

JAN.-FEB. 1949

# PACIFIC ELECTRIC

*Magazine*





010202

# The 1949 Modernization Program

By O. A. SMITH

President, Pacific Electric Railway Co.

Los Angeles, March 4, 1949

## TO EMPLOYEES:

As a matter of information, following in a general way is an explanation of the plans for modernization of service, including passenger rail line abandonments, substitutions, etc., as filed with Public Utilities Commission on February 28, 1949, together with results of extensive studies and reasons leading to the filing of such application.

During 1939 and 1940 as you will recall, as result of extensive studies by engineers of the Company, as well as engineers of the California Public Utilities Commission, motor coaches were substituted for several then existing rail lines, particularly Santa Monica via Beverly Hills Line, Redondo Beach via Del Rey and the Los Angeles-Alhambra-Temple City Line. At that time plans were also made to abandon the Pasadena via Oak Knoll Line and Pasadena Short Line substituting motor coaches therefor, which however it was impossible to accomplish at that time due to the war and shortage of gasoline and rubber.

The results of motor coach operation on Santa Monica via Beverly Hills Line, Redondo Beach via Del Rey Line and the Alhambra-Temple City Line have been generally satisfactory, not only to patrons of the Company, but to the Company itself. The Santa Monica via Beverly Hills Line and the Alhambra-Temple City Line are both being operated at a profit with motor coaches. The Redondo Beach via Del Rey Line is losing money to some extent at the present time, but it is hoped through changes to make it profitable.

During the war the rail passenger lines which it is now proposed to discontinue were operated profitably because due to rubber and gasoline shortage we had a heavy mid-day and night business along with heavy rush hour business. Unfortunately, however, the situation has returned to prewar conditions when business in mid-day and night is extremely light with a very heavy rush hour business.

The situation on these lines has been under study for over a year. The best and most highly qualified engineer possible to obtain was employed to assist the Company. His findings, which are concurred in by the Company, are that all of these lines which it is proposed to abandon are losing heavily, with no prospect of being able to operate them at a profit in the future. An increase in fares of approximately 65% would be necessary to do this. An increase of this kind is simply out of the question. Patrons will not pay it, and if placed in effect, most of the present traffic would be driven away.

The studies included all types of operation including

purchase of new equipment, trolley coaches, etc., but the only practical solution from such studies was motor coach substitution, with in some cases the discontinuance of service entirely.

The substitution of motor coaches for rail service is not new. It has been going on very extensively throughout the United States for years to a far greater extent than on Pacific Electric.

In the City of San Diego the last rail street car line will have disappeared about the middle of this year and the cars now being taken off are the most modern PCC type.

Los Angeles Transit Lines have substituted a large number of buses and trolley coaches for former rail service.

City of Oakland has no street cars left, entirely buses.

City of San Francisco is in the process of making large scale substitutions.

City of Portland has only a small amount of street car service remaining.

City of Seattle has discontinued all street car service, entire traffic is now being handled by motor coaches and trolley coaches.

The situation in the Coast cities is representative of the situation throughout the United States.

During the year 1947 Pacific Electric's total operations resulted in a net loss, after taxes, of \$837,607, and this does not include any fixed charges such as interest on bonds. This loss is made up of the following:

Loss on rail passenger lines.....	\$3,426,189
Profit on freight operation .....	1,851,547
Profit on motor coach operation.....	632,312
Profit Pacific Electric Building.....	104,723

For the year 1948 loss on rail passenger lines was \$2,363,520 with profit on motor coach operation of \$389,282.

The loss in rail passenger business for 1948 was less than in 1947 due to fare increase; also, due to the fact that track maintenance was kept at a minimum. With the wage increase in the fall of 1948, together with increased maintenance, which must be performed in 1949 to afford safe operation, the losses on rail passenger lines are estimated to be in excess of \$3,500,000 for the year 1949. In addition to this, to retain rail lines in service involves a total expenditure in excess of \$11,000,000, detailed later on in this statement. The studies previously referred to indicate that by an expenditure of approximately \$4,500,000 (also detailed later on) that this loss can be eliminated and some profit realized from proposed motor coach substitution.

The proposed motor coach substitutions, together with those already in operation, have been so designed that

they will fit into and be placed on the system of freeways as such freeways are completed from time to time during the next 10 years. Placing of the lines on the freeways with a rapid service to the territory where passengers are handled by Pacific Electric will result in a vastly improved service.

The Company expects to build a connection between San Bernardino Line and Monrovia-Glendora Line between Baldwin Park and Azusa in order to continue freight traffic on the Monrovia-Glendora Line between Arcadia and Glendora.

The Company always has been and still is strongly of the opinion that a rail rapid transit service is necessary for Los Angeles and it has cooperated fully in the development of the rail rapid transit plans of the Metropolitan Traffic and Transit Committee sponsored by the Los Angeles Chamber of Commerce. The Company, however, after thorough study of the matter is of the opinion that such rail rapid transit lines cannot be profitably operated under a private operation; the only possible operation is by an authority. Nowhere in the United States are rail rapid transit lines profitable; all are losing money.

There is nothing whatever about the Company's plans for motor coach substitution which will in any way prevent or deter the construction of rail rapid transit lines any time in the future; but the Company is definitely not interested in becoming the operator of such rail rapid transit lines even if the lines themselves are constructed by an authority under a bond issue, because, as previously indicated, it would be impossible to operate such lines profitably on the basis proposed by the Metropolitan Traffic and Transit Committee, that is, the

operating company collect in fares a sufficient amount to cover operating cost plus interest and amortization on the bonds.

Under the most favorable conditions, however, it will be a number of years before rail rapid transit lines could possibly be constructed. The Company is simply not in position to carry present losses in rail passenger operations until matter of construction of rail rapid transit lines can be decided — indeed there is no assurance that they will ever be constructed.

It is reasonable to assume that the Company would not deliberately throw away its present large investment in rail line facilities if there was any possible way to make continued operations profitable.

It was the expectation, which has been borne out since the applications were filed, that there are a large number of patrons who prefer rail operation; on the other hand, it is my judgment that there are even a larger number who prefer motor coach service. The objectors you hear from are those preferring rail cars — you do not hear from those who prefer motor coaches. The proof that a larger number of the public prefer motor coach operations is the satisfactory service on a large number of very highly patronized motor coach lines now in operation. It is a fact that the motor coach service proposed in substitution of rail service will provide a better service to patrons than the present rail service both from the standpoint of running time as well as frequency of service, and this will not only continue to be true in the future but will become more so as traffic congestion increases or until the advent of a real rail rapid transit system entirely separated from highways on which vehicular travel moves.

**NORTHERN DISTRICT LINES**  
To retain present rail lines in service involves an expenditure of \$5,316,000, including the following:

- Reconstruction of certain portions of track and roadway
- Enlargement of 6th and Main Streets facilities, with two additional tracks to San Pedro Street
- Two additional tracks from Valley Junction to Indian Village
- The cost to provide motor coach service is \$2,443,000, including the following:

- New motor coaches
- Additional terminal facilities at Main Street Station
- Enlarged shop facilities at Macy Street
- Conversion of car house at Pasadena for bus storage
- Connection with Monrovia-Glendora Line between Azusa and Baldwin Park

Following is estimate of loss in operation of rail lines; also estimated profit from operations by motor coaches:

	Estimated Annual Operating Loss	Estimated Annual Operating Results under Proposed Operations, Based on 1948 Traffic
Pasadena Oak Knoll and Pasadena Short Line .....	(\$180,936)	\$200,704
Monrovia-Glendora and Sierra Madre Lines..	(\$358,360)	74,465
Sierra Vista Local .....	(\$152,358)	3,442
El Monte-Baldwin Park .....	(\$281,770)	26,251
Total .....	(\$973,424)	\$304,862

( ) — Indicates loss

**Pasadena Oak Knoll and Pasadena Short Line**

Motor coach service is proposed to be operated as a loop via Fair Oaks Avenue, Colorado Street and Lake Avenue in both directions, providing passengers along Colorado Street a direct service to and from Los Angeles via Short Line and Oak Knoll Line routes.

Motor coach route from Pasadena would parallel present rail lines to Huntington Drive and Mission Road, Los Angeles, thence Mission Road, Ramona Freeway, Aliso Street and San Pedro Street, thence inbound via Fifth Street and Maple Avenue to Los Angeles Terminal and outbound via Los Angeles Street, Sixth Street and San Pedro Street.

It is also proposed to operate "Limited" schedules inbound in the morning and outbound in the evening between Pasadena and Los Angeles via the Arroyo Seco Parkway.

**Monrovia-Glendora-Sierra Madre Lines**

Motor coach service would closely parallel Sierra Madre-Monrovia-Glendora rail lines operating over same

route as the Pasadena Lines into and out of downtown Los Angeles.

**Sierra Vista Local Lines**

Motor coach route would parallel present rail service from Sierra Vista to Huntington Drive and Soto Street, thence via Soto Street, Marengo Street, Mission Road, Ramona Parkway, Aliso Street, Los Angeles Street to Eighth Street, thence via Eighth Street, Main Street, Aliso Street and reverse of inbound route.

**Los Angeles-El Monte-Baldwin Park Line**

This line would be operated by augmenting present Garvey Avenue Motor Coach Line to El Monte Station and by extension of such service between El Monte and Baldwin Park, paralleling present rail service.

Also, new motor coach service would be operated from Main Street Station, via Sixth Street, San Pedro Street, Aliso Street, Ramona Parkway and Hellman Avenue to San Gabriel Boulevard, thence to Garvey Avenue.

**Freight Operations, Northern District Lines**

Tracks are proposed for abandonment northerly of Valley Junction, including Pasadena Lines, Sierra Madre Line, and Monrovia Line as far as Monrovia. Tracks between Monrovia and Glendora, including the Duarte Branch, will be retained for freight operations, and access to such freight operations will be made possible by



a new freight connection between Azusa and Baldwin Park.

WESTERN DISTRICT LINES

To retain present rail lines in service involves an expenditure of \$4,757,000, including the following:

- Reconstruction of certain portions of track and roadway
Purchase of 32 new P.C.C. cars
Installation of block signals

The cost to establish one-man rail passenger service, using remodeled 600-700 class cars, on the Subway-Hollywood-Beverly Hills-North Hollywood Line, as well as provide motor coach service on other lines set forth below, is \$1,816,500, including the following:

- New motor coaches
Remodel 600-700 class cars for one-man operation
Provide additional garage facilities at Van Nuys, West Hollywood and Ocean Park
Additional terminal facilities at Olive St. Terminal
Track Rehabilitation

Following is estimate of loss in operation of various Western District rail and motor coach lines; also estimated results of operations from substitution of motor coach service for certain rail operations, revision of remaining rail operations, and disposal of five motor coach lines now operated in the San Fernando Valley:

Table with 3 columns: Line Name, Estimated Annual Operating Results, Present Operations, Estimated Annual Operating Results, Based on 1948 Traffic. Includes Venice Short Line, Santa Monica via Beverly Hills Line, Subway-Santa Monica Blvd.-West Hollywood-Van Nuys Line, etc.

Venice Short Line
Motor coach service is proposed to be operated in loop operation in conjunction with present Santa Monica via Beverly Hills Line, which will afford a more efficient operation than would be obtained by operating two distinct lines.

Route would be from Olive Street bus deck, via Olive Street, Venice Boulevard (south roadway from Victoria Avenue to Pacific Avenue), Pacific Avenue, Windward Avenue, Main Street, Pico Boulevard and Ocean Avenue.

"Limited" service is proposed during morning and evening peak periods.

Subway-Santa Monica Blvd.-West Hollywood-Van Nuys Line
Subway-Hollywood Blvd.-San Vicente-Echo Park Ave. Line

Rail passenger operations would be continued between Subway Terminal and Beverly Hills and North Hollywood, via Hollywood Boulevard, under one-man operation. Service would divide at Hollywood Boulevard and Highland Avenue, where a new curve connection will be constructed so that North Hollywood cars can turn on to Highland Avenue, thence over Ca-huenga Pass to North Hollywood.

Three new motor coach lines would be established to replace rail service proposed to be abandoned, as follows:

Hill St.-Sunset Blvd. Line

If application is granted for separation of Los Angeles Motor Coach Lines it is proposed to reroute the present Sunset Boulevard Line of Los Angeles Motor Coach Lines. The new route would commence at 12th and Hill Streets, thence via Hill Street and Sunset Boulevard, continuing on Sunset Boulevard through to present terminus of Sunset Boulevard Line.

Los Angeles-Santa Monica Blvd.-West Hollywood-Hollywood Line
Route would be from 12th and Hill Streets, via Hill Street, Sunset Boule-

vard and Santa Monica Boulevard to Highland Avenue where service would divide, a part continuing on Santa Monica Boulevard to West Hollywood, and part turning north on Highland Avenue to Hollywood Boulevard.

Echo Park Ave. Line

Route would be from 12th and Hill Streets, via Hill Street, Sunset Boulevard and Echo Park Avenue to Baxter Street.

Discontinuance of rail service west of North Hollywood Station requires extension of two motor coach lines — the Hollywood - Ventura Boulevard Line and Los Angeles-North Hollywood-Van Nuys via Riverside Drive

Line, which extensions, etc., are as follows:

Hollywood-Ventura Blvd. Line

A new extension of service is proposed from Ventura Boulevard and Van Nuys Boulevard, along Van Nuys Boulevard to Sherman Way.

Service on this line between Tarzana and Woodland Hills and Northridge is proposed to be abandoned.

Los Angeles-North Hollywood-Van Nuys via Riverside Drive Line

An alternate route is proposed to be established in connection with this line, from North Hollywood Station, via Chandler Boulevard and Van Nuys Boulevard to Sherman Way.

North Hollywood Motor Coach Line
Van Nuys-Canoga Park Line
Van Nuys-San Fernando Line
Van Nuys-Birmingham Hospital Line
North Hollywood-Studio City-Sherman Oaks Line

At the present time, all these lines are operating at a loss, which total an annual net operating loss of \$67,274, and due to their poor showing, an effort is being made to dispose of them to another operator.

Local bus lines in San Fernando Valley are also operated by Asbury Rapid Transit System. At the present time there is a material duplication of service with an increase in such duplication and competition indicated in the future. The field is not large enough for two competing operators in that area — Pacific Electric has decided to withdraw.

Los Angeles-Glendale-Burbank Line

Rail passenger service to be continued, with one-man operation.

Los Angeles Motor Coach Lines

Application has been filed by Los Angeles Transit Lines and Pacific Electric Railway on behalf of the Los Angeles Motor Coach Lines, providing for separation of the jointly-operated lines. The application proposes that Pacific Electric take over and operate Wilshire Boulevard "Limited" and "Express" service, Sunset Boulevard Line and Fairfax Avenue Line with the other Los Angeles Motor Coach Lines being taken over and operated by Los Angeles Transit Lines, including Wilshire Boulevard local service between downtown Los Angeles and Fairfax Avenue.

SOUTHERN DISTRICT LINES

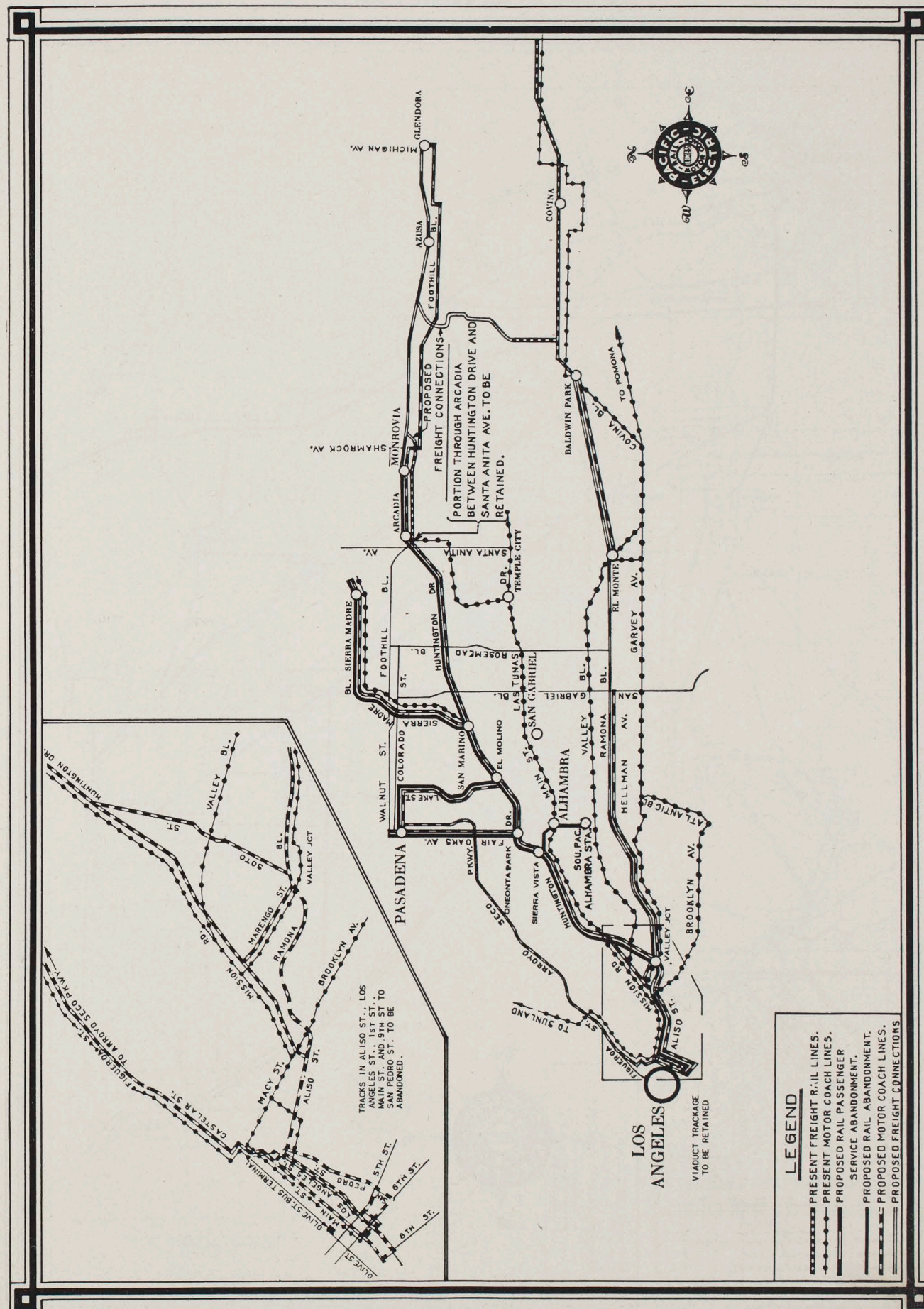
To retain present rail passenger service on the Los Angeles-Santa Ana Line involves an expenditure of \$1,097,000, including the following:

- Rehabilitation of track and roadway
Block signals

Due to the small amount of passenger service on the Newport Line, it is estimated that no track and roadway rehabilitation expense is necessary on that line for continued operation of such service.

