

MAY-JUNE 1949
PACIFIC ELECTRIC



Magazine



82 WILSHIRE EXPRESS

LOS ANGELES 5TH &

115 EXPRESS

4

WELCOME
to LAMC men!

Proposed Bus Program Urgent, President Smith Tells CPUC

SALIENT FEATURES of the proposed modernization plan were presented by President O. A. Smith to the California Public Utilities Commission at the preliminary hearing in Los Angeles on May 11.

BUS PROGRAM THE ONLY SOLUTION

As the result of studies made by Consulting Engineer Arthur C. Jenkins, in which a number of possibilities of improving the financial status of rail lines were considered, "it has been concluded," said Mr. Smith, "that the only means by which the desired results can be obtained on the lines involved is to eliminate passenger rail facilities and replace them with motor coaches operating over public streets and highways. . . . Continuation of passenger rail service involved, with modern equipment and rehabilitated facilities would entail an expenditure on track, roadway and equipment of approximately \$11,000,000 within a relatively short period of time and further heavy expenditures for subsequent rail car replacement. Even after having made those expenditures, the passenger rail lines would incur a loss of more than \$2,000,000 annually. On the other hand, if the modernization program proposed by the company is carried out, it is estimated that the annual deficit of approximately \$2,000,000 on passenger rail service will be eliminated and a nominal profit of about \$567,000 realized. This condition can be accomplished through the expenditure of only about \$4,500,000 and under present conditions, probably without an increase in fares."

Mr. Smith then pointed out that it is proposed to operate enough coaches to equal the capacity of rail equipment, by purchasing a large number of new coaches of the latest design.

Indicating a map showing discontinuation of rail lines over the years, Mr. Smith stated that the modernization program proposed "is only a continuation of a process that has

been under way for a considerable number of years."

In connection with the rail rapid transit plan, he pointed out that PE can no longer afford to await developments on that long deferred project, despite the company's desire to cooperate to the fullest extent in the public interest. The company should not be expected, he said, to preserve its basic routes and rights of way "at heavy continuing loss to meet a possible future need of the public through a rail rapid transit program which, at the present time, appears to have extremely small possibility of ever materializing.

"Evidence to be introduced," continued Mr. Smith, "shows that increased bus service would not appreciably increase smog or traffic congestion — two arguments often raised by the opposition. The elimination of the large slow-moving rail cars would more than offset any possible congestion due to buses."

PASSENGER AND FREIGHT STILL GOING DOWN

Despite extensive study of methods to offset increasing financial losses in 1947, 1948 and early 1949, both passenger and freight business has continued on the downward trend. Substantial increases in wages were nevertheless granted during these years. A net loss in passenger operations of \$3,500,000 is anticipated for 1949. Extensive curtailments in expenses have been made wherever possible to do so without injury to service.

By pointing out these conditions, President Smith emphasized the "dire necessity" for an early decision by the CPUC. He stated that interim relief by increased fares may be necessary unless early action is forthcoming. The last increase in fares in February, 1948, granted to offset prior losses, has been followed by three wage increases and the adoption of a 40-hour week effective next September 1. These increases total over \$1,700,000 a year, and no source of further revenue is available to offset this figure, he stated.

Regarding the estimates of costs and other figures presented to the Commission, Mr. Smith said they were made "on the conservative side," and that from the outset the Company had "cordially invited representatives of the Commission's staff and

of the technical staff of the City of Los Angeles to participate in the work and to familiarize themselves in all respects with the procedure, the theories, and the results."

STEPS ALREADY TAKEN TO OFFSET LOSSES

Since the studies were begun, PE has effected a number of "beneficial accomplishments," continued the President. He mentioned the division of the Los Angeles Motor Coach Lines, application for one-man operation on the Glendale-Burbank Line, application to eliminate unprofitable operation on the Santa Monica Air Line, substantial reductions in the current costs of conducting business, and a reorganization of the executive personnel "in the interest of laying maximum stress upon improvement in passenger transportation, service, and operations."

