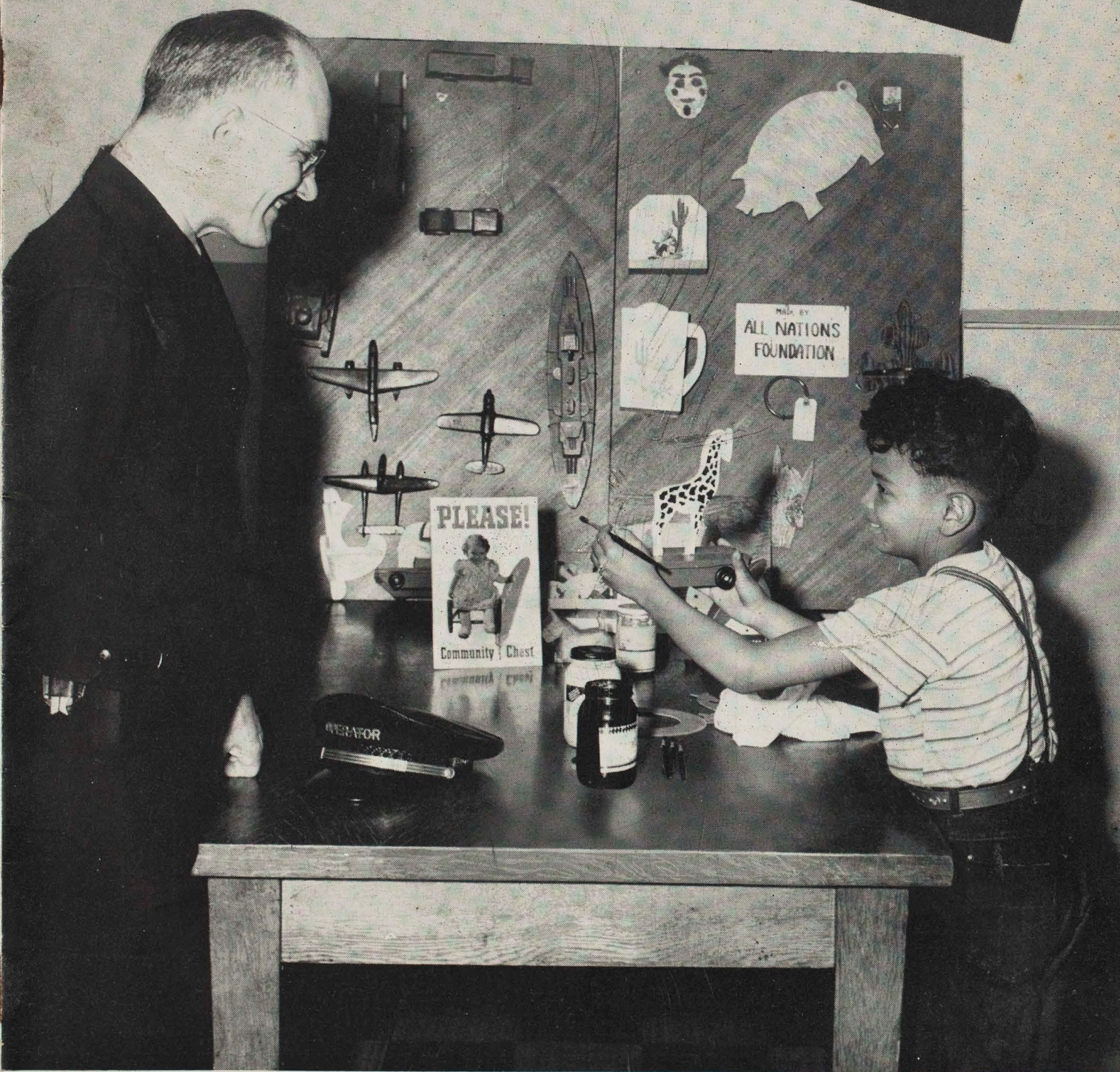


SEPT.-OCT. 1948
PACIFIC ELECTRIC
Magazine



LET'S BE PROUD OF OUR EFFORT, TOO! GIVE!

Community Chest Asks \$7½ Million This Fall for 35 Communities

SEVEN MILLION five hundred fifty thousand dollars to maintain 159 health and welfare agencies is the goal set for the fall Community Chest campaign. Asking all-year pledges to meet the combined "rock-bottom" needs of these agencies which serve 35 towns and cities in the Los Angeles area, Campaign Chairman **Edward R. Valentine** pointed out that without the combined Red Feather drive, these essential services would have to conduct 159 different campaigns.

ABSOLUTE MINIMUM

"This amount," said Valentine, "provides only the absolute minimum on which the community's health and welfare services can operate. Furthermore, the Chest method of consolidating appeals means that \$1,000,000 more of contributors' money goes into service than if wasted on 159 separate fund-raising drives."

A last minute addition of \$150,000 was made to the goal in response to the request of the armed forces that the USO be reactivated to serve both new draftees and veterans' hospitals.

The over-all goal was determined by vote of the volunteer Board of Directors of the Welfare Federation of Los Angeles Area in consultation with the Budget Committee and members of the Campaign Committee.

INCREASED PLEDGES NEEDED

"Increased pledges, spread over many months, will be needed throughout the community," Valentine said, "to meet higher costs and much needed extension of services to neg-

lected areas." He called attention to the fact that the Chest for two years past has raised amounts which proved inadequate to provide sufficient services.

In addition to USO, this year, Blue Bird Camp (for hard of hearing children) has been added, and also Boys Clubs of America and National Social Work Assembly. Two local loan fund agencies, as well as two local psychiatric services, have been merged, while foreign relief (which conducts its own campaigns) has been eliminated from the Chest.

CHILDREN'S NEEDS EMPHASIZED

Feeding, care, and shelter of children in local institutions, foster homes, and day nurseries, care for sick and crippled children in hospitals, and the thousands of others who daily seek attention in clinics to prevent more serious illnesses will be given priority this year, Valentine said.

Is your son a Boy Scout? Is your daughter a Camp Fire Girl? Is any child of yours enrolled in some youth program? Then chances are that it's one run by a Community Chest-supported organization.

A survey released this month by the Welfare Council's Youth Services Division showed that two out of every five school age youngsters in the Los Angeles area take part in the activities of the 45 Community Chest youth agencies. Boy and Girl Scouts, community centers and settlements have 116,000 regularly enrolled members.



COVER PICTURE—At All-Nations Foundation, nine-year-old Arthur proudly shows Motor Transit Operator D. L. Gladwell a giraffe which the lad has made and painted under the able supervision of Melvin M. Jones, Supervisor of Arts and Crafts. Let's all help Arthur make bigger and better giraffes by helping the Community Chest through MECCA and/or otherwise. Last year's funds were insufficient to meet needs.

Help the Chest: Join MECCA Now

Subscribing to MECCA, a joint labor-management plan for support of the Community Chest as well as other worth causes, is well worth your consideration at this time, if you are still not a member. You authorize a monthly deduction of 30¢ from your pay check. Ask about it.

Want to Spend Day With Movie Star? Enter This Community Chest Contest!

HOW WOULD YOU, and a guest of your choice, like to spend a day at a studio with *Esther Williams*, and then have dinner with your guest at *Ciro's*?

That, plus other valuable prizes, will be your reward if you win the current Community Chest contest, in which all you have to do is complete the following sentence in 25 words or less:

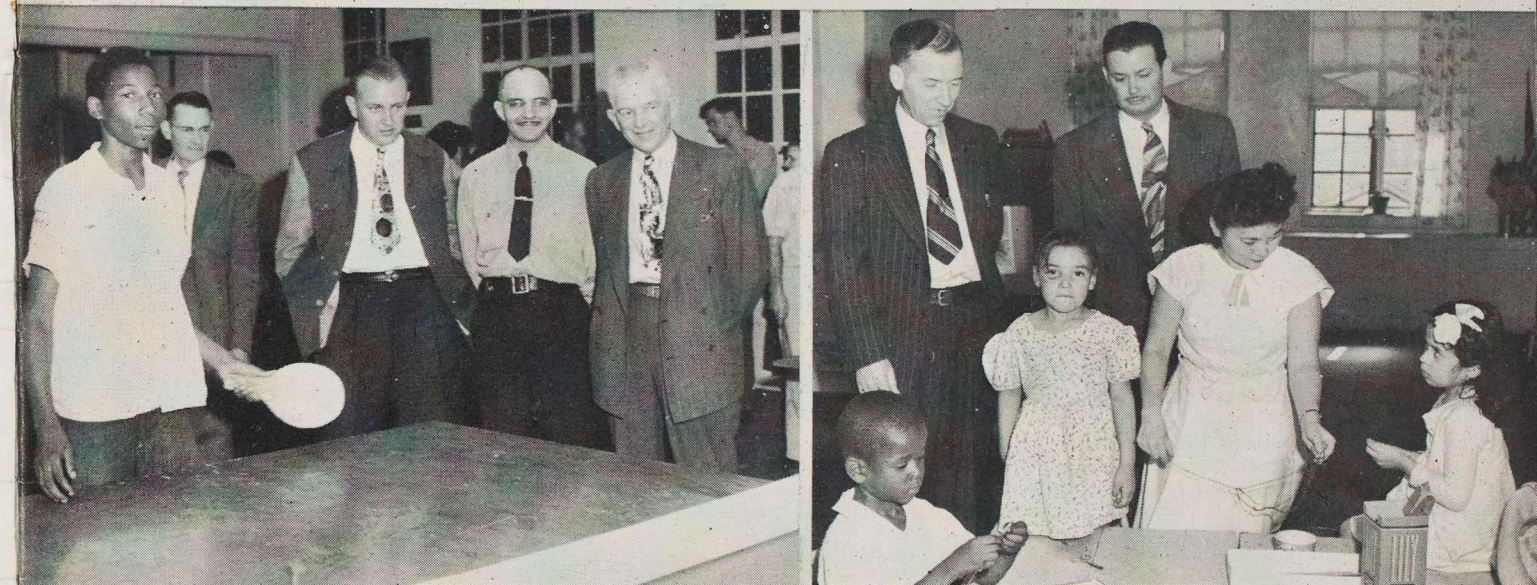
"I support the Community Chest because . . ."

Mail or bring your entry or entries (write as many as you like) to the office of the PACIFIC ELECTRIC MAGAZINE before 5:00 p.m., Monday, Nov. 1 — the sooner the better. Entries must be in the Editor's hands by that time.

The only things that count in this contest are how well you complete the sentence — and legibility. We have to be able to read what you write! Also be sure you put your name and address on each entry so we'll know how to contact you if you win. Who's eligible? Everyone except correspondents of the PACIFIC ELECTRIC MAGAZINE.



RED FEATHER PICTURE—The Visiting Nurse Association is one of the 159 Community Chest agencies that share MECCA funds.



TOP LEFT—Dr. R. L. McKibben (standing), Executive Director, All-Nations Foundation, describes work of this Community Chest-supported agency to interested visitors on tour. Left to right, seated, are an unidentified U. S. Post Office employee; A. M. Brouwer, Macy Terminal Foreman; Theodore Hoffer, Rental Clerk, Land and Tax Department; A. E. Hanna, Head Clerk, Pay Roll Accounts; and E. J. Lewis, Long Beach Motor Coach Operator. Here children learn citizenship.

LOWER LEFT—Jimmy plays table tennis as PE visitors watch. Left to right are A. L. Bristow, Automotive Equipment Inspector; W. J. Gerhardt, West Trainman; D. L. Gladwell, Motor Transit Operator; and G. L. Leete, West Freight Trainman. They found work impressive. **LOWER RIGHT**—Messrs. Hanna, left, and Lewis watch as Mrs. Setsuko Isoda, Instructor in Kindergarten, shows (from left), Alton, Sylvia, and Bertha how to string beads. Mrs. Isoda knows lots of games, too.

PE EMPLOYEES SEE RED FEATHER AGENCY AT WORK

CHILDREN THAT NEED HELP to get a proper start in life are surely finding it at the All-Nations Foundation, a Red Feather agency at 824 E. 6th St., Los Angeles, say ten PE employes who went to see Sept. 23.

Included were A. M. Brouwer, Macy Terminal Foreman; W. J. Gerhardt, West Trainman; D. L. Gladwell, Motor Transit Operator; G. L. Leete, Freight Trainman; E. J. Lewis, South Trainman; A. L. Bristow, Automotive Equipment Inspector; A. E. Hanna, Head Clerk, Pay Roll Accounts; Theodore Hoffer, Rental Clerk; W. W. Tidmarsh, Claim Agent; and H. B. Talbott, Photographer for the Magazine.

Typical of the comments made after the tour were these:

"I have often wondered where the children living in the tenements east of Main St. spend their leisure time,

and where they play. I was gratified to learn that there is such a place as All-Nations in that neighborhood. A place is provided that these children may use as a living-room in which to sit and relax, to talk or entertain their friends, or to play games." — A. L. Bristow.

"The patience extended by the willing workers in charge is so admirable, I'd almost class them with the saints above. Doctors in all fields of practice render hundreds of hours of professional service monthly, without hope of remuneration. Discrimination as to race or color is unknown." — D. L. Gladwell.

"Just a glance at the living conditions of people in the immediate vicinity of the All-Nations boys' Club, coupled with an inspection of the institution itself, convinced me of the

need for and the indescribable value of such a project." — A. E. Hanna.

"The maintenance of a juvenile delinquent in a penal institution costs no less than \$1800 a year, according to Dr. McKibben, Executive Director. The prevention of juvenile delinquency through the activities of the All-Nations Boys' Club costs about \$25 per year per boy." — Theodore Hoffer.

"The All-Nations Foundation, with its manifold social agencies, represents an outstandingly vital form of constructive welfare work in a blighted area. These agencies are eminently well equipped to deal effectively with youth problems which society must somehow meet." — W. W. Tidmarsh.

Joining MECCA, Pacific Electric's organization to aid all such worthy causes, helps give a child a chance.



Droopert Reforms!

Gets Life Probation; PE Men Attend Trial

TEN PE TRAINMEN AND OPERATORS from all districts, and several PE officials, were guests at a traffic safety luncheon at the Los Angeles Biltmore Wednesday, Aug. 18. The luncheon was sponsored by the Los Angeles Junior Chamber of Commerce as a climax to its intensive county-wide traffic courtesy campaign held throughout the month of August, with the cooperation of the city authorities, the National Safety Council, and transportation companies in the area.

The importance attached to the luncheon was attested to by the presence of a number of such civic leaders as Sheriff Eugene Biscailuz, Chief of Police C. B. Horrall, Deputy Chief of Police Caldwell, Chairman Neil Petree of the Metropolitan Traffic and Transit Committee, Chairman Jim Bishop of the Los Angeles Chapter of the National Safety Council, several PE officials headed by President O. A. Smith and General Superintendent T. L. Wagenbach, and officials of the

UPPER—PE Trainmen and Operators attending Droopert luncheon Seated, clockwise, beginning at left: I. M. Cammack, Operator, North; D. L. Webb, Engineer, North; H. A. Fabun, and R. E. Wheeler, Motor Transit Operators; V. C. Prettyman, Motorman, South; G. S. Blaine, Motorman, North; H. S. Cartwright, Motorman, South; Allie Brown, Motorman, West. From left, standing, are M. G. Strang, Motorman, South; and R. M. Hightower, Operator, West. LOWER—PE and BRT officials attending luncheon. Seated, clockwise, beginning at left: D. R. Lewis, Engineer Asst., Executive Dept.; H. O. Marler, Passenger Traffic Mgr.; H. L. Young, Supt. of Safety and Instruction; T. L. Wagenbach, General Supt.; C. H. Belt, Asst. General Supt.; D. G. Ellison and U. W. Troxel, representatives from the General Grievance Committee, BRT. Standing by Mr. Ellison is F. O. Haymond, Jr., Chief Safety Supvrs.



UPPER—Droopert on trial, in the person of Eddie Bracken, the guy in the daffy suit. He's "testifying" that he's reformed. Behind the microphone is Judge Roger A. Pfaff, well known to traffic violators. At his right is Breg Colahan, the Junior Chamber's emcee for the trial. Behind Droopert, from left are Bob Reilly, public relations, Warner Bros., Mary Alice Kelley (Miss Pacific Electric), and Phyllis Coates, witnesses at the trial. CENTER—Neil Petree, Chairman of the Metropolitan Traffic and Transit Committee. He was principal speaker at the safety luncheon. LOWER—Group at head table, including, left to right, Sheriff E. W. Biscailuz; Bob Sommers, Secretary-Manager, L. A. Junior Chamber of Commerce; O. A. Smith, President, PE Railway Co.; F. C. Patton, Manager, Los Angeles Motor Coach Co.; J. C. Yarbrough, Comptroller and Vice President, L. A. Transit Lines; and Jim Bishop, President, Los Angeles chapter, National Safety Council.

other transportation companies in Los Angeles.

Droopert, in the person of Eddie Bracken, was dragged into a mock traffic court presided over by Judge Roger A. Pfaff. Droopert was accused by various beautiful young ladies (representing the transportation companies) of violations of all the traffic and courtesy rules in the book, but was given a suspended sentence and probation for life upon his promise to reform. Mary Alice Kelly, Warner Bros. starlet, was Miss Pacific Electric.

Judge Pfaff seized the occasion to speak of the accident toll, and stated that a great reduction in traffic accidents could be effected by the exercise of courtesy and the observance of speed regulations. One million Americans have been killed, and 35 million injured in accidents since World War I, he asserted.