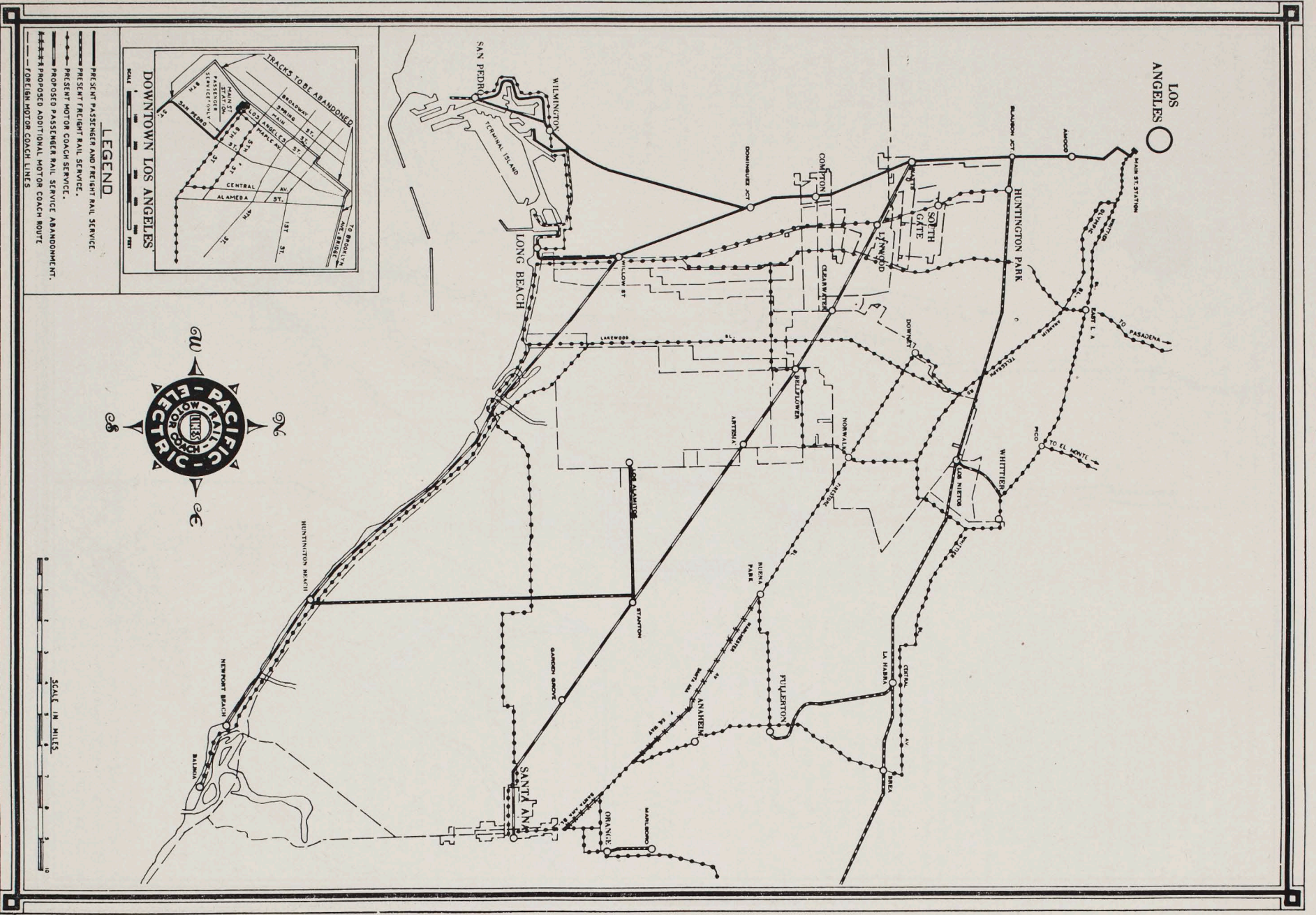
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NORTHERN DISTRICT

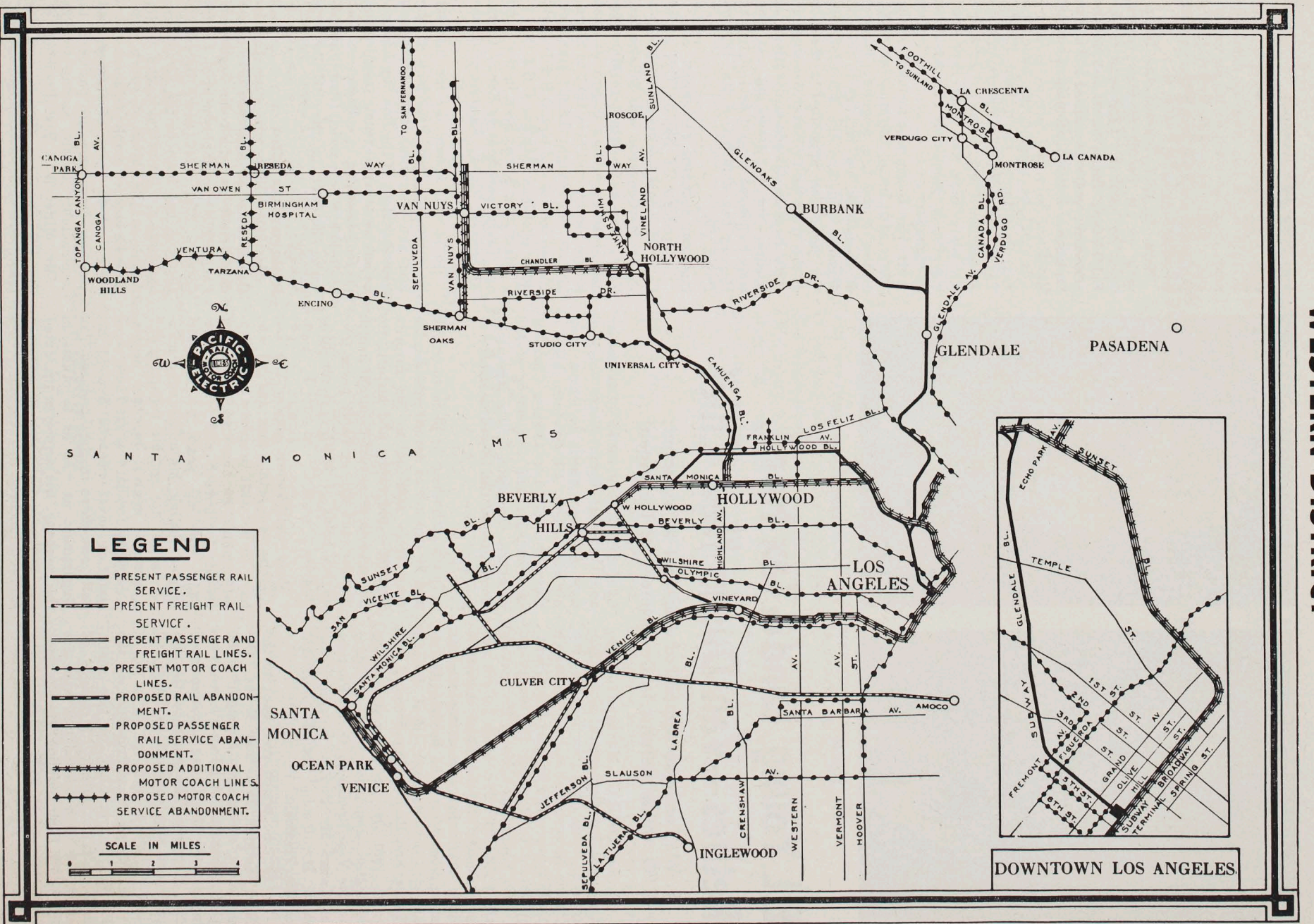




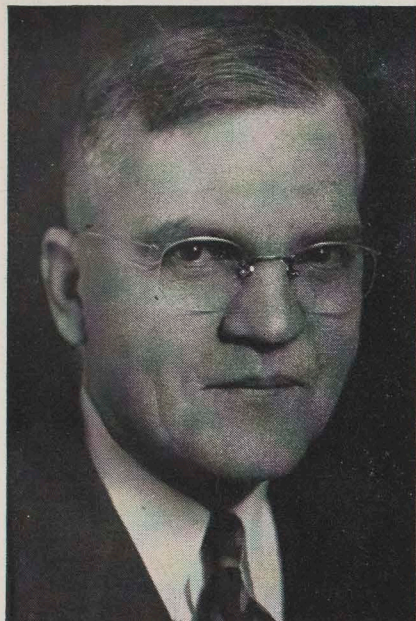
# SOUTHERN DISTRICT



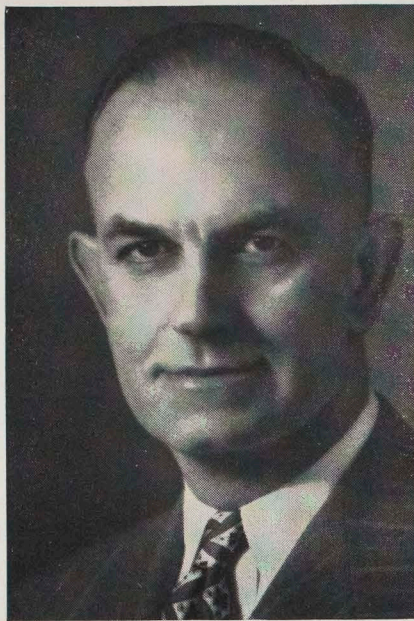
# WESTERN DISTRICT







E. L. YOUNG



EARL VAN DUSEN

## E.L. Young, Land & Tax Head, Retires—Van Dusen New Chief

**F. W. Converse Appointed Assistant to Manager;  
E. O. Miller Returns to Department as Tax Agent**

**E. L. YOUNG**, Manager of the Land and Tax Department since 1929, retired from the service of the Pacific Electric Railway Co. on March 1. He is succeeded by **Earl Van Dusen**, Assistant to Manager for ten years.

Mr. Young has been in PE employ since Jan. 24, 1911, when he entered as Assistant to the Land Agent. A little later, when several departments were consolidated, he became Assistant to the Manager, Real Estate, Taxes, and Resorts Department.

In 1921 he transferred to the Executive Department as Assistant to the Vice President, **D. W. Pontius**, and when Mr. Pontius became President, Mr. Young became Assistant to the President.

In 1927 he transferred back to the Real Estate, Tax, and Resort Department as Acting Manager while **C. H. Burnett** was on sick leave. Two years later Mr. Young was appointed full Manager. The name of the department was changed to Land and Tax in 1933.

Mr. Young was President of the Pacific Electric Club for two years, and in 1929, during his tenure of office, the Club opened new quarters in the PE Club Building. He has been a director of the PE Land Co., the Flintridge Realty Co., the Southern

California Conservation Association, and the West Basin Water Association, positions which he leaves upon his retirement. He has also been a member of the Los Angeles Chamber of Commerce and a member of the executive committee of the Resources Committee of the Department of Water and Power.

In his retirement he plans to travel, and he expects to devote considerable time from now on to his favorite reading—biography and history. He hopes to do some surf fishing if health permits, and will probably never give up his habit of writing clever little jingles.

Very well known among the Los Angeles real estate men and all who have to do with property and property values, he has made a host of friends for himself and for the company over the years by his fair-minded dealing, his unassuming manner, a gift for smiling repartee, and a genuine interest in other people, a capacity for hard work. These same qualities have endeared him to his daily associates in the Land and Tax Department as well as to others in the company. His employees presented him a fine wrist watch at a lovely farewell luncheon in their office.

### VAN DUSEN NEW MANAGER

Mr. Van Dusen began his business career as a wholesale jewelry clerk in 1915 for a Los Angeles firm. The next year, however, he began to pursue a civil engineering interest, and for two years acted as chainman with two local firms.

Sept. 5, 1917, marked the beginning of his Pacific Electric career, when he became a Chainman in the Engineering Department. During the next three years he worked in various capacities, finally becoming Chief of Party.

In 1921 he entered the Land and Tax Department (then Real Estate, Taxes, and Resorts Department) as Assessment Clerk, became Tax Agent ten years later, and from 1940 until his present promotion was Assistant to Manager.

Mr. Van Dusen is a member of the State and Local Government Committee of the Los Angeles Chamber of Commerce, and belongs to the PE Masonic Club and the PE Club. He has just been appointed a director of the West Basin Water Association.

He lives in Glendale, devoting his leisure time to gardening. At one time he played a good deal of tennis. He has two children, Anita, 12, and David, 10.

### CONVERSE SUCCEEDS VAN DUSEN

A graduate of Benton College of Law, St. Louis—city of his birth—**Frank W. Converse**, who follows Mr. Van Dusen as Assistant to Manager, had broad experience in several lines before coming to PE in 1921 as Secretary to the Freight Traffic Manager. He had jobs as call boy, O S & D clerk, other positions with the CB & Q.

Since 1924 he has been in the Land and Tax Department as Rental Clerk, Assessment Clerk, Assessment-Lease Clerk, and Tax Agent.

He is well known for his interest in sports. A Past President of the Rod and Gun Club and last year's Vice President of the Bowling League, he has won several tennis trophies and played all sports in college.

On Feb. 2 he married Gladys Siegel, whom he met in the PE Bowling League.

### MILLER NEW TAX AGENT

**Earl O. Miller**, who succeeds Mr. Converse as Tax Agent, returns to the department in which he began his Pacific Electric employment as Rental Clerk in May, 1946. Since December, 1946, he has been in the Claim Department as Investigator and Claim Agent, in the latter of which positions he handled employe claims.

He had 22 years of railroad and air line experience in positions of responsibility before coming to PE.

Mr. Miller is a Past President of the PE Speakers Forum, and his talents are numerous and outstanding.

# PE GROUP INSURANCE Helps Remove That Uneasy Doubt

PROMINENT in the organizations of the majority of employers is group life insurance to provide financial protection for the dependents of employes in the event of untimely death. The wide acceptance of the group life insurance idea is evident from the fact that more than 13,000,000 workers—industrial, skilled, professional; in factories, offices, and those engaged in special services—are now covered to an estimated volume of \$30 billions of benefit.

For many of these millions of employes, group life insurance is the only kind of protection held by the wage earner, perhaps because he has neglected to provide himself with an adequate amount of life insurance or because he could not pass the medical examination required for individual insurance.

Group life insurance does a real job in meeting the needs of employes everywhere. Its value was clearly recognized by the Pacific Electric Railway Company years ago when

our plan was first adopted. The amount of benefits provided is approximately equal to the employe's annual rate of pay. The benefit, of course, changes in accordance with the employe's increase or decrease in annual rate of pay, and is payable to his named beneficiary in the event of his death from any cause whatever.

### GROUP INSURANCE PROVIDES SECURITY FOR YOUR FAMILY

There is nothing quite so important as the security of our family, and insurance offers the best way to build up that security against the day when something happens to us. Our group life insurance plan enables PE employes to obtain the protection of insurance at a cost so low as to be within the reach of all.

Every employe owes it to himself—and to those who are near and dear to him—to take advantage of the plan. In no other way can you obtain the measure of security for your family at a cost so low.

The Pacific Electric Railway Company believes that our Group Life Insurance Plan is very helpful in meeting a part of your insurance needs, and sincerely hopes that every uninsured eligible employe will take advantage of this offer and justify the Company's considerable contribution to the welfare of its employes. Accordingly, if at the present time you are not covered under the plan, advice as to how you may secure this coverage may be secured from your Department Head or Foreman.

### TEAMWORK PAYS OFF—IN SPORTS OR SECURITY

A team, working together, always accomplishes more than a group of individuals working separately—whether the aim be victory in battle, a win on the field of sports, or greater security for all.

This axiom, of course, needs no proof. But if it did, the proof is right here in the Pacific Electric Railway Company, where all are working together under our Group Life Insurance Plan, to promote the security of each individual worker and his family.

Through the Plan, which provides Life Insurance for every employe who enrolls upon the completion of 24 semi-monthly pay periods of continuous service, we are assured that our families will have something to live on while they are adjusting themselves to new circumstances if death should come to us. The contribution toward our Plan is at a price you can afford to pay.