MUST RELAX PEAK HOUR LOAD STANDARDS

"Elimination of any one feature of the proposed plan," warned Mr. Smith, "will reduce the meager margin" of profit estimated to accrue if the reorganization plan is placed into effect. He stressed particularly the need for relaxing load standards during peak hour operation. "The method of treatment of this one important feature can either make or break any mass transportation operation regardless of whether it be Pacific Electric Railway Company or another carrier," he said.

FURTHER HEARINGS TO BE HELD

During progress of the preliminary hearing before the State Public Utilities Commission May 11, Company witnesses presented the Commission with studies upon which the modernization plan is based. Commission Engineers are reviewing and checking the Company studies and upon completion thereof further hearings will be held by the Commission.

Timely Articles in PE Mag Lauded

"EXCELLENTLY DONE and very timely in view of the pending rehabilitation program," wrote H. C. McCleer, Assistant General Auditor, Southern Pacific Co., San Francisco, on May 14 regarding President O. A. Smith's article on the program appearing in the January-February issue of the PACIFIC ELECTRIC MAGAZINE, and Auditor Jno. J. Suman's story, "The Auditor Audited," appearing in the March-April issue. Thanks, Mr. McCleer!



PE Adds Three LAMC Lines

AN IMPORTANT STEP in PE's modernization program was taken last May 1 when, by mutual agreement between Pacific Electric and the Los Angeles Transit Lines, the jointly owned and operated Los Angeles Motor Coach Lines were dissolved and the various lines divided between the two companies.

On that day, too, approximately 200 Los Angeles Motor Coach Lines employes, including Operators, Mechanics, Clerks, and members of the supervisory staff, were welcomed as new employes of the Pacific Electric Railway Co.

Pacific Electric acquired three of the nine lines, including No. 82 — the Wilshire Boulevard Line west of Fairfax and express operations from downtown area west; No. 83 — Sunset Boulevard Line; and No. 89 — the Fairfax Avenue Line. LATL acquired the other lines, including local service on the Wilshire Boulevard Line between downtown Los Angeles and Fairfax Avenue. All assets and liabilities of the Los Angeles Motor Coach Lines have been divided on an equitable basis between the two companies. Two of the major features of this division include the leasing of the Vineyard Garage to LATL and the purchase by LATL of PE's half interest in the Virgil Garage. Each company retained the buses it had assigned to Los Angeles Motor Coach service — 103 in the case of Pacific Electric. The red and yellow LAMC colors are at present being retained on the buses pending city franchise arrangements.

200 LAMC MEN ADDED TO PE

A number of former LAMC supervisory men have been added to the PE supervisory staff. Jack Stewart, former Acting Manager and Chief Supervisor for LAMC, has become Assistant District Supervisor, Western District. A. C. Tieman, Philip F. Henley, and William R. Terry have come to positions as Supervisors on the West. R. L. Woodrow and L. S. Hendricks have come over as Motor Coach Instructors. De Vern L. Ladhoff has come over to a position as Supervisor on

the Northern District. C. B. Mullins comes to the position of Assistant Terminal Foreman at West Hollywood. The Schedule Bureau has acquired Howard C. Beardsley, Schedule Supervisor; and F. P. Wilson, Assistant Schedule Supervisor.

A number of changes have been made among Pacific Electric supervisory personnel on all districts. The title of Trainmaster has been abolished, so far as passenger service is concerned, and was replaced on May 1 by that of District Supervisor. T. L. Halverson, Assistant Trainmaster, Western District, was promoted to

District Supervisor; and H. F. Tiemann, Trainmaster, Northern and Southern Districts, is now District Supervisor. T. V. Hoyle, Assistant Trainmaster, Northern and Southern Districts, became Assistant District Supervisor, and L. E. Netzley, Chief Supervisor, Northern, Southern, and Motor Transit Districts, became Assistant District Supervisor.