Neil Petree, Chairman of the Metropolitan Traffic and Transit Committee, stated that careful studies by outstanding traffic authorities have indicated the need for rail rapid transit to the San Fernando Valley, Santa Monica, and the Harbor, with two subways under the central business district. He said the rapid transit lines should be privately owned, but their cost of construction underwritten by a metropolitan transit authority which should be created by an enabling act of the California legislature.

Safety, Mr. Petree pointed out, is an important reason for the construction of the new freeways.

Traffic on Fifth and Sixth Streets is from 20 to 30% faster since the streets were made one way, he said. Other one-way streets are under study, the great problem being the necessity for rerouting public transportation lines in the accomplishment of this aim, he added.

COMMENTS On the Luncheon

Guy S. Blaine, North Motorman: "The effort of the Junior Chamber of Commerce and the cooperation of the various transportation groups greatly impressed us Trainmen. Haven't noticed a great deal of improvement in traffic courtesy yet, but don't think too much should be expected in so short a time."

Ivan M. Cammack, North Operator: "Men at the Temple City Terminal were interested in the report of ideas expressed at the luncheon. The 'Drive with Courtesy' program should be continued for its good influence on safe driving."

H. S. Cartwright, South Motorman: "I have noticed improvement in traffic

Wages Increased 10c an Hour for Train Service Employes

Increase in Wages for Other Groups Pending

AN INCREASE in wages of 10c an hour for all train service employes, including Motor Coach Operators and Yardmasters, became effective on Saturday, Oct. 16. The increase follows an agreement between the company management and a committee representing train service employes, and is in accordance with the recent settlement reached in Chicago between the National Organization of the Brotherhood of Railroad Trainmen and railroad representatives.

This increase will affect 2,200 employes out of a total of 5,700, and will increase the company pay roll by

\$500,000 a year for passenger service Trainmen and Motor Coach Operators, and \$132,000 a year for freight train service employes.

The remaining 3,500 employes, consisting of clerical forces, mechanical and garage forces, and maintenance of way employes, are not affected by this increase. The matter of increased wages for these groups is still pending.

President O. A. Smith states that the magnitude of the increase will have the effect of wiping out the improvement in the company's financial condition experienced so far this year.

courtesy on the part of drivers and pedestrians, and the Trainmen did some talking about the courtesy campaign."

H. A. Fabun, Motor Transit Operator: "The short talk given by Mr. Petree was exceptionally interesting and informative. I believe all the Operators are heartily in favor of the 'Courtesy for Life' program and will try to cooperate in every way."

Raymond M. Hightower, West Operator: "I think the luncheon was given for a good cause, and the courtesy campaign is well worth while. . . . A continuation in time will help traffic conditions."

V. C. Prettyman, South Operator: "I think the luncheon was a success in many ways. I was amazed at the effort expended by so many men who have no part in the transportation or automobile traffic problems. . . . If these men give so unstintingly of their efforts, then it should behoove us transportation men, who are on the firing line, to extend our efforts just a little beyond the every-day routine and make every day a day for safe operation."

Clyde L. Webb, North Motorman: "The luncheon . . . gave us Trainmen a chance to meet some of our superiors and talk about safety. I think the presence of our group there showed the Junior Chamber and other companies that our company is working for safety 100%. I have noticed a change in courtesy among truck drivers."

Roy E. Wheeler, Motor Transit Operator: "Yes, I think the luncheon did a lot of good and there should be more of them."

Ten Commandments For Motorists

1. Keep your car in sound condition.
2. Keep your car under control; you are always in danger if you cannot stop in the assured clear distance ahead.
3. Keep your eyes on the road; disaster can happen in a second.
4. Never fight for the right of way; the fight generally ends at an inquest or in a damage suit.
5. Go along with the procession; you have no more right to drag traffic than you have to jeopardize others by cutting in.
6. Be as courteous on the road as you are in your own home.
7. Know your local traffic rules and obey them.
8. Take pride in your driving skill; if normal people are nervous when riding with you, something is wrong with your driving.
9. Don't mix liquor, anger or worry with gasoline.
10. Study local maps and experiment with shorter and less congested routes; you may be surprised at the time you can save.

— Greater Chicago Safety Council.

Silas McIver, labor union columnist: "The principle of less work and less service for more money will, if it becomes entrenched, lead to depression and economic chaos."

NSC SAFETY AWARDS BANQUET



TOP PICTURE—Three Motor Coach Operators with the longest records of accident-free service were invited to attend the banquet with their wives. Left to right: Motor Transit Operator and Mrs. Walter A. McKenzie; Motor Transit Operator and Mrs. William A. Tribble; and West Operator and Mrs. Frank V. Haulman. The Magazine is proud to run their pictures. CENTER PICTURE—Group of officials of the Greater Los Angeles Chapter, National Safety Council, and Municipal Judge R. A. Pfaff (second from right), principal speaker of the evening. Left to right: Col. F. C. Lynch, Secretary-Manager; George Magee, Chairman of the Fleet Contest Committee; Jim Bishop, President; Judge Pfaff; and Fred C. Patton, Vice President for Fleet Safety (NSC), and Manager, Los Angeles Motor Coach Lines. LOWER PICTURE—Left to right: Leslie H. Appel, Research Project Chairman, Transportation Division, Greater L. A. Chapter, NSC, and Research Engineer for Pacific Electric; Harry L. Young, Superintendent of Instruction and Safety for Pacific Electric; and Mrs. Young.

PE Fleet Takes Fourth Place

PACIFIC ELECTRIC finished in fourth place in the Fourth Annual Fleet Safety Contest carried on each year by the Greater Los Angeles Chapter, National Safety Council. Announcement of final standings was made at a banquet held in the Los Angeles Police Academy, Elysian Park, Thursday evening, Sept. 30. The winner was Gardena Municipal Bus Lines, with a record of 3.19 accidents per 100,000 miles of operation. Pacific Electric's record of 6.62 accidents per 100,000 miles was, however, sufficient-

ly good to place PE ahead of all other major bus lines in the Los Angeles area.

Chosen to attend the banquet to represent PE Motor Coach Operators were the three bus drivers who have the longest record for driving without responsibility for accidents. They included Frank V. Haulman, now on the Van Nuys-Birmingham Hospital Line, 121 months of no chargeable accidents; Walter A. McKenzie, now on the Sunland Line, 109 months; William A. Tribble, now on the Pasadena-

Claremont Line, 105 months. The men attended with their wives.

(Ten other Motor Coach Operators also possess outstanding records for safe operation: Motor Transit men: R. C. Fabun, 97 months; C. J. Kimball, 92 months; B. C. Lamb, 90 months; L. M. Faulkner, 80 months; R. E. Drayer, 79 months; G. L. Fry, 73 months; H. M. Schemm, 72 months; F. W. Muller, 68 months. Western District men: Garrett W. Demarest, 97 months; and L. M. Wolfenbarger, 85 months.)

Would You Hire Yourself?

It is a mighty good idea to size yourself up now and then from the other fellow's viewpoint. You should know your good points better than anyone else. Can you find enough of them to qualify you to hold down your job? Let's see now:

If you were the boss and needed a man for your job, are you the man you would pick to fill it?

Are you delivering a big day's work, or average or just enough to get by?

Have you reason to be proud of the accuracy and quality of your work, or do you have a lot of alibis?

Are you helping the company's public relations campaign by the manner in which you treat your passengers?

Are you a booster for your company and an encouragement to those around you?

Do you do your work conscientiously and well, regardless of whether or not your superintendent or supervisor is watching you?

Do you need a lot of supervision, or do you study your job and deliver maximum service of your own accord?

Are you easier on yourself than you would be on the other fellow if you were the "boss"?

Check yourself and see if you measure up. If you can honestly say that you do, then you can well feel encouraged, and go ahead, confident that you will succeed; but if not, then you had better take stock and improve your methods.

— The Wheel

Printed on PE letterheads back in the teens:

"SAFETY FIRST: Do not try to cross a railroad track in front of a moving Interurban Car. Your automobile may fail you and that may mean Disaster."



PE CARRIES THOUSANDS TO 1948 POMONA FAIR

BY RAIL AND BUS, Pacific Electric transported 99,014 pleasure-seekers to and from the Los Angeles County Fair at Pomona, held Sept. 17-Oct. 3—first fair since 1941. Special 3-, 4-, and 5-car trains, leaving Los Angeles in the forenoon, made the trip to Pomona fairgrounds in an hour and five minutes, and rails carried 34,780 passengers to and from the fair. Special buses from Los Angeles carried 45,471 passengers to and from the fairgrounds. A bus shuttle

ran between Pomona Station and the fair, and a total of 18,763 people were carried to and from fair by shuttle and regular bus service. In picture above, a 4-car train has just arrived at 12:05 p.m., Sept. 29, at Gate "D." J. G. Sprowl was Motorman, and D. E. Gillespie, Head Conductor. At same time, a bus shuttle operated by C. E. Mack is turning to cross the tracks into the bus lot. The picture was taken looking toward the west, with fairgrounds showing at the left.

New Radio Program Features Musicals, Tells Railroad Story

THE AMERICAN RAILROADS present the finest in musical comedies and operettas for radio listeners each Monday evening, 8:00-8:45, on the American Broadcasting Company's network. Locally, the program is heard over KECA.

Entitled "The Railroad Hour," the show features top-name guest stars and Gordon MacRae as singing host and master of ceremonies.

With music and comedy familiar to and loved by millions of Americans, "The Railroad Hour," originating in Hollywood, will provide entertainment for the general public and for the nearly one and a half million railroad workers and their families. Sponsored by the Association of American Railroads, the program will also present brief excerpts from the fascinating story of the essential part railroads play in the life of the nation.

17% Reduction in P.E. Accidents Noted on Miles-Operated Basis

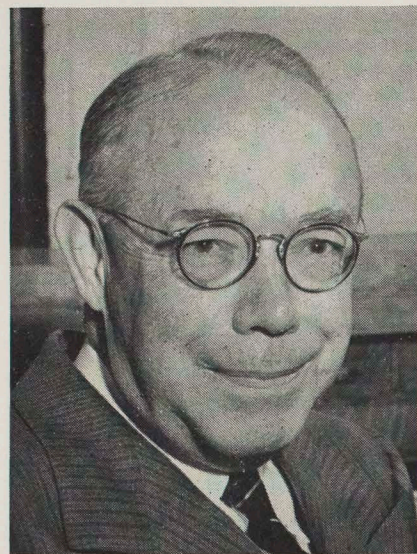
RECORDS SHOW a decrease of 17% in accidents per 100,000 train-coach miles, the first seven months of 1948 under the same period of 1947, according to the Transportation Department. This percentage represents combined figures for system passenger, freight, box motor, and work train rail service, and system motor coach service.

The 17% means actually that there were 574 fewer accidents per 100,000

miles of combined operations during the first seven months of 1948 than there were during the same period in 1947.

"The worth-while efforts toward accident prevention made by the Trainmen and staff are producing results," commented General Superintendent T. L. Wagenbach. "No little credit is being given to the safety awards as an inducement for improvement by the Trainmen."

	Number of Accidents			Decrease in		Accidents	
	1948	Jan. 1947	July 1946	1948 under 1947	%	1948 under 1946	%
Passenger Rail	1617	1960	2389	343	17%	772	32%
Rate per 100,000 est. train miles	24.5	28.8	34.1	4.3	15%	9.6	28%
Motor Coach	888	1024	1140	136	13%	252	22%
Rate per 100,000 coach miles	9.2	11.0	12.2	1.8	16%	3.0	25%
Freight - Boxmotor - Work	250	345	358	95	28%	108	30%
Rate per 100,000 train miles	29.0	32.5	39.9	3.5	11%	10.9	27%
System	2755	3329	3887	574	17%	1132	29%
Rate per 100,000 train-coach miles	16.1	19.4	22.6	3.3	17%	6.5	29%



ROBERT E. LABBE

Retired PE Treasurer, R. E. Labbe, Passes

ROBERT E. LABBE, 62, retired Treasurer of the Pacific Electric Railway Company, died of a severe stroke Friday, Oct. 1, at his home, 1206 Longwood Street, Los Angeles.

Born August 7, 1886, in Chicago, Illinois, he had served 42 years with the Pacific Electric Railway, and had been Treasurer for two years before he retired December 31, 1947, on account of ill health. For 40 years, beginning in 1905 as Clerk, he had been associated with the Accounting Department, in which he rose to the position of Assistant to the Auditor. He was appointed Treasurer August 1, 1945, to succeed **Mulford S. Wade**, retired. Mr. Labbe was a member of the Hollywood Masonic Lodge, and a Past President of the Pacific Electric Masonic Club.

Surviving relatives include his wife, **Mrs. Charlotte Labbe**; his son, **Robert C. Labbe**, Assistant Research Engineer for PE; his daughter, **Mrs. Beatrice Frederick**, 1206 Longwood Street, Los Angeles; a sister, **Mrs. Verna Burleson**, Oxnard, California, a brother, **Victor P. Labbe**, Electrical Clerk at Washington Street Yard; and five grandchildren.

The funeral, attended by a large number of Pacific Electric employes and other friends, was held at the Wee Kirk o' the Heather, Forest Lawn, Tuesday, Oct. 4, at 10:00 a.m.

Employes join in extending sympathy to the family. This kindly gentleman, whose friendly ways and ready smile had won and held countless friends, will long be held in affectionate remembrance.

Fred A. Bixenstein Dies After 43 Years With PE as Draftsman

FRED A. BIXENSTEIN, one of Pacific Electric's oldest old-timers, died of pneumonia at St. Vincent's Hospital on Sept. 7. He had had continuous service with the company since April 17, 1905, as Draftsman in the Engineering Department.

Mr. Bixenstein was born in Des Moines, Iowa, Sept. 5, 1884, and his first job was as messenger for the Des Moines Union Railroad, beginning in 1899. His first work for PE was as Work Train Conductor, beginning in September, 1904. He left service a few months later, and returned permanently the following year.

A Masonic funeral was held at the Church of the Recessional, Forest Lawn, Wednesday, Sept. 15, attended by many of his colleagues and other friends.

O. P. Davis, Retired West Supt., Dies at 81

OSCAR P. DAVIS, universally beloved Western District Superintendent who retired in 1937 after 35 years of service, died Oct. 8 at his home in Laguna Beach. He was almost 82.

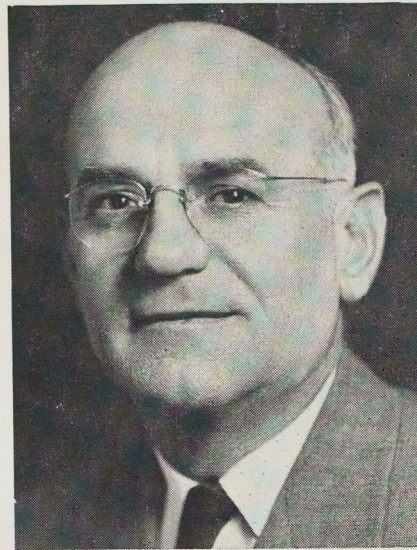
Fond of travel, he had sold his Los Angeles home and lived in a trailer since his retirement in 1937. For some years he had kept his trailer at Treasure Island Trailer Park, Laguna Beach.

Born in Rochester, N. Y., Dec. 1, 1866, he came to PE as Motorman in 1902, was advanced to the position of Assistant Superintendent in 1904, and served as Superintendent of first the Southern and then the Western District.

He is survived by his wife, **Mrs. Blanche Davis**, and a son, **Roy**, Helper in the Bonding and Welding Department. Employes extend their sincerest sympathy.

Special PE Story In Oct. 23 Herald

A special story, with pictures, about the progress of Pacific Electric in the past two years will appear in the Special Business Review edition of the Los Angeles Herald and Express of Oct. 23. Be sure to read it.



ROBERT ROY WILSON

R. R. Wilson, Supt. of M. C. Operations, Dies Monday, Oct. 4

ROBERT ROY WILSON, 55, Superintendent of Motor Coach Operations for the Pacific Electric Railway, died Monday, October 4, after a lingering illness, at his home, 1314 Huntington Drive, South Pasadena.

Early in the vital Pacific campaigns of World War II, he was appointed head of the Land Transport Division of the U.S. Army in Australia, in charge of both motor and rail transport over that entire continent, holding the rank of Lieutenant Colonel.

Born in Fresno, January 15, 1893, he was a pioneer in bus transportation in and around Los Angeles, having been associated with several bus lines beginning as early as 1910. In 1917 he became Superintendent of the Motor Transit Company, left in 1920 to assume important positions with several trucking and bus companies, was Division Superintendent of Pacific Greyhound Lines from 1929 to 1933, and returned to his former post with Motor Transit in 1933. When Motor Transit was taken over by Pacific Electric, Mr. Wilson came with it, and in 1936 was made Superintendent of Motor Coach Operations, Pacific Electric Railway Company.

The funeral, attended by many of his friends, including a large number of Pacific Electric employes, was held at the Church of the Recessional, Forest Lawn, Friday, Oct. 8.

Mr. Wilson leaves his widow, **Mrs. Cora Wilson**, 1314 Huntington Drive, South Pasadena; and a sister, **Mrs. Violet Johnson**, 903 E. 75th Street, Los Angeles. Employes extend their sympathy.