### FREEDOM FROM WORRY

Naturally, the true measure of the value of Life Insurance cannot be expressed in money alone. More important values exist in freedom from worry, in the self-satisfaction we get from making provision for those who depend upon us. But the dollar value can give an idea of what our Group Life Insurance Plan has meant to the families of Pacific Electric Railway Company employes.

From January, 1938, to Oct. 31, 1948, the Plan paid out \$1,078,260 to the families of workers who died while insured.

## Vital Statistics

### DEATHS

November 21, 1948 to February 20, 1949

NAME	OCCUPATION	Died	Group Insurance	Mortuary
Fulton, John C.	Retired Substation Opr.	11-22-48	Yes	Yes
Lutes, Howard B.	Retired Conductor	11-22-48	No**	Yes
Hunter, Peter G.	Retired Conductor	11-23-48	Yes	Yes
Bare, Edna	Retired W.O. Led. Clerk	11-24-48	No**	No
Fitzgerald, Charles L.	Retired Substation Opr.	11-28-48	No**	Yes
Wells, Arthur E.	Conductor	11-30-48	Yes	No
Koltz, George W.	Asst. Chief Clerk	12-10-48	Yes	No
Pressnall, James F.	Retired Janitor	12-14-48	Yes	Yes
Partington, Abraham	Retired Carpenter	1-10-49	Yes	Yes
*Kowalski, Charles S.	Retired Car Repairman	12-1-48	No**	Yes
Mitchell, Ballard P.	Trainman	1-14-49	No**	No
Bloomfield, Fred	Retired Wheel Grinder	1-23-49	No**	Yes
Hiatt, Arthur L.	Retired Car Repairman	1-30-49	Yes	Yes
Nicholas, John H.	Retired Trainman	2-7-49	No**	Yes
Burnett, Charles H.	Retired Manager, Real Estate, Resorts, and Taxes Dept.	2-7-49	Yes	Yes
Mello, Joseph L.	Head Clerk	2-13-49	Yes	Yes
Tyler, Martin R.	Retired Car Repairer	2-15-49	Yes	Yes

### EMPLOYEES' WIVES' DEATH BENEFIT FUND

#### NONE

\*Reported subsequent to last report.

\*\*Employe eligible for but declined to accept Group Insurance.



# Supervisor Training Program Set Up By Transportation Dept.

AN INTENSIVE TRAINING PROGRAM emphasizing accident prevention in rail and motor coach operation was instituted for Transportation Supervisors last Jan. 17 by the Bureau of Instruction and Safety.

Supervisors were divided into four groups, meeting on successive weeks Monday through Friday from 12:00 noon to 5:00 p.m. Material taught was the same for each group, as follows:

First day, road test of the detonator method of testing driver reaction time and braking distance of coach. Each Supervisor took this test.

### PATTON TELLS AIMS

Second and third days, classroom discussion by Frank O. Haymond, Jr., Supervisor of Instruction and Safety, of the laws of motion and their effect on rail and motor coach accidents. Fred C. Patton, General Superintendent of Passenger Service, gave a talk on the aims of the program and the importance of putting into practice the subject matter learned.

Fourth day, analysis of accidents and discussion of the legal angles involved, with Chief Trial Attorney O. O. Collins as lecturer. Talk by former Claim Agent Earl O. Miller on accidents from the Claim Department angle.

Fifth day, a discussion of personnel matters by Superintendent of Personnel E. B. Whiteside. Tour through Conductors' Accounts Bureau to familiarize Supervisors and Trainmasters with problems encountered in handling trip reports, tickets collected, and fare-box and Ohmer register re-

ords. Tour of the Bureau of Instruction and Safety to familiarize supervisory employes with new Visirecord system of maintaining personnel records and to observe methods used in handling accident records.

Meeting for lunch and informal discussion.

First class to meet starting Jan. 17 was composed of those shown in accompanying picture.

The second class, which started Jan. 24, included Supervisors D. L. Davidson and H. F. Fortner, West; Supervisor F. A. Groftholdt, South; System Trainmaster H. F. Tiemann; Supervisor J. W. Butler and Assistant Supervisor F. G. Cook, Motor Transit; Chief Instructor E. H. Clark and Instructor H. G. Douglas, Bureau of Instruction and Safety.

The third class, which started Jan. 31, included Assistant Trainmaster T. L. Halverson, Assistant Supervisor A. W. Day, and Supervisor M. L. Eaton, West; Supervisor Gordon Hall, South; Assistant Supervisor C. H. Cooper and Supervisor L. E. Irby, Motor Transit; and Instructors J. T. Johnston and F. M. Willard, Bureau of Instruction and Safety.

Meeting during the week of Feb. 7 were Supervisor R. A. Schamber and Assistant Supervisor W. W. Wherry, West; Assistant Trainmaster T. V. Hoyle and Assistant Supervisor L. C. Maloney, North and South; Supervisor W. W. Wainwright, South; Assistant Supervisor J. W. Kipp, Motor Transit; and Instructor F. C. Westphal, Bureau of Instruction and Safety.

**SUPERVISOR TRAINING**—Supervisor of Instruction and Safety Frank O. Haymond, Jr., and former Claim Agent E. O. Miller (left and right at blackboard) demonstrate a turning accident to Supervisors in course of intensive training program. Seated, left to right, are Supervisor G. H. Peak, North; Chief Supervisor L. E. Netzley, Motor Transit; Chief Supervisor E. E. Jarvis, West; Supervisors J. C. Davidson and L. W. Capps, West, and Elze Butler, South. This was the initial class, begun Jan 17, and was the first of four classes.



## MECCA Gives \$6,585 to Chest, Dimes, and Red Cross Campaigns

TOTALING \$6,585, MECCA's 27th, 28th, and 29th dividends, for the Community Chest, the March of Dimes, and the Red Cross, respectively, were authorized and the 27th and 28th paid by the Management-Employes Charity Chest Association at its Jan. 17 meeting, with Chairman Fred L. McCulley presiding.

Dividends paid included \$2,885 to the Community Chests of Los Angeles, Riverside, San Bernardino, and Orange Counties; and \$1,200 to the March of Dimes. The Community Chest contribution was in response to the special campaign following the fall drive, and supplemented the original \$5,000 dividend paid during the fall campaign. The Red Cross dividend was paid when the Red Cross campaign began March 1.

### THANKS RECEIVED

Typical of the replies received is that from San Dimas Community Chest Chairman John G. Soder, former PE Agent in that community. Mr. Soder wrote Mr. McCulley as follows, on Feb. 4:

"Just received your most welcome check for \$5.00 for our local Community Chest. Your contribution is all the more appreciated as donations are coming in rather slow, and it seems to be a question whether we'll make our \$3,000 goal, or not. We still lack \$700, and are pegging along, hoping for the best. . . . This is my 6th year as Chairman of our local Community Chest. We have gone over the top for five years, and I hope and pray we will do it again."

Alhambra, acknowledging MECCA's "generous added contribution" of \$90 for the Community Chest, wrote through its Community Chest Executive Secretary, George M. Logan, that "This amount distributed by you will be used to make up the budget deficiency for one of the agencies with a particularly difficult financial problem at the present time. It will be well invested."

### MECCA GETS MERIT AWARD

Enclosed with the Alhambra letter was an Award of Merit presented to MECCA for its "generous support of the Community Chest 1948 Campaign."

Dividends now paid to all causes since the inception of MECCA in March, 1943, total \$83,862.68 including authorized Red Cross dividend.

## Trainman's Wife Wins Chest Contest Prize

"I SUPPORT the Community Chest because I sincerely believe it is the moral duty of everyone to contribute to so worthy a cause in helping needy and less fortunate people."

With these words Mrs. Lillian Smith, wife of South Motorman Carl E. Smith, won a Cara Nome cosmetic kit in the recent Community Chest contest, entered by hundreds of company employes throughout the Los Angeles area.

First place was won by Alexander G. Benes, draftsman for the gas company. He was rewarded with a day at MGM studios as the guest of Esther Williams, with dinner at Ciro's, and with two merchandise prizes—a set of seat covers for his car and a man's fitted dressing case.

All prizes were collected by editors of company house organs and trade journals in this area. The editors were members of the Community Chest Committee on Industrial Publications. None of the prizes, not excepting Mrs. Smith's cosmetic kit, cost the Chest itself a cent.

Winning entries were judged by a committee consisting of Matt Weinstein, E. V. Durling, and Fred Beck.



MRS. LILLIAN SMITH, wife of South Motorman Carl E. Smith, was winner of a prize in the recent Community Chest contest. Above, she shows hubby Cara Nome cosmetic kit she won. Right, she tries out the new kit at her dressing table. This prize was donated by the Rexall Drug Co. on behalf of Los Angeles Community Chest, and was one of many prizes donated.



## PE Magazine Wins Three Prizes In 1948 SCIEA Awards Contest

THE PACIFIC ELECTRIC MAGAZINE won three second prizes in the 1948 Annual Award of Merit Contest sponsored by the Southern California Industrial Editors Association. The contest is an annual affair in which company magazines and newspapers from all over Southern California are entered.

Awards to the PACIFIC ELECTRIC MAGAZINE were for the best editorial, the best photo feature, and the best black and white cover photo.

The editorial, written by Frank O. Haymond, Jr., Supervisor of Safety and Instruction, was entitled "Vacation Time Is Here Again," and dealt with the increased hazards to operation resulting from the fact that children were out of school. It appeared on page 31 of the May-June, 1948, issue.

The photo feature was basically an appeal for the purchase of Christmas Seals, and pictured Jerry Colonna's antics as he "qualified" as PE Motorman in order to pilot to the zoo a San Francisco streetcar full of children from agencies supported by the Tuberculosis Association.

The cover photo, which appeared in the May-June, 1948, issue, showed Claude C. Ward, Leader, San Bernardino Shops, using a cutting torch in order to make ready for repairs on a tank car.



**COMMUNITY CHEST** Public Information Department Chairman Robert L. Smith, who is also Associate Publisher and General Manager of the DAILY NEWS, in making the above award to the PACIFIC ELECTRIC MAGAZINE, wrote an accompanying letter, which says in part: "Although on Jan. 1 the Community Chest is still considerably short of its goal, that is not because of any lack of cooperation on your part. . . . Your publication has been of invaluable assistance this year, and I believe your readers will want to know how much we appreciate the splendid publicity they have seen in it."

## Appreciation

Eugene R. Archuletta, Ticket Clerk, Sixth and Main Station, wishes to thank, through the pages of the Magazine, all those who so generously and thoughtfully sent the lovely floral wreath on the occasion of the death of his mother, Mrs. Martha Roseberry, last Dec. 12.



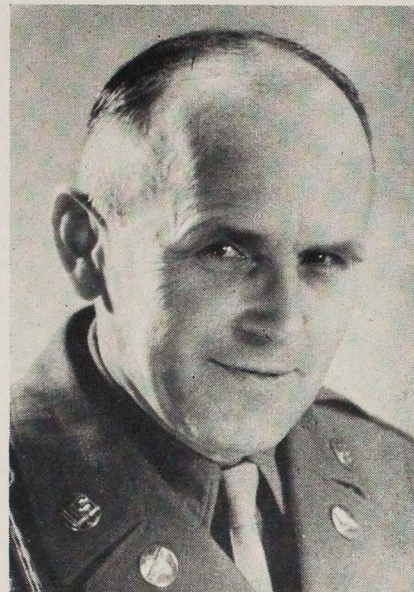
## Sgt. Buss, Motorman on Military Leave, Here on Furlough

BACK FROM TEMPLEHOF Air Base in Berlin came Sgt. Charles F. Buss, South Motorman on leave, last Jan. 31. With what he calls "blind luck," he shipped as extra crewman on a big Constellation air transport that was carrying Vice President Alben Barkley, Ambassador Bedell Smith, Secretary for Air Symington, Irving Berlin, Bob Hope, Jinx Falkenburg, Elmer Davis, Jimmy Doolittle, and other famous names.

On 45-day leave from military duty, he thinks he'll probably go back by boat.

Employees will remember the story of the Berlin air lift Sergeant Buss told in the PACIFIC ELECTRIC MAGAZINE for July-August, 1948. He's a first sergeant in charge of personnel work with a maintenance and supply squadron on the Berlin end of the air lift.

Active in youth work with German children, he's proud to state that his softball and baseball teams of 16-year olds won the pennant in both Berlin and the American Zone in 1947. All American bases of all kinds, he says, have similar youth programs, to instill democratic ideas and ideals in German youngsters. The kids are fine baseball players, he declares — afraid of nothing, and willing to stop a cannonball. When he first started coaching them, they were thin, starving little specimens, but after two years they've filled out and are normal, happy youngsters. The kids usually



**MOTORMAN-ON-LEAVE** Charles F. Buss, who, as first sergeant in maintenance group in Berlin for the "Operation Vittles" planes, has first-hand observation of that important operation. He's also a highly successful baseball coach in the youth movement among German children.

beat American GI pick-up teams, he maintains.

Sergeant Buss also indirectly supervises a girls' baseball team, to which he has assigned two of his boys' team members as coaches. He is fostering a plan for girls in this country to write to German girls of the same age, in order to promote better understanding.

In wintertime, when baseball is impossible, our versatile Motorman-on-leave conducts an English class.



### AN ENTERPRISE STORY

Freedom of enterprise is a strong and dynamic principle. It continues to work us wonders despite the many ways we have hedged it about. The sorry plight of our time is that we have found such a fine way of life, proved that it works so well, then cared so little to protect and cherish it. Yes, a lot of us pay first-rate lip service to free enterprise. Our politicians laud this freedom in their campaign speeches.

But when it's time for the crucial test, what happens? We let the politicians (who ought to become statesmen when elected) spread the death-web of bureaucracy far and wide. We seem to agree that government can do it — oh, just almost anything — so much better! We tax industry and incomes until capital is too scared to have any enterprise left. In short, we back enterprise right up to the precipice, and seem not to realize what we have done.

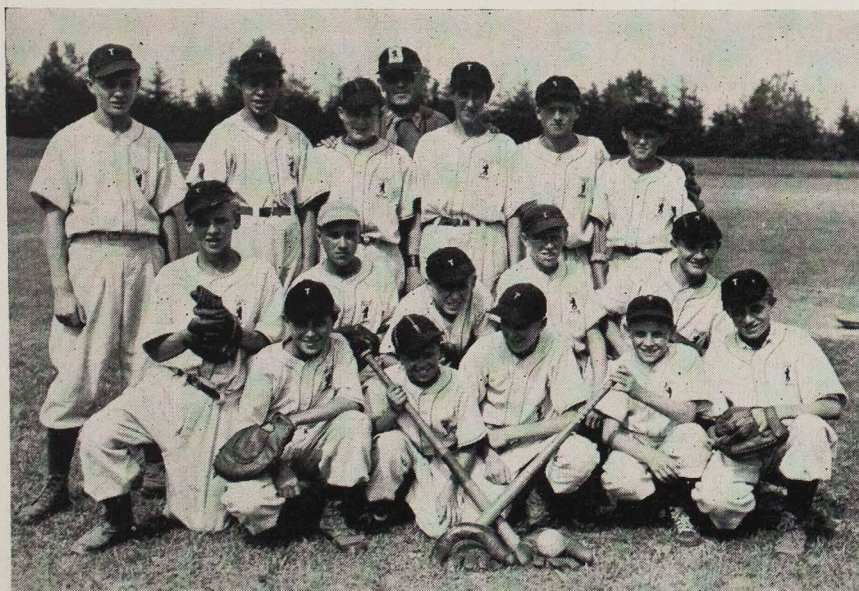
### 50,000 LIVES

I have said that free enterprise still works us wonders. One of the most amazing examples of freedom of business enterprise has been working miracles right before our eyes now for five years, and we have scarcely noticed it. One of the nation's top science writers, J. D. Ratcliff, has outlined the miracle-story of penicillin manufacture in the January issue of "Nation's Business." Ratcliff says this great medicine is now the biggest selling item in the drug trade, saving 50,000 lives yearly from pneumonia alone.

Just a few short years ago penicillin was made in laboratory flasks and sold for a fancy price. Even during the war, a black market in penicillin got underway. A lot of people, maybe, would have liked to nail down a monopoly on this miracle drug. But, then, American industry tackled the job of producing penicillin. At first the quoted market price was \$20 per 100,000 units but today the wholesale cost is as little as 10 cents for that amount. A dollar's worth of penicillin will rout dreaded pneumonia.

### COURAGE AND VISION

How did all this happen? Well, it took enterprise and lots of it. It took enterprise, with confidence in the future, and vision enough to tackle a really big job. Penicillin manufacture



**AMERICAN ZONE CHAMPS** — The baseball team of German 16-year-olds coached by Sergeant Buss (center rear). Might well be a picture of a team of typical American boys. They call themselves the "Babe Ruth Team," after the late great hero of the baseball world.

# Yearly Report Reveals Rail and Motor Coach Accidents Decline; Explanation—Cooperation by All

By Frank O. Haymond  
Supervisor of Instruction and Safety

STATISTICS PROVE that the wholehearted effort of everyone concerned in the prevention of accidents is showing results. The proof is that in all rail and motor coach accidents for 1948 there were 93 fewer accidents per month than in 1947. Rail Passenger Service decreased its accidents by 48 per month. Motor Coach Service decreased its accidents by 17 per month — all the more remarkable in view of the fact that more motor coach miles were operated in 1948 than in 1947. Freight Service, including express and mail, showed a decrease of 14 accidents per month. Over the system the Transportation Department had 1119 fewer accidents of all kinds in 1948 than in 1947 — an 18% decrease.