Appointed Supervisors, Western District, were D. C. Noggle, former Trainman; and A. W. Day, former Assistant Supervisor. Appointed Supervisors, Northern, Southern, and Motor Transit Districts were D. L. Davidson, who transferred from the position of Supervisor, Western District; and C. H. Cooper and F. G. Cooke, Assistant Supervisors, Motor Transit District.

The 141 Los Angeles Motor Coach Operators who are now PE men have all been assigned to Western District operations. To Hill Street Terminal went 68 men, 57 of whom are on regular runs and 11 on the extra board, for Wilshire and Sunset Line operations. To West Hollywood went 52 men, of whom 41 are regularly assigned, along with 11 extra men, to the Sunset and Fairfax Lines. To Ocean Park went 14 regulars and 7 extras for Wilshire Line operations.

FACILITIES FOR NEWLY ACQUIRED LINES

In order to handle maintenance and repair on the newly acquired lines, a number of improvements have been made in garage facilities. At Ocean Park, where 39 Wilshire coaches are cared for in addition to already existing service, a garage (south of the bus lot), formerly rented by PE to a private party, has been remodeled. A bus material store has been added, a special room for the testing and repair of diesel injectors is being built, and a steam wash room is under construction. An outside staircase has been added, leading to new Terminal Foreman's, Trainmen's and Mechanical Department quarters. On the bus lot, an additional 10,000-gallon diesel fuel tank, with pump which auto-

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"LET'S FIGURE THIS ONE OUT," says Fred C. Patton, General Supt. of Passenger Service, left, to John D. Puffer, Supt. of Motor Coach Operations, as they tackle a problem of the day together. Mr. Patton, former Manager of the Los Angeles Motor Coach Lines, is well known to all LAMC men now in Pacific Electric service.

JACK STEWART, Asst. District Supervisor, West, and former Acting Manager and Chief Supervisor, LAMC, has been at Santa Fe Hospital, but will probably be on the job when you read this.

MEET YOUR NEW SUPERVISORS



GROUP OF WEST SUPERVISORS—Headed by T. L. Halverson, center, District Supervisor, who has been promoted from Assistant Trainmaster, are the following men on new jobs. Left to right: W. W. Wherry, from Assistant Supervisor to Office Supervisor; L. S. Hendricks,

from LAMC to Instructor; A. W. Day, from Assistant Supervisor to Supervisor; Mr. Halverson; D. C. Noggle, from Trainman to Supervisor; A. C. Tieman, P. F. Henley, and W. R. Terry, from LAMC to Supervisor. These changes were effective May 1, date of the division of LAMC.

NEW NORTH, SOUTH, AND MOTOR TRANSIT DISTRICT SUPERVISORS At left is H. F. Tiemann, whose title has been changed from Trainmaster to District Supervisor. Next three are Supervisors, including De Vern L. Ladhoff, from LAMC; C. H. Cooper, former Assistant