YOUR

Hospital Association

Facts and Figures

By George Perry, Business Manager

NO OPERATING FIGURES have been furnished you since the March-April issue of the Magazine, but the following will bring the figures up to date. The month of July, 1948, is shown separately as this was the first month of operation wherein medicines were not furnished except to those in the hospitals, etc. Also, in this month the deficit was reduced to the extent shown.

Result of operations for months of March, April, May and June, 1948:

Receipts	
Employees' contributions	\$ 85,797.90
PE Ry. Co.—industrial & claim	25,567.72
LAMC Lines—industrial & claim	4,145.53
Harbor Belt Line—industrial	551.45
S.P. Co. Hospital Dept.—services rendered	12,679.92
Mahl Memorial Fund earnings	1,125.00
Miscellaneous	2,511.98
TOTAL	\$132,379.50

Expenditures	
Professional services (salaries & fees)	\$ 78,926.19
Medical supplies (medicines, X-ray films, bandages, etc.)	17,738.58
Hospitalization	34,464.18
Miscellaneous (rental, telephone, insurance, P/R taxes, ambulances, repairs, etc.)	11,167.61
TOTAL	\$142,296.56
Net loss (4 months)	\$ 9,917.06

Result of operations for month of July, 1948:

Receipts	
Employees' contributions	\$ 21,374.04
PE Ry. Co.—industrial & claim	5,449.32
LAMC Lines—industrial & claim	1,119.51
Harbor Belt Line—industrial	133.00
S.P. Co. Hospital Dept.—services rendered	3,080.83
Miscellaneous	430.74
TOTAL	\$ 31,587.44

Expenditures	
Professional services (salaries & fees)	\$ 17,668.36
Medical supplies (medicines, X-ray films, bandages, etc.)	2,762.11
Hospitalization	9,446.12
Miscellaneous (rental, telephone, insurance, P/R taxes, ambulances, repairs, etc.)	648.79
TOTAL	\$ 30,525.38
Net profit for July, 1948	\$ 1,062.06

Expenses for July, 1948, show a decrease of \$3,837.36 as compared to June, 1948, due principally to the fol-

lowing items; (a) Credit account reduction of Railroad Unemployment tax from 3 per cent to 1/2 per cent, retroactive to January 1, 1948 — \$895.79; (b) Credit for reduction in rental rate for offices in PE Building, retroactive to January 1, 1948 — \$681.66, and (c) Reduction account drugs and medicines not furnished — \$1,626.11.

While net operations for the month show a profit, it should be noted that hospitalization costs exceed the average monthly cost by approximately \$1,000.00 because of the greater number of severe cases treated in July, 1948. Special nursing is well above the monthly average for the same reason. Special nursing amounted to \$1,169.00 for the month.

Detail of August, 1948, operations is not available at the time this is written. However, we can report an estimated \$2,100.00 reduction in our deficit due to favorable conditions on account of less sickness during the month.

LOOK OUT! When It's Dark Out

A TYPICAL AMERICAN FAMILY numbers four. Another typical number established by our carelessness is that TWO OUT OF THIS FAMILY OF FOUR will be killed or injured by an automobile.

Three-fifths of the traffic deaths occur at night when only one-fourth of the driving is done. "LOOK OUT WHEN IT'S DARK OUT!"

Broken windows, demolished automobiles, injuries, repair bills, hospital bills, lost man hours, and even more terrifying — permanent disabilities and loss of human lives. Yesterday it all happened because Jim was trying to get somewhere a minute sooner — today it happened to Mary as she tried to beat a light. Tomorrow — no, let's "LOOK OUT WHEN IT'S DARK OUT" and reduce this needless loss of human lives and property.

Radio Club For Amateurs

THOSE INTERESTED in amateur radio are requested to get in touch with **J. G. Simmons**, W6VH0, Station Clerk at Watson Station, for the purpose of re-forming the Red Ball Club.

"Now that the amateur radio bands have been reopened," says Simmons, "I feel that this club could again be of service to the company."

Vital Statistics

July 21, 1948, to September 20, 1948
DEATHS

NAME	OCCUPATION	Died	Group Insurance	Mortuary
Jackson, Ethmer B.	Brakeman	7-25-48	Yes	No
Hardy, Perry Jay	Retired Air-Brake Machinist	7-25-48	Yes	Yes
Shultz, Charles F.	Conductor	7-30-48	Yes	Yes
Nydam, John	Substation Operator	8- 3-48	Yes	Yes
Darling, Homer A.	Operator	8- 5-48	No**	No
Ostrow, Jacob	Retired Towerman	8- 6-48	Yes	Yes
Buck, Peter E.	Freight Car Inspector	8- 6-48	No**	No
Stempel, Paul L.	Conductor	8- 9-48	Yes	Yes
Hoffman, John A.	Retired Elevator Operator	8- 9-48	Yes	No
Newell, Tyler B.	Retired Helper	8-10-48	Yes	No
Mullin, Charles J.	Retired Motorman	8-17-48	Yes	Yes
Grogan, Jesse L.	Retired Laborer	8-20-48	Yes	Yes
DuPray, Leland S.	Retired Trainman	8-22-48	Yes	Yes
Carlson, Alfred L.	Retired Painter	8-20-48	Yes	No
Malmberg, Axel A.	Motorman	8-24-48	Yes	No
Bixenstein, Fred A.	Draftsman	9- 8-48	Yes	Yes
Webb, Verner L.	Conductor	9-10-48	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NONE

**Employee eligible for but declined to accept group insurance.

L. A. Chamber of Commerce Celebrates 60th Anniversary

IN 1888 Los Angeles was a somnolent town of about 40,000 souls and the county was populated by about 80,000 persons.

It is not an accident that today the city's population is 1,930,651 and the county's is 3,818,713, for on the night of Oct. 15, 1888, forty-one men with "vision to see, faith to believe, and courage to do" paid a \$5 membership fee and formed the Los Angeles Chamber of Commerce.

Men like Harrison Gray Otis, E. W. Jones, Charles Forman, J. S. Slauson, M. J. Newmark, Fred K. Rule, W. D. Stephens, Harry Z. Osborne, Maynard McFie, Arthur S. Bent, and James L. Van Norman helped lay down the policies carried

out by Chamber staff chiefs of brilliance: Charles W. Willard, Frank Wiggins, Arthur G. Arnoll, Leonard Read, and Harold W. Wright.

The policies have always been designed to help make Los Angeles, city and county, great. That they have been wise and successful is proved by existence of the harbor, the Owens River Aqueduct, and the Metropolitan Water District. But that the community already has achieved the ultimate greatness, no one will assert.

As a matter of fact, the view of the Chamber of Commerce is that the first 60 years are only a prologue. The task of finishing construction of a really great community lies in the years ahead.

PE Files Applications To Extend Bus Line Beyond GM Plant

PACIFIC ELECTRIC filed on Oct. 8, applications with the California Public Utilities Commission and the Board of Public Utilities and Transportation, City of Los Angeles, covering proposed extension of motor coach service northerly along Van Nuys Boulevard from the present terminus at General Motors plant to Osborne Street.

The application to the California Public Utilities Commission requests an extension of 90 days from Nov. 1, 1948, of the authority for the commencement of the extended operations, the application stating that it is anticipated that residential development in the new Kaiser Community Homes tract adjacent to Van Nuys Boulevard will be sufficient to justify the service during January, 1949.

Application to the Board of Public Utilities and Transportation, City of Los Angeles, requests authority for line extension from General Motors plant northerly along Van Nuys Boulevard to Osborne Street, a distance of approximately 1.2 miles, in order to serve the same area.

The problem of suitable turn-around, which necessitated Pacific Electric's filing application for suspension of the route northerly of General Motors plant some months ago, has been worked out, and an off-street turn-around will be provided on Kaiser Community Homes property at the southeast corner of Van Nuys Boulevard and Osborne Street.



FREEDOM TO READ

Among privileges we enjoy as Americans, free speech and free print are of first rank. Most of us prize these and other freedoms, though we give little thought to them. We just take them for granted. A Gallup poll on the Bill of Rights would embarrass a majority of our citizens.

Freedom of the press is one of those freedoms. We are benefited by this freedom every day. The information that helps make intelligent citizens comes to us freely. Our press is not curbed nor restricted by the ill-conceived notions of some tyrant or dictator. We can buy the public prints we choose, and at a very reasonable price. We can buy many of them, including those with opposing points of view, without taking very much change out of pocket.

AN INDEPENDENT PRESS

Why the small price of newspapers and magazines? Just the paper and printing costs would amount to as much as we pay for them! Does a fearsome dictator pay the difference? Does a tax-rich bureaucracy foot the bill just to keep itself in power? Are our public "prints" subsidized by Congressional appropriations? No, they are not. Then how do we have freedom of press, when we are able

to buy for a nickel what costs so much more?

These things are accomplished through advertising. Advertising thus becomes one of the basic features of American democracy. It is easy to see that the advertising space sold by the publishers of our newspapers and magazines makes it possible for a publishing enterprise to pay its bills. Because of advertising, our great press is able to remain independent, and at the same time render important service to the American people.

EDUCATING MASSES

Advertising itself performs the major service of increasing constantly the already high standard of living which America enjoys. Our industry depends upon advertising to do its share in the efficient distribution of all the things that it makes in meeting the needs and desires of the people. And whenever something new is developed, advertising carries the message to those who may want the new product or new service. Advertising sells goods.

Not only does advertising sell goods, it also sells the desire to improve. Americans have never wanted to become static. Advertising has helped us to expect improvements, to want better things. When people have no desire for better living standards, then your great output of factories will have to stop. Advertising creates the desire to buy that keeps our economy on the move. It sells goods, and in selling them it is the great educator of the masses.

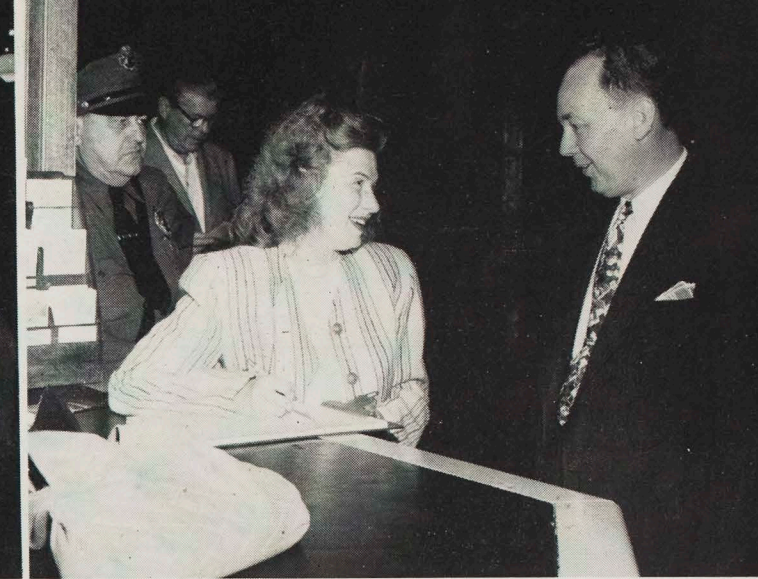
SNEAK ATTACKS

These facts show us that the business of advertising has an important bearing upon our freedom of press. If we cherish freedom of the press, we must also respect our publications as business enterprises. We need to understand that expenses of gathering news from all over the world for American readers, are paid in large part by revenues from advertising space. And just as important, we must not forget that our high standard of living depends upon advertising.

I say these things because there are those who attack the American Way by the sneak method. These destroyers (from within and without) will not attack freedom of the press. They know we cherish it. But they will attack advertising. They will not attack our high standards of living, which they envy. But they will attack the profit idea, without which American initiative and enterprise would cease to give us jobs and goods. May we ever be on our guard against those who would knock out the very props from under America!



FOUND—Conductor A. L. Hall, Western District, turns in valuable purse (in paper bag) he found on car to Lost and Found Department at Subway Terminal desk. Receiving it is Ticket Clerk John Fraker.



HAPPY—Miss Adeline Romasko, who lost the purse, smiles at Assistant Supervisor W. W. Wherry as she signs receipt for purse at Subway Terminal. Loss of purse capped distressing week for her.

Valuable Bag Lost, Returned By Conductor and Lost & Found

IT'S BAD ENOUGH to travel 3,500 miles in four days without sleep—Los Angeles to Minnesota and return. When the reason for the trip is to attend the funeral of a loved one, that's worse. When you return to Los Angeles and suddenly find before you get home that you've lost your purse containing \$114.92, your glasses, pen, baggage checks, other irreplaceable papers, and a sterling silver fork—part of the silver you've been given for your approaching wedding—well, that's enough to make you feel you've reached the bottom of the heap.

And that's just what happened to Miss Adeline L. Tomasko of 1705 Ashmore Place, Los Angeles. She's a buyer at Sears-Roebuck. Arriving back in Los Angeles, Wednesday,

Sept. 1, she left her baggage at the Hotel Knickerbocker, boarded a Pacific Electric train in Hollywood, left the train for home at 4th and Hill, and then suddenly realized she didn't have her purse.

It must be on the PE car! She called a nearby policeman, who gallantly chased after the train. But meanwhile other trains had come along, and he couldn't find the right one.

So she tearfully reported the loss to Mrs. Deane H. Koch, who runs PE's Lost and Found Department at 6th and Main. Mrs. Koch, taking her name, address, and telephone number, assured her that everything would be done to locate the missing purse. But Miss Tomasko went on home in a sadly anxious state.

Imagine her surprise and relief when only an hour or two later, Mrs. Koch telephoned that the purse had been found by Conductor A. L. Hall of 1619 Third Ave., Los Angeles, and would be waiting for her at the Subway Terminal Los and Found desk when she arrived.

Meanwhile, Mrs. Koch had taken the added precaution to call the hotel authorities to warn them not to give out the baggage without demanding positive identification of the person who presented the baggage checks. Hence, when Miss Tomasko, having secured her purse with contents intact, went to get her luggage, she was asked for identification. Miss Tomasko showed her engagement ring, and said that the matching wedding ring would be found in a certain place in one of her bags. Naturally, this proved to be true.



HELPFUL—Mrs. Deane H. Koch, Manager of Lost and Found Department, was very helpful in aiding Miss Tomasko to get back purse.

By now the anxiety is all forgotten, and she has only a pleasant memory of helpful Pacific Electric employes to add to wedded bliss: On Sunday, Sept. 5, she became Mrs. P. E. King.

The company has received a fine letter from her acknowledging and commending the helpfulness of Mrs. Koch and Conductor Hall.

Lost & Found Now at Parcel Check

Since this story was written, the Lost and Found Department office at 736 PE Building has been closed, and Lost and Found continues at the Parcel Check Room. The effective date was Sept. 20. Mrs. Koch is still in charge.

WANTED: Dads, Moms, Kids

For a pictorial feature in the Magazine, the Editor would like to learn of all the fathers and sons, as well as mothers and daughters, who are now working for Pacific Electric in all departments.

Write the Editor at 695 PE Building, giving name, job title, department, place of work, and telephone extension of parent and offspring. Or telephone extension 2195. Deadline will be Nov. 10. Preferably do it now, to permit adequate time to get the pictures.

The Public Appreciates

WESTERN DISTRICT

I. Abrams, Motorman: courteous, willing; a credit to PE.
T. R. Asel, Conductor: courteous to aged, kind, alert.
L. E. Cooper, Motorman: willing, courteous, efficient; a credit to PE.
E. H. Dickerson, Conductor: Two letters: (1) courteous to out-of-town visitor; (2) extra careful in giving directions to bewildered colored woman.
W. D. Gordon, Conductor: courteous; alertness prevented collision.
T. G. Harrison, Conductor: courteous, efficient.
L. H. Hinkle, Conductor: courteous, honest in returning lost article.
G. L. Kornegay, Conductor: courteous, excellent driver.
A. E. Landers, Conductor: returned valuable briefcase to passenger.
M. S. Neuss, Conductor: "We truly need more like you."
E. E. Rodgers, Operator: obliging; never passes up passengers; maintains schedule.
J. H. Tooke, Conductor: honest in returning gloves to passenger.
J. M. Turchin, Operator: Five letters: (1) pleasant and helpful; (2) pleasant and capable; (3) passenger never saw any other operator anywhere so courteous and pleasant; (4) courteous, efficient; (5) Beachwood line patrons regret losing him as result of change of run.
L. R. Wehrle, Operator: cheerful, helpful; waits for passengers.
C. E. White, Conductor: assisted in recovering lost purse.
L. F. Winchester, Motorman: thoughtful in informing waiting public of change in schedule.

MOTOR TRANSIT DISTRICT

H. N. Chambers: kind and considerate to self-styled "bothersome" passenger.
LeRoy R. Cox: alertness and expertness prevented collision.
A. E. England: never irritable or unreasonable despite plenty of provocation.
E. W. Frazier: thoughtful in many small ways for passenger comfort.
C. O. Greene: unusually courteous to LATL operator on E. 9th-Whittier line, as reported to PE by LATL Safety Director.
H. J. Lees: "Never met a more courteous and thoughtful operator."

C. E. Mack: kind to two elderly women returning from fair.
W. A. Phillips: kind and patient to lady who couldn't find her tickets.
R. E. Wright: excellent driver; efficient beyond average in collecting fares, issuing tickets, and giving information.