True it is that there were approximately 17 million fewer people carried in our passenger service in 1948 than in 1947 and that we operated approximately 800 thousand fewer passenger miles, but the rates of accidents per million passengers handled or per hundred thousand miles operated substantiate the improvement in accident prevention. In Rail Passenger Service the traffic accident (collisions vehicles) rate for 1948 was 14.7. Likewise in Motor Coach Service the traffic accident rate for 1948 was 6.7 — an improvement over the 1947 rate of 7.9.

For passenger accidents (boarding, alighting, injuries on board, struck by doors, etc.) the Rail Passenger Service rate for 1948 was 8.2 accidents per 1 million passengers carried, whereas the 1947 rate was

8.5. In Motor Coach Service the passenger rate for 1948 was 9.3 compared to the 1947 rate of 9.4.

In the detail picture of the system operation there were 550 fewer interferences between equipment and other vehicles — or a 16% decrease in 1948 under 1947. On the other hand, we experienced more collisions between equipment and pedestrians, there being 139 such accidents in 1948 and 132 in 1947. Another category of accidents in which we experienced an increase was boarding accidents. During the year 1948 there were more boarding accidents than in 1947 in Rail Passenger Service, and yet there were over a million fewer passengers handled in this service. This is a situation that should not exist.

Employee injuries in train and coach services decreased 26% in 1948 under 1947, but there are still too many employe injuries.

The improvement in the accident situation of 1948 compared with 1947 is gratifying, but at the same time there is a tremendous amount of improvement to be made. The prevention of accidents means something to every employe of Pacific Electric.

Every accident prevented represents time and money saved, and, generally, injuries prevented, to say nothing of the discomfort and anxiety thereby eliminated. It takes the cooperation of everyone to prevent accidents. In the year of 1949 there will be a determined cooperative effort to improve by a wide margin over the 1948 accident record.

was pretty much a guessing game — at first. It took courage to invest and to plan. According to Ratcliff, one small company in the chemical industry had this courage and vision. Lacking freedom of enterprise, do you suppose we would have had penicillin today?

It seems that a man named John L. Smith, president of Charles Pfizer & Company, Brooklyn, gets the main honors for penicillin manufacture. Smith was an immigrant to this country at the age of two years, and worked his way up to an education in chemistry. After he became president of that small firm, specialists in

microbes and fermentation processes, Smith heard of penicillin. Then Smith took a chance, made possible by America's system of enterprise.

### A REAL TEST

This man Smith made plans to spend 4½ million dollars for a giant new penicillin plant. That was big money, for his company was doing only about twice that amount of business annually. Besides, science was not certain about what penicillin could do. But Smith had seen it save lives, and he intended to produce it. He did, in vats as large as tank cars. The demand was great. Then, others began to make it. Still, the Pfizer company's

sales jumped to 50 million dollars a year. The country had its precious penicillin.

This is a grand success story. But it is not a new one. The same kind of story has been repeated countless times in the building of America. In the big success story that is America, enterprise helped make our land into a land of plenty. We must keep our freedom of enterprise, for it is the basis of our prosperity and well-being as a nation. It would be well if we should test every bill in Congress, every national policy, with the question: will it encourage, or will it hinder, private enterprise?





GETS PE SAFETY AWARD—Eddie Scoville, 13-year-old Sierra Madre boy, receives a silver tie clasp from Superintendent of Safety H. L. Young for reporting a defective switch.

## Safety Clasp Given Sick Boy, 13, Who Reports BO Switch

THE FIRST EVER TO BE AWARDED to anyone except a Pacific Electric Trainman or Motor Coach Operator, a sterling silver tie clasp, emblem of safe operation, was presented to 13-year-old Edwin James ("Eddie") Scoville, 272 W. Grandview Ave., Sierra Madre, Saturday, Jan. 22.

At Lamanda Park Station on Jan. 17, Eddie had seen a switch lever fly up as an outbound train passed over it at 4:30 p.m. Feeling that something was wrong, he immediately reported the matter to C. E. Tompkinson, Conductor of the passing train. Tompkinson examined the switch, and found that a safety catch for the switch lever had become inoperative. The Conductor reported the lad's quick thinking to PE authorities.

The award was made by Supt. of Safety Harry L. Young, who made a personal visit to the boy's home for the purpose. Mr. Young also presented

Eddie a personal letter of appreciation from General Manager T. L. Wagenbach. Utterly unaware in advance of what was coming, Eddie was so bewildered he didn't know what to say.

The tie clasp is ordinarily given only to PE trainmen and drivers who operate for six consecutive months without having an accident for which they are responsible.

Son of Mr. and Mrs. Merrill J. Scoville, Eddie has been a victim of rheumatic fever since early childhood. He has had many operations as the result of complications brought about by the fever, and now wears a cast around his chest and back to help keep himself erect. All the more credit to Conductor Tompkinson for generously giving credit where credit was due and thereby bringing happiness into a sick boy's life.

His father is chief plant operator at the American Cyanamid Co., Azusa.

## Attempted Kidnaping Foiled by Trainman

Conductor R. L. Ellison of the Northern District prevented an attempted kidnaping of a patron's daughter in Pasadena last November, news of which just reached the Magazine as the result of a letter of commendation from the girl's father in March.

Two men in a car followed her as she boarded a train at Oneonta Park, and followed the train to the Pasadena Car House. Ellison saw that the girl boarded another train home without interference, and then approached the men and told them he was going to call the police.

The men were later arrested on another kidnaping charge and were identified by the girl as the same who had annoyed her in Pasadena.

## Freight, Box Motor, Work Equipment Men Win Safety Plaque

MEN of the Freight, Box Motor, and Work Equipment services won the Transportation Department Safety Plaque for the second half of 1948, according to figures released by the Bureau of Safety and Instruction. The same group also won the plaque for the first half of 1948. Congratulations from all on the fine work!

The Safety Plaque is given every six months to the group showing the greatest percentage of decrease in the number of accidents.

## Flower Enthusiasts May Win Prizes in Big Flower Show

FLOWER AND GARDEN ENTHUSIASTS will have a chance to exhibit their prize specimens at the First Annual California International Flower Show to be held March 26 through April 3 in the Hollywood Park Clubhouse, Inglewood.

Amateur as well as commercial exhibits will be entered, and a total of \$20,000 in cups, prizes, and money will be awarded to the various winners. Flowers in bloom, non-blooming flowers, garden ceramics, floral arrangements, and all manner of other exhibits will be in evidence. There is no entry fee.

The show is sponsored jointly by the Southern California Horticultural Institute and the Southern California Floral Association.

PE men and women who are interested should contact the general manager of the show, William A. Rodman, Hollywood Park, 1050 S. Prairie Ave., Inglewood, or telephone him at OREGON 81181, for further details.

## Christmas Baskets from PE Club Add to Cheer of Retired Folks

"I AM WONDERING if you folks down town really appreciate just how much pleasure you are affording our friends," wrote H. H. Williams, General Agent, Santa Monica, to the PE Club after he had finished delivering Christmas packages from the Club to those in his area.

"It is a real inspiration to me to hear them express their thanks and to see the smile on their faces. Just the thought that you have not forgotten them seems to warm their hearts," continued Mr. Williams in a note to Club Manager N. B. Vickrey.

Christmas packages full of good cheer were sent out to all the retired folks by the PE Club this year, as has been the custom for many years. And the notes of thanks and appreciation for the thoughtfulness came back by the dozen.

Some of 'em we frankly couldn't make out, but here's a few of the many who wrote in their thanks: Henry Ganscu, D. J. Finley, Alan B. Cobbett, Mr. and Mrs. Robt. E. Griffith, Helen Stewart, Alice Wagner (wife of J. E. Wagner), Walter and Martha Bayliss, J. E. Neville, E. A. McGuire, Joseph Galbavy. There were many others.



BALBOA BUS CHRISTMAS—Heading the party were, left to right, Operator Upton L. Smith, Mrs. Richard Rossall, Relief Operator Rossall, and Santa Claus (Passenger Robert Hart).

"Want to let you know what a great feeling it is to know that you remember all us old armchair railroaders," wrote B. L. Brown.

"I was so pleased," said Mrs. Mary D. Spafford.

"Thanks just loads," wrote Thomas S. Hislop.

These were typical of the comments received.

## Christmas Spirit Reigns at Bus Party

"YOUR FRIEND and Operator, Smitty," was the signature on Christmas cards distributed by Operator Upton L. Smith to his frolicking passengers on the Los Angeles-Balboa bus leaving Sixth and Main at 4:53 p.m., Monday, last Dec. 20. They had themselves a Christmas party en route, complete with presents, refreshments, and Santa Claus, all by previous arrangement.

Some 30 of the passengers have been riding together on this schedule for many months. Each of the 32 who boarded the bus in Los Angeles deposited a present at the bus entrance. After soft drinks, cakes, and cookies had been served en route, Santa Claus, in the person of Passenger Robert Hart, distributed the presents.

Relief Operator and Mrs. Richard Rossall were asked to participate, and were among those present. Jessie Eaton, Clerk in the Pass Bureau, is one of the regulars, and was also there.

## The 1949 Modernization Program

(Continued from Page 4)

The cost to provide additional motor coaches to replace rail passenger service on the Newport Line, and operate "express" service on the Los Angeles-Santa Ana motor coach line, is estimated at \$123,000.

Following is estimate of loss in operation of rail lines:

	Estimated Annual Operating Results Present Operations
Los Angeles-Santa Ana (rail).....	(\$204,079)
Los Angeles-Newport (rail) .....	(\$ 21,567)
Total .....	(\$225,646)
( ) — Indicates Loss	

### Santa Ana Line

It is proposed to discontinue rail passenger service on the Los Angeles Santa Ana Line where traffic is light and losses extremely heavy. Due to absence of paralleling highways, no route for replacement motor coach service is available. "Express" motor coach service is proposed, however, morning and evening, between Los

Angeles and Santa Ana, augmenting regular motor coach service now operated between such points. Proposed "Express" service would operate over present route of Los Angeles-Newport motor coach line from Los Angeles to Lakewood Boulevard and Anaheim-Telegraph Road, thence via Lakewood Boulevard, Firestone Boulevard, Manchester Avenue and Santa Ana Boulevard to Santa Ana.

### Newport Beach Line

The one round-trip per day operated on Los Angeles-Newport Beach Line would be discontinued and regular Los Angeles-Newport Beach motor coach service augmented.

### Los Angeles-Long Beach Line Los Angeles-San Pedro Line

No change proposed.

### Los Angeles-Watts Local Line

No change proposed except that operation is to be routed via elevated tracks in and out of Main Street Station.

## Save by Buying Bonds Through Payroll Plan

It isn't easy to save money these days, is it? Yet millions of workers, most of them with small incomes and large families, are doing it. And they're doing it through the U. S. Government's Payroll Savings Plan . . . buying U. S. Savings Bonds on the easy, regular, automatic, partial-payment Payroll Plan. Sign up today and assure YOUR future!



**MOTOR TRANSIT  
HIGHWAYS OF HAPPINESS**



By  
**Nelson C.  
Fetterleigh**

**OPERATOR O. WHITTAKER** of Riverside-L. A. says that a very nice lady came up to him and asked, very politely, "Does your bus go by Fishhook Road?" Thinking for a few seconds, he replied, "Sorry, lady, no. I never heard of it." She nicely replied, "It's at the end of the line. Cute joke, huh, driver?"

Operator **Andrew ("Barney") Prather** of L. A. extra board is a very modest but expert rodeo rider and movie stunt man who is very interested in forming a PE Saddle and Spurs Club for future rodeo parades and long rides through desert and mountain trails. He will instruct in riding. Contact him for details.

**SAFETY NOTE:** A quick-thinking cowboy operator, slightly discouraged at the passengers, quickly stood up and announced, "Please! Please! RING THE BUZZER before DISMOUNTING!"

**NOTICE:** To fellow employes and

# The Public Appreciates

THE UNUSUALLY LARGE NUMBER of commendations for employes received during the past two months makes it impracticable in this issue to print in detail the many acts of kindness, courtesy, and helpfulness for which the public communicated their gratitude, or the many instances of efficient operation for which the public communicated their admiration.

Following are the names of districts of men so commended:

**MOTOR TRANSIT DISTRICT**

Operators **E. L. Combs, H. J. Eddo, C. H. Edmonds, T. B. Hays, Montrose-Sunland Operators** as a group, **O. V. Selig, K. R. Worsham, and E. E. York;** and Service Director **H. N. Morgan.**

**NORTHERN DISTRICT**

Motorman **Walter Carpenter;** Conductors **D. E. Gillespie, F. W. Hall, L. J. Heim, and E. S. Lewis;** and Operators **U. T. Deem and Clyde Hodges.**

their families: If you can carry a tune, you are invited to join the new PE Glee Club. Get in touch with the Editor, **Warren Silliman,** and offer your voice. You don't have to be an expert. So far **P. B. Holle** of South Alhambra extra board, **Wallie Evans** and **J. W. Sampson** of El Monte, and

**SOUTHERN DISTRICT**

Operators **Ray Collins, N. F. Holcomb, and J. R. Johnson;** Conductors **J. E. Harper, B. F. King, H. G. Wedel, and W. C. Ward;** Motormen **E. C. Robertson and Manuel C. Robertson;** and Service Director **John J. Kinney.**

**WESTERN DISTRICT**

Conductors **C. R. Curd, E. H. Dickerson, Harry Forrest, Abe Golfenbaum, O. D. Hanson, John C. Harwood, P. E. Holmes, Chester P. Hornback, R. H. Jordan, Robert D. Mullen and William O'Hern;** Operators **Edward Cernin, J. M. Gaughan, L. C. Madden, John Manfroy, and W. G. Shafer.**

Received too late to classify: **R. L. Ellison, R. C. Girtch, and R. S. Meyers, North;** **S. F. Dispennette and R. R. Shappell, Motor Transit;** **R. D. Bowman, E. C. Giffin, N. F. Holcomb, R. J. Rossall, and R. W. Slayman, South;** **L. F. Albert, C. R. Andrade, Harry Daigle, H. L. Miller, and H. L. Ophus, West;** and **Faye Kapitan, Ticket Clerk.**

**J. E. Gilliam** of L. A. extra board are all expecting to exercise their vocal cords. Good luck, fellows.

**HAPPY WAY OF LIVING:** Live right, do right, be right. Then everything will adjust itself into a happy way of life.

A social visit is very comforting



**SUNLAND-MONTROSE OPERATORS DINE OUT**—Just for a social good time, husbands and wives got together at the Limehouse Cafe in Chinatown for dinner on Saturday night, Jan. 15, and the picture indicates that they had lots of fun. Seated, clockwise, beginning at left, **Mrs. Beatrice Darling, Howard Ray, Mrs. Ray, Mrs. Herbert McCollum, Mr. McCollum, Harry Eddo, Mrs. O. W. Brown, Mrs. Eddo,**

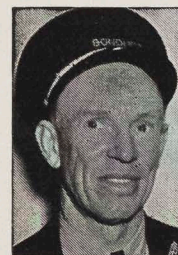
**Mrs. Mike Michael, Mrs. R. L. Martin, Mr. Michael, Mr. Martin, Mrs. Ray Richards, Mrs. Frank Secrest, Mr. Secrest, Mrs. G. D. Streeter, Mr. Streeter.** Seated behind **Mrs. Ray** are **O. W. Brown** and **Mrs. Hugo Gode.** Seated behind **Mrs. Richards** are **Mr. Richards** and **L. S. Radcliffe.** Standing at left, left to right, **Mr. and Mrs. Wiley Carpenter** and **Hugo Gode.** Standing at right, **E. D. Bledsoe, Miss Bertha Stark.**

to those who are confined in hospitals or their homes.

**LeRoy R. and Mrs. Cox** were blessed for the sixth time last Dec. 10, when **Richard Paul,** their fourth son, arrived at their Rialto home—all eight pounds of him. He was welcomed by his brothers, **Kenneth, Raymond, and Thomas,** and by his sisters, **Katherine and Joan.** Congratulations, **LeRoy!**—Any challengers to your title of Motor Transit's most blessed father?

Operator **W. V. Schuman** of the Whittier extra board was trying to keep the new baby from waking up during the night. He put pillows over the alarm clock to muffle the noise, failed to awaken when the clock went off, and had his first miss-out one very early cold morning. Anyhow, the baby slept soundly.

**MACY STREET TERMINAL**



By  
**Ted  
Harrison**

**Sam Mason,** our genial Stationmaster at 6th and Main, received a beautiful armchair on which to ride around his office. It was very much appreciated, but it seems Sam is still just a small boy with boyish habits. On very good authority we hear Sam was seen lying on the floor of his office trying to see the price tag under the chair! The report has it that he found it much easier to get into that horizontal position than to return to the vertical! Be sure to ask to see Sam's new chair.

We are all sorry to hear that the wife of Motorman **Pete Crum** has been quite ill. Let's hope for a speedy recovery.

Sympathy of the Macy boys goes to Motorman **L. M. Young,** whose wife died Sunday, Jan. 23, after a prolonged illness.

Motorman **Polzien,** who, we understand, glories in the Scotch (that's nationality) in his family, managed to find enough time the other day to make another break-in trip on freight. With his vast knowledge of PE equipment he is happy to be now a twelve percent Freight Motorman.

"I understand your wife is a finished singer."

"No, not yet," replied his friend, "but the neighbors almost got her last night."

**Cond. J. M. Wilson  
Finds \$638 Purse,  
Returns to Owners**

**JACK M. WILSON,** Glendora Conductor, was featured in the Pasadena Star-News for Jan. 31 for returning a purse containing \$638.30 to a Glendora couple who lost the purse in his train while they were on their way to church.