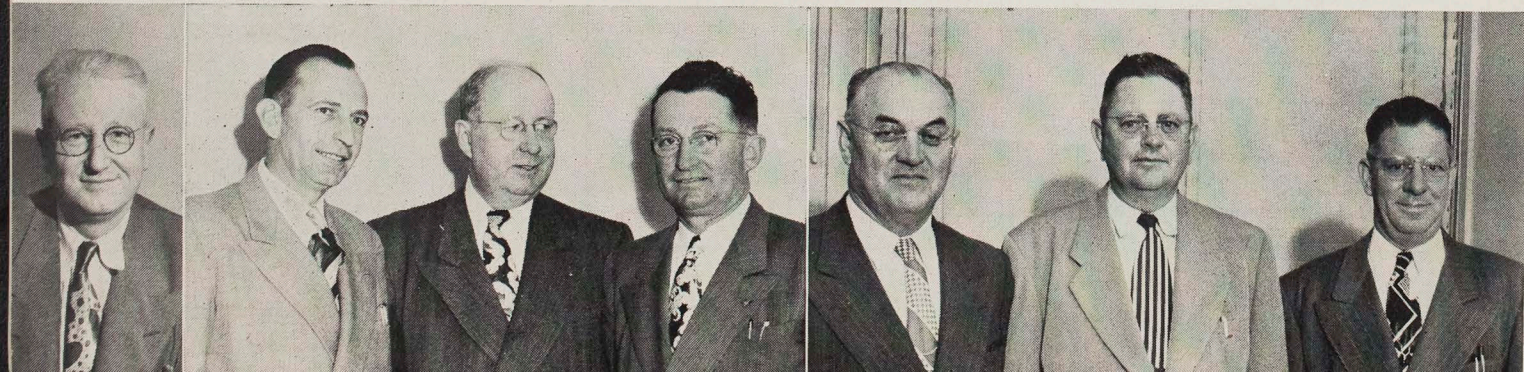
Supervisor; and D. L. Davidson, former West Supervisor. Next two are Assistant District Supervisors: L. E. Netzley, former Chief Supervisor! and T. V. Hoyle, former Assistant Trainmaster. Last man, F. G. Cook, former Assistant Supervisor, has become Supervisor.