SOUTHERN DISTRICT

R. G. Curnutt, Terminal Foreman: courteous and speedy in returning lost article.
L. W. Johnson, Conductor: recovered lost wallet for lady from man he watched pick it up.
Robert Lay, Conductor: smilingly courteous and efficient.
A. L. Lindsey, Operator: extremely courteous in traffic and to passengers.
H. B. Musselman, Operator: courteous in assisting young mother with child, two suitcases, and heavy bag.
O. D. Reedy, Operator: unusually courteous in traffic toward LATL operator of Maywood-Bell motor coach, according to report to PE from LATL management.
T. H. Wood, Motorman: unusually courteous to LATL operator of E. 9th-Whittier bus, according to LATL Safety Director.

NORTHERN DISTRICT

C. N. Ennis, Conductor: considerate toward moneyless passenger.
D. E. Gillespie, Conductor: courteous manner and tone; neat appearance.
E. S. Lewis, Motorman: courteous, kindly, refined, quiet, on the job.
W. C. Osborne, Conductor: considerate toward moneyless passenger.
L. A. Waters, Conduction: considerate of all passengers, young and old.
B. F. Way, Conductor: patient, kind, courteous; gives service beyond call of duty.

OTHER DEPARTMENTS

Lost and Found: Two letters expressing appreciation for return of lost articles; especially mentioned is Mrs. Deane H. Koch, Clerk.
L. L. Porter, Elevator Operator: 1:20 a.m. courtesy to out-of-town visitors, to whom he gave directions and for whom he provided chairs for long wait in small hours.
PE Service: Two letters: (1) Institution of Riverside Drive Line and its fine Operators; (2) convenience of limited service on Sunland Line, and its pleasant, courteous drivers.



HIYA, COZI—Supervisor George H. Peak, right, shakes hands with Norus Peak, father of former PE Motorman Riley Peak, on making the discovery at Pasadena Car House that 81-year-old Norus is his second cousin. George and Norus were born 40 miles apart in Illinois, but never met till last Sept. 1.

After 44 Years, Peak Kin Meet First Time at Pasadena Car House

By H. L. Woodford

ON A SEPTEMBER AFTERNOON, when Supervisor George Peak was at Pasadena Car House in his official capacity, he was introduced to a Mr. Norus Peak, 81-year-old father of former Motorman Riley Peak. Norus had come in to visit some of Riley's friends.

Says George, "Where are you from, Mr. Peak?"

Says Norus, "Winchester, Illinois. And you?"

"Franklin, Illinois," says George.

"Well, I'll be something-or-othered!" exclaims Norus.

It turns out that Norus's father was George's Uncle Lafe, and George's grandpa, Jacob, was Norus's uncle. Norus left Winchester in 1884; George left Franklin in 1904.

And they met for the first time on Sept. 2, 1948, in Pasadena!—And I'm my own grandpa!

— IT'S YOUR DUTY TO VOTE NOV. 2 —

The Magic of America

PAIRS OF SHOES ONE WEEKS WORK WILL BUY

6 PAIRS

1/2 PAIR

in RUSSIA with Communism

in UNITED STATES with Free Enterprise

MACY STREET TERMINAL



By Ted Harrison

"JITTERBUG" (MOTORMAN J. G. Sprowl) who was with us for the duration of the Fair, went back to freight upon the conclusion of his tour of Fair duty.

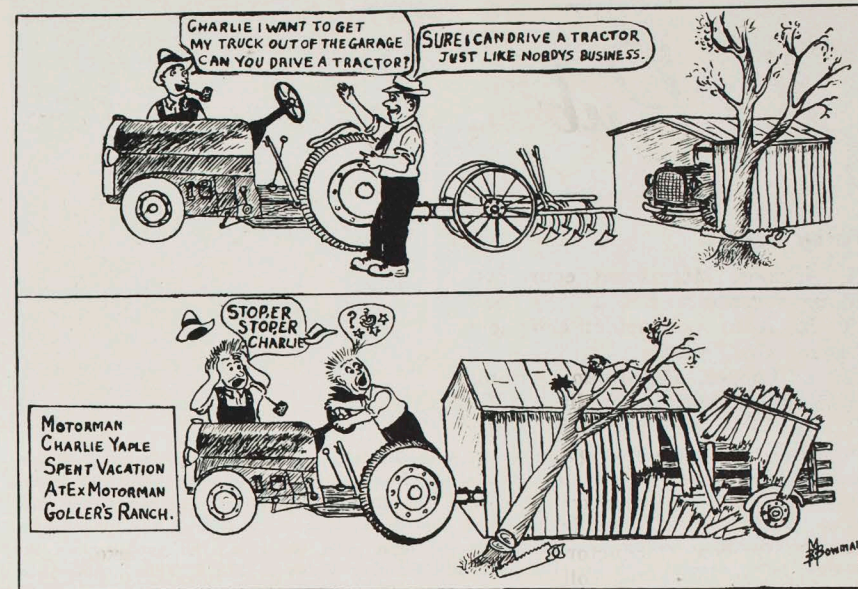
How have you enjoyed the hot weather? Talking about hot weather, thereby hangs a tale. It seems some-time ago Conductor Tomkinson of the Glendora Line found a package on the car but would not tell anyone what was in it. Later he got a card telling him to come up and get the package which had not been called for. For some days he neglected to go for it. The weather started to get warm, then warmer, then very warm. Finally "Tommy" asked a fellow Trainman to go for his package. When aforesaid fellow trainman and Isabelle Ashe of the Los Article Dept. examined the package it was found to contain heavy fuzzy long-handled underwear. Well, Tommy, what will keep out the cold should keep out the heat.

It was reported the other day that while Conductor Bixler was looking with a wistful eye at the merry-go-round at the Pomona Fair two or three little boys came and gave him their tickets for a ride on it.

While taking a trip to rest up, etc., Motorman Charlie Yaple paid a visit to ex-Motorman Goller at his ranch in Oregon. It seems Charlie was invited to help around the place a little (costs money to feed humans on a ranch) and the first job was to help cut a tree down. After a minute or so Charlie had to stop for breath, and then the suggestion was made that the tractor and cultivator parked in the front of the barn would have to be moved as they wanted the truck. For pictorial representation of the events that followed, see cartoon by Conductor Ben Bowman.

Conductor C. C. Carpenter reports the arrival of a son, Calvin John, at St. Luke's Hospital on September 2. Weight 7½ pounds.

As Conductor and Mrs. Ben Bowman were returning across the desert in the car from a visit to their son, Rea, in Hereford, Texas, they heard



their name mentioned in a radio program to which their car radio was tuned from Station KPAN. A song was being dedicated to them on the program. Rea is chief engineer for the station, and his wife plays a 15-minute classical program over the air from that station three times a week.

"That music sounded sweeter to us than any music we ever heard," declares Ben.

Rea is a former PE Receiving Cashier and Ticket Clerk, who later accepted a scholarship at the Curtis Conservatory of Music and thereafter spent three years with the Baltimore Symphony Orchestra. He recently graduated from the Electronic Technical Institute in Los Angeles.

— GOOD CITIZENS WILL VOTE NOV. 2 —



SCHOOL SPECIAL stops at South Pasadena Junior High School (clock tower in background) at 3:30 to pick up this large and exuberant crowd of children. The Motorman is regularly E. A. Montgomery, and Head Conductor, Joe A. Streff. Trailer Conductor is an extra man.



EVERY UNDER-DOG'S DREAM — Picture at left shows Motor Coach Operator John W. Sampson (left), at El Monte Station, taking his orders from Supervisor John W. Kipp. But in the picture at the right, everything's different, for Second lieutenant Sampson, 3rd Battalion, 223rd Infantry, California National Guard, is delightedly telling his subordinate, First Sergeant Kipp, what to do, as Sergeant Kipp aims the rifle. The sunburst on the shoulder patch denotes 40th Div. The boys drill Monday nights at 620 E. Valley, Alhambra.

dogs, ice cream and a very large cake was served by host Bobby, Hugh's son, with the help of Bobby's brothers, Ronnie and Gary.

Safety note — So he rushed his bus to the garage to get the brakes adjusted!

The Supervisors wish to offer their appreciation to the Motor Transit Operators in their neat appearance through the hot summer months by keeping shirts and cuffs buttoned and ties straight.

Operator Jimmy Dunn has 20 years seniority with PE, also 24 years of marriage seniority.

NELSON C. ("WHITEY") FETTERLEIGH, Motor Transit District, has been on the District since he came to the company in March, 1945. He worked for both the Syracuse and Oswego Transit Co. and the Syracuse Transit Corp. as Bus Driver and Mechanic's Helper before he came to PE. In his leisure time he is a boxing and physical culture instructor for young men and children at the American Legion Hall in El Monte. Mr. and Mrs. Fetterleigh have three children: NELSON MICHAEL, 10; DEANE CARROLL, 8; and SHARON MARY, 5. Nelson is a member of the PE Rod and Gun Club.

A school teacher in a country school asked for a sentence containing the word "diadem."

Little Johnny Jones composed this one:

"People who rush out on a railroad track die a dem sight sooner than those who stop, look, and listen."

(Clipped from the Fowler, Colo., Tribune, and contributed by E. E. Switzer, Motorman, South).

OCEAN PARK CAR HOUSE AND BUS LOT



By Dakin Boardman

THE V. R. ("WOODY") WOODBREYS entertained in August with a motion picture party. Attending were Messrs. and Mmes. L. R. Wehrle, C. F. Belz, L. A. Knofler, L. Patrick, and yours truly, and wife. Photography is Woody's hobby and he has many interesting pictures. He is very proud of his "Revere" motion picture camera and projector. Delicious refreshments were served. By the way, if you want to taste cake like mother used to make, get acquainted with Mrs. Woodbrey.

The Woodbreys have one daughter and three husky boys.

W. C. Kennedy, Terminal Foreman, has returned to work after 90 days leave. Welcome back, Bill.

Vacationers: Hap Hapgood, retired Mechanical Foreman of OP, in Yellowstone National Park and Canada; the C. J. Sutters in Springfield, Ill. Whereabouts unknown: F. H. Beattie, H. R. Kerley, C. H. Davidson, F. A. Gilbank, R. B. Goodman, & A. W. Freas.

E. E. ("Terry") Trehan returned after two weeks with the Air Corps Reserve.

Our deepest sympathy goes to Mrs. DuPrey on the death of her husband, L. S. DuPrey, in August.

Those on sick list are: C. G. Keller, F. C. Clement, E. E. Cooney, M. N. Wood. A speedy recovery to them and to W. C. Lambert, an old-timer at OP, who has had three major operations.

OP bowling team finished in fourth place in the summer league. Not bad for a bunch of rookies. Pat Garrison really floored the gang when he finished in second place in the sweepstakes. We are trying our luck in a winter league in Santa Monica.

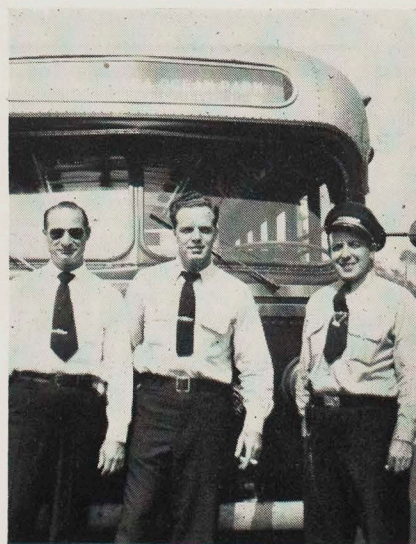
Can't get B. B. Brinker out of the house these days. Television has him rocking-chaired.

Attention — OP Boys, if you want your name in the magazine, "give" with the news.

So long, Folks, see you next issue.

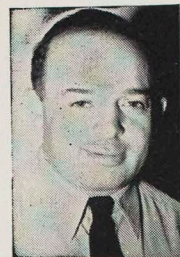
Dakin Boardman, better known to OPCH men as Duke, new correspondent for Ocean Park, has been hauling passengers for PE for 20 years come Nov. 16, first as Conductor, and then as Motor Coach Operator. Born in Garner, Iowa, he attended the University of Wisconsin for a year, the University of Oklahoma three years (1923-26), and then, two years later, came to California for a vacation. His money ran out, so he went to work for PE — and here he's been ever since. Hobbies are baseball, tennis, and bowling; he likes hill-billy music and his toy shepherd, Flicka, and he hates radio quiz programs. He and Mrs. Boardman (formerly Betty Taylor) have three grown children, Ray, 26; Betty, 22; and Bob, 22 (twins?) The Boardmans live in Venice. We welcome him to the Pencil-Pushers' Club.

— IT'S YOUR DUTY TO VOTE NOV. 2 —



THREE of Ocean Park's finest, says Correspondent Dakin Boardman of (from left) Joe Krietzman, R. E. Sanson, and H. A. Wilks.

SUBWAY TERMINAL

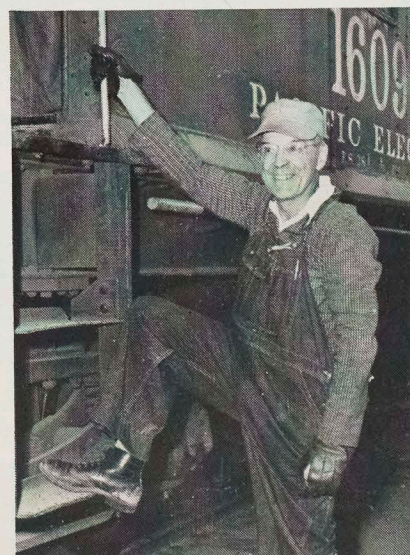


By Bill Newman

SUBWAY TRAINMEN were shocked on learn of the accidental death on Aug. 24 of Axel A. Malmberg, who was motoring with his wife to Salt Lake City on his vacation. About 70 miles from Salt Lake, in a head-on collision with another car, he was killed and Mrs. Malmberg seriously injured. Two people in the other car, were also killed. Axel came to PE in 1926, and had worked as Motorman on the Glendale-Burbank Line ever since.

Jim Craft and Glenn Banta went to the County Fair with their wives. The only trouble the men had was that their wives wanted to see the livestock, but not the races. It is rumored that Jim had to have medical attention as the result of consuming too many hot dogs.

Tom Boswell went visiting friends in Kansas City, Chicago, New York,



OFF LAST RUN is Ernest L. Converse, West Trolleyman, shown here swinging off in West Hollywood Yard Aug. 31. Top man on Motorman seniority list for the West, he served 33½ years with PE, beginning in February, 1915. Last crew he worked with was W. V. Thompson, Motorman; A. T. Smith, Conductor; W. R. Farmer, Brakeman; R. W. Rogers, Brakeman. "All I hate is I don't have him with me the rest of the time," mourned Thompson. "It's been a pleasure all the way through working for PE," said Converse. He plans to make some trips and indulge his hobby of making machinery. Good luck!

Clarence O. Snodgrass, Subway Stationmaster, Retires from Service

SO LONG to Clarence O. Snodgrass, Subway Depotmaster, who retired Sept. 11 after 29 years with Pacific Electric. Beginning as Motorman on the West in October, 1919, he became Stationmaster and Terminal Foreman at Hill St. in 1920 and continued until the Subway was opened, Dec. 2, 1925. On this date he was made Stationmaster in the Subway — a full-time job.

In 1930 he became Terminal Foreman by exchanging jobs with K. L. Kincaid. He was bumped in 1940 by A. W. Day, and became Relief Terminal Foreman and Relief Stationmaster in the Subway until Kincaid resigned in 1941. From then till his retirement, Mr. Snodgrass was Stationmaster.

Now 70, he plans to take life easy awhile at his home, 3465 Laclade Ave., in the Atwater District. He and Mr. Snodgrass have been married for 48 years.

Mr. Snodgrass was born in Chilhowee, Missouri, July 28, 1878. He worked for the Kansas City Public Service Co. beginning as Conductor, and had become Assistant Superintendent before he left for California in 1919.

Best wishes from all employes to a grand old-timer!

and Washington, D.C., on his vacation. Your correspondent had him fixed up with an experienced guide when he reached the nation's capital.

Welcome back to "Wild Man" Kane, who recently returned from a cross-country trip by auto. He visited friends in Florida, New York, and New Jersey, but says he was glad to reach the end of his tour.

Our sympathy to Dan Keely on the death of his mother in Springfield, Ill., on Aug. 7. She was 69 years of age.

Congratulations are in order to Terminal Foreman Jesse Hanselman, who became a great-grandfather on Sept. 2, when a baby boy was born to his granddaughter, Paula Thomson.

We're sorry to lose W. O. Maxwell, who returns to his 100-acre farm near Des Moines, Iow. It wasn't long ago that W. O. had his picture on the cover of the Magazine (Sept. — Oct., 1947) as a shining example of what the well-dressed Trainman should wear. The boys unite in wishing him the best of luck.

Service Director H. W. Pickler just returned from a trip to Lake Tahoe, Reno, and Las Vegas, broke but happy.



CLARENCE O. SNODGRASS

John Charles McReynolds, the whistling, singing Conductor of the Glendale-Burbank Line, met his Waterloo the other night. Two hillbillies from Brooklyn got on his car and sang and played their guitars all the way into Los Angeles. This was very discouraging to our musical Conductor, because he usually does the entertaining.

The boys will miss good-natured Tom Burt, who retired Sept. 1. He'd been working for PE since Feb. 25, 1920.

(Two-page spread of Subway Terminal pictures will be found on pages 18 and 19.)