Says the Star-News: "Following the church service, the Jaramillos (the couple's name) found the Azusa police waiting for them with the retrieved purse. Not a dollar was missing."

"Hero of the story was **J. M. Wilson,** 1001 Beverly Way, Altadena, the conductor of a PE car from Glendora. He picked up the purse in the car enroute to Los Angeles, noticed the large amount of money it contained, and sent it back to Azusa on the return trip."

A fine piece of public relations work, Jack!

**All Accidents Cost Money**

Management and labor both are affected by accident losses. Dead or injured workers are not breadwinners or producers. Loss of production through accidents cuts into profits. Reduced profits result in reduced wages.

**DRIVER'S CREED**

I BELIEVE that my freedom to operate a motor vehicle on the public streets and highways is a privilege—a privilege to be enjoyed by all good citizens who are willing to accept the responsibilities of driving.

I believe that those responsibilities include the careful, courteous, and lawful operation of the car I drive; and that such driving demands my constant, undivided attention.

I believe that the vehicle I operate can be a source of pleasure—a convenience and a necessity to myself and my family; but that when driven in an unsafe manner, it may take my life and the lives of others.

I believe in the democratic process by which the laws of our land are enacted, and I willingly accept, as a responsibility of driving, the provision that I shall maintain at all times the same high respect for traffic laws that I have always had for all other laws which protect me.—Traffic Education Unit, Los Angeles Police Department.

**Accidents Can Be Prevented**

Experience proves planned safety programs are the only effective methods of reducing accident losses.



"THAT'S WHEN YOU COME HOME, DADDY," says three-year-old Tom, pointing to the right place in the assignment book as he and his daddy, **E. T. Casey,** Motor Transit Operator, figure out the run. Photographer **H. B. Talbott** caught 'em in the Trainmen's Room on Jan. 7.



**SUBWAY TERMINAL  
and  
WEST HOLLYWOOD**



By  
**Bill  
Newman**

CONGRATULATIONS are in order for Conductor and Mrs. S. W. McReynolds on the birth of a baby boy, Tuesday, Feb. 1, at St. Vincent's Hospital.

On Dec. 18, one of our popular Motormen, M. C. Davis, joined the benedicts in Shreveport, La., where he married a childhood sweetheart, Dale Wynn.

On Dec. 31, Conductor T. Tucci took the vow to love, honor, and obey with Eva Horton. The wedding occurred in Beverly Hills.

Another marriage occurred on Feb. 14. Conductor R. V. Darwin married Thelma Waite at the bride's home in Burbank.

West Hollywood men welcomed back Terminal Foreman A. B. Marshall, who spent two weeks with his family in Holcomb, Missouri. It was the first time he had seen his family in many years.

Winter must be over. Motorman H. J. Shea has discarded his jacket, and is working in his shirtsleeves.

The boys at West Hollywood miss



MR. and MRS. M. C. DAVIS

the smiling face of Janitress Jessie Gardner, who went to Louisiana to attend the funeral of her sister.

Men of Lodge 448, BRT, had a good time at their annual smoker held at Carpenter's Hall in West Hollywood, Jan. 28.

G. G. Wendling has been appointed official scorekeeper of pinocle games at West Hollywood. Sometimes he keeps the players from killing each other.

Motorman R. Loewing of West Hollywood is quite a collector of pictures of old streetcars. He trades and sells pictures of all kinds dealing with transportation. Most of them he snaps himself. His sales territory is all along the Pacific Coast.

**OCEAN PARK  
CAR HOUSE AND BUS LOT**



By  
**Dakin  
Boardman**

R. B. KELLY and E. L. Finley have their flying club going at top speed. All new members are welcome and will be given a "free" ride. They hope to have their new plane in the near future.

A. Golfenbaum, new Mayor of Marshall Manor, and a recent benedict, says he can't understand why all men don't marry. He and the Mrs. are extremely happy. R. B. and Mrs. Kelley are the proud parents of a baby boy, born on Christmas Day. The new heir of the Kelley household weighed in at 7 lbs. 2 oz.

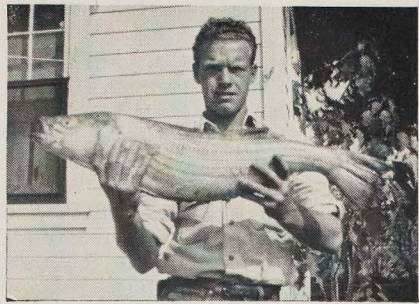
H. G. ("Pat") Garrison has gone up Sacramento way and is working with his brothers in the warehouse business. We miss you on the bowling team, Pat, but wish you lots of good luck in your new job.

The OP Bowling Team is going strong. It leads in the Santa Monica League at Broadway Bowl, and is in third place at Ocean Park. How about a little moral support, boys?

On vacation: Jack Levine, F. G. Lane, P. Schwartz, W. T. Posey, and R. S. Marks.

H. P. Jockimson and family just returned from a 30-day vacation in Washington and Oregon.

W. C. Lambert, ill for a long time, will be very glad to see any of the

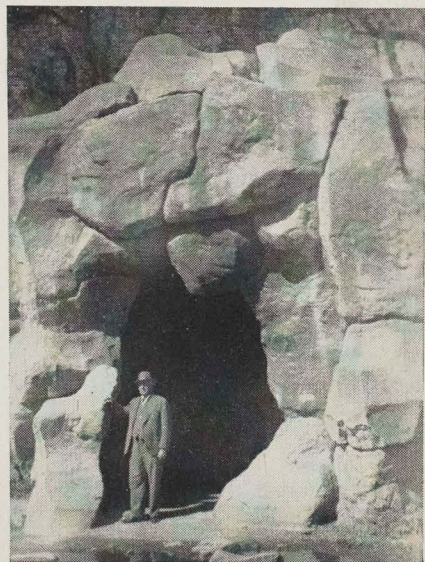


THIS 15-LB. STRIPED BASS was caught by Dakin Boardman — and family — last October at Bethel Island, and Dak sends this picture because he says there has been some doubt expressed as to the actual size of the fish. Son Bob holds the monster as evidence.

boys. His address is 1407 S. Bentley, West Los Angeles.

Also on the sick list were F. F. Winder, C. G. Keller, P. F. Olze, H. E. Roberts, H. N. Bennett, Louie Carlson, and Fred Clement. To all these men we wish a speedy recovery.

A blond, curly-haired Conductor (who wants only his initials, J. R. L., used) dressed in a hurry one very cold morning and after working one round trip discovered he'd forgotten to take off his pajamas. He was so warm that he says he has decided to wear them every day, or until the "unusual" weather changes.



ANCIENT RUIN — Not referring to William H. ("Bill") Goodnight, retired Motorman standing in the archway, of course, but to the archway itself, whose giant stones were fitted together without mortar in some pre-Aztec period, says Bill. He and Mrs. Goodnight took a trip to Mexico in December and January, and found Mexico City a strange contrast between the ancient and the modern, yet full of friendly people who always have the welcome sign out for visitors. "As for eats," says Bill, "just ask for Sanborn's. Good food, served right, priced reasonably."

**LOS ANGELES TERMINAL  
FREIGHT STATION**



By  
**Suzanne J.  
Smith**

HAS'N'T THIS BEEN an exciting period, between snow and Friendship Clubs?

Russell Peterson sends in the following news from the Warehouse boys: Charles Whitehead applied for retirement on Jan. 1, after 28 years with PE. . . James Shepler returned recently from a vacation trip to Tennessee. . . Harold ("Lefty") Phillips bought a new Plymouth and is keeping busy polishing it. . . Loran Ice left the gang at 7th and Alameda to work at Bellflower. . . Louis Davila took over the Bill Clerk job at Wingfoot, and Raymond Krafft is holding down Louie's old job. . . Buford Cotten left his buddies in the Warehouse for a new Claim Inspector's job "upstairs." . . Frank Holloway and Bill Minyard are planning another deer-hunting trip and hope they catch more than a "cold" this year. . . Arthur Bailey is on leave of absence on account of illness, and everyone hopes he'll be back to work before too long as all miss Arthur. — Thus Russell's news.

Athel Gentry is working at 6th and Main in the Freight Traffic Department. . . Joseph A. Buszek resigned and is working elsewhere. . . Bonnie Jean Thompson is busy at home upholstering her furniture. . . Dorothy H. Hillan is in the class of "fancy" rollerskaters. . . Abraham Fedder was on sick leave. . . Charles Montoya returned to Butte Street. . . Ruth Fuerstenau took some mighty fancy pictures in the snow at Mt. Wilson. . . Earl Stevenson worked as a temporary Claim Inspector while Jack Grimaud took a vacation. . . Russell Fawley may be found working at El Monte Station. . . Bill Walker returned from his vacation and leave and displaced a job at Hollywood. . . Station Supervisor and Merchandise Inspector, Arden H. ("Art") Nasher, went home Jan. 28 after being confined to St. Vincent's Hospital three weeks. . . Charles L. Pratt worked in John Stricklin's place, while Johnny "vacationed". . . Howard Kopsho helped his folks celebrate their 25th wedding anniversary on Jan. 26. . . Jack Simmons is doing OK with his

**WATSON STATION  
Little PE Giant**

WATSON AGENCY, located on PE's San Pedro Line about three miles north of Los Angeles Harbor, is one of the largest producers of revenue on the system.

Industries served through Watson Station include Richfield Oil Corp., Shell Oil Co., Great Lakes Carbon Corp., Johns-Manville Products Corp., Pacific Crane and Rigging Co., Bel-year Truck Co., Bechtel Corp., Marine Engineers and Supply Co., Advance Truck Co., A. K. Wilson Lumber Co., Shell Chemical Co., Stauffer Chemical Co., Raymond Concrete Pile Co., and several smaller industries.

Watson is served by five switching crews — three by day and two by night — a total of 25 men, who handle in the neighborhood of 5,000 cars a month. The jurisdiction of Watson Station includes Dominguez Junction, Thenard, and Dolores.

Agent H. A. Studebaker and his relatively small force (see accompanying picture) really work in high gear to keep the customers happy and satisfied.

radio work. . . Bill Hostetter is a "guitarist" from way back. . . When Seymour Lipschultz is not busy acting in the capacity of President of the Credit Union, he enjoys spending his evenings in front of a roaring fireplace with his family. . . The freight personnel were duly represented at the annual dinner of the Credit Union on Jan. 19, held this year at the Lions Club in Monterey Park, with President Lipschultz, Mary and Neal Breese, David Swyers, Maxine and



WATSON AGENCY FORCE — Seated, H. A. Studebaker, Agent. Standing, left to right, Ralph L. Kennedy, General Clerk; Raymond R. Robison, Rate and Bill Clerk; Walter A. Krafft, Station Clerk; Joseph S. Lombard, Station and Yard Clerk; Robert F. Hulín, Sr., Bill Clerk; Horace B. Mallett, Station Clerk; Rose M. Hael, Cashier; Lloyd O. Myers, Station Clerk; and John Barr, Demurrage Supervisor. Photo by Don Studebaker, son of Agent.

Murrell Leister, Dorothy Hillan, Suzanne and Charles Smith, Ray Tufts, Bob Rachford, and a host of others in attendance. . . Even though Fred Leary is now retired, L. M. Duke invited him to play his usual roll of jovial Santa at our Christmas gathering, and Fred really acted the part. He kept the gang in stitches with his appropriate remarks and jokes. . . Bud Shreeve was an unexpected but very welcome visitor at the party.

**Ten Safety Rules**

1. Go less, sleep more.
2. Ride less, walk more.
3. Talk less, think more.
4. Scold less, praise more.
5. Waste less, give more.
6. Eat less, chew more.
7. Clothe less, bathe more.
8. Worry less, laugh more.
9. Idle less, play more.
10. Preach less, praise more.

— The News-Caster.



INCH OF SNOW was on the ground at Glendale Freight Station the day after the Jan. 10 "blizzard," says Agent Charles A. Stein, who took the picture shown here.



### MECHANICAL DEPARTMENT North and South Districts



By  
R. P.  
Murphy

Bernice Ingram has been writing the news for the Macy Repair Shop ever since this column began. She has done a fine job. The Repair Shop staff thoughtfully supplies news notes which she collects and submits to the Magazine in a clear and concise way.

Bernice taught school a few years. Studied for that profession at College of the Ozarks and Arkansas State Teacher's College. She celebrated her 18th wedding anniversary recently. Her husband, Jas Ingram, is an orange rancher at Duarte. Congratulations, Bernice, and may we have many more years of your devoted service to a good cause: good news for the PE MAGAZINE.

Abraham Partington, retired Carpenter at the Macy Car House, passed away recently. He was well liked by many and was always a good mixer. Fishing was his hobby and many went on fishing trips with him. Heartfelt sympathy is extended by all to his wife and family.

Joe Yesinkus's mother-in-law passed away recently and Joe and his wife went to Marion, Illinois for the final ceremony. Heartfelt sympathy is extended by all to Joe, his wife and family.

**MACY REPAIR SHOP**  
Men who chose Christmas for vacation: Clarence Woodbey used the holidays as playtime; Louis Kolovos made



BERNICE INGRAM  
Clerk, Macy Repair Shop

an interesting trip to the snows about Sacramento; and Raul De La Vara made a visit to relatives at Douglas, Ariz.

Leader J. J. Huemerich reports extra home work while Mrs. Huemerich is recovering from her recent wrist injury.

Car Repairer John Felix observed his eighth anniversary of Pacific Electric service Jan. 8, 1949.

Mr. and Mrs. Martin Whalen welcome a new grandson, Mike Tedrick, born Dec. 16 at Klamath Falls.

Car Repairer Bill Hennon received gifts and good wishes from friends on his birthday, Jan. 16.

Frank Emery King died Jan. 17. Funeral services were at Santa Monica Jan. 20. Much sympathy to his son, John King, of Macy.

Indicating that he had climbed a notch on his way to recovery, Virgil G. Clemons was transferred to Highland Park Sanitarium in January.

Miss Cecelia Byrne, daughter of Welder Jack Byrne, is satisfactorily recovering from an appendectomy on Jan. 15.

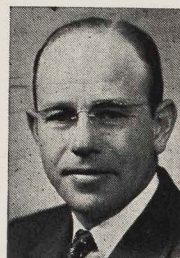
Sympathy to Blacksmith Joe Valdez in the loss of his son-in-law, Edward Alvarado, killed in a car accident Dec. 25. Mr. Alvarado, an Electrician for the SP for the past six years, leaves his wife, Rosalind, and four small children.

The Jim Langleys made an extensive motor tour with friends Jan. 16—the date that California trees were really harps o' the wind. More vagaries of the Jan. weather caused John Grudziadz to report only rain at his Inglewood home the 10th and 12th, while Ellis Champagne was shoveling 12 inches of snow off his Tujanga driveway.

Leader Ray Burk did not miss anything New Year's Day. On a visit to Burbank, he viewed the Pasadena festivities by television from the home of his brother.

Car Repairer Jack Harcrow also enjoyed his television set on that date.

### MECHANICAL DEPARTMENT Western District



By  
Milton R.  
Clark

HIS APPRECIATION for the good progress made in keeping personal accidents on the decline during the

## Mechanical Department Improves Personal Injury Record For 1948

THE SPLENDID REDUCTION in the number of personal injuries causing lost time throughout the Mechanical Department, 1948 under 1947, as indicated in the table below, speaks well for the efforts and cooperation of all Mechanical Department employes in PE's company-wide accident prevention campaign. May continually increasing safety-consciousness on the part of all employes make the record still better for 1949.

Month	YEAR 1948		YEAR 1947	
	Total Number Injuries	Injuries Causing Lost Time	Total Number Injuries	Injuries Causing Lost Time
January	21	7	35	13
February	23	9	43	18
March	26	10	37	21
April	19	9	42	15
May	24	4	36	8
June	32	11	33	10
July	22	6	42	19
August	26	6	41	15
September	27	13	32	8
October	20	8	30	13
November	16	5	30	9
December	23	6	33	11
Totals	279	94	434	160

### Accidents Don't Wait

Accidents are similar to a great plague. They may work their way into a plant and spread from department to department, or they may occur singly or in groups. They may grow in frequency and intensity — they will not decrease unless they are attacked by an accident prevention program.

There is no mystery about it! Accepted methods of procedure, engineering principles, and tested systems have been developed which, when used, assure elimination of nearly all accidents.

Safety, no longer a luxury, is an economic necessity.

**SELL SAFETY TO YOUR BUDDY!**

Personal: Young man who gets paid on Monday and is broke by Wednesday would like to exchange small loans with someone who gets paid on Wednesday and is broke by Monday.



year of 1948 has been expressed by General Foreman Roy L. Mankins in a letter to employes of the Western District. We are all very happy to receive this communication and I am sure we will all strive to make a still better record during the year 1949.

The Safety Committee which has helped to make this good record by watching for and reporting any hazardous condition that might cause personal injury includes E. W. White, Hollywood Car House; L. C. Oliver, Hollywood Repair Shop; E. T. Bray, Toluca Yard, Hill Street-Subway; and W. I. Lutz of Ocean Park Car House.

A good housekeeping program is in full progress here on the West. Committees have been appointed at each point on the district. Hollywood Car House, days: M. McGinnis, C. McKee, and A. Marquez. Hollywood Car House, nights: Ted Comstock, Bill Papeika, and Pernella Jones. Hollywood Repair Shop: L. C. Oliver, Dock Beard, and Geo. Young. Toluca Yard: Anastasio Orozco and Lillian Reid. Hill Street-Subway: Arthur Ryan; and Ocean Park, Willard Lutz. Mr. Green reports with pride that the employes by cooperating with the Committees have done a splendid job in keeping up the appearance of their respective shops.