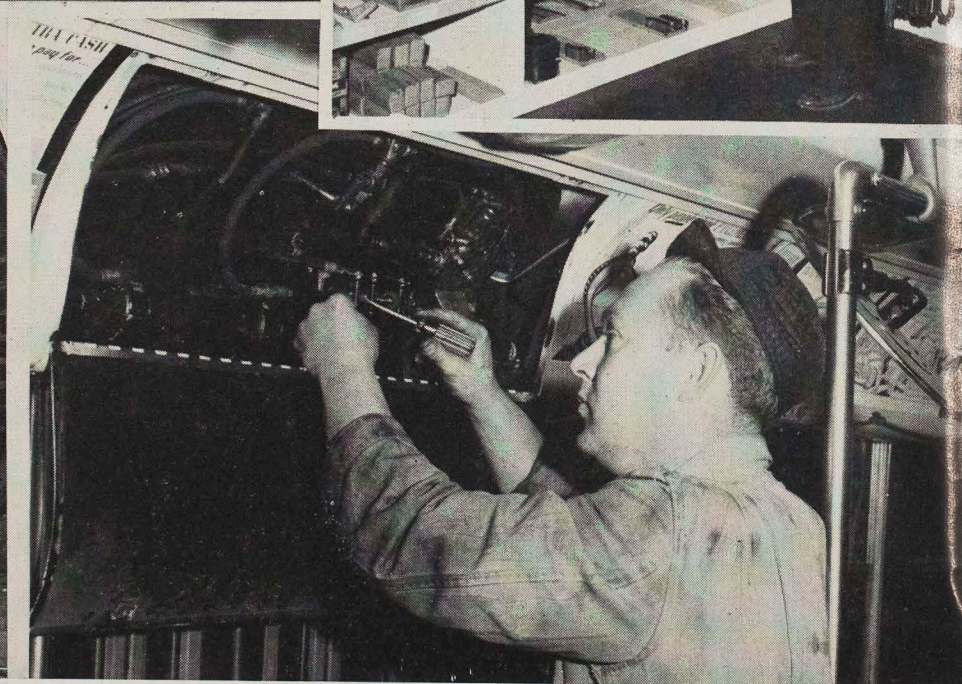
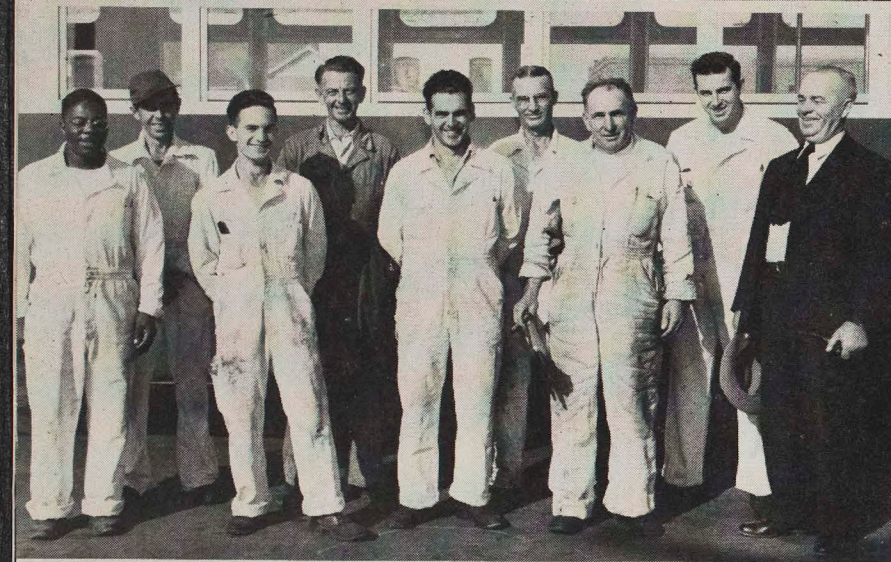
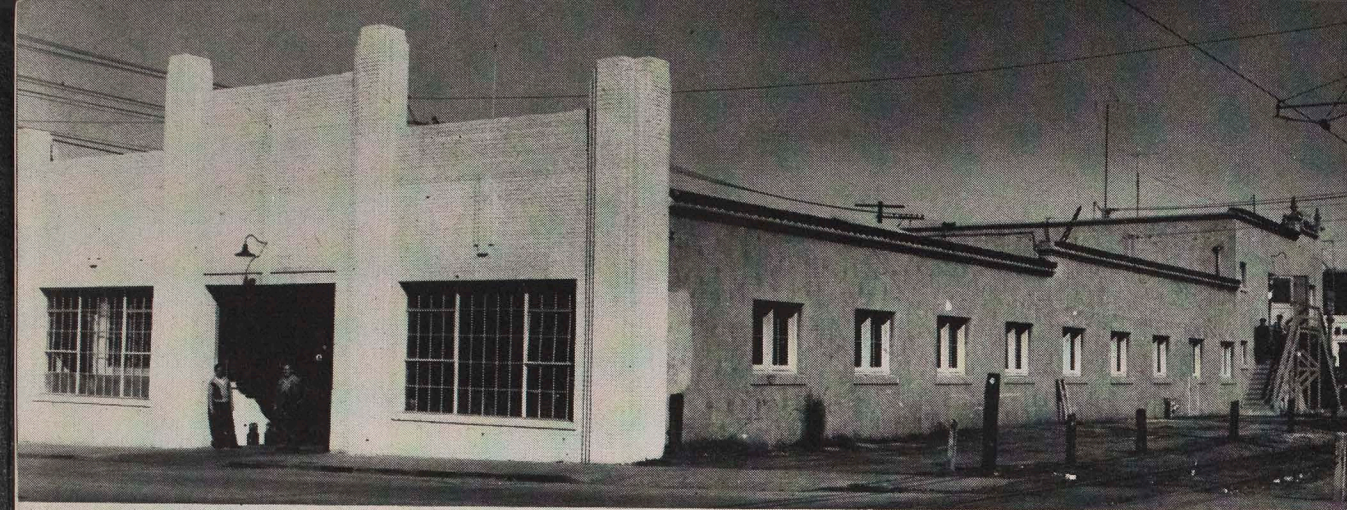


THEY'RE ALL PACIFIC ELECTRIC MEN NOW!

YOU CAN'T TELL a former LAMC man from a PE man nowadays—except perhaps by the brown uniform some of 'em still wear, pending the arrival of their blue ones. AT TOP—Random group of former LAMC men at the Subway. Left to right are Seturnino Benavidez, E. F. Morgan, Wm. J. Thomas, Jr., Harry Barrish, L. M. