If you are MARRIED, one exemption is allowed for the husband and one exemption for the wife.
(a) If you claim both of these exemptions, write the figure "2"
(b) If you claim one of these exemptions, write the figure "1"
(c) If you claim neither of these exemptions, write "0"

III. Additional exemptions for age and blindness:
(a) If you or your wife will be 65 years of age or older at the end of the year, and you claim this exemption, write the figure "1"; if both will be 65 or older, and you claim both of these exemptions, write the figure "2"
(b) If you or your wife are blind, and you claim this exemption, write the figure "1"; if both are blind, and you claim both of these exemptions, write the figure "2"

IV. If during the year you will provide more than one-half of the support of persons closely related to you, write the number of such dependents. (See instruction 3 on other side.)

V. Add the number of exemptions which you have claimed above and write the total

I CERTIFY that the number of withholding exemptions claimed on this certificate does not exceed the number to which I am entitled.

Dated _____, 1948 9-16-54717-1 (Signature) _____

It will be noted that the number of "exemptions" is important as they determine the amount of the tax required by law to be withheld from wages. "Exemptions" are claimed by filing U. S. Treasury Department Form W-4 with the Pay Roll Accounts Bureau, Room 299 PE Building. If the Form is not filed, the amount of "0" column must be deducted from wages.

The new law allows additional exemptions for age and blindness. See paragraph III of Form W-4.

Instruction 3 referred to in paragraph IV of Form W-4 reads as follows:

"3. DEPENDENTS—To qualify as your dependent (line IV on other side), a person must (1) receive more than one-half of his or her support from you for the year, (2) have less than \$500 of income of his or her own during the year, and (3) be closely related to you. 'Closely related' means that the person is—

- Your son, daughter, or their descendants; stepson, stepdaughter, son-in-law, or daughter-in-law;
- Your father, mother, or ancestor of either; stepfather, stepmother, father-in-law, or mother-in-law;
- Your brother, sister, stepbrother, stepsister, half brother, half sister, brother-in-law, or sister-in-law;
- Your uncle, aunt, nephew, or niece (but not if related only by marriage).

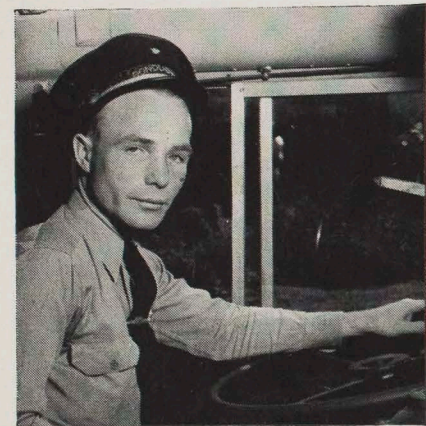
"The above relationships apply to a legally adopted child as if he or she were a child by blood. Do not claim a citizen of a foreign country as a dependent unless he or she is a resident of the United States, Canada, or Mexico."

The following is quoted from Regulations issued by the Bureau of Internal Revenue, U. S. Treasury Department, to employers with respect to Withholding Exemption Certificates, Form W-4:

"Employers are required to allow withholding exemptions to each employee on the basis of a withholding exemption certificate signed by the employee. If an employee fails or refuses to furnish a certificate,



AT OPENING OF WESTWOOD EXTENSION of Beverly-Sunset Motor Coach Line, Tuesday, May 11, were PE officials and Westwood business and civic leaders. Left to right are Chase Wanglin, President, Westwood Business Men's Association; Joe Valentine, Manager, Desmond's Westwood Store; J. Win Austin, Member of City Council, Third District, Los Angeles; William C. Stewart, General Manager, Westwood Hills Press; Charles Dwight, Manager, Westwood Business Men's Association; H. O. Marler, PE's Passenger Traffic Manager; H. H. Williams, PE's General Agent at Ocean Park; and R. O. Christiansen, General Agent in Mr. Marler's office. Picture taken at Westwood Blvd. and LeConte St.



JULIAN F. DeWATNEY was the Motor Coach Operator of the first PE bus to go over the new route through Westwood Village.

Mid-Day and Saturday Service Increased on Riverside Drive Line

GREATLY INCREASED mid-day and Saturday service on the Los Angeles-North Hollywood-Van Nuys via Riverside Drive Motor Coach Line was placed into operation on Friday, May 21, to take care of the considerably increased patronage since the line was established on August 4, 1947.

The new schedule provides for the addition of four round trips Mondays through Fridays between Los Angeles, North Hollywood, and Van Nuys, and the addition of eight round trips on Saturdays. Under the new schedule, a 30-minute headway is maintained during the major portion of the base service period, replacing the former hourly headway.

Additional coaches are to be placed into service to handle the heavy volume of morning and evening rush-hour traffic.

Bus Shuttle Service Starts Between Sierra Madre and San Marino

INAUGURATION of motor coach service between Sierra Madre and San Marino Junction for operation during early morning, mid-day, and night hours Mondays through Fridays and all day on Saturdays and Sundays took place on Friday, June 11.

During the hours the buses are running, rail shuttle service between Sierra Madre and San Marino Junction has been discontinued. Through rail service from Sierra Madre to Los Angeles, however, continues during morning and evening rush hours Mondays through Fridays.

— USE THE PAYROLL SAVINGS PLAN —

WITHHOLDING TAX

(Continued from Page 9)

mitted by law to postpone the effective date until the first status determination date (that is, January 1 or July 1), which occurs at least 30 days after the date on which the certificate is filed with the employer. During 1948, an additional status determination date for employees claiming the exemption for age or blindness is the 90th day after the enactment of the Revenue Act of 1948.

"Prior to December 1 of each year, each employer should request employees to file amended exemption certificates for the ensuing year, in the event of change in their exemption status since the filing of their latest certificates."

The Income Tax provisions of the Amended Revenue Act of 1948 were effective January 1, 1948. However, the new lower withholding tax rates may only be applied to wages paid on and after May 1st, 1948. Adjustment of the amount withheld during

Two Motor Coach Lines Change Routes in May

REROUTING of two motor coach lines was effective in May.

On May 9, the route of the Los Angeles-Downey-Santa Ana Line was changed to provide for operation from Los Angeles along Anaheim-Telegraph Road, Lakewood Blvd., Lexington-Gallatin Road, Florence Ave., Downey Ave., and Firestone Blvd. Service was discontinued on Paramount Blvd. south of Anaheim-Telegraph Road and along Florence Ave., between Paramount Blvd. and Downey Ave.

No change in the basic schedule was involved in this rerouting.

On May 14, the route of the Beverly-Sunset Blvd. Line was changed to provide for operation through Westwood Village. Under the new arrangement, coaches are routed from Sunset Blvd. and Hilgard Ave. via Hilgard Ave., University Drive, Hilgard Ave., Le Conte Ave., Gayley Ave., Montana Ave., and Sepulveda Blvd. to Sunset Blvd., except for two morning inbound trips to Los Angeles and two late afternoon outbound trips from Los Angeles which are operated over the Sunset Blvd. route.

Schedule of the new service through Westwood Village provides for improved transportation to and from points west of Sepulveda Blvd.

Billion-Dollar Tourist Trade in California

TOURISTS have poured a billion dollars into Southern California in the two years since the war, Don Thomas, Managing Director of the All-Year Club, reported at a meeting of the California Hotel Association.

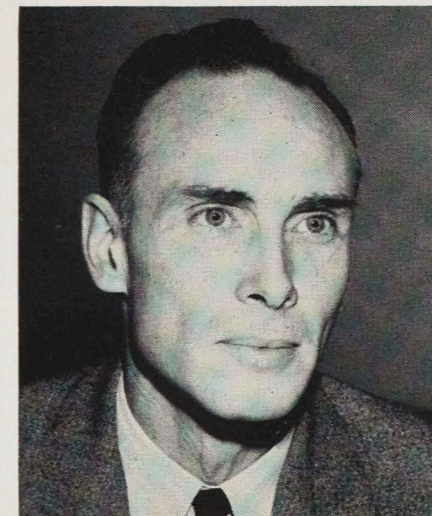
The tourist "industry" takes first place among the six local sources which bring in revenue from outside the state, Thomas said. Tourists spent \$467,341,051 here last year.

The other revenue getters in order of their importance are: Motion pictures, \$350,000,000; aircraft, \$328,231,000; petroleum, \$321,000,000; apparel, \$282,000,000; citrus, \$163,000,000.

—L.A. Herald-Express

the first part of 1948 in excess of the new lower rates will be made when filing income tax returns for the year 1948 on or before March 15, 1949. However, those persons who file quarterly estimated income tax declarations with the Collector of Internal Revenue may make the adjustment by revising downward their declaration of estimated tax for the second quarter of 1948 which is due on or before June 15, 1948.

Erhardt, Casey, Promoted in Transportation Department



J. WHITLEY CASEY
Office Manager
Transportation Department



IVAN W. ERHARDT
Chief Supervisor of Schedules
Transportation Department

I. W. Erhardt New Head of Schedule Bureau

IVAN W. ERHARDT, who for more than five years served as Office Manager of the Transportation Department, was promoted to the position of Chief Supervisor of Schedules, effective May 1. Mr. Erhardt succeeds L. J. McGrath, who for reasons of poor health has transferred to the Dispatcher's office.

Mr. Erhardt has a long, honorable, and varied record of railroad and bus line experience. While still in high school at Grand Forks, North Dakota, he showed an interest in telegraphy, and spent considerable spare time learning how to operate the key at the Great Northern depot. In 1911, he began as Station Helper for that railroad, climbing the ladder to positions as Station Agent and Cashier-Telegrapher Operator.

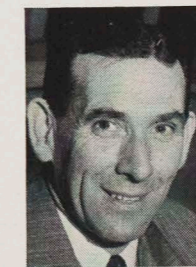
In 1915, he went to the Soo Line as Ticket Seller, and was successively Agent, Telegrapher in the Train Dispatcher's office, Wire Chief, and (1920-1929) Train Dispatcher. His Soo Line career was interrupted by World War I, when he spent 18 months in France, 1917-1919, winding up as a second lieutenant of infantry.

Convinced by a vacation trip that California was the place to live, on Sept. 1, 1929, he went to work for Greyhound as Clerk in the Superintendent's office, Los Angeles. By the following year he was Superintendent of the Pacific Greyhound Lines at El

LAST MINUTE

Flash

D. W. Yeager has been appointed Superintendent of System Freight and Box Motor Operation, succeeding James G. Blake, who has resigned. The appointment was effective June 1. Mr. Yeager was appointed Assistant Superintendent Feb. 1, 1947. He started as a Passenger Conductor with the company in 1927, entered freight service in 1935, and has



D. W. YEAGER

been Brakeman, Freight Conductor, Yardmaster, Assistant Trainmaster, and System Freight Trainmaster. Congratulations!

Paso. In 1932, he transferred to San Francisco. On May 16, 1933, at the invitation of Roy R. Wilson, then Superintendent of the Motor Transit Company, Mr. Erhardt came to Los Angeles as Chief Clerk for that company. When Motor Transit was merged with Pacific Electric in 1938, Mr. Erhardt stayed on, and in 1940 was made Chief Clerk of PE's Transpor-

J. W. Casey Appointed New Office Manager

SUCCEEDING MR. ERHARDT as Office Manager of the Transportation Department is J. Whitley Casey, the appointment having been effective May 1.

Mr. Casey was promoted from the position of Assistant Research Engineer in the Executive Department. Though his Pacific Electric service has covered only the brief span from October 15, 1947, to date, he came to the company with an excellent record of railroad service in responsible positions with the Union Railway Co., Memphis, Tenn. Since his arrival in the Pacific Electric organization, he has earned the respect and good will of all for his efficient work, his level head, and his diplomatic, unassuming, good-natured manner.

He began his work with the Union Railway as Secretary to the Superintendent in 1936. Five years later he was appointed Assistant Secretary-Treasurer and Chief Clerk to the President and the Superintendent. Beginning in 1944 he served as Treasurer and Assistant Secretary of the company, in addition to his duties as Chief Clerk to the President and the Superintendent.

Mr. Casey was born in Memphis, Tenn., where his father is a practicing physician. After graduating from high school, he attended Subiaco College, Subiaco, Ark., where in 1929 he received a trophy as best all-round athlete. "Whit" was captain of the basketball team, filled the positions of first baseman and relief pitcher on the baseball team, and was quarterback and substitute captain on the football team.

He's had little time for sports or other hobbies since he left college, because he says he's worked "every day in the year" since that time. He has a wife, Helen, and a seven-year-old daughter, Cathleen Iovia.

His many newly-acquired friends in Pacific Electric are glad to learn of his well-merited promotion, and wish him all success.

tation Department. He held this position until his appointment as Office Manager in 1943.

Mr. Erhardt says that outside of membership in the American Legion, he doesn't have much time for hobbies. But he has helped bring up three daughters: Jean, the eldest, is in Tokyo with the U. S. civil service; Gretchen has just graduated from Occidental College; and Mary Lou is a student at John Marshall Junior High School.

Employees wish him the best of success in his new position.



CONGRESS IN ACTION

SPECTATORS at a recent Congressional inquiry guffawed. I hope that some of them got the point. A movie actor had just remarked, deadpan: "I've heard people say that we would have a more efficient government without Congress." A very serious point was contained in that statement, which apparently struck spectators as a humorous jibe at lawmakers, present and not present.

It is somewhat of an American custom to poke fun at our elected officials. Some steam is released that way, like the blowing-off of a safety valve. That's all right. But that any sane American should suggest doing away with Congress is no laughing matter. You might as well say that we ought to give up our democratic way of life, in the interest of greater efficiency. One would be equivalent to the other. But who wants an efficient tyranny?

OUR SAFEGUARD

I am going to say that I appreciate Congress. I am not ashamed to say it. Moreover, I am concerned that there are those who fail to recognize the essential dignity and worth of this branch of our government. Out of the welter of political turmoil in Washington, I think there is still room for a healthy respect for what our Congress does. And we must never forget that Congress represents the will of the people, of the majority. Congress is a mighty safeguard.



FUTURE TRANSPORTATION in Los Angeles was discussed over the television "Teleforum" by a number of well-known authorities, including Pacific Electric's Engineer of Planning of Development, Fred W. Spencer (extreme right), on Monday evening, June 7. Left to right are R. Roberts, in favor of monorail; Arthur Agar, Engineer with Public Utilities Commission; George F. Goehler, Superintendent of Schedules, Los Angeles Transit Lines; Freeman Lusk, Producer and Moderator of the show; W. J. MacFadyen, Secretary of the Metropolitan Traffic Transit Committee of Los Angeles Chamber of Commerce, and Mr. Spencer. — Photo courtesy of Guy Gifford, Executive Publisher, Los Angeles Transit Lines.

When any Congressional session is over, try looking back over the record. It will usually surprise you how much was accomplished. Especially so, if you are one of those Americans who like to chant: "Why, oh why, doesn't Congress do something?" When the recent Congress adjourned in late July, final action had been taken on at least 17 major issues. This was an array of achievements, when you recall that this Congress was the first new Congress following the war.

ANOTHER LOBBY

Action was taken on presidential tenure and succession, labor management relations, portal-to-portal pay, excise and social security taxes, National Science Foundation, continuation of the R.F.C. and the C.C.C.,

crop insurance, continuation of certain subsidies, Army-Navy unification, cashing of terminal leave bonds, executive reorganization, continuation of first class postal rates, rent control, and termination of existing credit regulations.

This Congress was also economy-minded. It should be credited with saving between \$2 and \$3 billion dollars for taxpayers. This Congress actually did more to economize by cutting down federal expenditures than has any Congress in at least 15 years. There was stubborn resistance to every attempt to economize. This time, one of the most active and persistent lobbies was the full-grown bureaucracy of the federal government.

A THANKLESS TASK

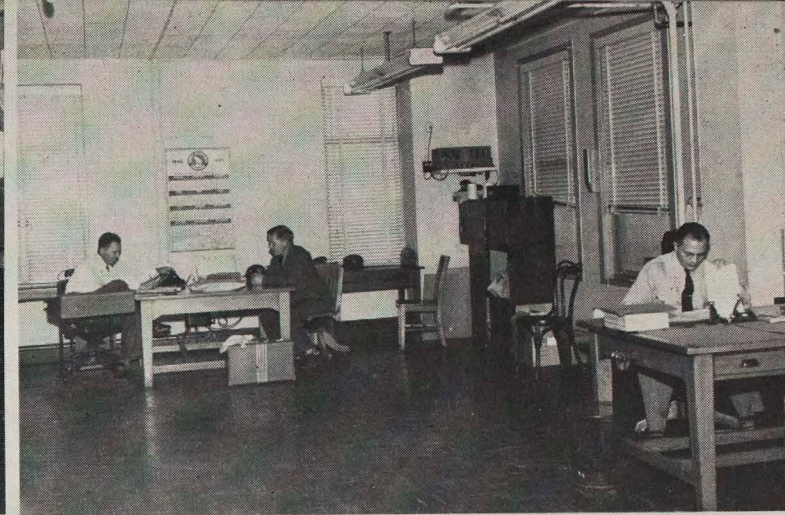
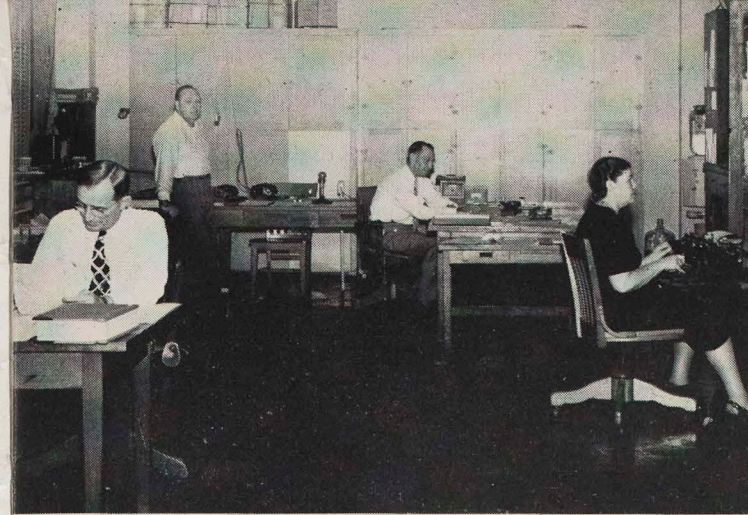
Considering the fact that the American people already spend more for government—local, state, and national—than they spend for food, we should be grateful to an economy-minded Congress. For Congress saved money for taxpayers, despite widespread "scare" tactics of a powerful and well-mobilized bureaucracy. Realizing the resistance to reductions of expenditures, we should be happy that we have a Congress that stands for economy.

Fateful problems will face this same Congress in its special session and the regular session to follow. Our sincere commendation should go to legislators for their efforts, and for their sincere public service. Their thankless but necessary persistence will remain necessary as long as we wish to maintain this Republic.

Retirements

THE SINCERE GOOD WISHES of all are extended to the following employees who retired, according to the Treasurer's office, during the months of March and April. May they enjoy the remainder of their lives to the fullest, doing exactly as they please!

| NAME | OCCUPATION | Years of Service |
|-----------------------|----------------------|------------------|
| Darrell E. Davis | Fireman, South | 18 |
| William W. Foster | Clerk, Frt. Accts. | 7 |
| David W. Holtby | Station Agent | 13 |
| Joseph McKay | Watchman | 13 |
| Carl H. Miller | Motor Coach Operator | 22 |
| Alexander H. Reid | Conductor, South | 28 |
| Chester E. Reitz | Compressor Operator | 28 |
| Edward P. Remelt | Motorman, West | 28 |
| Esther Ross | Clerk, Condr. Accts. | 35 |
| Anna M. Shofer | Clerk, Condr. Accts. | 34 |
| Elizabeth C. Stoddard | Clerk, Condr. Accts. | 21 |
| Apolonio M. Torres | Laborer | 4 |
| Robert B. Watson | Motorman, West | 21 |



SOUTHERN DISTRICT HEADQUARTERS, SIXTH AND MAIN

TOP LEFT — Left to right are E. W. Bell, Assistant Terminal Foreman; Earl Jardell, Terminal Foreman, second trick, just coming to work; E. B. Griffin, Terminal Foreman, first trick; and Dorothy Plummer, Trainmaster's Clerk, busy typing "the Board." TOP RIGHT — Motor Coach Dispatcher's quarters, moved up from the Bus Deck, are now at the opposite end of the big room (on the mezzanine floor) from the Terminal Foreman's office. Left to right are Service Directors G. C. Roedder, D. P. Nelson (Head), and J. J. Kinney. LEFT CENTER — Operator Henry W. Fisher drinks some coffee as E. J. ("Woody") Ablott, Service Director, looks on somewhat longingly. RIGHT CENTER — Guy Kemp, Motorman, left, looks up a run as Flaud D. Knox, Conductor, takes it easy. Mr. Knox is now taking it easy permanently, as he retired June 3 and celebrated his 70th birthday

the following day. On the afternoon of his retirement a large gift order for wearing apparel was presented to him by his colleagues. A large group of Trainmen and officials, including Superintendent E. B. Whiteside, witnessed the presentation. Conductor Knox started his PE work June 6, 1921, at Sixth and Main, and for the last 10 years had been working the Santa Ana Line. He has no special future plans. "No better man ever worked for the PE Railway," is general verdict. Mr. Knox lives at the Corday (formerly Edgar) Hotel, Santa Ana. BOTTOM LEFT — Conductor Ollie Steuernagel pockets a pool ball as, left to right, Motorman Irving C. Colt, Conductor Frank J. Oriva, Conductor R. W. Slayman, and Conductor G. J. White await turn. BOTTOM RIGHT — Conductor J. R. Hefferin, right, makes up his trip reports as Conductors T. B. Thomas, center, and R. E. Lovelace pose.

The Public Appreciates

M. L. Anderson, Operator, North, for his courtesy, efficiency, and frequent efforts beyond the call of duty to be helpful.

N. E. Barker, Conductor, South, considered by one passenger the "nicest" Conductor with whom she had come into contact.

R. A. Biggs, Operator, West, for his cheerful greeting to each passenger who boards his bus, his willingness to give clear and complete information; and his ability to maintain schedule without taking chances.

Frank J. Blatt, Operator, South, for waiting for a passenger who could not immediately cross the street to board the bus because of a red signal light.

E. E. Byers, Operator, West, for his skilful driving, and his courteous, patient answers to numerous questions.

A. R. Crow, Agent, Compton, and his Ticket Clerk, William Hambly, for their excellent cooperation in obtaining reservations, often on short notice, for representatives of the A. K. Wilson Lumber Co.

E. H. Dickerson, Conductor, West, picked by a commuter of many years of travel as PE's finest "finest in service, courtesy, and efficiency."

C. M. Ferguson, Operator, Motor Transit, for his tactful manner of handling an intoxicated passenger.

G. L. Gazeley, Conductor, West, for his cheerfulness, helpfulness, and courtesy.

D. L. Gladwell, Operator, Motor Transit, for his courtesy, especially toward an elderly lady who could not manage her suitcase.

E. A. Green, Operator, West, for his courtesy to passengers on the Redondo Beach Line.

A. M. Henson and E. E. Mason, Operators, Motor Transit, who were commended for their efficiency, courtesy, genuine gentlemanly conduct, and other outstanding qualities, in a letter signed by 16 regular commuters between Long Beach and Santa Ana.

C. J. Jones, Operator, Motor Transit, for being "very nice."

W. R. Kinsley, Operator, West, whose prompt and effective action in giving first aid to a passenger seized with an epileptic convulsion impressed an observer to the point of informing Pacific Electric authorities about Mr. Kinsley's good work.

C. W. Knight, Operator, North, for going beyond the line of duty to be helpful.

T. J. Koskey, Operator, West, whose courtesy and helpfulness, outstanding among Conductors and Operators who are "universally kind and helpful," are particularly appreciated by at least one passenger.

R. F. Lamb, Operator, West, for his courtesy in assisting a passenger to her proper destination on April 29.

E. S. Lewis, Conductor, North, whose pleasant and courteous attitude is such that one passenger will try

'I Could Never Get Another Dad'

I could never get another Dad like the one I have. He has no extra arms or legs or even an extra body to spare. That is one time we carry nothing extra. Each and every one alike.

Therefore the more safely things are made for my Dad to work by, the more thankful I am because I like my Dad just as he is. I would like to keep him that way. I know all other Daddy's would like to be kept that way too. And the company don't want no Daddy's to get hurt either. So I hope my Dad and all Dads will stop, look and do all things for everyone's safety.

Naomis Roberta Levine
Contestant's Signature
Grade 4 School Congress

WINNING ESSAY on safety in a Jones & Laughlin Steel Corporation plant, the composition was reproduced in this form in "The Tell-Tale." We trust that Naomi—and the Laughlin Steel Corporation—will smile tolerantly at our barefaced theft of this complete treatise on the practice of safety as a child sees it.

to ride his train on all the occasional trips she makes to Arcadia.

R. P. Lewis, Conductor, West, for assisting a blind woman to cross the street at Highland and Santa Monica.

H. B. McClintock, Operator, West, for promptly mailing to the owner a commutation ticket lost on a bus.

W. A. Merriweather, Operator, Motor Transit, who has received two letters, one expressing the writer's appreciation of the interest Mr. Merriweather shows in the welfare of his passengers; the other expressing the writer's appreciation of Mr. Merriweather's courtesy, geniality, and watchfulness of passenger safety.

Edgar C. Needles, Operator, West, who on two occasions during one observer's ride was seen to pass up a green light in order to wait for a passenger to cross the street and board his car.

C. W. Pennington, Motorman, West, reported in a letter signed by two patrons as an operator who never "jerks" his car, never takes chances at crossings, never passes up passengers, and is always pleasant.

J. T. Pettitt, Operator, Motor Transit, commended by four witnesses (on questionnaires sent out by the Claim Department) for his great skill in handling his bus so as to prevent it from tipping over. Thus he prevented injury to any passenger.

A. J. Pusateri, Conductor, West, for his close attention to the safety of passengers boarding and alighting from his car.

D. P. Quiring, Conductor, West, for going beyond the call of duty in returning a purse containing \$10.00 lost by a passenger's daughter.

R. A. Ritter, Trainman, West, for his courtesy in answering all inquiries willingly and thoroughly, and his concern for the safety of passengers, whom he constantly warns against hazards as they alight from his car.

W. B. Rumsey, Operator, Motor Transit, for assisting a bundle-laden passenger to board and leave his car, and for his cheerfulness and courtesy toward other passengers.

W. D. Shaw, Operator, West, for his efficiency, punctuality, and courtesy, and especially for waiting a few seconds one morning for a late passenger.

H. E. Tooker, Conductor, West, for his clear and unfailing announcement of streets and stops.

J. M. Turchin, Conductor, West, who is commended in two letters: (1) for his unvarying courtesy and good nature; (2) for his thoughtfulness in leaving his bus to assist the mother of the writer through heavy traffic to the sidewalk.

A. E. Way, Conductor, West, for his courtesy to every passenger ("goes out of his way to please") and his clear enunciation of stops.

— USE THE PAYROLL SAVINGS PLAN —

MACY STREET TERMINAL



By Ted Harrison

A NUMBER OF PEOPLE have asked where the "Macy" news was last issue. Well, to tell the truth, nobody seemed to have any news to go in, or at least, didn't say anything about it.

Yet interest in the Macy column is aroused in unexpected places. Some of you older men in service will remember Clara, who used to run the restaurant. She isn't too well and doesn't get around much, but she always has to see the PE MAGAZINE to see what the boys are doing at Macy. Seems she made quite a complaint about the lack of news to a certain member of the Mechanical Department who sees to it that she gets her copy of the Magazine each month. The moral of that story is, get the news in. People want to read it.

Here is the way the notice started out: "Baby girl born to the Sergeant at 12:55 a.m." Biological phenomenon!—Anyhow, it seems that on Friday, April 23, at the Alhambra Hospital, Louise Helen, weight 6 lbs. 2½ oz., arrived at 12:55 a.m. as the first addition to the family of "Sergeant" and Mrs. Chevin. The Sergeant says that although he and his wife wanted a little sergeant, they now quite satisfied with a WAC. "Papa" was so excited that he didn't say that "Mother and daughter were doing well," but I guess everything is all right. — We at Macy congratulate you, "Sergeant" and Mrs. Chevin. Thanks for the cigars!

Another blessed event, equally as important though WITHOUT the cigar, happened when Motorman R. W. Riley became Grandpa. Yessir, when a 7¼-lb. girl named Sara Jane Edgerton joined his daughter's family you just couldn't talk to R. W. With

his chest thrown out as he has been strutting around doing all the talking. — Again, congratulations from Macy St. Don't forget to let the parents see this announcement, R. W.!

June 1, and here comes Conductor Harry Wills back again after quite a long layoff.—Glad to see you back, Harry, and trust your long rest did you lots of good.

You'll have to look some other place for the fishing news of May 1 as Motorman Polzien did not make his regular report. Anyway we hear that he made his annual pilgrimage to Los

Butch, the Macy Cat, Hit-and-Run Victim

Alas, poor BUTCH! The ninth life of the famous Macy Cat — favorite of all the North Trainmen, exemplar and staunch advocate of system safety — was extinguished on May 5 by the irony of a cruel fate at Mission St. and the SP tracks just below Aliso St., when a hit-and-run driver ran an automobile over Butch's proud and handsomely furred body.

Full railroad honors were bestowed at the funeral, with Motorman H. E. Sweet and O. D. Early as pallbearers and grave-diggers. A monument of stones covered with flowers was affectionately placed over the grave behind Leo Therolf's switch shanty, where poor Butch, born of lowly parentage, had lived in feline splendor during his meteoric career as friend and counsellor to his innumerable human buddies in uniform.

M. D. Pruett, H. M. Pancoast, F. H. Richart, and J. J. Starz were the executive committee in charge of arrangements.

And, of course, the moral is, you can't be too careful, because you never know what sort of fellow may be driving that approaching automobile.



A GOOD PAL GONE — Macy Trainmen (left to right) O. W. Bratcher, M. J. Pruett, O. D. Early, and J. J. Starz sadly view the last resting place of Butch, the feline friend of all the men at Macy Street Yards.

Patos for the Memorial Day Holiday and as this goes to press we have not heard the results of the trip.

Motorman "Zip" Myers, who has been off for some time, owing to injuries he received in an accident, has been around visiting. Says he is coming along slowly but is not yet ready to go back to work.

Foreman Ed Fox was gone during late May on his vacation, and while he did not say where he was going, it's quite possible that he spent some of the time at his mountain resort and might even have taken a side trip to his desert holdings. L. N. Velzy held down the Night Foreman job.

— USE THE PAYROLL SAVINGS PLAN —

SUBWAY TERMINAL



By Bill Newman

IN ANSWER to the challenge of the Ocean Park bowling team, the Subway quint, captained by the fearless Jack Gerhardt, administered a sound thrashing to the boys from the Ocean.

The first half of the match was held at the Sunset Logan Bowl with the Subway beating the Ocean Park aggregation by a score of 2417-1942. "Whitey" McBain was the star of the match with a 227 game. In the second half of the match, rolled at the Santa Monica Bowl on May 16, the Subway team again was the victor by a score of 2479-2377, winning the match by a total of 577 pins. In this half "Pee Wee" Wheeler was the star, rolling a big 254 game. He received a "250" pin award from the hall.

A few months ago Bob Watson, the dean of the Van Nuys Line, was stricken very ill while working — so sick the doctor did not expect him to live. But with the fine co-operation of the Hospital Department he pulled through and is up and around. He hired out to PE in 1926 at West Hollywood and qualified on all jobs and equipment. Bob retired on pension recently.

We are glad to welcome back to the Subway our Janitress, Joan Perry, who after 17 years finally went back home on a visit to Oklahoma City. She said it rained for the whole week she was there, and that she was very glad to come back to sunny California.

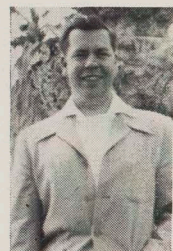
Terminal Foreman H. W. Bradbury

just returned from a trip to his old haunts in Mexico, where he worked for a good many years before he came to PE.

The old saying came true again that "You can't keep a good man down." Tom Boswell, Local Chairman of the Western Division, was taken pretty sick, but with the help of the Hospital and X-ray Departments he came out of it and is back to work.

Subway Depot Master W. J. Stewart, who underwent a serious operation at St. Vincent's Hospital, is back on the job again.

The Subway's loss is the U.S. Weather Bureau's gain as Trainman Bob Boucher leaves PE to take a position with the government as an observer at Bishop, California.



BOB BOUCHER

Bob studied radio and radar in the U. S. Navy, where he gained the experience for this job. The boys join in wishing him and Mrs. Boucher all good luck and happiness in his new work.

"Man Mountain" Fisher of Redondo Beach is a licensed pilot. He has a Stinson Voyager plane, and is going to school on Saturdays and Sundays to get a commercial license.

All in the Subway Terminal regretted to learn of the passing, on May 12, of Trainman Henry Van Den Brink's mother.

LOS ANGELES TERMINAL FREIGHT STATION



By Suzanne J. Smith

L. M. DUKE, Terminal Freight Agent, was confined in St. Vincent's Hospital and the McCray Sanitarium, and is now recuperating at his home in Santa Ana. Hurry back, Boss! . . . John H. ("Bud") Shreeve was at the General Hospital, awaiting transfer to Los Amigos . . . Juanita Lovin brought Pamela Marie in to see us. Pamela's all of five months, and has red hair . . . Mrs. Harry M. Pierson presented the girls with a copy of her marvelous oatmeal cookie receipt, and they were good . . . Believe it or not, P. B. Durant, Asst. Terminal Freight Agent, cut his birthday cake in 44 pieces, so we all had a nibble . . . Howard J. Kopschock can vote for a United States President this November, since his birthday . . . Leona Winget returned from vacationing in Arizona, with a terrific tan, and moved into her newly built home in Anaheim . . . Because of illness in the family, Beatrice Morrell had to take an emergency leave of absence and go to Oklahoma . . . Howard Riseling's red fireman's shirt outshines Frederick Leininger's and Robert Jordan's initialed shirts . . . Edith Irene Albright, Cyril F. Albright's wife, resigned

from Pacific Electric and is working for the Western Freight Association, here at the Freight House . . . Beatrice Leavitt is really "riding pretty" since she and hubby Larry purchased a new Studebaker. They christened the car by taking a trip to Denver . . . Reba Weathers solved the housing shortage by purchasing a spanking new trailer . . . Ethel Turner, formerly Station Clerk at Wilmington, works a Typist-Clerk job here at the Station and really likes it . . . Robert L. Eslick, who formerly worked at El Monte, is at present on sick leave . . . Miguel Escoto is back on the job, as good as new, after his recent illness . . . Jean Farrow believes in the tried and true remembrance method of tying a string on her finger . . . John Olson has a portable radio that makes quite a hit with the girls . . . Jimmy Boswell's automobile is back in service, after a recent accident . . . Ruth Fuerstenau had an interesting vacation to Oregon, Washington, and British Columbia, plus being Matron of Honor at her girl friend's wedding . . . Joseph N. Norris made a trip to Kansas and Missouri . . . Since A. C. Blommer went to Butte Street, the LATFS gang miss their jokes . . . Robert N. Minemyer bid in the Bill Clerk job for the Western District during celery season, and likes it fine . . . Louis Lipschultz vacationed at home, taking care of his wife, who has successfully recovered from a very serious operation . . . R. W. Jackson, Chief Yard Clerk, likes to stop by at "coffee time" . . . Arthur S. Tellechea showed us pictures of his son, taken at his christening . . . Recent vacationists



F. P. BEHNKE, West Trainman, with 125 pounds of barracuda he caught April 26 at San Pedro. Wonder if he ate 'em all?



FISHING AT LAKE HINSHAW proved lucrative for West Hollywood's (left to right) Trainmen J. C. Hearn, M. C. Rohde, and Terminal Foreman A. B. Marshall.

were John H. Mason, Pedro Rangel, Russell M. Peterson, Harold R. Phillips, and Fred L. Fluss . . . The warehouse boys are still talking about the chili bean feed the company put on for them, one Saturday afternoon . . . Florence Stockdill stopped in one lunch period to say "hello." . . . David Swyer adopted a little stray cat, since the girls couldn't decide which one of them would take it home . . . Mary Breese keeps the girls' lunchroom in posies . . . Jeanne Thompson is quite a good artist, as we found out when she drew a sketch for the announcement of the Agents' Association Annual Banquet.

— USE THE PAYROLL SAVINGS PLAN —

LONG BEACH FREIGHT HOUSE



By Jack Delaney

MR. AND MRS. JOHN L. VAN VALKENBURG have announced the marriage of their daughter, Ann Marie, to Ray Alton Clinkenberg, the marriage having taken place May 30 at the South Broadway Church of Christ, 408 W. 108th St., Los Angeles. Mr. Van Valkenburg is one of our Yardmasters at Long Beach. The station force wish them much happiness and a long happy marriage.

Saturday, June 19, Mrs. Fay Stirn, Mrs. Madeline Ruge and Mrs. Mary Stowell were hostesses at a bridal shower for Miss Dan S. Harris, our popular Freight Clerk, who has announced her engagement to Lyman Crowell, an SP employe at Van Nuys, formerly working at this station, where the romance began. All co-workers, their wives, and their



DAN S. HARRIS

husbands were guests at the party, held at the residence of Mary Stowell. Entertainment included a mock wedding and refreshments following the presentation and opening of gifts. They will be married July 10 at the Belmont Heights Methodist Church.

Walter A. Beiriger's Family Now In Japan

On military leave from the Hollywood Agency under A. R. Stevan, Capt. Walter F. Beiriger wrote June 3 to the effect that Mrs. Beiriger and their daughter, Donna, 16, were on the high seas and were expected to reach a Japanese port June 11. He also sent a change of address for the mailing list, and stated that he found the PACIFIC ELECTRIC MAGAZINE "newsy, informative, and very welcome." Captain Beiriger's location is presumably also Japan.

— USE THE PAYROLL SAVINGS PLAN —

Trains Are Safest

SOME SAFETY STATISTICIAN wrote as his opinion:

"The safest place to be is not in the home, not on the city streets or rural highways — the safest place is on an American railway train."

He might have added that rail passengers, day or night, have "Guardian Angels" — alert men in the engine's cab and on the train and in the dispatchers' offices, signal towers, in the shops and roundhouses and everywhere along the right-of-way.

In railroading, eternal vigilance and its concomitant diligence is traditional, and often it means working in sleet or snow or in the rain if a job is to be done and clinched tight before it becomes even a remote hazard.

—Lew Heck, Travel Editor, Cincinnati Times-Star



NANCY NORRIS, Assistant File Clerk in the Transportation Department, became Mrs. Edward Dobson on May 29 in the First Methodist Church, Huntington Park. A reception followed at the bride's home, 3624 Weik, Bell, attended by a number of PE employes. Known to all PE Building employes, Nancy gained great popularity with her cheery smile and pleasant word for all when she was Mail Messenger, the job she held till last Jan. 1. Hubby works for Union Oil, and was in the Navy two years during the war. Nancy intends to continue working for PE.



NEW LOOK AT L. A. FREIGHT STATION — Left to right are Typist-Clerk Dorothy Hillan, Clerk and Stenographer Charmaine M. Gauthier, Abstract and Balance Clerk Jeanne Thompson, Typist-Clerk Leona A. Winget, Claim Clerk Joyce G. Wagner, Secretary-Clerk Suzanne J. Smith, General Clerk Bernice L. Leavitt, Clerk and Stenographer Mary M. Breese, and General Clerk Jean M. Farrow. These are an available nine of 18 girls employed at the LATFS on different hours. — Photo by Glenn Barkhurst, Jr.

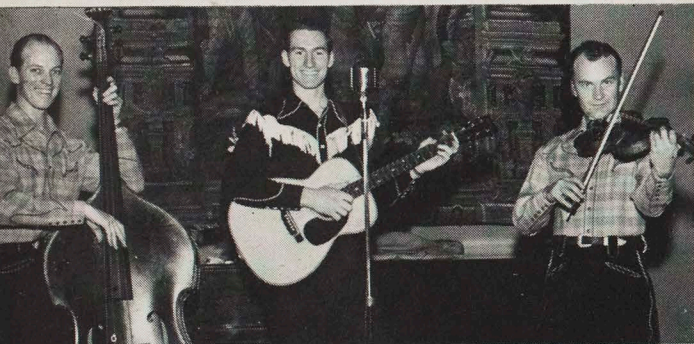


AGENTS' ASSOCIATION BANQUET HELD

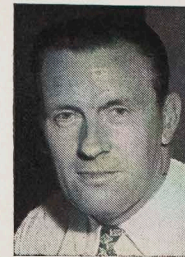
THE UNIVERSITY CLUB, 614 S. Hope St., was the scene of a banquet held by the Pacific Electric Agents' Association at 7:00 p.m., Thursday, May 27, with approximately 250 Agents, officials, and guests attending. Principal speaker was Paul S. Armstrong, General Manager of the California Fruit Growers Exchange. Discussing the growth of the citrus industry in California, he commended the railroads for their share in citrus distribution, and gave figures on production costs of citrus crops.

TOP—At the head table, among others, were, left to right, President O. A. Smith, who also spoke briefly; Mr. Armstrong; General Superintendent T. L. Wagenbach, master of ceremonies; Agent Don Hileman, Secretary of the Association; Assistant Terminal Freight Agent Phil B. Durant, Association President; William H. Gorman, California Public Utilities Commission; Robert C. Neill, Traffic Manager, California Fruit Growers Exchange.

LEFT—Above, two of the banquet committee, including Agent A. R. ("Jim") Crow, left, and Supervisor of Schedules Charlie Hill, Chairman. Other members were Agent A. R. Stevan and Terminal Freight Agent L. M. Duke. Below, Ned Skinner (center) and his Westerners entertained. BOTTOM—A view of part of the crowd of banqueters and their caps.



MECHANICAL DEPARTMENT North and South Districts



By
R. P.
Murphy

THE WEATHER and the time of year make the thoughts of vacation seem real. A rod and reel, a good gun, and a road map stand away out in front in the minds of most of us. A few of us will be fortunate enough to travel out of this country and across the seas, which will be quite a treat after all these years of having to be

"stay-at-homes" on account of the war.

A number of vacations are being taken by the employes at Macy Car House in June. Some will stay at home and the rest will take to the open road or across the sea.

The longest trip so far this year will be taken by L. Otterstedt, who has just left for Sweden for an extended vacation.

J. Yesinkus just returned from an extended vacation spent in the Middle West around Chicago. His vacation mementos are a little girl and boy whom he adopted. They are twins, just the right age, and we are sure the Yesinkuses will be mighty happy with them.

R. Green on her vacation will have the pleasure of having her daughter, a UCLA graduate in education, married to an engineer who works for the City of Los Angeles. Congratulations!

R. L. Mankins has just completed a lovely patio in his back yard, where we know he will spend many a wonderful day out-of-doors.

MACY REPAIR SHOP

Early vacationists were F. G. Lopez and Willie Jones, who selected March 29 for playtime. Blacksmiths Joe Valdez and West Turner each saw San Francisco sights during April. Car Repairers Alex Chisholm and Joe Di Berardino chose April 12. Fisherman Thomas Johnson also selected this date. Mr. and Mrs. R. Morales planned a vacation trip to Las Vegas. Car Repairer John Grudziadz spent his May

vacation making home improvements. Asst. Foreman J. E. Langley has started a landscape project on his home grounds — good luck, Jim.

At the Rosemead Kiwanis Club Luncheon Car Repairer and Mrs. Thomas Matten, of 1955 Gaydon Ave., San Gabriel, were announced 2nd prize winners in their district in the Better Gardens Contest. Judges were from the Alhambra Garden Club. Congratulations to them in their success at producing beauty.

Electrician Andrew Campbell found happy homes for three fluffy kittens born at the Repair Shop.

Sympathy for Car Repairer Nelson W. Gregg, whose mother, Mrs. Josephine Gregg, died May 7. Interment was at San Gabriel.

Leader John J. Huemerich performed civic duty during April and May by serving as a jurymen. Meanwhile Electrician Hugh Jones led the Repair Shop work in control.

In a recent survey, taking the 12-hour period from 6:00 a.m. to 6:00 p.m., May 18, as a typical day, it was found that the big red cars made 300 crossings on the switch in the Macy Yards north of the Repair Shop.

Foreman F. R. Soule and Car Repairer B. R. Patton celebrated their birthdays May 20.

Mr. and Mrs. Ellis L. Champagne gave a dinner party April 7 for out-of-state friends. Daughter Joan, age 3, and a tiny friend were the only proud California natives present.

PACIFIC ELECTRIC RAILWAY COMPANY
Pacific Electric Building
P.O. Address 208 East 6th St.
Los Angeles 14, California
March 20, 1948

T.L. Wagenbach
Gen. Supt.

PERSONAL

Mr. Robt. Mitchell
Consolidated Rock Products Co.
2730 So. Alameda Street.
Vernon, California.

Dear Mr. Mitchell:
On Wednesday, March 3rd, at 10:20 AM, one of your trucks, No. 2219, going south on Atlantic Boulevard as a train approached, made a very careful stop at the crossing and after the train passed I observed the operation of this driver and he is to be complimented.
There is no question but what if we had more careful drivers of this caliber on the highways we would have less accidents.

Yours very truly,
T.L. Wagenbach.



Howard B. Knudson
Driver Truck #2219

CONSOLIDATED ROCK PRODUCTS CO.
P.O. Box 2950 -Terminal Annex
Los Angeles 54, California.

March 23, 1948

Mr. T.L. Wagenbach
General Superintendent
Pacific Electric Railway Co.
Pacific Electric Building
208 East 6th Street
Los Angeles 14, California.

Dear Tom:

It was very thoughtful of you to send me your letter of March 20th with your compliment to one of our truck drivers. It very often happens that as we drive along ourselves, we observe such things and at the moment decide that we are going to write a letter — just as you did. More often we become absorbed with other things and forget to do it.

I will see that the Manager of our Transportation Department receives a copy of your letter and I intend to personally pass on your compliment to the driver himself perhaps by way of putting it on the bulletin board of his division, for I know that careful driving does come to the attention of the general public and that when a man in your position takes the time to write a letter to management, it should have a very good effect.

I am happy for the very cordial relationship existing between your organization and ours. This present courtesy is another evidence of it. Many thanks and with all good wishes.

Cordially yours,
Robt. Mitchell,
President.

NEEDS NO COMMENT

Vital Statistics

March 21, 1948, to May 20, 1948

DEATHS

| NAME | OCCUPATION | Died | Group Insurance | Mortuary |
|----------------------|-----------------------|---------|-----------------|----------|
| Olsen, August | Retired Car Repairman | 3-25-48 | Yes | Yes |
| Gehde, Guy F. | Clerk | 3-30-48 | Yes | Yes |
| Reynolds, Frank L. | Retired Check Clerk | 2-31-48 | Yes | Yes |
| Deitz, Floyd | Auto Repairman | 4- 2-48 | Yes | No |
| Gates, Clyde F. | Motorman | 4-17-48 | Yes | Yes |
| Walters, Sam A. | Retired Truckman | 4-20-48 | Yes | Yes |
| Ritter, John M. | Retired Conductor | 4-26-48 | No** | Yes |
| Galloway, James A. | Retired Foreman | 4-26-48 | Yes | Yes |
| Damewood, Isaac | Retired Checker | 4-28-48 | Yes | No |
| Shaw, Welty D. | Conductor | 4-17-48 | No | No |
| Lawson, Robert B. | Retired Brakeman | 4-29-48 | No | No |
| Seagers, John Jr. | Machinist | 5- 6-48 | Yes | No |
| Rodenhouse, Henry E. | Retired Asst. Supt. | 5-10-48 | Yes | Yes |
| Tourville, Henry A. | Motorman | 5-11-48 | Yes | Yes |
| Seyforth, Neil W. | M/C Operator | 5-12-48 | Yes | Yes |

EMPLOYEES' WIVES' DEATH BENEFIT FUND

| NAME | Wife of | Department | Died |
|-----------------|-------------------|-------------------|---------|
| Schmitt, Hattie | George A. Schmitt | Passenger Traffic | 4-22-48 |

**Employee declined to accept Group Insurance

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 April. The day gang at West Hollywood Car House had the misfortune to lose theirs during the month of March.

During the month of April, Foremen from the Torrance Shops made a visit to West Hollywood and Ocean Park. Tom Green was very pleased to have them visit the employes at both places and felt that the opportunity to become better acquainted and to exchange ideas would bring about a better understanding of what the other fellow has to do and how he does it.

Bob Byrd, Night Foreman at the West Hollywood Car House, spent his vacation at a family gathering in Texas.

Alvin Cash, Day Foreman at West Hollywood Car House, recently made a hurried trip back to Little Rock, Ark., to visit his father, who was seriously ill.

Jack Hawks, Foreman at Hill Street, was recently called to Portland, Ore., to visit his sister, who was seriously ill.

Our best wishes go to Mary Morrissey, Leader at West Hollywood Car House, who recently resigned to make



"THANKS for your Community Chest gift!" says Danny at Children's Hospital, one of 140 agencies sharing MECCA contributions.

her home in Nevada; and also to Audry Fields, who was appointed in Mary's place.

Joe McKay and Charles R. Brown, both of West Hollywood, recently retired. Each was presented with a gift from his PE friends, who also wish them many happy years of retirement.

H. A. Green and Arnold Eckland are back to work after several weeks of illness.

Joe Rondone and Al Woods are still on the sick list.

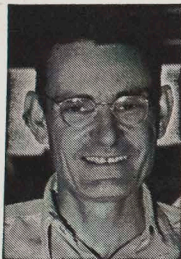
Laura Harmer of Ocean Park sent in a report of the activities there. Sorry I do not have space enough to write it all at this time.

M. F. Brady was delighted to see an old friend who dropped in to see him a short time ago.

"Mutt" McGinnis and Joe Velardi would like to know the purpose of those bugs (derails) that are placed on the side tracks.

- USE THE PAYROLL SAVINGS PLAN -

SYSTEM GARAGES



By
A. L.
Bristow

OUR APOLOGY to Charlie Mitchell of Long Beach Garage. He should have been listed in the last issue as Working Foreman instead of Wrecking Foreman—and the "working" part of his title can be taken literally, as is evidenced by the efficient manner in which he and the crew keep the buses running there, as well as the practically spotless condition of the shop.

An apology is also due Mrs. Lahoma Clark for an error made in the spelling of her maiden name. She makes the news again with a birthday which she frankly admitted—as well as the age.

Speaking of shops—when you visit Ocean Park Garage be sure to wipe your feet on the welcome mat. Dan Telekey and the boys have done a swell job on it. Too bad we didn't get a picture, in color, for the Magazine.

Your correspondent visited West Hollywood Garage recently and on the way home heard a very pronounced rattle in or about his car. Upon reaching home he looked the car over thoroughly for said rattle, and could find no cause for it. Finally he enlisted the aid of his 12-year old son, who immediately spotted the trouble as a

handful of scrap iron in the right hub cap. Just goes to show there's always something to be learned even from the kids and funny papers.

Jerry Rons came back to work June 7 after a siege of operations and sojourns in various hospitals.

When it comes to fishing (the subject of the season) Elmer Harper, Assistant General Foreman, should be able to give a comprehensive report of the conditions, as he has made an exhaustive (?) survey of the fishing grounds from Lake Mead to the coast.

- USE THE PAYROLL SAVINGS PLAN -

TORRANCE NEWS TOPICS

By the Ghost Writer

THE TORRANCE SHOPS GANG just finished equipping 10 new White coaches (3000 class) for service.

Thomas Moore, George Foster, and Roy Brucker have used their vacation time up. Wonder what they would give for one about November or December?

The Torrance softball team is shaping up nicely for the second round of play, after having a tough time of it for the first round. The team is managed by Wayne Cornett, captained by Vinton Waldorf, and supported by Jim Stinson, Stanley Carleton, George Lallich, Joe Ochoa, Earl Brucker, John Texer, Pete Perez, Jim Jordan, Martin Murguia, and Ernest Banda. Jack Wright is coordinator.

Let's turn out and support the team. Look on the bulletin board for the dates of play.

- USE THE PAYROLL SAVINGS PLAN -

STORE DELIVERY

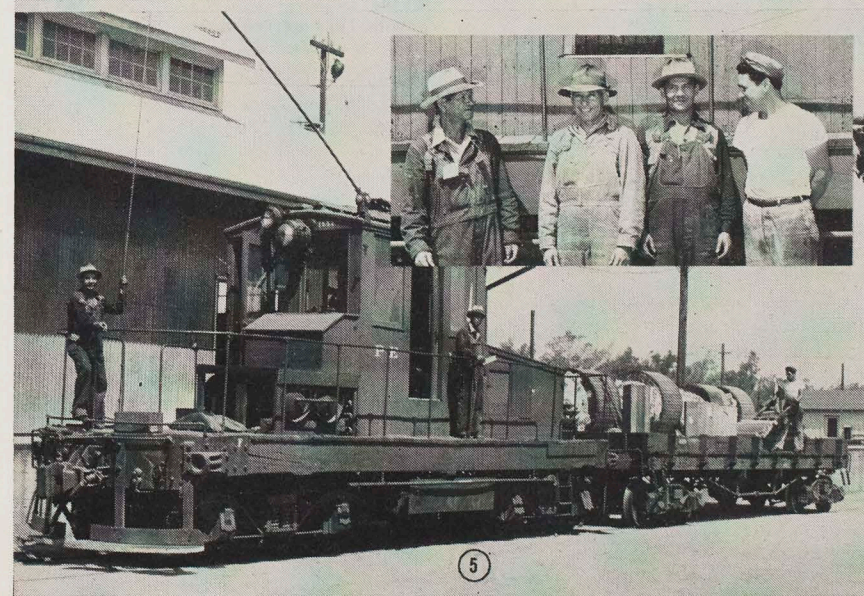
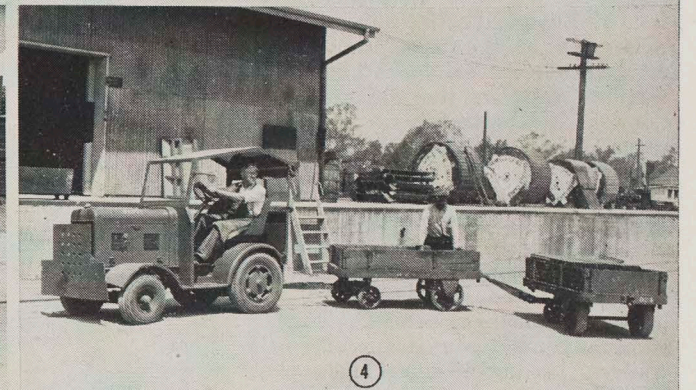
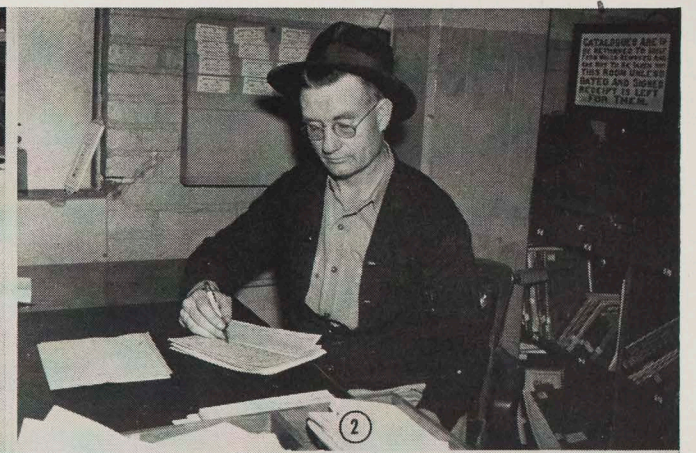
By Della Pinkerton

THE DELIVERY SYSTEM is one of the most important phases of the Store Department. Any break-down may throw a very annoying monkey wrench into the wheels of railroad business. A gang of idle men sitting and waiting for the necessary equipment to arrive is the kind of nightmare any road boss fears and every

(Continued on Page 22)



DELIVERYMEN (left to right): Eddie Wurm, Irving Pollack, and Arthur Sepulveda.



STORE DELIVERY

(1) Simon Ventura and new delivery tractor he drives between Stores, Winding Room, Air Room, Machine Shop, etc., to carry materials. (2) William Jolley, Foreman, Store Delivery. (3) Frank Martinez handles Tractor 01304 (at left), and Gabriel Cendejas, the other (at right). The tractors are used for general lifting, pulling, and delivering in Stores and Shops. (4) Leonard Speers operates Tractor 01301, used

for general yard delivery. Caution! Not a toy! (5) Supply car used in shop yard for handling materials, especially heavy, large items, around the yard. Inset is the crew. Left to right are Eulogio Castro, Foreman; Julian Hernandez, Motorman; and Adalberto Gonzales and Gilbert Roque, Laborers. (6) William Jolley, Jr., Store Delivery. For names of other Deliverymen see the picture on the opposite page.

STORE DELIVERY

(Continued from Page 20)

effort is made to avoid this or equal calamities. It takes careful planning of routes, loads and equipment to minimize the cost and increase the efficiency in this field. William Jolley has this responsibility.

Three large trucks take material to outside points, and ply daily between Torrance and Los Angeles, Hollywood, Pasadena, Long Beach, Ocean Park, or other places. They are manned by Eddie Wurm, Art Sepulveda, and Irving Pollack, all ex-servicemen. There is also a supply car which goes on schedule and is loaded and unloaded under the direction of Eulogio Castro.

Because of the large area to be covered and the volume of the transactions between the different sections and departments at the Torrance Yard, additional equipment is kept busy all the time. A small Ford pick-up truck is piloted by Wm. Jolley, Jr.; two lift trucks are operated by Gabriel Cendejas and Frank Martinez; Simon Ventura handles the Kalamazoo; and a tractor is in the hands of Leonard Speers. The tractor is usually pulling a string of small trailers, looking like a child's play train, running in and out of the shops. One glance at the contents, however, will convince one it is no toy.

— USE THE PAYROLL SAVINGS PLAN —

Entire Power System to Be on 60 Cycles by July 15, Says Duguid

By July 15 the entire Pacific Electric power system will be on 60 cycles, according to Electrical Engineer R. H. Duguid. The last two substations to be cut over will be Burbank and Pasadena. However, considerable post-conversion work will be necessary to

produce completely satisfactory operation, added Mr. Duguid. Minor adjustments are always required after the completion of such a large undertaking as a system-wide frequency change program, he said.

A permanent, completely automatic substation is being built at Sierra Park to replace the portable now in use. Building began Jan. 1, and it is expected that the substation will be placed into operation by Aug. 1. Of the same capacity as the portable, it will contain a rotary converter of 1000 kilowatts capacity.

Three mercury arc rectifiers, purchased from the U. S. Maritime Commission, are being installed in substations at Maple Ave., Olive St., and Pasadena. It is expected that the installation will be finished and the rectifiers in operation by Oct. 1.

— USE THE PAYROLL SAVINGS PLAN —

SIGNAL ENGINEERING



By
Bob Burns

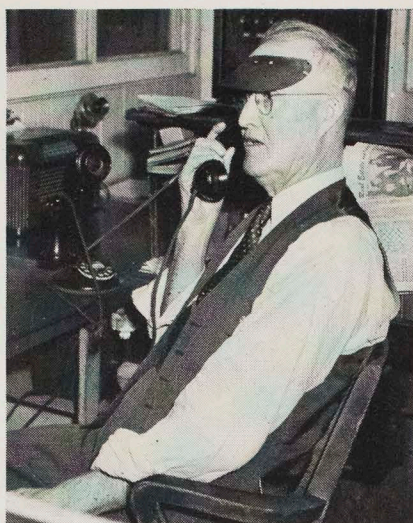
Donald Cobb, Bonder and Welder, called the "Corncob Kid," was married June 16 to brunette Margaret. Congratulations from the gang.

Paul Wright, Assistant Signalman, known as "The Turtle," is married and has a boy who is quite a pianist for his age. Paul is a native son, and loves steaks.

Charles Garden, Apprentice Lineman, hails from Pittsburgh, Pa., is married, and expects a visit from the stork soon.



SIGNALMEN—Between earth and sky in picture at left is Darold E. Burleigh, riding a cable car while working at Graham Yard. In picture at right are, left to right, Foreman Felix Brac, Signalman Floyd Benoit, Signal-Wireman Roy Steed, snapped working at Watts.



THOMAS W. KENNEDY, who retired March 23 as Central Power Operator, was honored at his Monrovia home June 9 when a group of his friends gathered to present him with a cash gift for an air-conditioning unit. Present were Mr. and Mrs. Kennedy, their son and grandson, and J. A. Nores, Wm. A. Chase, R. T. Nores, C. Magill, B. V. Loftin, R. M. Lawrence, D. J. Lord, F. E. Gillice, R. G. Kidder, R. O. Bowan, N. C. Rupe, F. T. Drummond, I. J. Williams, K. S. Coats, F. Hensel, H. H. Copenhaver, C. H. Grambusch, A. L. Zahnley, and C. L. Fitzgerald. Mr. Kennedy had 34½ years of service, all in the Electrical Department, where he began in 1913 as Substation Operator. He became a Central Power Operator in 1917.

Marsell Larsen, Lineman, a tall blond, comes from Utah, is married, and has a son and daughter. And does he love cheese and crackers!

Floyd Benoit, Leader Signalman, was a baby-sitter during the week of May 12 while Mamma attended the PTA convention in Sacramento. That proves he is a grand fellow and an ideal husband.

Ivan Shenefield, Bonder and Welder, returned from a vacation which included two weeks with the dentist. Toothless, but feeling fine, he'll get his new set soon.

Darold Burleigh, Signalman, has three children who are good musicians, like mother and father. All enjoy the out-of-doors and like to take pictures.

— USE THE PAYROLL SAVINGS PLAN —

Former PE Camp Now Music Training Center

The former Pacific Electric Camp near Lake Arrowhead will become a musical retreat for 200 high school and junior college students this summer from June 27 to Aug. 8. Under noted musicians, boys and girls from 11 western states, chosen for their outstanding musical ability, will carry on intensive study of many phases of music.

Anna M. Shofer Retires from Passenger Accts.; Had 34 Years' Service

By Marion Snowden

SINCE JANUARY 1, the Passenger Accounts Bureau has contributed its first retiree to the PE Hall of Fame. Anna M. Shofer, one of the pillars of the office in the early 1900's, left the company after nearly 34 years of continuous service.

She started her railroad career in San Bernardino with the Valley Traction Company when it was just an infant, but lusty enough to attract the admiring attention of Poppa PE. He laid his fatherly hand on little Valley Traction's head, and welcomed the little line into the PE family.

"Shofer Ann" came with the newly acquired road, and helped with its bringing up for a short time; but, seeing it well on its way to becoming a valued adoptee, she gave up railroading for a while.

But "once a railroad man, always a railroad man." So she moved to Los Angeles, took another whack at the business in September, 1914, and liked it well enough to carry on through March of 1948, retiring on the thirty-first. At the time of her

retirement, she had held the position of Assistant Head Clerk for three years.

Since that date, she's been having the time of her life turning off the alarm and rolling over for another snooze. She keeps in contact with her old friends, and knows almost as soon as we do what's going on in the PE family.

May you live long and happily in the joy of your well-earned retirement, Shofer Ann!

— USE THE PAYROLL SAVINGS PLAN —

ACCOUNTING DEPARTMENT

By
Marge Zimmer



William W. ("Bill") Foster, Rate Clerk in the Accounting Department, retired May 15, after 31 years of railroad service. He started with the Los Angeles Pacific in 1910, coming to PE when the properties were merged in 1911. He transferred to the SDA&E Ry in 1924, serving as Chief Clerk to the Traffic Manager, and returned to PE in 1941. Bill will now retire to his ranch in Ojai, where he will undoubtedly find time to enjoy the lovely radio presented him upon leaving. He is a member of the Masonic Lodge. And do you know sump'n? Ole Bill is well versed in entomology, knowing all varieties of insects, especially the kind used for trout fishing. His host of friends at the office wish him many years of contentment and happiness.

Vacations are in full swing now and most of us are planning ours. W. H. Alexander, Head Clerk of Freight Accounts, jumped the gun and came back from the High Sierras with a beautiful tan and a fish story. He caught a 5¼ Lockleaven in the Owens River Gorge.

Leo M. Becker, Assistant to Auditor, recently returned from a business trip to Washington, D. C. While in the East, he visited his folks.

We are sorry to learn that Mildred Bates had to enter St. Vincent's Hospital again. Being a hospital patient is a lonesome occupation, so why not pay her a visit or drop a card? We hope she has a quick and thorough recovery.

GI: "How about some old-fashioned loving?"

The Gal: "All right, I'll call grandma down for you."



"YOUR PROBLEMS MINE," says Earl O. Miller, Claim Agent in charge of employe claims, General Claim Department. Appointed to the position last February after a year as Claim Investigator, Earl has proved himself an extremely capable man—forceful, aggressive, quick-thinking, blessed with a sense of humor, always ready to help, and possessed of an infinite capacity for hard work. He also is a man of original ideas. Spent 18 years with New York Central, winding up as Chief Clerk of the Passenger Traffic Department in Buffalo. Was later City Traffic Manager in Detroit for Pennsylvania Central Air Lines.

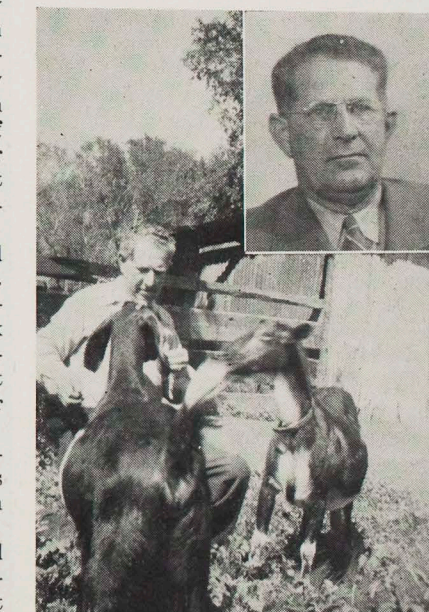
For Summer Vacation Try Camp High Sierra

FOLKS WHO LONG TO "get away from it all," and to find rest, recreation, and relaxation in the heart of the wilderness, this summer can find the vacation they are seeking at quaint, comfortable Los Angeles city-operated Camp High Sierra, according to the Los Angeles Municipal Recreation and Park Department.

Located in the Mammoth Lakes country of Mono County, a seven hour drive north of Los Angeles, 8400 feet high amid soaring snow-clad peaks, numberless emerald lakes, great evergreen forests, rushing mountain streams, natural wonders, historic ghost towns of the west, and many other vacation attractions, Camp High Sierra offers a tremendous variety of interesting things to see and do.

Bountiful meals are served family style in the big dining room, and guests are accommodated in small, rustic but comfortable individual cabins.

Best news of all is the Recreation and Park Department's announcement that the low non-profit rates will remain the same as last year. This means that an individual may enjoy an outing which includes meals and sleeping accommodations for just \$5.00 per day or \$31.50 per week, (less for children according to age).



WILLIAM W. FOSTER, retired Rate Clerk in Freight Accounts (inset), and William W. Foster, Ojai rancher, with two of his goats. Same guy in both instances. Nope, that little animal at the right isn't a four-legged pelican. The camera does strange things, and this time it caught the tail of the goat (in the foreground) when it was in line with the head of the other.

PE NEWS SERVICE AND RESTAURANTICS



By
Floyd
Hamel

SINCERE WISHES for a speedy recovery to **Enid Jones**, Waitress, who for so many years has ably served our patrons. Enid had a very serious fall at home that caused her to be sent to San Francisco General Hospital for treatment. She is now at home.

Madylyn Stuart, Afternoon Cashier, is now at S. F. General Hospital for observation and treatment. "Madge" has won many friends from the patrons of the PE Restaurant, who have made a daily habit to stop and exchange pleasantries. Her courteous manner is missed by all and we wish for her a rapid convalescence and a speedy return to work.

Clerk **Margaret Thompson** is happy indeed at the extremely capable manner in which her son, **Glenn, Jr.**, is conducting himself in the field of baseball. Glenn (who has been signed by the Boston Braves and has been farmed out to the Evansville team of the Three "I" League), in a recent game at Evansville, Ill., struck out 17 batters for a new league record.

With the closing of a very successful bowling season (and now that the prize money has been spent) **Betty Knight**, who captains the PE Restaurant and News Service team, has decided to bowl in the Summer League.

The opening of trout season witnessed Supt. **C. F. Hill** & Building Supt. **J. C. Rankin** with other members of the Rod and Gun Club at Lake Arrowhead.

When purchasing your next bag of popcorn at Stand No. 105, please note how efficiently and quickly your requests are filled, particularly during the rush hour, when people stop just long enough to grab a bagful and run. In all the hurly-burly you will note that Agent **Gladys McCaffery** and her courteous crew of girls very capably handle the terrific volume smoothly, rapidly, and without the slightest sign of strain.

Vernon F. Wood has been appointed as News Stand Agent at Stand No. 101, formerly managed by **Melvin F. Meyer**. Agent Wood has been working as a Helper for Agent **Ben Parisi**, Stand No. 107, Subway Terminal.

PACIFIC ELECTRIC MASONIC CLUB

By **M. J. Davison**

THE SPRING MONTHS have been busy ones for many of our members. Since last writing, visitations have been made to Reseda Lodge, Reseda; John Marshall Lodge, Beverly Hills; Glendale Lodge, Glendale; San Pasqual Lodge, Pasadena; and York Lodge, Los Angeles.

Brother **Marion Hanson** is Master of Glendale Lodge and Brother **Weaver Stuart** is Master of Van Nuys Lodge. I believe they are the only members of our club who are occupying the East this year. I understand there are at least two coming up for next year.



LADIES' NIGHT was observed by the Pacific Electric Masonic Club at the Rodger Young Auditorium Thursday evening, June 10, with dinner, dancing, and entertainment. Present were 111 members and their guests, with **Fred E. Geibel** acting as Toastmaster. At top left, Mr. Geibel "remembers when" with three charter members, all Past Presidents, including, left to right, **Harry Pierce**, **Joe L. Smale** (now Treasurer), and **Fred J. Leary**. At top right, **Vaughan and Wright**, versatile musicians, entertain with marimba numbers; they also performed on the piano, musical bottles, etc. Below, dancing is enjoyed by youthful-spirited members and their feminine guests to the music of the Gardena Rhythm Boys.

At our last meeting President **James E. Harper** appointed the following members to the Sick and Visitation Committee: Brothers **R. Burns**, **Ashley B. Marshall**, **Harry Pierce**, **George Weatherby** and **Hugh Thorne**. First Vice President **George S. Watson** is Chairman of this group.

Since last publication, bad luck has visited our club. One old timer and two of our newer members answered the call of the Supreme Grand Master. Brother **H. E. Rodenhouse** passed away at his home in Pasadena on May 10. Brother **Welty D. Shaw**, while on a vacation trip to visit his mother, was drowned in a flood near Portsmouth, Ohio. Brother **Neil Seyforth** was drowned when his boat capsized on a fishing trip somewhere in the state of Washington.

Thompson Installed As Divisional Vice Pres. of Christian Trainmen

T. A. THOMPSON, West Conductor, was installed as Divisional Vice President (for Pacific Electric) of the Association of Christian Trainmen of Los Angeles at a banquet held at Clifton's Cafeteria on May 14.

Other officers were from the Los Angeles Transit Lines, including **Victor E. Munyer**, President; **E. J. Johnson**, Vice President; **George Laird**, Secretary; and several Divisional Vice Presidents, including **Elmer Goetsch**, **Roy Chase**, **R. G. Fox**, **E. L. Kennedy**, and **David Buzzell**.

Master of Ceremonies was **Rev. Wm. J. Roberts**, narrator of the "Gos-and Song" program broadcast over Station KFWB.

Guest Speaker was **Rev. Don Householder**, Pastor, Trinity Methodist Church, Los Angeles.

Earl O. Miller, Pacific Electric Claim Agent, briefly addressed the audience. Song leader and violinist was **Ralph Carmichael**, Musical Director, Southern California Bible College, Pasadena. Pianist and accompanist was **Lennie Olson**. Solos were sung by **Mrs. Evangeline Carmichael**, wife of the song leader; and by **Miss Estell Harrison**. The San Fernando Youth for Christ Quartet — radio singers — presented several selections.

"We are encouraged," says President **Munyer**, "by the response from PE men who have corresponded with us following the publication of the article on the Association in the March-April issue of the PACIFIC ELECTRIC MAGAZINE. A number of them attended the banquet, and we have hopes that more employes in all phases of Pacific Electric transportation will contact us and join, so that PE may have its own officers in each of the districts and we may be united together in a fine fellowship."

A meeting was held June 13, at Clifton's Monterey Room, 7th &

Cardwell Defeats Wisler 150-98 For System Pool Championship

By **Bill Newman**

C. A. Cardwell defeated Defending Pool Champion **C. W. Wisler** by a score of 150 to 98, Wednesday, June 16, in the PE Club. They had previously agreed to decide the affair in a single match.

Cardwell won the right to play the champion by defeating **L. V. Blackburn** in their third and final match in elimination play, 150 to 100.

Trophies will be presented at a date as yet undecided.

A THRILL-PACKED system-wide elimination Pool Tournament to find a challenger to play **C. W. Wisler**, present PE champion, started in the PE Club on March 16, 1948, with the following entries: **T. H. Wolfe**, **W. G. Wooten**, **Mike Levin**, **R. J. Price**, **F. J. Kosak**, **R. E. Moyer**, **C. A. Cardwell**, **J. W. Greene**, **F. W. Converse**, **R. J. Leanos**, **H. A. Laass**, **A. F. Hedrick**, **L. V. Blackburn**, **G. E. Mitchell**, **U. L. Smith**, **J. L. Gilmore**, **W. G. Scranton**, **D. G. Foyle**, **Earle C. Moyer**, **W. A. Curnutt**, **W. J. Gerhardt**, and **C. W. Werntz**.

The survivors of the first round were **Wolfe**, **Curnutt**, **Smith**, **Cardwell**, **Gerhardt**, **Laass**, **Foyle**, **Scranton**, **Price**, **Blackburn**, and **Converse**.

Entering the third round were **Cardwell**, **Laass**, **Curnutt**, **Wolfe**, **Scranton**, **Foyle**, **Converse**, and **Blackburn**.

In the semi-finals **Cardwell** defeated **Foyle** and **Blackburn** handed **Curnutt** a set-back in a very close series that left **Cardwell** playing **Blackburn** in a two-out-of-three series that began on Thursday, June 3, with the winner to play **Wisler** for the

Broadway, and the next meeting will be at the same place July 11 at 1:30 p.m.



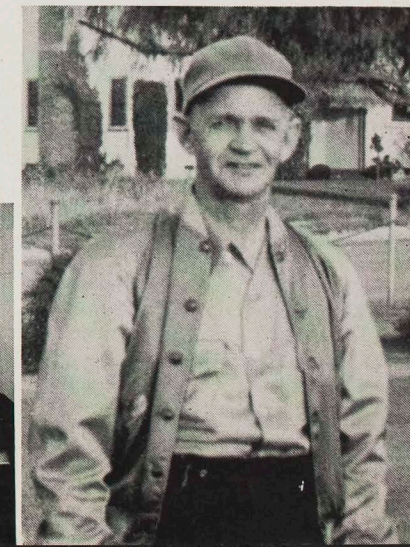
FRIENDLY ENEMIES — The two finalists in the elimination pool tournament to pick an opponent for Defending Champion **Wisler**, shake hands before starting their first of three matches. Left, **L. V. Blackburn**, Assistant Engineer of Planning and Development, and **C. A. Cardwell**, Subway Trainman.

championship and to have his name put on the President's Perpetual Trophy.

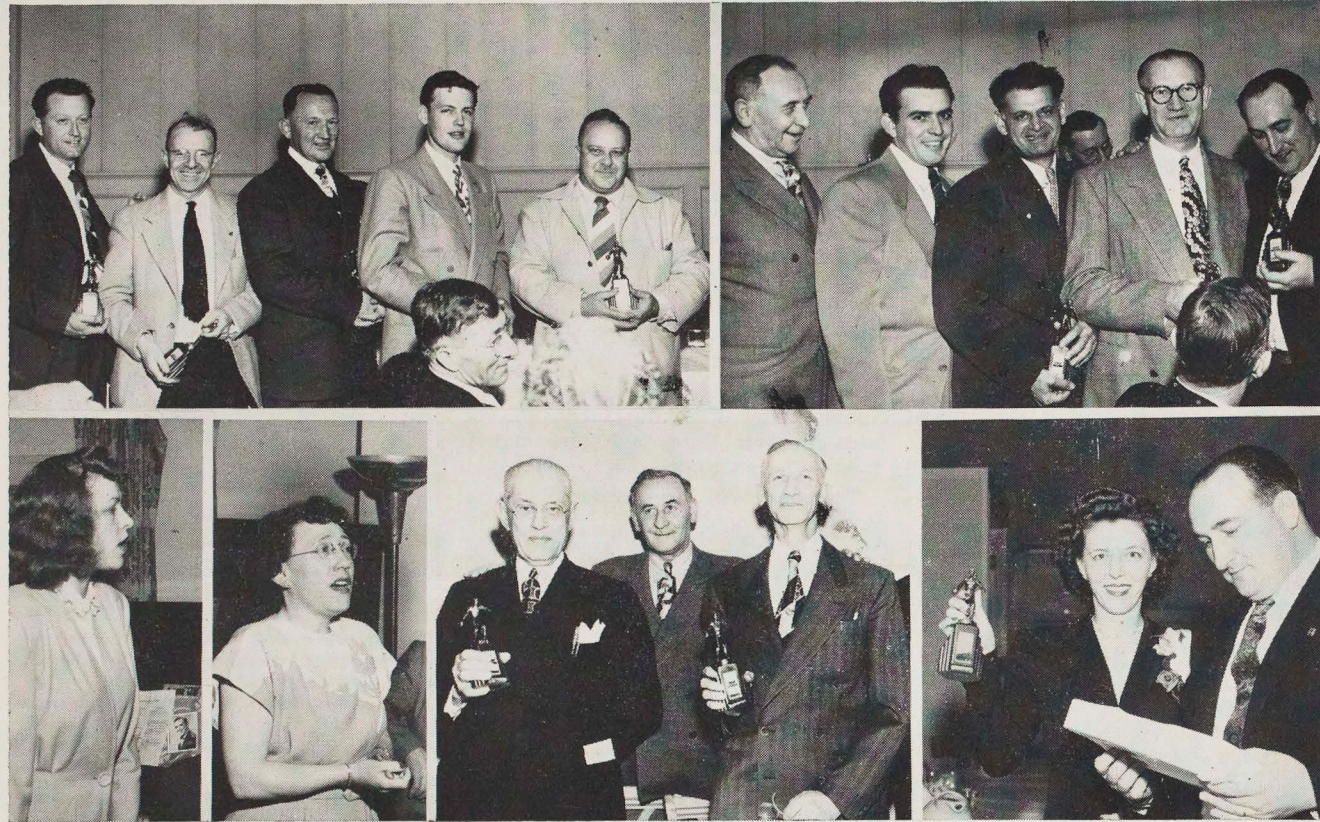
Both **Cardwell** and **Blackburn** received a jointed cue from the PE Club for reaching the finals.

All matches played throughout the tournament were best two out of three. In their first final match, **Cardwell** defeated **Blackburn** 150 to 100; in the second match **Blackburn** won 150 to 149.

COACH BRESSIE — State Street Yardmaster **Roy ("Pop") Bressie** shown dressed for his hobby job of coaching the San Gabriel Valley Plumbers, fast softball team of girls from Monterey Park. Pop has half of a team in his family: Granddaughters **Pat**, **Louise**, **Gerry**, and **La Ray** play right field, third base, second base, and pitcher, respectively. Pop's daughter, **Laural Foster**, Station Clerk at Gardena, is utility fielder. Photo submitted by **Jimmie Foster**, Extra Clerk.



ASSOCIATION OF CHRISTIAN TRAINMEN OF LOS ANGELES installed officers at a banquet at Clifton's on Friday evening, May 14. Standing, left to right, are **Elmer Goetsch**, Divisional Vice President, Division One, Los Angeles Transit Lines; **E. J. Johnson**, Vice President; **T. A. Thompson**, Divisional Vice President, Pacific Electric Railway; **Elijah L. Kennedy**, Divisional Vice President, Division Four, LATL; **Ralph T. Me'lon**, Treasurer; **Victor E. Munyer**, President, and **George Laird**, Secretary. Some other members may be seen in front.



TOP LEFT — The Special Agents team, League champions and winners of the Six o'Clock Branch, received the President's trophy and also individual awards for their prowess. Left to right are Joe Kolar, Ted Wolfe, Joe Shafer (Captain), John O'Malley, and Jim Rankin. TOP RIGHT — The BRC Aces team, runners-up for the League championship and winners of the Eight o'Clock Branch, also won individual awards. Left to right are Ona Gregg, Preston Jones, Dave Newman (Captain), Ole Swanson, and Ollie Steuernagel. Visible over the shoulder of Dave Newman is Gen. Supt. T. L. Wagenbach, emcee.

LOWER RIGHT — Vi and Ollie Steuernagel, highest average bowlers for their respective sexes, smile happily over their awards. CENTER — League Secretary-Treasurer Charlie Gonzalez, left, and President Charlie Hill, right, received special awards from Ona Gregg, center, Manager of the Arcade Recreation Center, for their good work. LOWER LEFT — Soprano soloists Marie Chisholm, left, and Evelyn Baker entertained the crowd, their accompanist being Maxine Eaton. OTHER PRIZES: Frank Kosak (Six o'Clock), Ollie Steuernagel (Eight o'Clock), highest individual series; Phyllis Hayes, blind bogey, etc.

PACIFIC ELECTRIC BOWLING NEWS

By
Charlie
Hill



THE 1947-48 SEASON, which came to a close with the sweepstakes on April 16, followed by the banquet on April 24, was the most successful in the history of the league in every respect. Twenty-four teams, including 120 regular bowlers, the most we have ever had, completed the schedule with a hundred percent degree of smoothness. During the entire season not a protest was registered before the umpires or Board of Governors.

This fact reflects a well-organized aggregation, and the individual bowlers and officers share alike in this great achievement. The interest manifested in our league was further evidenced by the large crowd that attended the annual banquet, also the largest and best in the history of the league. We had a great season, and already thoughts are trending towards making the next season even greater.

The PE team did not come out so well in the Steamship League. After a rather spirited start, something just happened; it appears there was a clack with no click. We are looking forward toward a better showing next season.

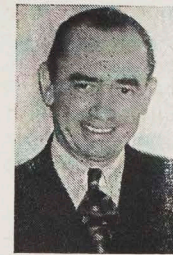
The PE Summer League opened with gusto on May 7. There are eight teams, each made up of three men and one lady, and they have assumed a major league atmosphere by calling themselves the Pirates, Cardinals, Indians, Yankees, Dodgers, White Sox, Senators, and Giants. The Cardinals are first at this writing (June 19).

Many Prizes Awarded at Bowling Banquet

DISTRIBUTION of trophies and prize money at an excellent banquet at Scully's provided the grand finale of the Bowling League season on Saturday, April 24, from 7:00 p.m. on. General Superintendent T. L. Wagenbach, acting as master of ceremonies, panicked the crowd of 200 with his rollicking good humor and mirth-provoking comments as he presented the numerous prizes and trophies.

A bowling instruction motion picture, secured through the good offices of Ron DeLong, General Passenger Agent, American President Lines, and Secretary, Steamship Bowling League, showed the losers why they didn't win. Several of them remarked that a showing earlier in the season would have been of greater benefit. They bolstered their morale with the veiled challenge, "Just wait till next season!"

PACIFIC ELECTRIC ROD AND GUN CLUB



By
Arlie
Skelton

GREETINGS, Rod and Gun Clubbers:

The Arrowhead outing for the opening of trout season was another success, and is now just another pleasant memory. Fifty-four members caught a total of 375 trout, high honor going to Richard Oefinger, who captured a 15 3/4 inch trout. Other prize-winners were Stosberg, LeMelle, Cross, and Converse, to name a few. There seemed to be a good supply of fish this year, but they were not quite so large as in the years gone by.

Next important outing on the Club's agenda was to be the grand opening of our Los Patos Surf Club on June 5, the second major event of the year.

Warning: Better register those small fish, as the big ones may never show on our coast again. The purse seiners and round haul netters are scraping the bottom of the ocean right into our harbors for halibut and tomcod now. Live bait boats are forced to journey to San Diego Bay to obtain live bait for their own use.

The blasting done by certain oil interests along off shore fishing banks kills many more fish, reducing them to gull feed. Sportsmen are appealing to the voters at the November general election to vote for certain measures which they hope to get on the ballot, and through which it is hoped we may save at least part of this valuable natural resource.

On the gun or hunting side of our ledger things look a little brighter. Venison will be in order in various parts of the state from Aug 7 until Oct. 15. Details on the opening and closing dates and bag limits in the district you intend to hunt may be obtained from sporting goods store or the Division of Fish and Game. Consult the Forestry Department for certain closed areas. Valuable information may be obtained by reading the hunting and shing section of your local newspaper.

Remember, much of the State of California is still primitive wild area. To reach and hunt these areas you need a competent guide who knows the particular area you expect to hunt. Bucks don't usually associate with

does and fawns during hunting season. It is illegal to shoot does or fawns. They are not legal as camp meat. It is far better to pass up a good shot at a fine buck than take a chance on hitting a person or domestic animal. The whizz of a ricocheting bullet by your ear ain't funny. I know.

Our trap shooting division is still dormant for lack of a captain. The several members who would be willing to take the job, like myself, work Sundays.

Our regular monthly meetings, the second Wednesday of each month, presided over by the genial Roger LeMelle, have been at capacity crowds this year, with valuable door prizes, interesting motion pictures, and public speaking. Along with C. G. Gonzalez' good eats, there is little time left for monotonous business.

— USE THE PAYROLL SAVINGS PLAN —

PACIFIC ELECTRIC CAMERA CLUB

KEEN INTEREST is now being taken in our monthly picture competition, but we would like to have more members enter into this contest. So get busy and take some pictures of praiseworthy interest and perhaps you will win a prize.

Picture taking of models was the main event of the March meeting, and all camera fans turned out to do their best, which resulted in some very good pictures.

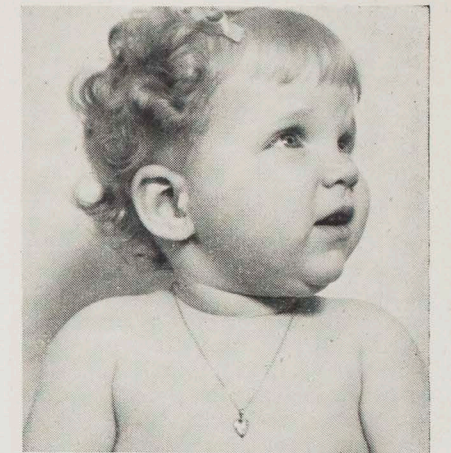
Our April meeting was well attended. C. C. Fenimore of the Purchasing Department showed some wonderful colored slides of the Grand Canyon.

Our May 19 meeting was devoted to picture taking of models in fancy dress, and an enjoyable evening was had by all.

Developing Verichrome film without the use of a dark room was to be the feature attraction at our June 16th meeting.

We would like more PE employees who are interested in photography to join with us. Membership is only \$1.00 per year.

PRIZE PIX by the Camera Club



"INNOCENCE"

FIRST PLACE was given this appealing photo of his little daughter taken by Kenneth W. Pomeroy, of Disbursements Accounts, and entered in the Camera Club's March contest. The original was 8 x 10.



"CITY HALL"

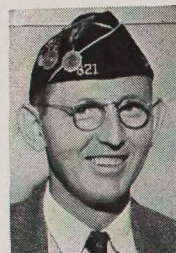
SECOND PLACE was awarded to Jesse A. Crump, Watts Carman, for this photo he made and entered in the Camera Club's contest. The original was 8 x 10.

SHORT RIDE

LIFE IS LIKE A JOURNEY taken on a train,
With a pair of travelers at each window pane;
I may sit beside you all the journey through,
Or I may sit elsewhere never knowing you;
But if fate should mark me to sit at your side,
Let's be pleasant travelers —
IT'S SO SHORT A RIDE.

—Clipped from *L & N Magazine* by Helene H. Brewbaker,
Ticket Clerk, El Segundo.

**AMERICAN LEGION
PE POST 321**



By
**John L.
Morris**

THE FIRST MEETING of May became a gala affair when, before the business meeting, a potluck dinner was held followed by entertainment by the Curly Cathey Gardena Valley Boys' Band. Band members present, and their instruments, were Fred Cathey, electric steel guitar; Darrel Scott, clarinet; Leon Sanna, violin; Don Smith, Spanish guitar; Thomas Wait, drums; Pinky Greenfield, bass viol; and Russell White, piano.

The Post has voted to sponsor this youth band. They are a fine group of boys and their music is swell. There are two other instrumentalists and a

vocalist who were not present. The vocalist is vacationing in Europe at present.

We owe a vote of thanks to Comrade Ray E. Withee for the effort that he put forth in making it possible for the post to obtain these musicians for sponsorship.

General Superintendent and Mrs. T. L. Wagenbach were honor guests at that meeting. Harley B. Talbott did the photographic work. In behalf of the post I wish to extend a hearty welcome to Harley B. Talbott and Ignasio G. Ines, who are the latest additions to the membership roster of the post. Comrade Talbott is employed by the Pacific Electric Railway as Photographer. Comrade Ines is also employed by Pacific Electric Railway as Janitor

ATTENTION, GI's: If you are entitled to medals for campaigns in the American, Asiatic-Pacific, or European-African theaters of operation, they will be available sometime in June.

Decision have been made in various federal courts to grant or restore all rights of seniority and vacation privileges to veterans who are en-

titled to such privileges. Your military service must be counted in determining these privileges. A decision may be reached in this district soon. Keep this in mind and read your newspapers for details. For you who are taking training under P. L. 346 and P. L. 162, we can state that veterans who are eligible under both laws do not increase their allowable training period if they combine the training under both laws.

For you vets, if any, who are taking ON THE JOB training, the income ceilings have been increased to \$210 for veterans who are single, having no dependents; \$270 for veterans having one dependent; and \$290 for veterans having two or more dependents.

We are urgently in need of more members. Come to our meetings and see what the American Legion has to offer you.

— USE THE PAYROLL SAVINGS PLAN —
**AMERICAN LEGION
AUXILIARY**

By Ethel M. Heath

ON SUNDAY, MAY 9, St. Athanasius Church in Long Beach was the scene of a lovely afternoon wedding.

The bride was Miss Phyllis Jean Snyder, and the groom, Lester Deringer.

After a reception at the home of the bride's aunt and uncle, the young couple left for a short honeymoon trip.

The bride is the niece of Mr. and Mrs. Ray Withee. Mr. Withee is a Motorman on the South and Mrs. Withee is our Auxiliary Secretary.

We were pleased to have Lois Schultz and her mother, Mrs. Louis Schultz, with us April 27. Our unit is helping to sponsor Lois, so she may attend Girls' State, to be held in Sacramento this summer, and we are looking forward to another visit on her return so we can learn more about Girls' State too.

The Secret Pal revelation party will be held at Maple Malmberg's home in Long Beach on July 18.

Nomination and election of officers was held June 22.

Happy birthday in May to Maple Malmberg and Sylvia Morris; and in June we wish Happy birthday to Georgia Davis, Lily Malmberg, and Lorena Davis.

We hear that Mr. and Mrs. Daniel Bott are proud parents of a son. Congratulations to the proud parents.

— USE THE PAYROLL SAVINGS PLAN —
**VETERANS
OF FOREIGN WARS**

PE POST 3956

OUR INSTALLATION of officers was held April 20, with Past Commander Earle C. Moyer acting as

Installing Officer for the evening and Past Commander George Weatherby as Officer of the Day.

All newly elected officers pledged their full support and cooperation to Commander Jim Boswell, who is serving as Commander for the second term.

Junior Vice Commander Thomas Dickey expressed a sincere desire for a strong membership committee to be formed for the new term in order to bring our membership up to full strength. Comrade Dickey stated he would be glad to give any eligible veteran any information regarding our Post and can be reached on Station 2961.

Comrade Ludvig Otterstedt was proudly displaying his VFW insignia ring that had just arrived prior to our Installation. Comrade Ludvig also announced his plans for a vacation to Sweden and we all hope he has a wonderful time.

On the sidelines our guests included Mrs. Sue Dickey, Mrs. Sara Moyer and Mrs. Grace Weatherby. They are still hoping to see more of the ladies in attendance so our Post can have an active Ladies' Auxiliary.

The Post would like to thank everyone who helped sell "Buddy Poppies" on May 21 and 22. The ladies mentioned above and LaVerne Hedgepeth at West Hollywood sold over 900 poppies. The sale was very successful and the money derived will be used for a very worthy cause.

— USE THE PAYROLL SAVINGS PLAN —
**HERE AND THERE
WITH THE WOMEN'S CLUB**

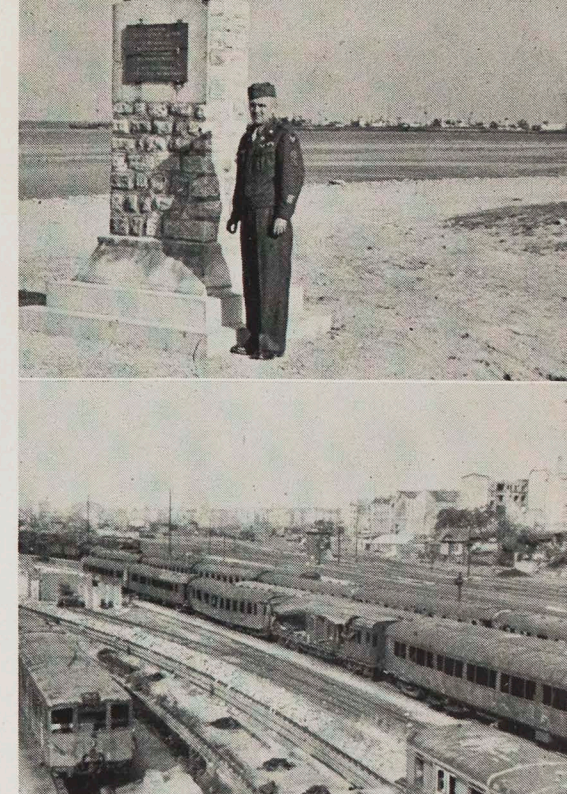
By Mrs. C. O. Leatherman

THE PE WOMEN'S CLUB had its regular meeting May 13 and elected the following officers for the ensuing year:

President: Mrs. Ruth Leatherman; Vice President: Mrs. Florence Gramling; Treasurer: Mrs. Hasenyager; Recording Secretary: Mrs. Mable McCulloch; Corresponding Secretary: Mrs. Susanne Brearley; Historian: Mrs. Ruby Gallacher.

The Board of Directors includes Mmes. Gertrude Palmer, Catherine Hasty, Katherine Moore, Mary Howe, and Edith Thomas.

The Club will have the regular meeting on the second Thursday of each month with the fourth Thursday



TOP — Charles F. Buss, Motorman South now on duty with the 53rd Troop Carrier Squadron at Tempelhof Air Base, Germany, stands beside war marker at Omaha Beach, focal point of the Normandy invasion. Sunken ships, now being salvaged, in background; white oblongs in right background constitute a breakwater, says Sergeant Buss. BELOW — S-Bahn yards show some bomb damage, says Charles. Cars in photo are all burned or near fire and all are rusty. "They had pretty good equipment before the RAF and USAAF threw them for a loss. Passenger comfort is below ours, but mechanically, they are good—both electric and air brakes."



AMERICAN LEGION — Top picture, the Curly Cathey Gardena Boys' Band, which entertained the PE Post at May meeting. For names see Legion news. Center picture, Legion and Auxiliary members have potluck at the meeting. Commander C. E. Wilcox, in Legion cap, may be seen at left center of picture. On his right is Mrs. Bernyce Rose (in dark dress dotted with flowers), President of the Auxiliary. In lower picture, left to right are K. M. Brown, A. M. Cross, J. W. Foore, Ray E. Withee, and James A. McNaugh—the last a guest from Post 516 and Chapter 61 of DAV.



VETERANS OF FOREIGN WARS installed officers for 1948-49 on Tuesday, April 20. In top picture, new officers are taking the oath of office, which is being administered by Installing Officer Earle C. Moyer (back to camera). Left to right are George Weatherby, Post Adv. ccte; Lester Clark, Guard; Charles Wakefield, Service Officer; Ludwig Otterstedt, Trustee; Ross E. Vance, Senior Vice Commander; James Boswell, Commander; T. E. Dickey, Junior Vice Commander; Arthur Tellechea, Adjutant; Russell Mudgett, Chaplain; Arthur Cameron, Trustee. (Quartermaster Noble Cates was unable to be present.) In picture at bottom left, Installing Officer Moyer turns over the gavel to incoming Commander Boswell. The three women include, left to right, Mrs. T. E. Dickey, Mrs. Earle C. Moyer, and Mrs. George Weatherby, all of whom were interested visitors at the installation.

given over to recreation. Card parties will be held the first and third Thursdays of each month during the summer with Mrs. Gertrude Columbus as Card Chairman.

May 27 was a gala day for the new officers, with Mrs. Ruby Gallacher and Mrs. Pearl Wheeler doing themselves proud as the installing officers. They had a motif all their own, with hand-crocheted lock, keys, and chain done in silver. Each officer received a key, and the Board of Directors held the chain. The lock formed part of the President's corsage, the whole procedure was carried out to a T, and those who were unable to be present surely missed something.

The club room was beautifully decorated with garden flowers, and the tea room was decorated with pastel doilies, nut cups, and Cecil Brunner roses on each table. Tea, ice cream, and cake were served by Mrs. Grace Bishop, Mrs. Elenore Winter, and Mrs. Susanne Brearley.

June 10 was the date set for the picnic. Place: The island at Echo Park. Time: 11 o'clock — potluck luncheon with club providing coffee and ice cream.



It takes all hands to guide the ship safely through. It takes all hands to keep a business going. It takes all hands, working together, to--

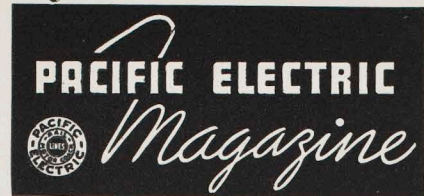
WE DEPEND ON EACH OTHER

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*Pacific Electric Club
Bulletin*

- FRIDAY, JUNE 25:
PE Summer Bowling League Matches. Arcade Recreation Center—8:00 p.m.
- THURSDAY, JULY 1:
PE Women's Club Afternoon Card Party. 500 and Bridge—1:00 p.m.
- FRIDAY, JULY 2:
PE Summer Bowling League Matches. Arcade Recreation Center—8:00 p.m.
- TUESDAY, JULY 6:
Veterans of Foreign Wars Post 321 Semi-monthly Meeting—8:00 p.m.
- FRIDAY, JULY 9:
PE Summer Bowling League Matches. Arcade Recreation Center—8:00 p.m.
- TUESDAY, JULY 13:
American Legion Post No. 321 Semimonthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.

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



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PHOTOGRAPHY

Harley B. Talbott

Copy deadline for the July-August issue will be July 31.

- THURSDAY, AUGUST 5:
PE Women's Club Afternoon Card Party. 500 and Bridge—1:00 p.m.
- FRIDAY, AUGUST 6:
PE Summer Bowling League Matches. Arcade Recreation Center—8:00 p.m.
- TUESDAY, AUGUST 10:
American Legion Post No. 321 Semimonthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- WEDNESDAY, AUGUST 11:
PE Rod & Gun Club Monthly Meeting. Motion Pictures and Refreshments—7:30 p.m.
- FRIDAY, AUGUST 13:
PE Summer Bowling League Matches. Arcade Recreation Center—8:00 p.m.
- TUESDAY, AUGUST 17:
Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.
- WEDNESDAY, AUGUST 18:
PE Camera Club Monthly Meeting. Refreshments—7:30 p.m.
- THURSDAY, AUGUST 19:
PE Women's Club Afternoon Card Party. Bridge and 500—1:00 p.m.



**VACATION TIME
IS HERE AGAIN**

By FRANK O. HAYMOND
Chief Supervisor of Safety

“THE TIME HAS COME,” the Walrus said” — remember *Through the Looking Glass?* Yes, school is out, and vacation time is upon us.

That means an increased daily hazard of children running in the streets or on the curb, playing ball. Look on the back cover of this issue and observe how innocent and unconcerned these young folks are about chasing balls in the street — a situation that will arise dozens of times a day. *Let every child be a caution sign.*

Children riding their bikes present a definite hazard in street traffic, and a sufficient warning signal should be given when your coach or train is approaching a child on a bicycle. Recently an eight-year-old boy riding on the handlebars of a bicycle traveling parallel with a freight train fell between the locomotive and the coupled car, and was seriously injured. *Let every child be a caution sign.*

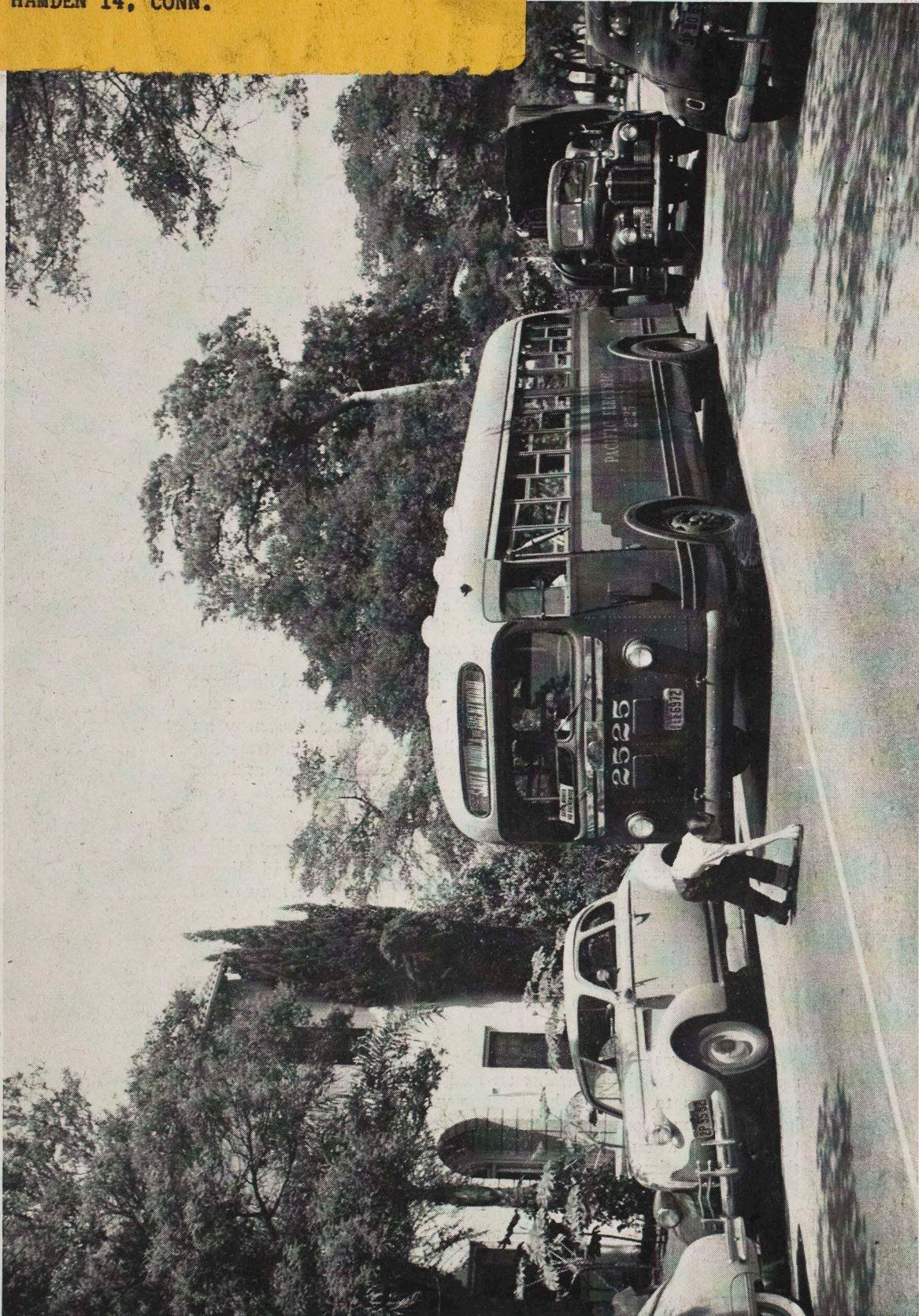
Children are attracted by the trains. They have an urge to climb the cars, tamper with the switches, investigate overhead, linger about the yards, and do all kinds of risky things that may result in injury to themselves or damage to the property. In each of two recent accidents a small boy was killed while playing about the Pacific Electric tracks. Think of it! Two small unfulfilled lives snuffed out . . . anguished parents . . . a heart-rending experience to all concerned, never to be forgotten. *Let every child be a caution sign.*

All employees — Trackmen, Mechanics, Linemen, Switchmen, and others, as well as Trainmen and Operators — can help prevent injuries to children by forever watching out for them; by keeping them from playing on railway equipment, yards, and tracks; and, when possible, by explaining to parents the need for their co-operation in controlling the actions of their children. P.S. — Be patient and courteous, too. These youngsters, many of whom will gain their first impressions of us this summer, are our future commuters. Boosters, too, if we make them *like* us.

LET EVERY CHILD BE A CAUTION SIGN!



MR. ROBT. J. REICH
161 THORTON ST.
HAMDEN 14, CONN.



(Posed by Jack Irwin, boy with ball, and his brother Jim, extreme left, with permission of their father, J. J. Irwin, of Beverly Hills

LET EVERY CHILD BE A CAUTION SIGN!