Chas. Lundgren of Hill Street is back at work after some time off because of illness.

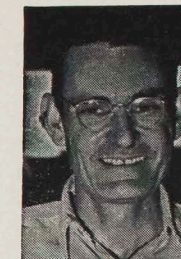
H. C. Averill has been doing some extensive remodeling on his home.

Earl Gilbert is back on his old job at West Hollywood Car House after helping out for a few weeks at Ocean Park.

Frank Jacobellis worked in a lead mine in Colorado before he went to work for PE. Says he prefers car repairing to mining.

Nineteen hundred forty-nine vacations are now in order. Several are taking theirs early to avoid the rush.

### SYSTEM GARAGES



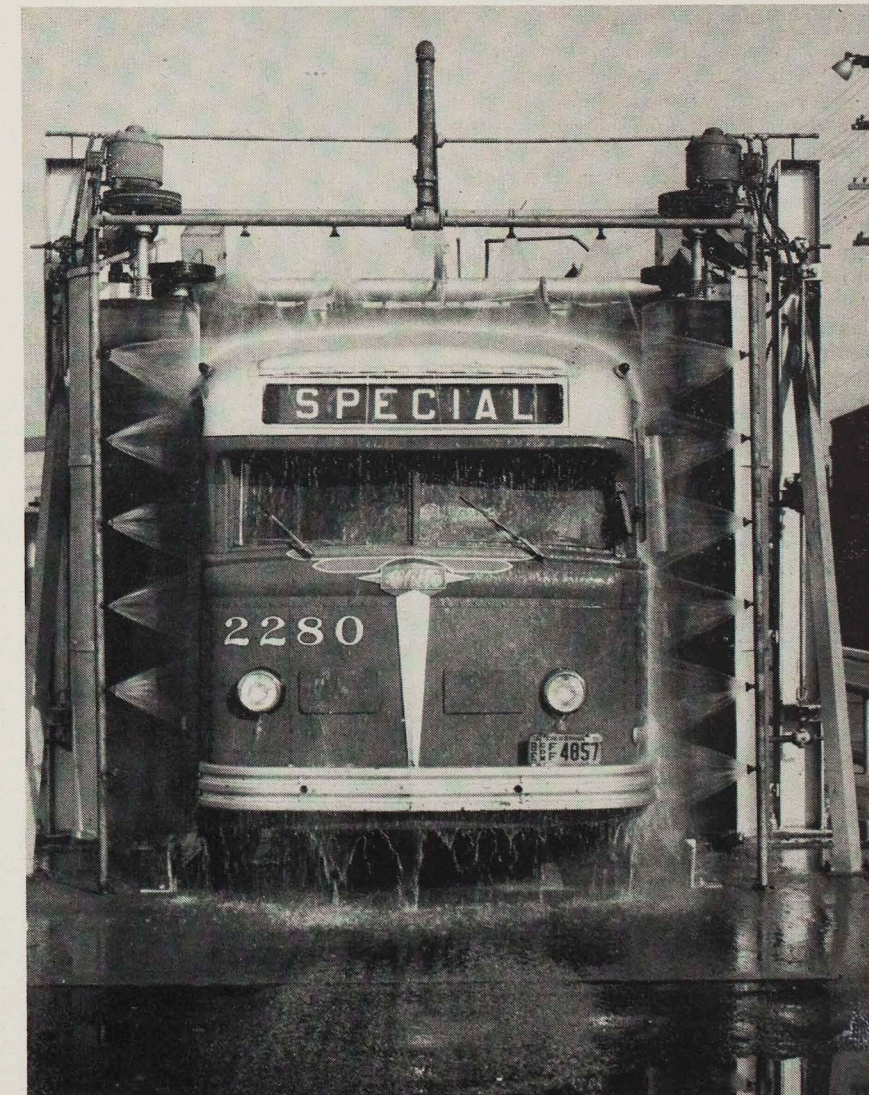
By  
A. L.  
Bristow

MY APOLOGIES for missing the last issue of the Magazine. Wonder if I could get by with saying I was too busy?

Hope everybody had a Merry Christmas and that the New Year brings happiness and prosperity to all.

We are glad to have Frank Markley and Ruth Young back with us again.

At this writing Supt. F. E. Geibel



BUS WASHER AT MACY ST. IN OPERATION



and General Foreman **Walt Randig** are both home from the hospital, and **Walt** has returned to his **Macy St.** office.

**Woodrow Buckhalter**, the boy from **Chicago**, has been good-naturedly taking much ribbing about the weather in the **Windy City**. He had the last laugh, however, when he had the opportunity to explain to some of the boys in **Doc Beckett's** gang that the white stuff sifting down and piling up on the ground was snow.

The boys from **Ocean Park** had the chance to throw snowballs instead of the usual fog balls.

### Frank Chadburn, Once PE Gardener, Retires

CRIPPLED IN 1925 from a fall which resulted in a broken back, **Frank Chadburn**, 65, who used to help former **Head Gardener Frank England** with the gardening around the **PE** stations, has officially retired. He has not been able to work since 1934.

**PE** surgeons spliced broken vertebrae in his back with bone from his leg soon after the accident had occurred and **Frank**, after convalescence, went back to work for eight years. Then the back broke again, and more bone from his legs was used to splice the spine, but without too much success. When he was forced to stop work the second time, he had been transferred for some time to a job cleaning up around the back of the **Sixth and Main Station**. He began work for **PE** in 1925 as a **Camp Maintainer**.

He lives with **Mrs. Chadburn** at 3639 **Sixth Ave.**, **Los Angeles**. Both of them have great difficulty in getting around, since **Mrs. Chadburn** is so crippled with arthritis that she spends her waking hours in a wheel chair, into and out of which she must be lifted. They buy their groceries from a store in the neighborhood which will deliver.

Despite their difficulties, however, the couple maintain an attitude of resolute cheerfulness. Perhaps it's due to the **English** fortitude of which we heard so much during the war — both are **English**, **Frank** having been born in **Sheffield**. At any rate, it takes courage to live as they're living, and they more than deserve the admiration and respect of every employe.

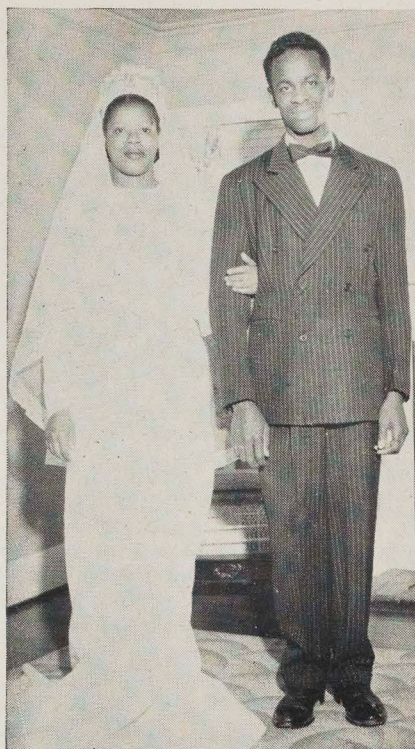
### ACCOUNTING DEPARTMENT



By **Marge Zimmer**

"LIFE IS but a block of marble at which most of us hammer, chip and peck, fashioning we know not what and finishing never."

The promotion of **Ual Drake**, formerly head of **Misc. Accts.**, now **Asst. to George Watson**, **Asst. to Auditor**, has caused a chain of changes in the **Acct. Dept.** **J. L. Pujol** succeeds **Mr.**



**NEWLYWEDS** — **Mr. and Mrs. Arthur Hines**, who were married **Dec. 26** at the home of the bride's sister in **Watts**. **Mrs. Hines**, the former **Lonie Smith**, works nights in the **PE Building**; her husband works nights for the **Department of Public Works of the City of Los Angeles**. Their romance began on the **Watts car** as they were coming to work. May their wedded life be long and happy.

**Drake**, **Phil M. Still** is now **Head Clerk of Frt. Accts.**, **Melvin Davison** is **Traveling Auditor**. **Gale Dillenbeck** is back at **Culver City Frt. Station**. Best of luck to these fellows and to the new men entering the department.

**Mildred Upmeyer** was quite thrilled one **Monday morning** when she was told she had won the television set given away by the **Union**.

Culminating a meeting of some years ago in **Missouri**, **Nora Hensly** became **Mrs. Don Seely** in **January**. **Erlene Baker** will be married in the latter part of **February** at the home of her sister-in-law in **Alhambra**.

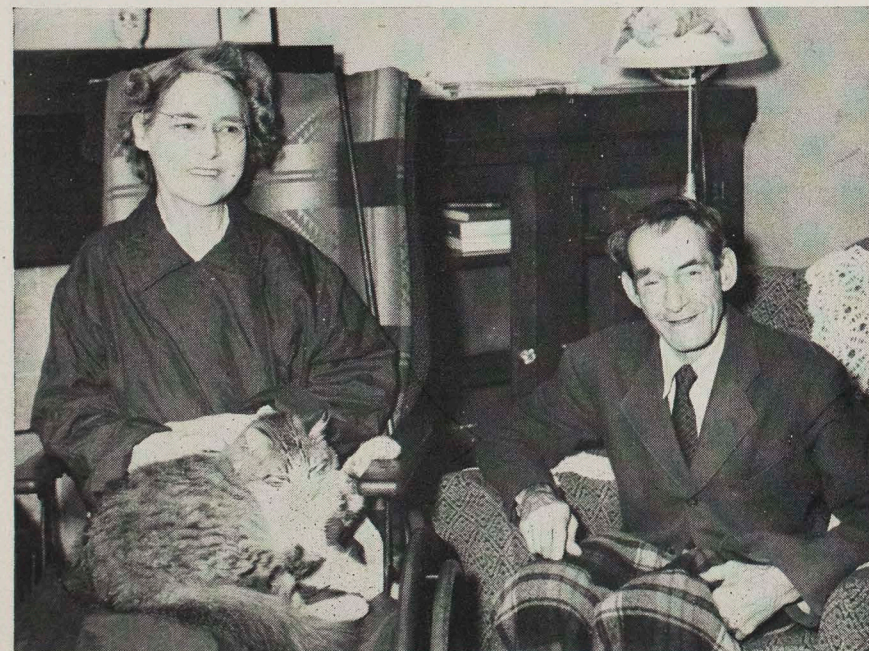
We are happy to see **Norma Friedman** back after several months of sick leave.

Sorry to hear **Mrs. Louise Briggs** is on the sick list. We hope she'll be back with us soon.

**Eloise Little** is slowly recovering from a torn-off thumbnail.

We're all waiting for the big chicken dinner promised us now that **Eileen Dillon** has moved into her new apartment.

**Joan Johnson** was so excited by the snow she actually has pictures showing broken branches of the heavy snow, and "**Gus**," her snow man.



**MR. AND MRS. FRANK CHADBURN** and their 15-pound cat of no name.

### PE NEWS SERVICE AND RESTAURANTICS



By **Floyd Hamel**

NOW THAT THE **SIX-WEEK COURSE** given by the **Health Department** of the **City of Los Angeles** to the employes of this department has been successfully completed, it is with pardonable pride that we announce that our employes passed the course 100% with an average that was higher than that of any other comparable group that has received this course from the **Board of Health**.

**Dr. Uhl** of the **Health Department** commended our employes on the excellence of their grades during the special meeting that was devoted to the presentation of diplomas and discussion on the importance of observing all the rules and codes in effect today that are enforced by the **Health Department**.

To stimulate interest in this timely course, **Supt. C. F. Hill** had offered three prizes to the employes passing with the highest grade. They were won as follows: **Jerome Kuhlman**, **Helper at Stand No. 108**, **Subway Terminal**, first; **Carolyn Metcalf**,

**Waitress**, second; and **Ival Williams**, **Agent at Stand No. 108**, third.

It is with sorrow that we report the death of **Jack Kroner**, husband of **Nina Kroner**, who is employed at **Stand No. 121-A**. We wish to offer her our deepest sympathies.

At a recent meeting of the **Health Commission** of the **City of Los Angeles**, **C. F. Hill** was appointed to serve as a member on the **Board for the Food Sanitation Advisory Committee** for **Los Angeles**. Because of the rapid growth in population of **Los Angeles** and the many problems facing this city in maintaining and improving the public health it was necessary that some plan be formulated to cope with the situation. As a result, the leaders in the food industry, together with the leading sanitarians in the **Health Department**, created the **Food Sanitation Advisory Board** whose job it is to promote and safeguard the health and welfare of the public. It is a distinct honor to be appointed to this board. Congratulations, "**Boss!**"

**New Year's Day** was a gala event for the **PE Restaurant employes** in many ways. Among the many duties assigned them was the job of feeding the **PE Trainmen** between runs, as **Trainmen** kept up a shuttle service all day. To handle this service, a stand was set up where the **Trainmen** could be served without leaving their cars and buses. Some 850 hot dogs — with trimmings — and gallons of coffee were consumed during the space of about two hours. Appreciation was very evident.

### Pacific Electric Club Bulletin

- TUESDAY, MARCH 15:**  
PE Glee Club Rehearsal—4:30 p.m. PE Theater.  
Veterans of Foreign Wars Post 3956 Semi-monthly Meeting—8:00 p.m.
- WEDNESDAY, MARCH 16:**  
PE Camera Club Monthly Meeting, Pictures and Refreshments—7:30 p.m.
- THURSDAY, MARCH 17:**  
PE Women's Club Afternoon Card Party, Bridge and 500—1:00 p.m.
- FRIDAY, MARCH 18:**  
PE Bowling League Matches—6:00 p.m. and 8:00 p.m.—Arcade Recreation Center.
- TUESDAY, MARCH 22:**  
PE Glee Club Rehearsal—4:30 p.m. PE Theater.  
American Legion Post No. 321. Semimonthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.
- THURSDAY, MARCH 24:**  
PE Women's Club Get-together Meeting.
- FRIDAY, MARCH 25:**  
PE Bowling League Matches—6:00 p.m. and 8:00 p.m.—Arcade Recreation Center.
- TUESDAY, MARCH 29:**  
PE Glee Club Rehearsal—4:30 p.m. PE Theater.
- FRIDAY, APRIL 1:**  
PE Bowling League Matches—6:00 p.m. and 8:00 p.m.—Arcade Recreation Center.
- TUESDAY, APRIL 5:**  
PE Glee Club Rehearsal—4:30 p.m. PE Theater.  
Veterans of Foreign Wars Post 3956 Semi-monthly Meeting—8:00 p.m.
- THURSDAY, APRIL 7:**  
PE Women's Club Afternoon Card Party, Bridge and 500—Prizes to winners—1:00 p.m.
- FRIDAY, APRIL 8:**  
PE Agents Association Monthly Meeting—7:30 p.m.
- PE Bowling League Matches—6:00 p.m. and 8:00 p.m.—Arcade Recreation Center.
- TUESDAY, APRIL 12:**  
PE Glee Club Rehearsal—4:30 p.m. PE Theater.  
American Legion Auxiliary Unit 321 Semimonthly Meeting—8:00 p.m.  
American Legion Post No. 321. Semimonthly Meeting—8:00 p.m.
- WEDNESDAY, APRIL 13:**  
PE Rod & Gun Club Monthly Meeting Pictures and Refreshments—7:30 p.m.
- THURSDAY, APRIL 14:**  
PE Women's Club Afternoon Business Meeting and Program—1:00 p.m.
- FRIDAY, APRIL 15:**  
PE Bowling League Matches—6:00 p.m. and 8:00 p.m.—Arcade Recreation Center.



### MARY GORMAN LODGE INSTALLS NEW OFFICERS

**NEW OFFICERS** — **Mary Gorman Lodge No. 950, Ladies Auxiliary to the Brotherhood of Railroad Trainmen**, held its installation **Dec. 18** in the **Masonic Hall at Huntington Park**. Seated, left to right, are **Lillian Lyons**, **Chaplain**; **Dorothy Hendricks**, **Conductress**; **Grace Miller**, **Secretary**; **Florence Colt**, **Vice President**; **Irving C. Colt**, **Counselor**; **Anna P. Lewis**, **President**; **Alice Cole**, **Deputy Grand Lodge Officer**; **Lydia Shelton**, **Past President**; **Pauline Hotchkiss**, **Treasurer**;

**Lois Seymour**, **Inner Guard**; **Mae McKane**, **Warden**. Standing is the drill team, including, left to right, **Ann Ernst**; **Ellen Bryant**, proxy for **Grace Miller**, **Installing Officer**; **Geraldine Moorhead**, **Installing Conductress**; **Lucille Smith**; **Lena Hanratty**; **Juanita Braley**; **Mary Ellen Coleman**, **Pianist**; **Nina Spann**, **Outer Guard**; **Anna Johnson**; **Lola Rudd**, **Legislative Representative and Drill Team Captain**. **Sam Claassen**, **President of BRT Lodge No. 406**, made a speech of welcome.



# VETERANS OF FOREIGN WARS INSTALLATION



OATH OF OBLIGATION being given to two new members, Andrew Bednar, left, and Rex M. Sanders, by Honorary Commander Floyd M. Gill. Others, left to right, include Ludvig Otterstedt, Harry L. Young, Charles A. Wakefield, Archie Fox, George Weatherby, Thomas E. Dickey (behind Sanders), Jim Boswell, Ross E. Vance, Caesar Luchesi, Earle C. Moyer, Noble Cates, and Lester Clark. Place: the PE Club.



PAST COMMANDERS (left to right) Jim Boswell, 1947-49; George Weatherby, 1946-47; Earle C. Moyer, 1945-46; and Harry L. Young, 1944-45. Jim Boswell is, of course, Commander at the present time. GUESTS from Pvt. Alex Berger Post No. 1013 attended the fourth anniversary meeting. Left to right are Senior Past Commander Archie Fox, Comrade Caesar Luchesi, and Past Commander Floyd M. Gill.

## VETERANS OF FOREIGN WARS PE POST 3956

By Jim Boswell

AS ANNIVERSARIES are occasions that should never be forgotten, it was a pleasant reminder by Past Commander George Weatherby that December 7, 1948, was the 4th Anniversary of Pacific Electric Veterans of Foreign Wars Post No. 3956. The evening was complete with entertainment and refreshments and will be well remembered by all who were in attendance as we were fortunate in having present all past commanders and the comrade who was mainly responsible for organizing P. E. Post No. 3956: Senior Past Commander

Harry L. Young, 1944-45; Earle C. Moyer, 1945-46; George C. Weatherby, 1946-47; Jim Boswell, 1947-49; and Charles Wakefield, organizer of the post and still serving as our Service Officer.

Our distinguished guests included members of Pvt. Alex Berger Post No. 1013; Past Commander Floyd Gill, member of the degree team; Senior Past Commander Archie Fox and Comrade Caesar Luchesi.

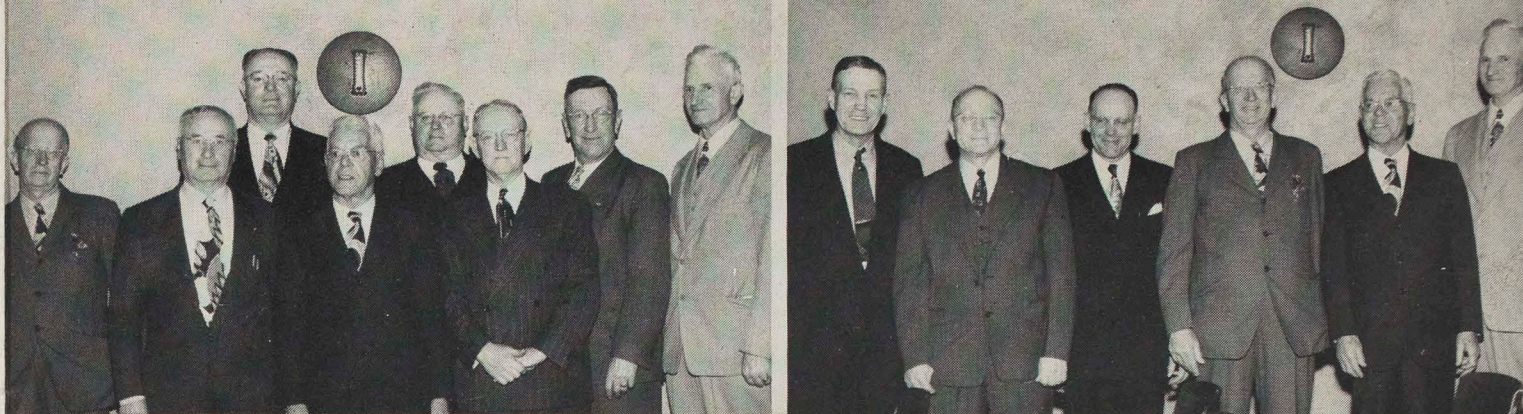
Comrade Gill graciously accepted the invitation to serve as Honorary Commander during the evening for the purpose of administering the oath of obligation to two members of P. E. Post No. 3956; Comrades Andrew Bednar and Rex M. Sanders.

Visit was made to Sawtelle Vet-

erans Hospital by Commander Jim Boswell, Quartermaster Noble Cates and Service Officer Charles Wakefield to see our Comrade Wilburn Martin. We are glad to report he is able to leave the hospital for short periods and is improving. Comrade William Zatzke is much better after a stay at St. Vincent's.

Welfare work by our post included donations to Birmingham General Hospital, VFW National Orphans Home, and to VFW 50th Anniversary Golden Jubilee Fund.

It is our sincere hope that the year 1949 will show a large increase of eligible veterans joining our Post and supporting the welfare and patriotic work this organization endeavors to uphold.



PAST PRESIDENTS — Present at the installation of Masonic Club officers Feb. 23 were the following Past Presidents, left to right: Harry Pierce, Frank Patterson, J. E. Harper, Fred Leary, O. B. Briggs, Fred F. Willey, William G. Knoche, and Burleigh F. Manley.

CHARTER MEMBERS — Six charter members of the Masonic Club were also present at the installation. Left to right are James E. Langley, William F. Gillespie, Gilbert M. Boswell, Harry Pierce, Fred Leary, Burleigh F. Manley. Their membership dates from about 1922.

## AMERICAN LEGION PE POST 321



By John L. Morris

We wish to extend the welcome mat to our new comrade, Erick Clarkson, and to any other member that I may have failed to mention in the Post.

We regret that the Gardena Valley Boys Band could not be with us for the holiday party. For reasons beyond their, or our, control they failed to arrive. Better luck next time, we hope.

Comrade Wilcox attended a California State Executive Committee meeting in Marysville, Sunday, Jan. 15. Because of his absence, your correspondent attended an American Legion Post's Service Officers School in his stead. Said Service Officers School was held in Patriotic Hall, Los Angeles. The topics studied were Manual of Veterans' Benefits, Trouble Shooting for Veterans, Social Welfare, Development of Claims, State Benefits, and Civil Service.

Speaking of civil service, do you know that amputee veterans, even those minus just a finger or toe, are barred from all positions in the U. S. Postal Service?

Our Adjutant, Comrade Foore, recently spent a week in American Legion training school in Indianapolis. He was chosen for the extended training by National Headquarters after taking a home study course in American Legion organization and operation. His final grade on the home study was 94%.

A typical Pullman train trip from Chicago to Los Angeles requires 238 blankets, 600 sheets, 600 pillow cases and 1,000 towels.

## Masonic Club Holds Public Installation Of Officers Feb. 23

AT THE FIRST public installation ever held, the Pacific Electric Masonic Club last Feb. 23 honored its new officers in the presence of some 165 Masons and their families and friends who gathered in the PE Theater.

Installed were Vernon B. Williams, President; Charles F. Quirnbach, First Vice President; George S. Watson, Second Vice President; Arleigh R. Crow, Third Vice President; Mervin J. Davison, Secretary; and Joseph L. Smale, Treasurer. The installing officer was Jay D. Rinehart, 33rd degree Mason, of Carmelita Lodge No. 599 and the Pasadena Consistory. Brother Rinehart told the audience of the many benefits of Masonry to the character and life of members of the ancient order.

Lloyd T. Leary was appointed by President Williams as Captain of the Degree Team and Publicity Director.

It was the 27th annual installation of officers, and the 27th time that Brother Smale had been installed as Treasurer. Brother Davison, a 32nd degree Mason and Master of John Marshall Lodge No. 636 of Beverly Hills, began his seventh consecutive year as Secretary. He has recently been made a Traveling Auditor for the company.

President Williams, in his inaugural address, complimented Junior Past



VERNON B. WILLIAMS, right, President of the PE Masonic Club for the new year, is congratulated by Installing Officer Jay D. Rinehart, 33rd degree Mason, from Carmelita Lodge No. 599 and the Pasadena Consistory.

President J. E. Harper on his unflagging efforts in behalf of the Masonic Club and praised the fine example he had set for his associates to follow.

## HERE AND THERE WITH THE WOMEN'S CLUB

By Florence M. Gramling

JAN. 13 — UNLUCKY? Not for the PEWC — this date marked the first meeting of 1949, with Mr. Paul Mortimer presenting a motion picture, "The Curiosity Shop," dealing with aluminum research.

Card party on Thursday, Jan. 6, was well attended. A large number of guests were present to enjoy the afternoon. Dates of these parties are first and third Thursdays each month, at 1:00 p.m.

Another "Go To Party" on Thursday, Jan. 27, at the home of Mrs. A. J. Andrews, Monterey Park. Mrs. John Columbus, co-hostess. A ceramic party, plus luncheon and entertainment, was enjoyed. Proceeds to our general fund.

Feb. 10, regular meeting-program, motion picture and lecture, "Miracle in Paradise Valley," under auspices of American National Red Cross, Safety Division. The movie was followed by

## MASONIC CLUB

So that Masonic Club members may be sure to receive their notices of meetings and events to take place, each member is asked to send his current home address, job title, and department to Lloyd T. Leary, who will have charge of such notices under the new Masonic Club administration. Mr. Leary lives at 2651 1/2 San Marino St., Los Angeles 6.



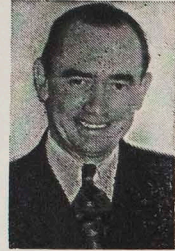
a tea and Valentine Box. Good time? You guess!

Since the last issue, one of our first and most faithful members, Mrs. H. Wormersley, has taken her last journey and was laid to rest in Forest Lawn on Dec. 8. Sympathy of the Club is extended to the family and also to Mrs. Partington, whose husband was buried on Jan. 13.

March will be a history-making month for the PEWC. We celebrated our birthday anniversary Thursday, March 10, at a Club Birthday Party. We were 21.

Your scribe wishes to call attention of all Magazine readers to the wonderful work our Hospital Chairman, Mrs. Brearley, is doing. Each Wednesday she visits St. Vincent's Hospital to bring cheer to those of the big PE family, who happen to be patients. She is assisted in this worthwhile undertaking by Mrs. Adams, who at one time was Hospital Chairman. We are very much indebted to these ladies and we do thank them for a job well done.

**PACIFIC ELECTRIC  
ROD AND GUN CLUB**



By  
**Arlie  
Skelton**

GREETINGS, Rod and Gun Clubbers:

The regular monthly meeting held Jan. 12, showed the following officers and Committeemen installed for the 1949 Tournament Season:

President-Elect, Robert M. Lawrence; First Vice President, W. R. Stosberg; Second Vice President, Carl Hill; Financial Secretary, Robert Dornor; Recording Secretary, Rollin Podlech; Treasurer, Carlos G. Gonzalez.

Executive Committeemen: B. F. Manley (Chairman), W. G. Knoche,

Frank Converse, Arlie Skelton, and Roger LeMelle.

Nominating Committee: W. G. Knoche (Chairman), Roger LeMelle, E. H. Pierce, George Anderson, and L. L. Loyd.

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

Prize Committee: Roger LeMelle (Chairman), K. L. Oefinger, Harold White, Earl Brucker, and Glen Day.

Field Captains: Arlie Skelton, Gun Section; K. L. Oefinger, Assistant; Earl Brucker, Fishing Section; Bill Jolley, Assistant.

Year Book Committee: F. B. Patterson (Chairman), Robert Dornor, Rollin Podlech, Roger LeMelle, Lee Wedl, and Ken Pomeroy.

Entertainment Committee: Frank Converse (Chairman), A. M. Cross, J. B. Rogers, Carl Hill, and A. W. Ghezzi.

Refreshments Committee: C. R. Beck, and W. C. Fields.

Publicity Committee: Arlie Skelton (Chairman), R. Podlech, Robert Dornor, J. C. Rankin and Carl Weatherly.

Tournament Committee: E. H. Pierce, J. B. Rogers, Harold Smith, Ken Pomeroy, Charlie Rushing and George Anderson.

Membership Committee: Frank Converse (Chairman), W. R. Stosberg, K. L. Oefinger, V. C. Prettyman, Jess Hanselman, Robert Dornor, Ray Harmon, and Glen Day.

Arrowhead Outings Committee: B. F. Manley (Chairman), W. G. Knoche, Ken Pomeroy, Harold Smith, and Vincent Waldorf.

Councilmen, Southern California Conservation Council: Delegate, Roger LeMelle; Alternate, Arlie Skelton.

The Annual Meeting and distribution of prizes for the 1948 Tournament Season was held at Scully's Restaurant, 48th and Crenshaw Blvd. Feb. 12. Dinner and entertainment were on the program.

At this writing no word has been forthcoming from the Arrowhead Company on our boat reservations for the May 1 opening of trout season. However, we will probably be served this year just as in the past. With the heavy snow packs in the mountains, conditions look good for the fishermen this season, but for the hunters, not so hot, as no doubt the deep snows have caused much of our upland game to perish. However, the forests will still be there and the anticipation is half of the fun, so we will be out there the same as in the past.

Don't forget the regular monthly meetings held the second Wednesday of each month at 7:30 p.m.

(For pictures of banquet see next page.)



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

TOP — Head table group, with Virgil Nover (standing), Executive Secretary, Southern Council of Conservation Clubs, Inc., addressing the large audience of 156 assembled for dinner at Scully's on Saturday evening, Feb. 12. Left to right are Mrs. R. M. Lawrence, Mrs. Roger LeMelle, William Stosberg (Vice President), Roger LeMelle, (Jr. Past President), R. M. Lawrence (President), T. L. Wagenbach (master of ceremonies), Mrs. Wagenbach, Mr. Nover, Capt. T. F. Miller (Marine Patrol, Division of Fish and Game, State of California),

Mrs. D. A. Clanton, D. A. Clanton (Assistant Supervisor of Hatcheries, State Fish and Game Division), Mrs. B. F. Manley, B. F. Manley. BELOW — Prize-winners at the Rod and Gun Club banquet. Standing, left to right, are Eugene LeMelle (son of Roger), C. H. Michael, R. M. Lawrence, Roger LeMelle, Robert Dornor, William Stosberg, Lee Wedl, Richard Oefinger (son of K. L.), K. L. Oefinger, B. F. Manley, A. M. Cross, M. C. Prosper, Arlie Skelton, Lloyd T. Leary, and L. L. Loyd. Treasurer Charles Gonzalez appears seated below Mr. Loyd.

*Retirements*

THE BEST WISHES of all attend the following employes who retired during December, 1948, and January, 1949. May they enjoy a well-earned rest from their labors, take time to indulge as they will in their hobbies and other interests, and enjoy generally the fruits of good living.

NAME	Occupation	Department	Years of Service
Howard L. Carter	Substation Operator	Engineering	30
Frank Chadburn	Campman	Engineering	8
Arthur D. Crogan	Switchtender, North	Transportation	5
Frank P. Ellis	Engineer	PE Building	26
Frank M. Hart	Substation Maintainer	Engineering	30
Roy C. Helliwell	Painter	Mechanical	23
Ernest H. Heydenreich	Conductor, North	Transportation	30
James A. Hockenberry	Carpenter	Mechanical	31
Grover C. Holcomb	Motorman, South	Transportation	25
Albert R. Hraback	Dispatcher	Transportation	28
Irene M. Hurlbut	Clerk	Accounting	30
Emilio Juarez	Track Laborer	Engineering	12
Walter F. Kelley	Janitor	PE Building	25
James E. Kenner	Asst. General Line Foreman	Engineering	44
Casimiro Lopez	Track Laborer	Engineering	25
Walter W. Morrison	Clerk	Accounting	25
Adelbert E. Murray	Car Cleaner	Mechanical	6
Bruno Palacios	Track Laborer	Engineering	26
Francisco Pinedo	Trackwalker	Engineering	28
Hiram B. Ravey	General Line Foreman	Engineering	37
Harold K. Riordan	Conductor, North	Transportation	33
Edward Royle	Freight Car Repairer	Mechanical	4
Refugio Sanchez	Car Repairer	Mechanical	6
William J. Speir	Motorman, West	Transportation	27
William P. Taylor	Armature Winder	Mechanical	28
George P. Terry	Brakeman, South	Transportation	28
Oney H. Tuck	Motorman, West	Transportation	30
Charles F. Whitehead	Check Clerk	Transportation	27

**Fares Paid by Rider  
After 25-Year Wait**

IF ANYBODY IN PE is in the fix of having been an unpaid creditor for, say, 25 years, here's comfort. Perhaps there's still hope for you. Others may do what the letter below shows actually happened:

Redondo Beach, Calif.  
February 18, 1949

Business Manager  
Pacific Electric Railway Company  
Los Angeles, California

Dear Sir:

While visiting in Los Angeles in 1914 my brother and I, tho' both over twelve, took several trips at half-fare rates on cars of your line. That fact recently recurred to me, and I am enclosing a check for four dollars (\$4.00) which I'm sure more than covers the sum of which we heedlessly defrauded you. Even missionaries' children may have their full share of natural craftiness! We have to be

thankful for a Heavenly Father who forgives our sins (I Jn. 1:0) and makes crooked things straight!

Sincerely yours,

Here is the reply made to this conscience-stricken debtor:

February 21, 1949

Dear Madam:

Your letter of February 18, enclosing check in amount of \$4.00, was certainly a pleasant surprise.

It is indeed refreshing to be reminded that there are such individuals as yourself in the world today where so many are scheming day and night how to get everything possible out of the other fellow's pocket.

While the amount involved will neither "make" nor "break" this company or you, the motive that prompted you to send it in is most commendable and we both thank and congratulate you.

Very truly yours,  
T. L. WAGENBACH



MR. & MRS.—Congratulations are in order for Mr. and Mrs. Eugene R. Archuletta, who were married Dec. 6 at Carson City, Nev. Mr. Archuletta is a Ticket Clerk at the Sixth and Main Station, and has been with PE since 1943. Mrs. Archuletta is the former Mildred Hauffman, who before her marriage worked at the Popcorn Stand at Sixth and Main. They're building in the S. F. Valley.



# Your Hobby and Mine

By Earl O. Miller

MOST OF US are fortunate if we go to see a circus once a year. R. J. ("Bob") Bernard, Conductor, South District, literally crawls underneath the canvas tent-wall and experiences the chills and thrills of the "big top" every day of his life. Bob is a member of the C.M.B. & O.A. (Al. G. Barnes Ring). That's Circus Model Builders and Operators Association; and at the time you read this there is an excellent chance that he will have been elected President of the organization, which numbers over 350 members nation-wide.

Model circus! All the breath-taking, awe-inspiring moments of circus life are at his fingertips. His circus is modelled after the old Al. G. Barnes show on a scale of 1/4" to the foot. Imagine a thirty-car show — one advertising car, fourteen flat cars, one elephant car, six stock cars and eight coaches. Draft horses, ponies, camels, zebras, llamas, elephants, poles, tents, seats, and hundreds of items that make up the merry, magic world of the circus. Many of them are hand carved; most of them are the result of dozens of hours of painstaking work in wood and metal and paint. There are the gaudy red and gold band wagon with blaring brass band on top, drawn by an eight-horse team of proudly prancing beauties; the gilded cage wagons with ornate hand-

carvings and sturdy bars to encase the ferocious lions and tigers that glare balefully at the crowd; and, to cap the parade with a fitting climax — the screaming, shrieking steam callopio!

Can't you just smell the tanbark, hear the staccato harangue of the barker, see the masses of happy, laughing children tugging at their parents' hands as they jam their way through the entrance to the "big top"?

Right this way, ladies and gentleman! Build a model circus! Get your fill of long, enjoyable hours doing pleasant, easy work with your hands and a few simple tools! See a living, breathing, thrilling circus take form before your very eyes! And introducing Ringmaster Bob Bernard, who will guide you into one of the most enjoyable, exciting hobbies anyone could imagine!

## Management Can't Do It Alone!

## Labor Can't Do It Alone!

Responsibility for the lives, health, and welfare of employes rests on labor and management. This dual responsibility has been accepted and successfully operated in numerous establishments, as shown by their reduced accident rates.

MODEL CIRCUS and its originator, Conductor Bob Bernard.



## Your Hospital Association Facts and Figures

By George Perry  
Business Manager

THE LAST OPERATING FIGURES furnished you through the Magazine were for July, 1948. The following figures will bring to a close the 1948 report. The month of December, 1948, is shown separately for your information.

It should be noted that lack of space in the Magazine makes it necessary to condense the information furnished here. An annual report will be issued in due course to all members. This will show the receipts and expenditures by individual accounts, as well as other statistics and data.

### Result of operations for months of August, September, October and November, 1948

Receipts	
Employes' contributions	\$ 82,959.06
PE Ry. Co.—industrial & claim	21,566.18
Los Angeles Motor Coach Lines	4,508.28
Harbor Belt Line—industrial	463.40
S.P. Co. Hosp. Dept.—services rendered	11,798.31
Mahl Memorial Fund earnings	1,125.00
Miscellaneous	1,906.29
<b>TOTAL</b>	<b>\$124,326.52</b>

Expenditures	
Professional services (salaries & fees)	\$ 65,744.29
Medical supplies (medicines, X-ray films, bandages, etc.)	7,788.58
Hospitalization	30,763.04
Miscellaneous (rental, telephone, insurance, P/R taxes, ambulances, repairs, etc.)	11,686.99
	\$115,982.90
<b>Net profit (4 months)</b>	<b>\$ 8,343.62</b>

### Result of operations for month of December, 1948

Receipts	
Employes' contributions	\$ 20,382.22
PE Ry. Co.—industrial & claim	4,547.47
Los Angeles Motor Coach Lines—industrial & claim	939.10
Harbor Belt Line—industrial	123.20
SP Co. Hospital Dept.—services rendered	2,505.08
Miscellaneous	2,565.78
<b>TOTAL</b>	<b>\$ 31,062.85</b>

Expenditures	
Professional services (salaries and fees)	\$ 17,003.96
Medical supplies (medicines, X-ray films, bandages, etc.)	2,453.51
Hospitalization	9,600.31
Miscellaneous (rental, telephone, insurance, P/R taxes, ambulances, repairs, pharmacy, etc.)	3,647.80
	\$ 32,705.58
<b>Net loss for Dec., 1948</b>	<b>\$ 1,642.73</b>

You have been furnished at intervals with bulletins showing savings which you may secure by purchasing your drugs, medicines, and prescription items through your pharmacy at 924 Pacific Electric Bldg. This is a reminder that the service is for your entire family.

# Appreciation

February 23, 1949

Editor

Pacific Electric Magazine

As you know, I have just returned to work from a serious illness, having been confined at St. Vincent's for most of January and then convalescing at home until today.

Both at the hospital and at home I received many visits (at the hospital alone there were nearly 150 callers); in fact there were so many that it is impossible for me to adequately thank them all for their kindness.

I would appreciate it if you will publish this letter tending my heartfelt thanks to all those who visited me, sent cards, cigarettes, candy, flowers, books and magazines. I will never be able to express the extent of my appreciation.

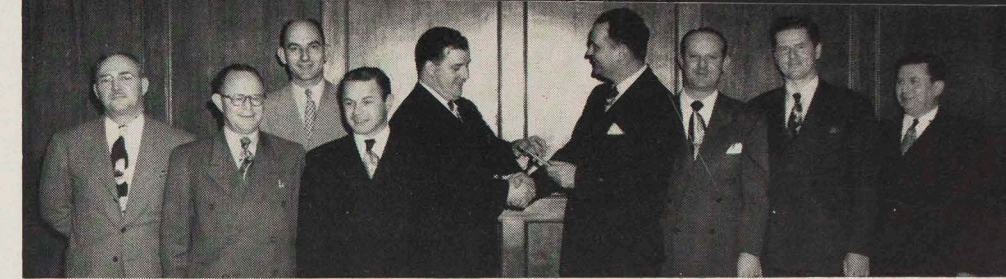
Sincerely,  
ART NASHER  
Station Supervisor

## PACIFIC ELECTRIC BOWLING NEWS



By  
Charlie  
Hill

TWENTY-TWO WEEKS of the season have passed and a very close race has developed in both branches of the league as the present schedule comes to a close with only five more weeks of bowling.



**SPEAKERS CLUB INSTALLS** — George Perry, left center, Manager of PE Hospital Association, receives gavel, as new President, from Past President Earl O. Miller, as other new officers and special guests take part in the ceremony before the assembled Club members on Wednesday, Feb. 2, at a dinner meeting at the Clark Hotel. Left to right are Milo Seiglar, L. A. Freight House Clerk, new Parliamentarian; Charles Sein, Time Supervisor, Treasurer; Clifford E. Ferguson, Traffic Engineer, Vice President; Joseph Antista, Assistant El Monte Agent, Secretary; Perry and Miller, and three guests: William Pollack, Assistant General Claim Agent; Dr. Arthur Kobal, Hospital Association; and Claude Matthews, Chief SP Telephone Sales Agent and special guest from SP Gaveliers. The new officers will hold their respective offices during February, March, and April.

In the Six o'Clock group the PE Club team is in a scant lead over the second place News Service and third spot BRC Rallettes. Jack Stewart has been the main spark plug for the Clubmen, his average of 190 carrying high honors for the early branch, while Ray Jones, second high on the PE Club, has been whipping them in there as an aid to his teammates. Bill Lutes and Charlie Oliver have had several high series. The News Service contingent has held its own despite the loss from the team of Tommy Putman and Jimmy Rankin, both on the sick list. Putman's average of 187, second high in the branch, was the chief gunning power for the Newsmen. Marion Lutes continues the top notch kegler of the fair sex in the early branch. Claude Kazee is carrying the load for the Road and Gun Club, and with his recent regularity in showing up has placed his team as real contenders.

In the Eight o'Clock Branch the DeSpares ladies have held the lead since Nov. 19. They are now out front by a narrow four points over the Macy Garage, and the BRC Aces are in third place, only one point below the mechanics. Only ten points separate the first and seventh place teams, indicating the close race in this branch. Vi Steuernagel has a well-balanced

team and its consistent good bowling has been tough to cope with all season. The BRC Aces have been moving along steadily, led by the major-domo, Captain Ole Swanson. With the temporary loss of "Pee-Wee" Wheeler from illness, the Atomics slowed down a trifle, but have now regained their steady gait. Ted Wolfe and Bill Jennings have been the most damaging bowlers.

Ollie Steuernagel leads both branches with an average of 193; also carries the top season series of 680. Since the acquisition of Roy Mantus, the Woodpeckers have been pecking right along and are still in the running, nine points behind the leaders. This is the highest average team in the league at the present time, but are in fourth place.

Phyllis Chubbic, with an average of 169, tops all the ladies in both branches, and her series of 581 stands high for the season among the lady keglers.

The BRC entered two teams, picked from PE League bowlers, in the Southern Pacific Club Tournament, held in Sacramento Feb. 19, to 22, inclusive. The men's team, consisting of Leslie Lutes, Bob Rachford, Walter Lohman, R. C. Smith, and A. J. La Franchi, ran into some strong competition and failed to come in on

## WEEKLY HIGHLIGHTS OF PACIFIC ELECTRIC BOWLERS

SIX O'CLOCK BRANCH			
Date	High Team Game	High Team Series	x High Individual Game
Dec. 3	BRC Ralliers 960	PE Club 2625	C. H. Kazee 242
Dec. 10	Rod & Gun Club 988	BRC Ralliers 2740	T. Putman 262
Dec. 17	News Service 939	News Service 2762	J. Stewart 233
Jan. 7	News Service 939	PE Club 2689	W. G. Lutes 232
Jan. 14	PE Club 1021	PE Club 2721	C. Oliver 232
Jan. 21	News Service 918	News Service 2668	T. Putman 235
Jan. 28	Rod & Gun Club 957	Dreamers 2628	W. G. Lutes 221
Feb. 4	BRC Ralliers 1007	BRC Ralliers 2731	B. F. Manley 226
Feb. 11	News Service 958	News Service 2627	R. M. Jones 221
Feb. 18	Coach Pilots 954	Coach Pilots 2714	J. Stewart 233
Feb. 25	BRC Rallettes 976	News Service 2745	B. F. Manley 231
Mar. 4	News Service 999	PE Club 2730	C. Oliver 242

EIGHT O'CLOCK BRANCH			
Date	High Team Game	High Team Series	x High Individual Series
Dec. 3	BRC Aces 953	BRC Aces 2647	O. Steuernagel 579
Dec. 10	BRC Aces 983	BRC Aces 2677	E. W. Swanson 584
Dec. 17	BRC Aces 1001	BRC Aces 2838	P. H. Gordon 613
Jan. 7	BRC Aces 986	Macy Garage 2748	J. Hubener 615
Jan. 14	Magnetics 961	Woodpeckers 2738	C. Henry 630
Jan. 21	BRC Aces 1003	Motor Transit 2714	O. Steuernagel 628
Jan. 28	Macy Garage 936	Woodpeckers 2691	O. Steuernagel 635
Feb. 4	Macy Garage 919	Motor Transit 2694	O. Steuernagel 610
Feb. 11	Macy Garage 969	Macy Garage 2740	O. Steuernagel 678
Feb. 18	De Spares 930	De Spares 2702	C. Henry 570
Feb. 25	Magnetics 987	Magnetics 2819	O. Steuernagel 622
Mar. 4	Macy Garage 979	BRC Aces 2754	D. Newman 603

x — Does not include individual handicap  
\* — Tied



the prize distribution. However, the ladies, Ruth Lohman, Marion Lutes, Edna Collins, Eileen Dillon, and Marge Zimmer, came out with flying colors, to win one of the top awards.

The BRC Aces bowled in the Los Angeles City Tournament, but did not fare so well. Another picked team from the PE League, including Clyde Henry, John Hubener, Ona Gregg, Pat King, and Ollie Steuernagel, en-

tered under the name of Woodpeckers, will compete in that tournament on March 13.

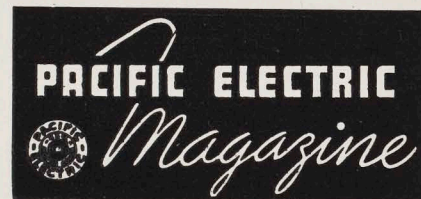
**STEAMSHIP LEAGUE**

At the end of the twenty-fifth week, and only two more weeks to go, the Pacific Electric team is still in second place (46 wins and 29 losses), trailing the leading American President Lines by four points. The Railroaders are still hoping, but the pros-

pects at this stage do not look promising for the first place honors, and the trip to San Francisco to vie with the northern winners for the state championship. These two teams have held their relative positions since November 9.

Six of the ten teams in the Steamship League, including the PE team, competed in the Los Angeles City Tournament, on Sunday, Feb. 27, at the Jackson Recreation Center, Glendale. The PE Team rolled 2678, and it is doubtful if they will come in the money. The tournament closes March 27.

**COVER PICTURE**—The amazing winter weather of recent weeks made it seem appropriate to take this snow picture at Arrowhead Springs of a train of water bottles being loaded. The day was Tuesday, Jan. 11, day after the big snow. Tracks had been covered earlier to a depth of three or four inches. Rain had somewhat melted the snow by 1:30 p.m., when the picture was taken. The crew included Conductor G. F. Miller, Motorman N. M. Simmons, and Brakemen I. L. Meyers and L. S. Polk.



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**PHOTOGRAPHY**

Harley B. Talbott

Copy deadline for the March-April issue will be March 28.

The delay of almost a month in publication of this issue was due to the unavoidable delay in securing the modernization story appearing as our main feature on pages 2 through 7.

**Harry Shea Elected Glee Club President**

HARRY SHEA, of Pay Roll Accounts, was elected President of the Pacific Electric Glee Club at its meeting on Tuesday, Feb. 8, in the PE Club.

Other officers elected included Alec Hartman, Assistant Research Engineer, Vice President; Elna Harper, of Personnel, Secretary-Treasurer; and Lillian Ryan, of Personnel, Librarian.

The Glee Club, which sprang from a group of volunteers who performed at the last Christmas Party in the PE Theater, is faithfully and enthusiastically rehearsing every Tuesday from 4:30 p.m. to 6:00, taking time out for a snack, and then continuing to 8:00. Director Warren Silliman announces his great satisfaction with the progress made in tackling music which is far from easy.

Much interesting new music has been purchased, including both popular and classical numbers. To name a few of the numbers: Fred Waring's arrangement of "All the Things You Are"; a rollicking old English part-song, "Gently, Johnny"; the popular "Smoke Gets in Your Eyes"; and a book of some 75 choruses arranged by the well-known Noble Cain.

The Glee Club is eagerly looking forward to its first concert, to be given in April for the Masonic Club.

*Make Life Tuneful—Sing!*



Men, bring your wives!  
Wives, bring your husbands!

A good hot cup of coffee, the friendliest and liveliest group of folks you'll ever have the fun of knowing, and a musical spree that'll really send you, are dished up every Tuesday afternoon beginning at 4:30 in the

PE Theater, on Los Angeles St. next to the PE Building.

That's when and where the Pacific Electric Glee Club meets, and that's what you get when you arrive. Trouble is, some of you haven't found it out yet and this is to let you in on the secret. Perhaps you didn't know you're wanted. Well, you are — especially you basses and tenors.

The PE Glee Club is open to any employe (active or retired) or member of his family who can carry a tune in a bucket or a bathtub. You don't have to be able to read music or sing a solo. Good choruses are never made up exclusively of soloists. Nevertheless the Glee Club aims at the highest excellence — it's not content to be dubbed just another chorus. You will not be asked to audition in front of any group. If you can carry a tune and are willing to learn, you can become a valuable member of the Glee Club. You're going to find that all the voices together, with proper group training, can produce music — popular and classical — more beautiful than perhaps any single individual could ever hope to produce alone. It's a case where two plus two equals five.

**TO HAVE FUN** as well as to gain some acquaintance with the technical aspects of good choral singing, a large group from the PE Glee Club and some of their friends went in a body to the Pasadena Civic Auditorium on the evening of Feb. 15, following rehearsal and dinner, to hear the world-famed St. Olaf Choir from St. Olaf Lutheran College, Northfield, Minn. The company furnished the bus, and Operator O. W. Brown (second from left) of the Motor Transit District, himself a great music lover, generously donated his services. Left to right are William Galloway, Mr. and Mrs. O. W.

Brown, Mary Galloway, Mrs. E. R. Archuleta, Mrs. H. B. Talbott, Mr. Archuleta, Mrs. Ralph Woosley, Mr. Woosley, Mr. and Mrs. Bill Eaton, Warren Silliman, Margrete Christensen, Helen Ferguson, Jackie Tennison, Helen Semnacher, Elna Harper, Harry Shea, Velma Douce, Bishop Curry, Odessa Carter, Lillian Ryan, Maurice Mathieu, Eileen Jenkins, Jim Boswell, Kay Irwin, Evelyn Baker, Charles English, Verna Lee Oldendorph, Marion Snowden, Arthur Kobal, and Cristell Rowe. All had an excellent dinner, by special arrangement with the PE Restaurant and News Service, shortly before the picture was taken.



**WORK SAFELY**  
*—for them*

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FOLKS HAVE BEEN GIVEN a thousand and one reasons for working safely — all of them good reasons, too.

But there's one reason that, in our opinion, beats all others. It's this: When you work safely, you're taking yet another step to protect the futures of the people near and dear to you. That may be your wife and your children, or your mother and your father.

But no matter who your close ones may be, let's never overlook the grief and trouble that can be caused them should you suffer from an accident — an accident that, in all probability, could be avoided.

Many a wife has been left penniless — many a youngster has been denied a real start in life — because a father or a husband took that one chance that resulted in a serious accident.

So — for them — for the folks near and dear to you — work safely.





(Posed by Lineman William L. Chambers)

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**Inspect It Constantly**