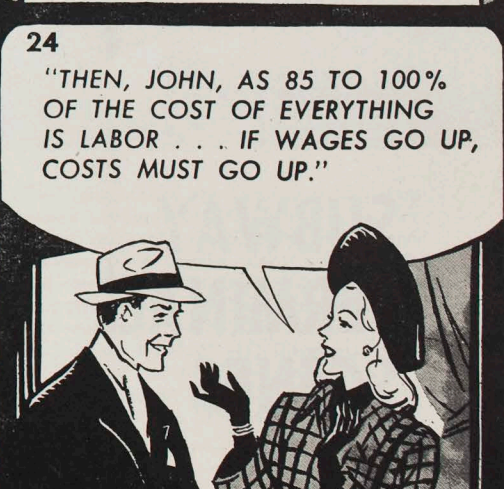
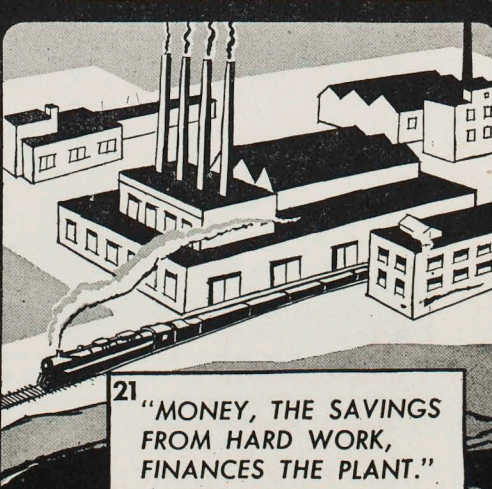
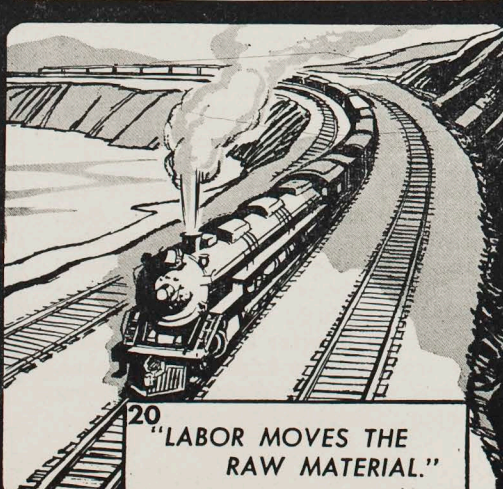
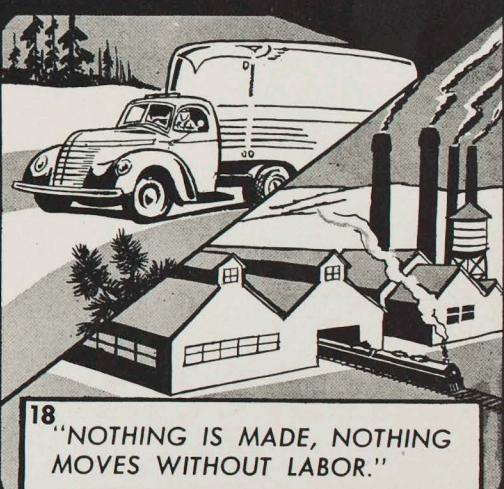
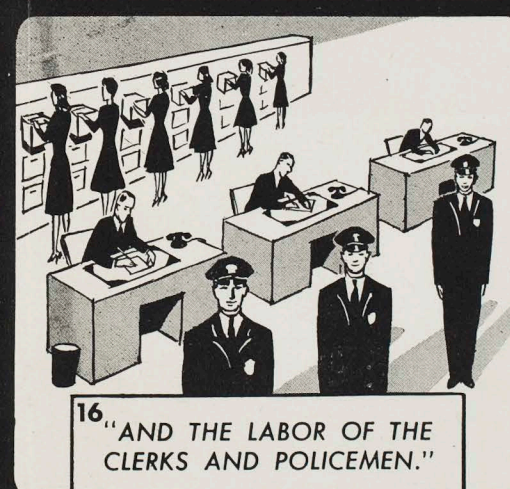
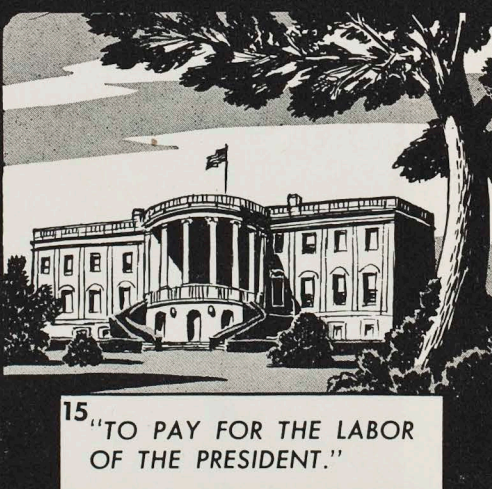
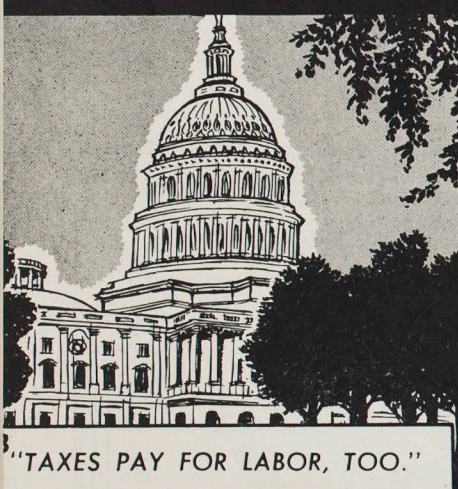
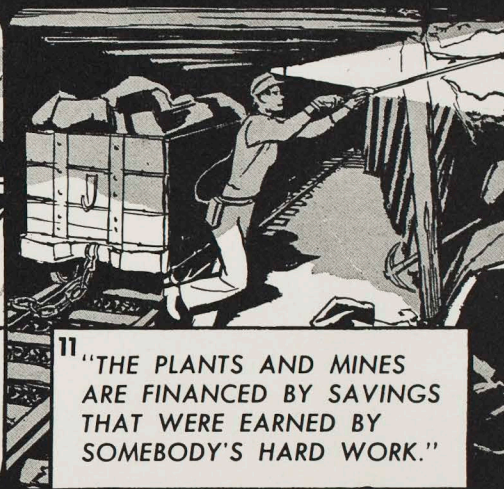
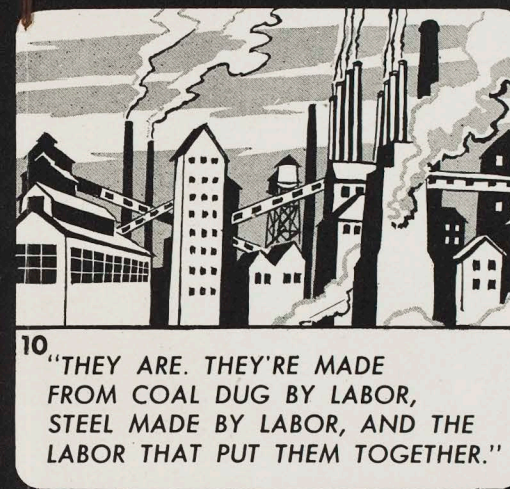
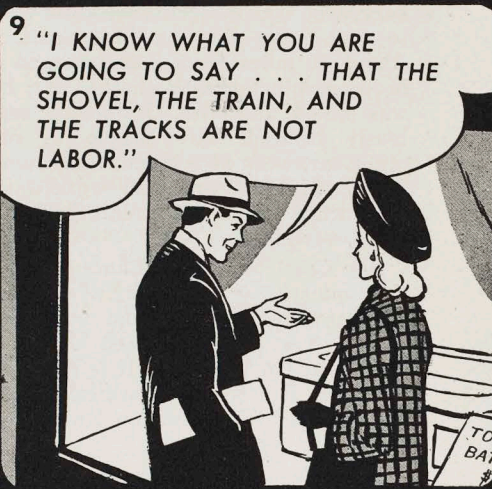
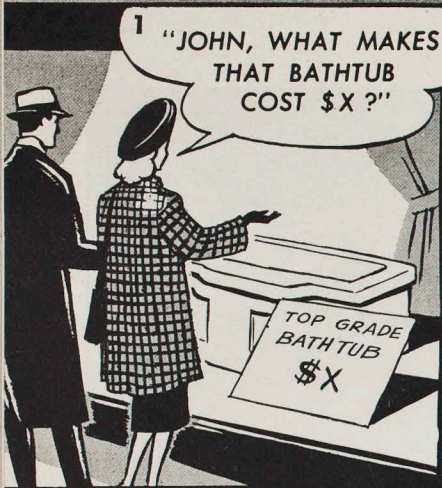
MAKE THAT *Extra POINT!*

Buy U.S. Savings Bonds REGULARLY

— GOOD CITIZENS WILL VOTE NOV. 2 —

JOHN TELLS MARY - WHAT GOES INTO COST

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SUBWAY TERMINAL SCENES

(1) Group of Motor Coach Operators at 4th and Flower Bus Lot. Standing, left to right, are F. B. Noel, Eddie Delmar, P. E. Greschke, F. H. Beattie, G. M. Levitt, Jack Gerhardt. In front are L. F. Thompson, L. F. Eager, L. E. Hough. (2) Supervisor E. E. Jarvis, left, discusses a problem of the day with Dakin Boardman, as they stand on the Olive St. Bus Deck. (3) Mary Kacy washing a bus at Olive St. (4) Group of Motor Coach Operators pose for pix at Olive St. The eight pairs of shoes in the front row belong, respectively, to (from left) H. W. Pickler (Service Director), G. P. Hayes, J. W. Besser, O. M. Banks, C. H. Brunner, W. L. Percival, J. F. DeWatney, C. A. Cardwell. Others, left to right, include W. H. Goodnight, N. R. Woodbury, P. A. Morehouse, E. E. Abbott, A. J. Jacobs, W. W. Kelly, E. L. Stover, R. B. Kelly, J. T. Kelly, A. W. French, P. W. Reynolds, J. E. Gerst, G. E. Chastain, E. P. Linkroum, G. W. Foltz. (5) Terminal Foreman H. W. Bradbury, left, and

Motorman Instructor J. T. Johnston gravely follow instructions not to look at the camera. (6) Part of the Subway Terminal cleaning force. Left to right are Ira Junkins, Janitor; Marie Hunter, Car Cleaner; Curtis Martin, Janitor; Ethel Cargill, Car Cleaner; Richard McGee, Janitor; Joan Perry, Car Cleaner. Ira has been with PE since 1934. (7) Jesse Hanselman, Terminal Foreman afternoon and night (1:30-9:30), keeps 'em guessing about when he's going to retire. (8) Also in the Terminal foreman's office: Seated is Terminal Foreman J. M. Craft; standing, from left, John M. Larrabee, Clerk and Asst. Passenger Director, and Glenn V. Banta, Assistant Terminal Foreman. (9) These men work

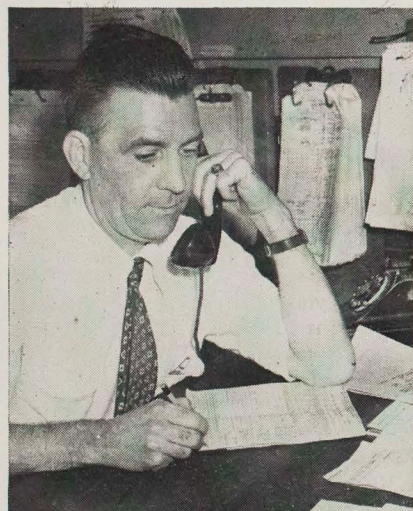
in the "lowest" jobs of all—right around the Subway tracks, deep in the heart of the underground workings. Left to right: George Rice, Leader Switchman; A. W. Ryan, Mechanic; C. W. Wood, Switchman; W. L. Blakely, Leader Switchman; Dave Conklin, Car Cleaner; C. O. Snodgrass, Depotmaster; Norman Weikel, Switchman; Catarino Garcia, Trackwalker. (10) Trainmaster Russell Moebius and Steno-Clerk Lillian Mancinelli admire President's pool trophy won by C. A. Cardwell (see Picture 4) for the Subway Terminal. (11) Discussing transfers are Conductor Homer Miller and Assistant Trainmaster T. L. Halverson. (12) Between assignments, Francis Northcutt (from left), M. V. Chase, W. V. Christie, and P. R. Maida practice their pool shots.

LOS ANGELES TERMINAL FREIGHT STATION

By
Suzanne J. Smith

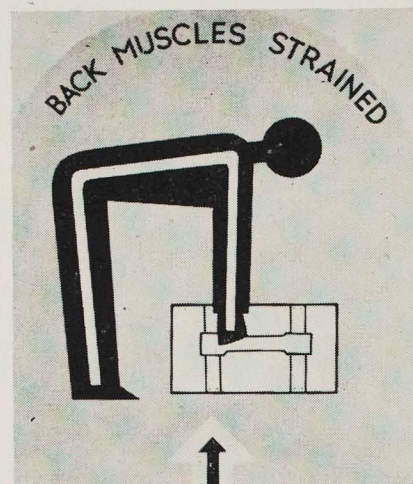


JACK GRIMAUD grows "Hoya Carnosa" flowers in his yard, and they are flowers that look like stars. Every one of the garden lovers in the office was clamoring for a slip off the vine. Joyce Wagner took off on a train trip for her home town of Saint James, Minnesota. . . Charles Loveland and Bonnie Arleen Gardner were married on July 24, at the First Lutheran Church of Compton — Good Luck from the gang. . . Theresa Engstrom left the City of the Angels for a sojourn to Wichita, Kansas, to visit her mother. . . Mary Breese, with hubby Neal, vacationed at Salt Lake City, Utah, and enjoyed the sights. . . William C. ("Bill") Scholl III saw Grand Canyon before returning to school. . . We'll see you again next year on vacation relief work, Bill. . .

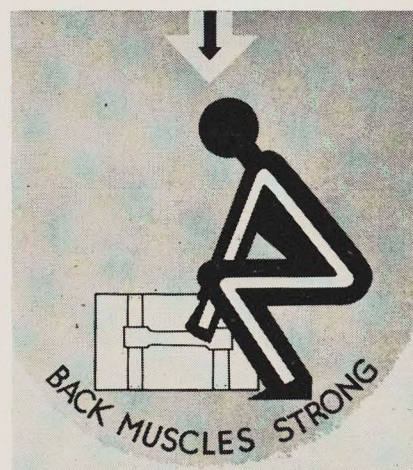


COMMENDED — Edward A. ("Eddie") Hume, Car Clerk, 8th St. Yard, received a letter of commendation from General Superintendent T. L. Wagenbach for Eddie's courtesy toward two employes of the Terminal Refrigerating Co., 742-48 Terminal St. In appreciation of the telephone courtesy of these two Terminal Refrigeration employes, Mr. Hume had sent them a gift. "Indicates a splendid feeling between an employe of yours and employes of ours," wrote Harlan J. Nissen, of the refrigeration firm, to Mr. Wagenbach. "Eddie Hume has been serving us faithfully and intelligently for a long time. We all like him and appreciate his swell attitude."

Russell Marino enjoyed doin' nuthin'. Conrad A. Heath wants to bag a deer so he can tell his "two younguns" all about it. . . Joseph Wm. Schleich and Al J. Horspool traveled to Utah. . . Loren D. Ice was in and out of the hospital again. . . Eleanor Ahumada and her sister Josephine ("Jo") surely liked Lake Tahoe. . . Reba S. Weathers and hubby are planning a trip to Kansas City. Reba says she'll miss her "trailer" life. . . Dorothy P. Collins, now retired, tells us she is headed for Ohio for a "rest". . . The LATFS crowd call Joe's Cafe, "Java Patio" . . . Lester Post became a proud grandpapa when Gary Lee Post made her arrival at the home of Joe and Eunice Post. . . Louis Lipschultz says "he baked" at Murrieta Hot Springs, and that the food was out of this world. . . Jean and Bill Farrow paid the town of San Francisco a visit. . . Douglas Gordon Barkhurst put in his appearance on September 11, and weighed in at 10 lbs., 11½ ozs. Papa Glenn surely is proud. . . Joe Peeler set out avocado trees on his ranch in Escondido, and visited Mt. Palomar. Russell F. Fawley, Jr., returned to LATFS from the Auditor's office at 6th and Main. . . W. H. Shehan, retired, paid the office a social call. . . Vernon Dutton surely did like Oregon. Heard during the "hot" weather: "Take off your earrings and cool off." We got a postal card from Las Vegas, that read "Just Married. Shirley and Howard Kopsho," the wedding date being Aug. 28. . . In the sand at the mouth of the Mojave River, near Victorville, Milo L. Seiglar found a knife that was made in Sheffield, England, and probably has some history to it, if we only knew. . . Ray Grafius, Preston Jones, & Frank Hollaway came in for their share of "huntin'". . . Charlie Markle won a Philco radio at the recent Union



THIS IS WRONG LIFT THIS WAY



Basket Picnic. . . John Upton gets his muscles from do-nuts, not steaks, says Vincent Patti.



25TH YEAR AT WINGFOOT was celebrated by Agent G. P. Barkhurst (cutting cake) on Aug. 25. The office force brought in a cake with 25 candles and not too unwillingly aided in devouring same. Left to right are Checker Dan Vidal, Rate Clerk Homer Lackey, Car Clerk Bill Green, Bill Clerk Ruth Wilson, Mr. Barkhurst, Cashier Doris Luther, Assistant Agent Tom Diebolt, Warehouse Foreman Carl Haufe, Steno-Clerk Jack Meredith, and Car Clerk Max Senn. Mrs. Barkhurst sent a telegram of congratulations to Mr. B. at the office. Aug. 10, incidentally, marked his 25th year with PE Railway System.

Retiring Switchtender Tells Good Stories

CHARLES H. HOPPENRATH, Switchtender at Olympic and Hooper, retired Oct. 1 after a railroading career that started back in 1903 when he began as a section hand for the Soo in North Dakota. He worked at various jobs for the next 17 years — railroading and non-railroading, before coming to work for PE in 1920 as Flagman. He quit several times in the next four years, but finally decided PE was a good company to stick with, for in 1924 he returned for good. Since then he has worked as Flagman, Car Cleaner, Mechanic's Helper, and Switchtender.

"I have enjoyed my work with the PE Railway very much," he declares. "I liked the switchtending job best of them all."

When he first came to PE he had a tough time making a go of it. A widower with two small boys to take care of needs more money than a Flagman was making back in 1920. He boarded the boys out for eight years, at a cost of nearly \$5,000. Then he married again, and, as times improved, bought and paid for a nice home.

He has many interesting stories to tell of happenings during the daily routine. One day several years ago, when he was working at Vernon and Long Beach Ave., a woman holding a little seven-year-old girl by one hand and a dog on leash in the other started to cross the tracks against Mr. Hoppenrath's red flag signal. He had already given the green flag to a south-bound Watts local, which was almost at the intersection. Apparently the woman failed to see the train. When she did, it was almost too late. Instead of pulling the little girl back, she pulled her dog. Mr. Hoppenrath

was just in time to get the little girl out of the way. It turned out that the dog belonged to the woman, but the little girl didn't.

Not long ago at Olympic and Hooper a drunk in the belligerent stage came along one morning and hung about the switch shanty, boasting of the number of men he had killed overseas. Finally he picked up Mr. Hoppenrath's gloves, which were lying on a chair, and started to walk off.

"Where are you going with those gloves?" called out the Switchtender.

"What gloves?"

"My gloves."

"They ain't yours, they're mine!" asserted the drunk.

"Bring 'em back here," ordered Mr. Hoppenrath, "and put 'em down."

The drunk extended his hands with the gloves on them. "Take 'em off me if you want 'em," he jeered.

Feeling sure that the drunk would probably "sock" him if he removed the gloves, Mr. Hoppenrath reached into his shanty for his billy club and, with it in hand, again ordered the intoxicated man to return the gloves.

"I could have you arrested for assault and battery for pulling that club!" whined the drunk.

Just then Section Foreman Gildardo Soto, who had watched proceedings from across the street, came up and said, "You'd better give that man back his gloves, or I'll call the police!"

When the intoxicated man still made no move to return the gloves, Mr. Soto went into the shanty to make good his warning. As he did so, the drunk threw down the gloves and ran.

After he gets his pension, Mr. Hoppenrath hopes to get work as crossing guard in the Los Angeles school system. He lives at 645 E. 76th St., where he owns his home.

Good luck, Old-Timer!



RETIREES — Switchtender C. J. Hoppenrath on the job and, inset, on closer view.

MECHANICAL DEPARTMENT North and South Districts

By
R. P. Murphy



THE MACY CAR HOUSE "Three Musketeers" who all year talk about their previous exploits in the High Sierra County around Modesto up there recently spotting that elusive deer which somehow each year just seems to elude all but one of the three. This year we understand the exception was going to find the other two hunters a little more versatile in their shooting — they had been practicing on a target range. It will be interesting to hear what they will be talking about for the next year. Maybe we will see some deer meat.

Many took trips on their vacations: James Nunn Jr., George Weatherby, Edwin H. Hahnes, Frank Sirchie, Russell U. Mudgett, Steve Lindenmayer, Oren K. Barber, Percy Butler, Audrey Glass, John G. Troup, Vernon B. Williams, William H. Jones, Harry Pearson, Cyrus Madill, James Dillon, Marie Gazuikvecz, Arlee Davis, Nick Sirchie, John DeVries, Walter Diggle, Dirk Anread, William R. Tingler.

Harold K. Cole, Julius Y. Cohen, and Henry T. Richardson spent vacations at home.

Gilbert Boswell lost his older brother on September 16. He died in a hospital of a heart attack. We extend our heart-felt sympathy.

Have you noticed the new look in Macy Car House? Yes, the clean scrubbed aisles. This work is being performed by Bill Borden, Laborer on nights. Bill, you certainly make it easier on our feet. Keep up the good work!

Raquel Vasquez has left the service to become a housewife. Her husband, Angel Vasquez, is a corporal in Uncle Sam's Army, and is being transferred to Texas. We all miss Raquel's pleasant smile and her quiet manner, and wish her and her husband a long and happy married life.

Mr. & Mrs. Fred C. Phlaf celebrated their thirty-fourth wedding anniversary on Admission Day, September 9, by entertaining a few friends and relatives at an open house in the evening. They have bought a nice home at 1740 Linden Ave., Long Beach. Any of their friends are





LUDVIG OTTERSTEDT

of cool waves on their August voyage to Alaska.

During the warm weather of August and September, Leader A. P. Groftholdt, Electrician Art Romero, and Car Repairer Louis Kolovos vacationed.

For other vacation details ask Hugh Jones about Santa Cruz and Dick Humphrey about Salt Lake City.

Leader Ray Burk is now established in his new home, 4872 Gambier St., L.A.; Foreman F. R. Soule has moved to his Rosemead property; and Welder Hans Hanson is settled in his Monrovia home. Is there another move about to happen? A surprised friend saw a "For Sale" sign at the cozy home of Henry Hammond.

Remarkable vocal powers are reported for canary Johnnie. His master: Ellis Champagne.

The Repair Shop is proud owner of a new commutator slotting machine.

Another important improvement is the new Tennant shop sweeper. House-keeping is really "spruced up" under the new regime.

Swedish Carpenter Visits Native Land After 40-Year Absence

A PLANE TRIP to visit relatives in his native land of Sweden after an absence of 40 years was this summer the long-planned-for good fortune of Carpenter Ludvig Otterstedt, of the Macy Car House.

He left Los Angeles May 23 by train for New York, and flew from there to Iceland, stopped there 13 days, and then flew on to Stockholm. The return trip followed the same route.

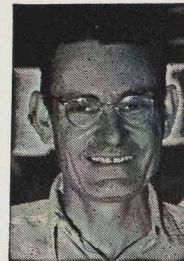
Mr. Otterstedt found Sweden—long heralded, along with Switzerland and the U. S., as the world's most democratic country—increasingly bureaucratic, its socialist government being an object of growing vituperation in conversations among Swedish business men. Prices, he says, run parallel to those in this country, and as is possible here, you can get almost anything you want—if you have the price.

In Iceland, where he visited his brother and the latter's family, he found a land of extremes. It's the land of the midnight sun in summer, and a land of the long night at Christmas time. In winter artificial light is required 24 hours a day. Many of its mountains bear eternal snows, a fact resulting in many rivers and, consequently, numerous highly developed power projects. All homes and businesses in Reykjavik, the capital, are

heated by water piped into the city from natural hot springs 12 miles away. The standard of living is high, and school is compulsory for children up to the age of about 16. Mr. Otterstedt found a total lack of class-consciousness. Icelandic economy is based, he says, on the fishing industry, especially the herring industry. The farmers, he observed, are the best organized group in the country.

— GOOD CITIZENS WILL VOTE NOV. 2 —

SYSTEM GARAGES



By
A. L.
Bristow

THIS SUMMER has been a time of many interesting vacations.

Ralph Whitfield went back to visit his childhood home in England, then to Switzerland and the Isle of Man.

Palmer Butts drove the trusty "Air-flow" through 22 states and Canada on a three-weeks trip.

Marion Gillett, Chief Clerk at Macy Garage, flew to Portland and return and still had time left to get a good coat of tan.

Elmer Harper went fishing in the High Sierras and caught a lot of nice fish.

Walt Randig and Cy Madill were members of a very successful hunting party, despite the gasoline shortage. Both got their "buck."

Ed Cook took a trip through the Redwoods and Northern California, did a little hunting on the side; no luck.

"Shorty" Hall flew to San Francisco, came back on the train, went to Ensenada, Mexico, on a fishing trip and (although he doesn't say so) should have taken a gallop in Griffith Park and a bicycle ride to make it complete.

Bill Evans again got a handful of trip passes on the PE lines for the family and spent his vacation visiting the many interesting places right on the PE system. Bill says he can find plenty to see close to home.

Macy St. Garage bids fair to be in the limelight in bowling. Two teams have been formed: a ladies' and a men's. The ladies team is captained by Marion Gillett, with Mrs. Randig, Mrs. Giles, Beverly Chenard, and Helen Kopsho as other members.

The men's team, captained by John Hubener, Jr., includes Walt Randig, Ray ("Eager Beaver") Chandler, Oscar Giles, and Mr. Thomas (of the Arcade Bowling Center).

Both teams bowl Friday nights at the Arcade. The ladies are off to a good start and the men are leading their league, an advantage they hope to maintain.

A sincere hope for a speedy recovery and quick return to work to Frank Markley, Ruth Young, and Selso Sarate from all the garage employes.

— GOOD CITIZENS WILL VOTE NOV. 2 —

Constitution Week

By Vernon B. Williams
Car Repairer
Macy Car House

THE RECENT CELEBRATION of Constitution Week, beginning Sept. 17, makes it appropriate for us all to think for a moment of what this fundamental law by which our nation has prospered signifies to us and to the world today.

Our government has for some time been engaged in the herculean task of helping nations of the entire world, including our former enemies, to rehabilitate themselves. Our arms, successful in the defense of brotherly love, relief, and truth, have demonstrated that they are made of the finest and hardest steel. Our contributions to the world rehabilitation have proved to all except the willfully blind that our hearts are as soft as the steel in our arms is hard.

We hear many complaining about the enormous sums sent to countries to help them regain their place in the world. It is my conviction that it is a God-given privilege to lend a helping hand to raise a fallen person or a fallen nation. In doing so, we show the results of our constitutional guarantees of freedom based on the cardinal virtues of temperance, fortitude, prudence, and justice. We are proving that the greatest contribution God has given this world is our own good and true United States, "conceived in liberty, and dedicated to the proposition that all men are created equal."

Let us all say, "I am proud to be an American."

A draft gear, a combination of steel wedges, plates, rings and springs about two feet in length back of the coupler, absorbs a shock equivalent to a blow of from 150,000 to 300,000 pounds when two loaded freight cars are brought together to be coupled, yet must not recoil more than 2 3/4 inches.

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 July, with the exception of the West Hollywood Repair Shop. During the month of August the plaque was down at the West Hollywood Car House, both day and night gang, and at the Ocean Park Car House days.

We of the Western District extend our best wishes for a speedy recovery to Frank Markley, Equipment En-

gineer, who has been confined to the hospital.

VACATIONS:

Mr. and Mrs. T. H. Green planned to visit their son at Las Cruces, New Mexico, where he is employed as engineer for the Douglas Aircraft Corp.

A. F. Cash fished up in the June Lake district.

Mr. and Mrs. H. A. Green visited relatives at Denver, Colo., and Ogden, Utah.

A. W. Young did some fishing in the northern part of the State.

E. R. Nelson fished in the Sacramento River.

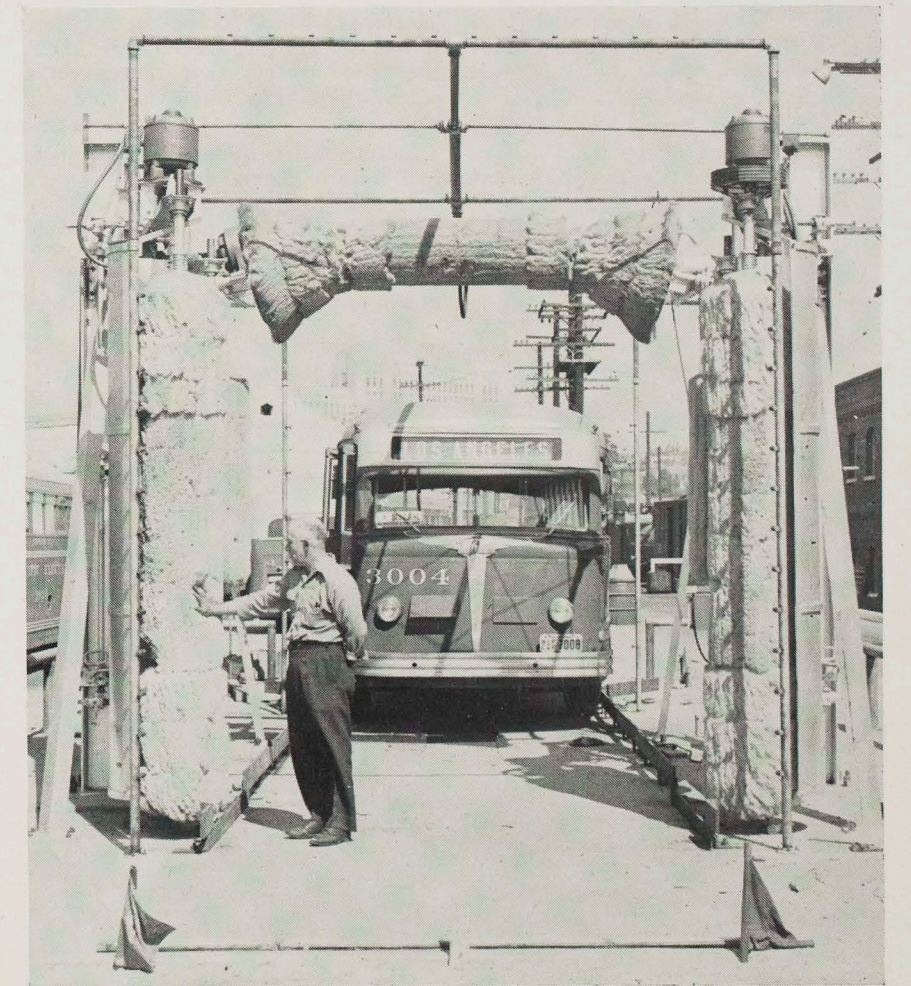
M. F. Brady stayed at home and worked in his vegetable garden.

Fred Wurm, F. Doyle, W. V. Benson and G. Rondone all spent their vacation at home.

Bill White and Mutt McGinnis went hunting. "Just Hunting!"

R. C. Helliwell visited old friends around Toronto, Canada.

(Continued on next page)



NEW MACY BUS WASHER—Assistant General Automotive Foreman E. H. Harper demonstrates how new bus washer now being installed at Macy Bus Lot will work when completed. His hand is on one of three big brushes that whirl. On spring tension, they are pushed aside by bus as it is driven through, but tension is sufficient to keep them in close enough contact for thorough cleaning. Spraying system shoots many small jets of water, or water and soap, against top and sides of bus. Only front and back must be washed by hand.

MECHANICAL DEPARTMENT Western District

(Continued from page 23)

Joe Ledford visited relatives in Georgia.

Bill and Audry Fields worked on their yard and home.

Edna Lemelle visited friends in Louisiana.

Cliff Curle attended the Legion Convention in San Francisco. Got home all in one piece.

Josie Rosas visited Tia Juana, and also spent sometime down Santa Ana way learning to milk cows.

Clarence Hatzler drove to Yellowstone with his family. Said his car used about a gallon of oil to every 5 gallons of gas, but he made it.

Bill Jurdan went fishing, but didn't catch anything but a nice sunburn.

R. C. Byrd was recently called to Fresno on account of his wife's sister, who was seriously injured in an auto accident.

Anastasio Orozco is a proud papa again. This time it's a baby boy, Anastasio, Jr., born July 23 and weighing 10½ lbs.

Tom Green is giving his 5000-class cars a new coat of paint, which in turn is giving the Glendale Line that NEW LOOK.

Do it today, for tomorrow will soon be yesterday; and a thing postponed is left undone.



NEW CRANE—7½-ton roustabout automotive type crane purchased for the Torrance Store was placed into operation in September. Its advantages over the old rail crane are greater mobility, faster action, and greater capacity for its size, saving much valuable time.

TORRANCE TRACK STORE By Della Pinkerton

THE TRACK STORE OFFICE has had its face lifted. It is truly remarkable what a difference a little paint can make, together with the rearrangement of furniture and elimination of a few unnecessary pieces.

A preliminary survey of the situation and suggestions from a committee of the whole has resulted in a lighter and apparently larger office. The walls seem to have moved out and the workers can now work without fear of a traffic jam. There is much more inspiration in working in light, convenient, and pleasant surroundings, and all the present inhabitants are very grateful for the change.

There is one fly in the ointment, however, or perhaps it would be more appropriate to say six. There are still the same cats. Does anyone want a cat? No doubt everyone remembers the wee orphan kittens who found sanctuary at the Track Store. Well, it seems word got around throughout the feline society that there was a place where they would be cordially welcomed.

Before the bewildered Track Store had time to defend itself there were cats and cats. At the present time there are six! Any one of them would be a wonderful pet in any one's home, but six—! Well, they have settled down and refuse to be discouraged

by being taken away to a new home. They just enjoy the ride and return home as soon as they have seen the sights. "Scat!" means absolutely nothing to them. They know there isn't a person in their home with the necessary backbone to say "cat" and mean it. So, please, doesn't someone want a cat?

Pacific Electric Club Bulletin

TUESDAY, OCTOBER 26:
American Legion Post No. 321 Semimonthly Meeting—8:00 p.m.

American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.

THURSDAY, OCTOBER 28:
PE Women's Club Social Gathering.

FRIDAY, OCTOBER 29:
PE Bowling League Matches—6:00 p.m. and 8:00 p.m.—Arcade Recreation Center.

TUESDAY, NOVEMBER 2:
Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.

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

FRIDAY, NOVEMBER 5:
PE Bowling League Matches—6:00 p.m. and 8:00 p.m.—Arcade Recreation Center.

TUESDAY, NOVEMBER 9:
American Legion Post 321 Semimonthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.

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

THURSDAY, NOVEMBER 11:
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.

FRIDAY, NOVEMBER 12:
PE Bowling League Matches—6:00 p.m. and 8:00 p.m.—Arcade Recreation Center.

TUESDAY, NOVEMBER 16:
Veterans of Foreign Wars Post 3956 Semimonthly Meeting—8:00 p.m.

WEDNESDAY, NOVEMBER 17:
PE Camera Club Monthly Meeting—7:30 p.m.

THURSDAY, NOVEMBER 18:
PE Women's Club Annual Bazaar. Proceeds used to cheer employes confined at the Hospital and unfortunate members of the PE Family. Doors open all day—Shop early.

FRIDAY, NOVEMBER 19:
PE Bowling League Matches—6:00 p.m. and 8:00 p.m.—Arcade Recreation Center.

TUESDAY, NOVEMBER 23:
American Legion Post 321 Semimonthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.

THURSDAY, NOVEMBER 25:
Thanksgiving Day—Club Rooms Closed.

FRIDAY, NOVEMBER 26:
PE Bowling League Matches—6:00 p.m. and 8:00 p.m.—Arcade Recreation Center.

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

FRIDAY, DECEMBER 3:
PE Bowling League Matches—6:00 p.m. and 8:00 p.m.—Arcade Recreation Center.

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

WEDNESDAY, DECEMBER 8:
PE Rod & Gun Club Monthly Meeting. Program and Refreshments—7:30 p.m.

THURSDAY, DECEMBER 9:
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.

FRIDAY, DECEMBER 10:
PE Bowling League Matches—6:00 p.m. and 8:00 p.m.—Arcade Recreation Center.

TUESDAY, DECEMBER 14:
American Legion Post 321 Semimonthly Meeting—8:00 p.m.

American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.

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



FOURTH AND FLOWER BUS LOT

ABOVE—Small building, foreground, is headquarters for Mechanical and Transportation men.

PICTURES AT RIGHT

TOP—Guy Woolley, Leader, Auto Repair, adjusts a carburetor on a bus.

CENTER—Bus cleaning crew: Left to right are Anita Williams, Adelbert E. Murray, and Gladys Davison, posed with their cleaning equipment: broom, squeegee, brush, pail, etc.

BOTTOM—Otha R. Patton, Machinist, Macy St., happened to be at Flower working on a fuel pump. He shoots trouble, traveling with his truck and tools wherever needed, though he says he spends most of his time at Macy Garage on general repair. He has 23 years with PE.

Guy Woolley, Leader, Set Mt. Lowe Cables, Torrance Machinery

WITH 43½ YEARS of railroad service, all but two years of it with Pacific Electric, Guy Woolley, Leader of Automotive Maintenance at the Fourth and Flower Bus Lot, can lay valid claim to being one of the oldest old-timers still in service. And he has four more years to go, he says.

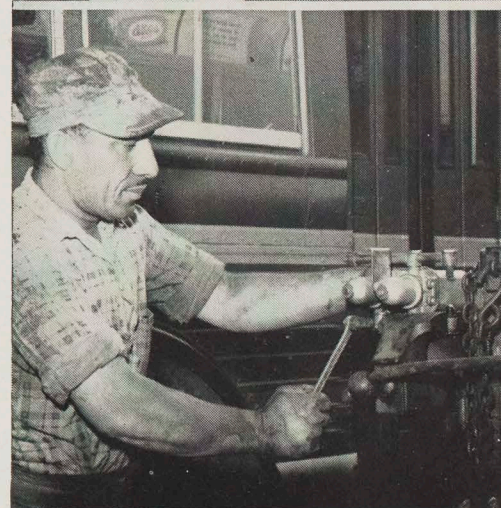
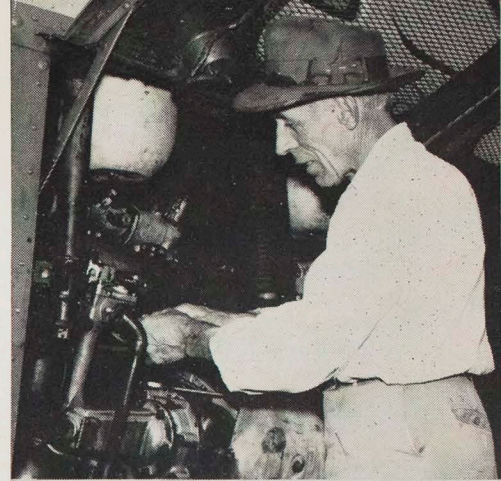
He started his railroad career at the age of 13, when he became a call boy for the Santa Fe at Barstow, where his father was Yardmaster. After working there from 1902 to

1904, he came over in 1905 to PE's 7th and Central Shops as a Machinist's Apprentice. He helped put in every cable but two on the Mt. Lowe Line, and was in charge of a gang that set up the machinery in the Torrance Shops when they were first built, back in 1919. He set up machinery for the Machine Shop, Mill Cabinet Shop, and Boiler Room, according to his recollection. And he also helped build the transfer tables at Torrance.

Since 1932 he's worked strictly on busses. He remembers that in that year he was in charge of the maintenance of 22 PE busses used to carry athletes during the Olympic Games from Olympic Village to the Coliseum. The old Whites used in this service, he says, had no failures and caused no delays.

Guy has been at Fourth and Flower about six years.

Married, but childless, he's an ardent Mason in his spare time, and is Past Master of Elysian Lodge No. 418. The PE Masonic Club also lists him as a member. And speaking of memberships, he is one of the first members of the PE Club, a charter member of the Rod and Gun Club (which began in 1916), and also a



charter member of the Mortuary Fund.

He feels that every employe ought to belong to the Mortuary Fund. One of his reasons is that back in 1923 when he was called upon to identify the body of a member of the Fund, he asked the wife how much money she had. Two dollars, was her reply. Mr. Woolley reported the identification to Mr. Vickrey, who quickly brought the wife \$1132. At that time the membership in the Fund was at or near its height—a fact which meant that payments were correspondingly large. (Mortuary payments in August, 1948, were less than \$600.)

— GOOD CITIZENS WILL VOTE NOV. 2 —

The Magic of America 20 TELEPHONES

NUMBER OF TELEPHONES PER 100 PERSONS

8 TELEPHONES

¼ OF ONE TELEPHONE

in RUSSIA with Communism

in ENGLAND with Socialism

in UNITED STATES with Free Enterprise

— IT'S YOUR DUTY TO VOTE NOV. 2 —

PACIFIC ELECTRIC ROD AND GUN CLUB

By Arlie Skelton

GREETINGS, Rod and Gun Clubbers.

President Roger LeMelle caught some prize fish off the banks of La Jolla on Aug. 5. Prexy LeMelle reports

a mixed bag for the day, consisting of yellowtail, bonita, barracuda, and bass. He also reports some good salmon and steelhead trout fishing on the Klamath River.

Incidentally, B. F. Manley and Hal Smith, along with their families, planned to spend their vacation on the Klamath River now with expectations of picking up a few prize-winning salmon and steelhead, then to drop

down to the vicinity of Pittsburg, Calif., in time to gather a couple of deer head prizes.

Bert Collins of Macy Street Garage reports a very interesting hike and fishing jaunt of 65 miles up the Rogue River in Oregon, while on his vacation.

Reports have been coming in from several sources of big two hundred-pound mule deer bucks being bagged in the Modoc area. Paul Turri and his party were up that way.

Most fellows don't know a good place to go. I know too many good places but don't have enough time to cover them all. There are also dove, rabbit, duck, geese, pheasant, quail and bear seasons, either open now or to open soon, and only one little vacation to cover them all.

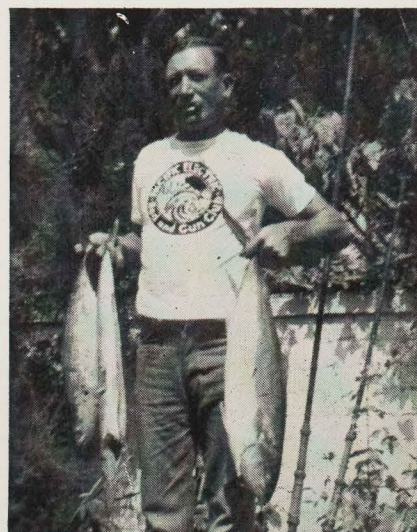
To you sportsmen who haven't your trout fishing all done, there is the final outing to Lake Arrowhead Oct. 31. This should be a gala event, second only to the annual opening on May 1.

At our meeting of the Rod and Gun Club we were entertained by an interesting picture on trout propagation and conservation, put on by members of our Fish and Game Commission. There were also valuable prize drawings.

You fellows who are missing these meetings have only yourselves to blame. Remember it's the second Wednesday of each month at 7:30 p.m., at the PE Club.

To you out-of-state hunters and fishermen, it's about time to start the ball rolling on a prize list for you. Lend me your support if you want them.

— GOOD CITIZENS WILL VOTE NOV. 2 —



ROGER LeMELLE, President, Rod and Gun Club, with part of his day's catch Aug. 5.



TORRANCE OUTING AT LOS PATOS

ROD & GUN CLUB MEMBERS from Torrance, and their guests, had a happy Sunday fishing picnic at the Los Patos Camp down Seal Beach way a few weeks ago, the pictures show.

ABOVE — Time to eat. Starting at lower left and reading clockwise: Vinton Waldorf, Mrs. Stanley Carleton, Mr. Carleton, Earl Quinn, Eva Duravage, Mrs. Douglas Ludowic, Mr. Ludowic, Konrad Oefinger, George Anderson, Alan Ludowic, Lyn Hall, Ann Ludowic, Joan Anderson, and Jack Wright. The fare seems to be hot dogs, coffee, salad, pop, and crackers.

BELOW — Holding fishing rods are Vinton Waldorf and Eva Duravage, daughter of Douglas Ludowic. Others, left to right, are Earl Quinn, friend of Douglas; Mrs. Ludowic, Jack Wright, and Douglas Ludowic. Children and other youthful-spirited ones played ball, etc.

PACIFIC ELECTRIC BOWLING NEWS

By
Charlie
Hill



AFTER a few "welcome" remarks from Ona Gregg, genial Manager of the Arcade Recreation Center, and a sound of the gong, the 1948-49 season of the Pacific Electric Bowling League got off to a rousing start on Sept. 24. Twenty teams, seven of which are of the fair sex, are enrolled. Most of the teams bowled last season, several of them having changed their names. Among the new teams are the "Who Cares," a likely-looking quintet of ladies, and the PE News Service, composed of familiar faces and togged out in attractive uniforms.

On this, the opening night, only two teams, the Field Engineers and Macy Garage, took a clean sweep in points, at the expense of the Audettes and De Spares, respectively. The Woodpeckers opened the season by garnering the high series (2609) and high game (923). Pat King was the individual high-light, rapping out a 621 count, including a 233 game. The Coach Pilots, Woodpeckers, Keglerettes, Magnetics, and Railettes each picked up three points as a starter in the 27-week schedule.

At the annual meeting of the League, Charlie Hill, your correspondent, was re-elected to the presidency. Carl Hill and Leslie Lutes were called for the Vice President jobs; Charlie Gonzalez was elected Treasurer, and Sam Newcomer is the new Secretary. Burleigh Manley and Ollie Steuernagel were appointed League Managers-Umpires.

PE SUMMER LEAGUE

The Summer Mixed Foursome Session came to a close on Sept. 3, and was won by the White Sox team, consisting of Marie Wheeler (Captain), J. Santa Ana, "Pee Wee" Wheeler, and Charlie Hill. The "Champs" nosed out the Giants, captained by Ruby Knight, by a one-point margin, and the Pirates trailed the Giants by a similar count. The Indians, Yankees, and Dodgers tied for third. Sweepstakes were won by Pat King, Ken Morris, Mike George, and L. B. Thomas.

STEAMSHIP LEAGUE

The Steamship League started its season on Sept. 21 and after three weeks of play the Pacific Electric team has won 9 and lost 3 games, and is tied at this time with the Western Air Lines for second place; the American President Lines being in the lead by a single point. The PE team this season is made up of Charlie Hill (Captain), Ken Morris, Johnnie Hubener, Ray Jones, and Ollie Steuernagel. The league bowls at the West Pico Bowl, 6081 Pico Blvd., on Tuesdays, at 6:30 P.M.

El Monte Agency Loses City Softball Title

PACIFIC ELECTRIC FORCES at El Monte Agency put together a softball team during midsummer, and despite a late beginning, were runners-up for the city championship, losing to Hopping Rock and Sand Co., 14 to 8 on Aug. 31. The Agency team chalked up 19 wins and 4 losses in practice and league competition.

Sheldon Hall and Ray Kraft alternated at pitching and struck out 98 during the season.



MOTOR TRANSIT SOFTBALL, EL MONTE

TEAM PICTURE — Front row: J. E. Roubison, Manager; Steve S. Franich, cf; Tommy Arnold, 1b; Michael Arnold, mascot; G. R. Pitchie, p; J. P. Jones, lf. Back row: W. C. Schneider, 3b; Bill Cowell, catcher and field captain; Ray McGee, utility; Ellis Dunson, rf; Lloyd Seaman, 2b; A. M. Hall, utility. Not present were Sammy Sampson, ss; and "Dutch" Klawiter, utility.

CHEERING FOR THEIR TEAM on the night these pictures were taken were wives and families of the players. Front row, left to right: Mrs. Steve Franich, Mrs. Grace Madison, Mrs. T. J. Arnold (niece of Mrs. Madison), Michael Arnold (son), Susan Handorf (fiance of Mr. Roubison), Mrs. G. R. Pitchie, Jimmy Pitchie (son), Mrs. Nina Franzke (sister of Mrs. Pitchie), Jackie Franzke (son). Second row: Nelson Fetterleigh, H. N. Chambers, Bob Chambers (son), F. E. Stemm, Barbara Stemm (daughter), Mrs. Stemm, and daughter Geraldine. Back row: Gary Chambers, Ronnie Chambers, Mrs. Ellis Dunson, Mrs. Walter Schneider, and Virginia Schneider (daughter). The team put on a fine practice exhibition for them.

PACIFIC ELECTRIC MASONIC CLUB



By
M. J. Davison

THE VACATION SEASON is over for most of us and I hope all had an enjoyable summer, are all rested up, and ready for another year.

Our club had two pleasant and informative meetings during the summer, and the big 26th annual dinner is next on the agenda. Nov. 10 is the date and those who attended our June 10 party will agree the Rodger Young Auditorium is a good place to go. There will be good food, a fine speaker and top-notch entertainment. Get your ticket now and set the evening aside.

Southland Masonry is having a busy season as usual. A goodly number of our members attended the Monrovia Beefsteak Feed on Sept. 10. Your scribe was guest of the Southern California Edison Masonic Club on the occasion of their annual party held at Torrance on Sept. 25. Grand Lodge convenes on Oct. 11. More about it in the next issue.

The disastrous fire in the Ojai region was close to two of our retired

members. Brothers W. W. Foster and Earl G. Johnson live in the vicinity of Ojai. Brother Foster wrote us that they were all right but had a few sleepless nights. Up to the time of writing, no worse news has been received from Brother Johnson, so we hope the fire didn't get too close to him either.

Our club was saddened by the death of three of our members during the months of September and October.

Fred A. Bixenstein
Robert E. Labbe
and
V. L. Webb

Now upon the farther shore Rest the voyagers at last. Father, in thy gracious keeping Leave we now thy servants sleeping.

— IT'S YOUR DUTY TO VOTE NOV. 2 —

HERE AND THERE WITH THE WOMEN'S CLUB

By **Florence N. Gramling**

PLANS are well under way for the Annual Bazaar to be held Thursday, Nov. 18, with Mrs. Gramling as Chairman, and co-Chairmen for various booths already appointed and at work. Luncheon will be served to all comers from 11:00 a.m. on. Some fine prizes will be given away.

Sept. 9, the opening meeting of the P.E.W.C., known as "President's Day," will be noted in our annals as a good day. A day long to be remembered by Mrs. C. O. Leatherman, when she was honored by a large attendance to welcome her and to as-

sure her of loyalty and support during her tenure as President.

Following the business session, at which matters of much importance were handled in record time, were two piano selections by Mrs. Gallacher. Highlights of vacations by a number of the ladies were interesting — some amusing. Mr. N. B. Vickrey, who represented our "Big Brothers," in a few well chosen words extended greetings and best wishes for a fruitful year, reassuring us of his cooperation and readiness at all times to lend a helping hand. The closing number was a reading by Mrs. Gallacher: "It is You."

Autumn flowers were the decorations in the Club Room; green and white, Club colors, the color scheme in the Tea Room. White asters in low bowls centered each table. Places were indicated by miniature ships of "Friendship." The President's table was laid with a lace cloth having a bowl of white asters at either end. The table was encircled with a silver chain attached to a silver anchor — hand crocheted — that marked the President's place. Individually wrapped portions of ice cream, and cake beautifully decorated in green and white, cut by Mrs. Columbus, were served by Mrs. William Thomas, Mrs. Winter, and Jo Anne Weber — granddaughter of Mrs. Gramling. An orchid corsage was presented to the President.

There was no vacation for Mrs. Brearley, our genial Hospital Chairman, who during June, July, and August made her weekly visits to St. Vincent's — bringing a bit of cheer to our patients. Many thanks for a job well done.

Attendance at the Card Parties held in our Club Rooms each first and third Thursday of the month is increasing, a fact which makes our Chairman, Mrs. Columbus, very happy. Let's try to make the parties still better. We do have good times! Come and see for yourself!

Sept. 23, the fourth Thursday, our first recreation date under our new set up was a Patio Party at the home of Mr. and Mrs. Smart, 3143 Dorchester, with Mr. Smart in apron and cap preparing the barbecued hamburgers. The afternoon was given over to cards and other games.

Oct. 28 — a trip to the Pike at Long Beach. Next issue you will get the details.

Your scribe is of the opinion that we of the P.E.W.C. are headed for a year of fun making as well as money making. More of this and that from here and there next time. In the meantime, note the date: Nov. 18 — Bazaar. Save your money, patronize us for lovely gifts to use for Xmas.

AMERICAN LEGION PE POST 321

By **C. E. Wilcox**

GREETINGS, COMRADES! I'm pinch hitting for Comrade John L. Morris, who was stricken with a mild attack of polio. At this writing Comrade Morris had been released from General Hospital and was at home recuperating. He is taking special exercises to prevent muscular atrophy, and it predicted he will suffer no permanent ill effects. The members of the Post wish him a speedy recovery.

It is with deep sorrow the members learned of the death Aug. 24 of Comrade Axel Malmberg, West Motorman, who was killed in an automobile accident near Salt Lake City, Utah. Fortunately, Mrs. Malmberg's life was spared, although she was seriously injured and will be confined to the Hospital in Salt Lake for some time.

All of the delegates from our Post were present at the Department Convention for each day's sessions. Those in attendance were Commander B. P. Heath, F. W. Nichols, J. W. Foore, and yours truly. We were kept very busy from 8 a.m. until 5 p.m. each day. I was kept on the go as Assistant Sergeant-at-Arms, and I know that the other comrades did their share of work by taking notes and attending each caucus every morning before convention meeting was called to order. This fact was proved by the fine reports given at our last meeting, Sept. 14. On this date we welcomed F. W. Hall as a new member.

Comrade Carl Benson, Past Commander of Leonard Wood Post and a member of Teddy's Rough Riders Champion Ritual team, was a guest and extended an invitation for initiation of new members in the near future. After the close of the meeting the members met with the Auxiliary

FLORENCE N. GRAMLING, wife of Leader CARL J. GRAMLING of the Torrance Tool Room, is a former PE employe herself. Beginning in 1927, she worked for 5½ years as File Clerk and general clerical assistant at the Torrance Store, when C. C. FENIMORE was General Storekeeper. Her husband has been with PE since 1919. At one time Mrs. Gramling was office manager for the Catholic National Educational Association in the secretary general's office, Columbus, Ohio, where she helped edit four national publications. The three Gramling children include CARL, JR., Electrician at Torrance Shops; MRS. FLORENCE HOLLEY; and MRS. DOROTHY WEBER. There are four grandchildren. Mrs. Gramling succeeds Mrs. C. O. Leatherman as correspondent for the Women's Club.

for a brief period which was followed by refreshments.

The night of Sept. 15 the installation of officers for the 23rd District was held at Community Post No. 46 Clubhouse in Culver City. This correspondent was installed as 2nd Vice Commander of the district and my sincere thanks to the post for assisting me to obtain this office. At the meeting was newly-elected Dept. Commander Rex F. Whittemore, who gave a very interesting talk on veterans' housing, of which he is very much in favor.

Being personally acquainted with Commander Whittemore, I believe he will be one of the finest Commanders the department has ever had.

Comrades, it has been a pleasure to write a copy for you once more, but I hope the next column will be from a fully recovered Comrade Morris.

Remember: Let every member get a member.

— IT'S YOUR DUTY TO VOTE NOV. 2 —

AMERICAN LEGION AUXILIARY

By **Frances Moore**

WE WERE HONORED Sept. 14 by a visit from the new 23rd District President, Anna Benson, and Past 23rd District President, Louise Bassett. Several other guests and visitors were welcomed. Report of the Department Encampment proceedings was given by Phyllis Withee, Delegate. At the conclusion of the business meeting the Post members were invited to join with the Auxiliary to meet Lois Schultz, our Girls' State representative. Lois gave an interesting and entertaining report of her experiences and activities at Girls' State held at Sacramento in July.

We learned with regret of the fatal automobile accident to Comrade Axel Malmberg, who was a member of our Post. Sympathy was extended to his



DISTRICT ATTORNEY for fictitious Joaquin County was the public office won by Lois Schultz, left, 16-year-old Huntington Park High School senior, when she went to Girls' State in Sacramento this summer under the sponsorship of the PE American Legion Auxiliary. She was one of 315 girls all over California who attended under like sponsorship of other Auxiliary units. Girls' State is a practical course in city, county, and state government in which the girls hear lectures by recognized authorities, and put into practice what they learn by running for political office and holding elections. Only outstanding students are chosen from junior and senior classes in their respective high schools. Lois is telling Mrs. Lillian Lyons, Girls' State Chairman for the PE unit, all about it.

wife, Lily, who was seriously injured in the same accident.

We rejoice with Sylvia Morris that her husband, John Morris, Publicity Chairman for the Post, has recovered from an attack of polio with no apparent ill effects.

Birthday greetings are extended to Lillian Lyons, Bernyce Rose, Pearl Stratman, Kathryn Brown, Gertrude Clark, Bessie Fackler, Marie DeLeon Bryant, Cora Newhouse, in August; Betty Lyons Bott, Phyllis Withee, Kathryn Withee Hardy, Mary Clark, Ruth Brown Phillips, Patricia Lyons Oglesby, Marie Hoover, Juanita Bralley, and Mary Jorgenson in September.

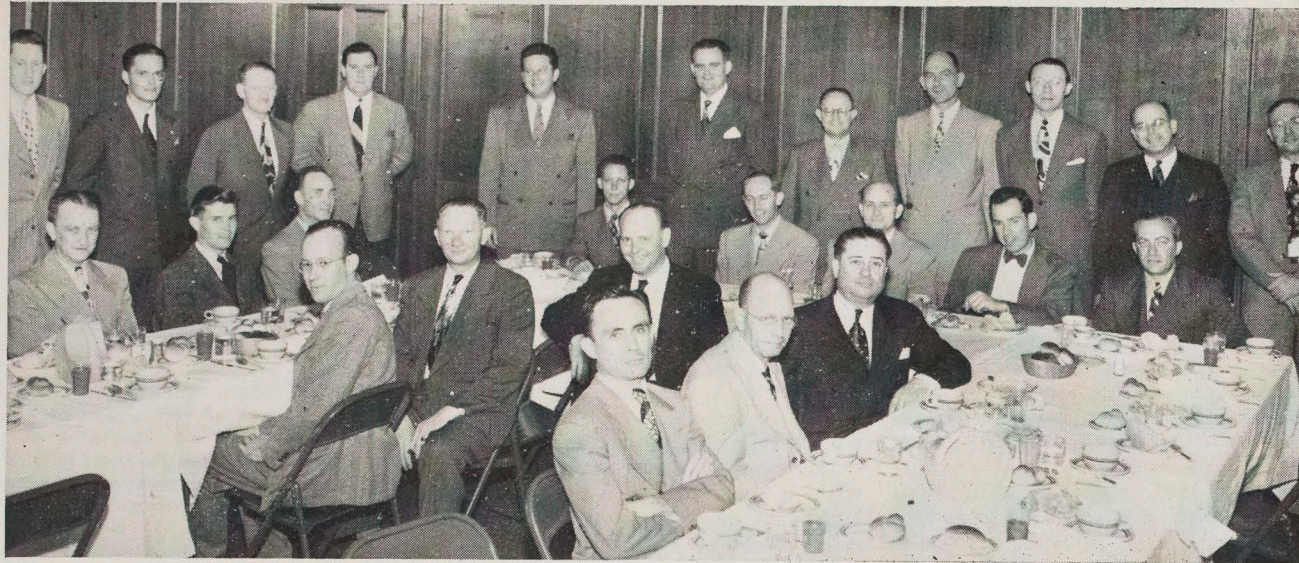
Retirements

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

NAME	OCCUPATION	Department	Years of Service
Claude M. Allen	Supervisor	Transportation	29
William Black	Foreman	Engineering	42
Thomas R. Burt	Motorman, West	Transportation	28
James T. Cloud	Motorman, West	Transportation	28
William E. Coleman	Motorman, North	Transportation	29
Ernest L. Converse	Motorman, South	Transportation	33
Ernest P. Engelmann	Signalman	Engineering	30
John R. Foster	Freight Car Inspector	Mechanical	22
William H. Goodnight	Motor Coach Inspector	Transportation	24
Thos. S. Hislop	Electric Machinist	Mechanical	30
Charles H. Hoppenrath	Switchtender	Transportation	25
Clara S. Lawson	Clerk	Accounting	5
Henry L. Legrand	Agent	Transportation	41
Adam Linton	Car Repairer	Mechanical	24
Arthur May	Traffic Officer	Transportation	15
George W. McLean	Motorman, South	Transportation	26
Thomas G. Riggs	Elevator Operator	P.E. Building	30
James B. Sites	Motorman, West	Transportation	5
Clarence O. Snodgrass	Stationmaster	Transportation	24



THE NEW WHITTIER BUS STATION



PACIFIC ELECTRIC SPEAKERS FORUM IN SESSION

THE ART OF ORAL EXPRESSION is practiced by members of this group at a dinner meeting every other Wednesday night. Everybody makes a two-minute impromptu talk, and there are also speakers who have been given advance notice that they're to make 10-minute talks. Non-members would be surprised at excellent results. STANDING, left to right: E. C. Wheeler, Assistant Supervisor, Transportation; Jack Simmons, Relief Agent; P. B. Durant, Assistant Terminal Freight Agent; U. George Perry, Business Manager, Hospital Dept.; Jim Lewis, Assistant Supervisor, Personnel, and founder of the club; Earl O. Miller, Claim Agent and newly-elected club President for a three-month tenure; Charles Sein, Time Supervisor, Transportation; Clifford E. Ferguson, Traffic Engineer, Passenger Traffic; Frank O. Haymond, Chief Safety Supervisor; A. H. Nasher,

Station Supervisor, Transportation; Milo L. Seiglar, Relief Clerk, Transportation, and a first class grammarian of the old school. SEATED AT FAR SIDE OF TABLE, left to right: Don Sheets, West Trainman; Rudy Fugate, Steno-Clerk, L. A. Freight; J. Whitley Casey, Office Manager, Transportation; Don Hileman, Agent, Wilmington Ticket Office; C. R. Campbell, Pay Roll Accounts; Don Williams, Station Clerk, Bellflower; Charles Stein, Agent, Glendale; Jack Levine, West Trainman. Williams was toastmaster on night of pictures. SEATED IN CENTER, starting at left and reading clockwise: L. Hampden, Bill Clerk, L. A. Freight; L. M. Duke, Terminal Freight Agent; Ray Morse, Brotherhood of Railway Clerks; George F. Jehl, Assistant Supervisor, Transportation; A. R. Crow, Agent, Compton; and Jack Cummings, Freight Traffic. Total membership is about 60.

PE NEWS SERVICE AND RESTAURANTICS



By
Floyd
Hamel

WITH THE ADVENT of another bowling season, much feverish activity can be seen among the members of the newly formed men's team that is bowling under the banner of the News Service. With the addition of this team the R&NS Department will have two teams entered this year. The women's team (captained by Betty Knight) has enjoyed marked success since its inception and will be a team to be reckoned with this season.

Clerk Margaret Thompson recently returned from a very nice trip to

Minnesota with her husband. The highlight of the trip was her great pleasure in traveling with and watching her son, Glen, Jr., pitch against teams in the 3-I League. He has enjoyed a highly successful season and has more than lived up to the high expectations of his mother.

Supt. C. F. Hill returned from his vacation, which was spent, in part, attending a convention at St. Louis, Mo., where he was elected as a National Director of the Stewards and Caterers' Organization for a three-year term. We are sure that they will be well rewarded by his continued excellent work on their behalf. Congratulations, Boss!

Erma L. Potts has been appointed to fill the vacancy at Stand No. 104 caused by the resignation of Ray Ramsey. Erma was at Stand No. 105, and we wish for her every success in her first venture as Agent in charge of her own Stand. We know that her sincere and pleasant manner will be of immeasurable value in this position and will make her many new friends.

We wish to welcome back from vacation Agent Ival Williams of

Stand No. 108 and B. Parisi of Stand No. 107, both located in the Subway Terminal Bldg. We have missed their friendly smiles and are happy to see them looking so well.

Congratulations to Dell Cesca at Stand No. 121-A. Her son, David, has won a scholarship at USC for outstanding scholastic and athletic ability at Alhambra High School. We all join in wishing for her every happiness over this fine achievement.

Agent Gladys McCaffery, Stand No. 104, has had a throat operation and is now reported to be convalescing very nicely at home. She will soon be back dispensing her ready smile to all her many friends who regularly patronize this very popular Stand.

The August issue of Vend Magazine, national automatic merchandising publication, has given a terrific build-up to Supt. Hill's exclusive four-page story with pictures on vending machines used around the Southern Pacific Shops at Los Angeles. The title, "We Keep 'Em Rolling," graphically portrays the excellent job that these "silent salesmen" are doing in protecting the health and in promoting the efficiency of employees.



TWIN SAYLES - MEN — Signalman Henry Sayles proudly holds his twin grandsons, Stanley, left, and Steve Sibley, here pictured at the age of four months. They're seven months now. Sibley is their surname.



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PHOTOGRAPHY
Harley B. Talbott

Copy deadline for the November-December issue will be November 25.

Your Hobby and Mine

By Earl O. Miller

TEN YEARS AGO, piqued by the rug-hooking activity of some friends, Mrs. Merle B. Qualey, Assistant Reporting Clerk in the Freight Auditor's Office, decided to clean, bleach, dye, and cut into strips some silk stockings. The result was a hooked rug that started her on a hobby-career both relaxing and exciting.

Using scrap bits of cloth proved to be too laborious, and she switched to the best wool yarns she could buy at Bullock's or May Company. The present price runs about \$1.15 per skein, and a 3 foot by 4 foot hooked rug contains about \$30 or \$35 worth of yarn. The burlap background or base is 40 inches wide and costs 75c to \$1.50 per yard, depending upon quality. A rectangular wooden frame, affixed to an easel, cost \$8.00 when originally purchased. The "punch needle," most important tool of all, retails at \$2.00.

Designs? Mrs. Qualey dreams hers up or finds them on unusual things like candy-box covers or gift-wrapping paper. She prefers animals, but has done some lovely things with floral designs. The designs are enlarged or reduced as required, then transferred to the burlap with a crayon-heat process in the desired color, using an ordinary electric iron.

The hooked rugs can be made in sizes ranging from 1½ feet by 2 feet up to 9 feet by 12 feet. Although the frame will only take burlap 40 inches wide, it can handle any

length desired. Round, oval, or rectangular rugs can be made on the same frame with slightly different technique.

Mrs. Qualey insists that her hobby is the most relaxing that one could have. After a hectic day at the office she finds no greater delight than in sitting down to the easel and manipulating colored yarn to produce lovely, interesting effects. She has sold five or six rugs, but has little desire to turn commercial in a big way. Two of her models won third prize at the Los Angeles County Fair in Pomona this year and she felt justified in placing price tags of \$75.00 and \$150.00 on them.

The actual hooking is a simple process of inserting the needle in the spaces of the burlap, producing a loop of yarn, and continuing until the design is completed. The work is done from the "wrong" side of the rug, and, after completion, the rug is turned over and the loops clipped to allow a "nap" or "pile" of luxurious wool approximately one-half inch thick.

Picture a sand-colored carpet, 9 feet by 12 feet. Sprinkled around its borders and intertwined artistically about in its center are autumn leaves in glowing greens and browns and reds! It's Mrs. Qualey's next and most ambitious endeavor in her hooked-rug hobby and she knows it will be a dream carpet, especially with her new maple furniture.



MERLE QUALEY shows how she makes her hooked rugs.

EDWARD S BADGLEY,
620 N JUANITA AVE.,
REDONDO BEACH, CALIF.

**DEPENDABLE
TRANSPORTATION
SERVICE**



S. A.
In Hollywood Means--
Sex Appeal →



— Photo courtesy Warner Bros. Studios

PENNY EDWARDS, lovely motion picture star, was Safety Pin-Up Girl for the National Safety Council last year. Her most recent Warner Bros. picture is "Two Guys from Texas."



— Photo courtesy Pan American Airways
RIO DE JANEIRO HARBOR, showing Copacabana Beach and surrounding mountains.

S. A.
In Rio de Janeiro Means--
South America ←

S. A.
On Saturday Night Street Corners Means--
Salvation Army →



— Photo courtesy Salvation Army

TRUMPETERS of Salvation Army sound reveille to many sleepers.

But to Pacific Electric Employees S. A. Means--

STOP ACCIDENTS!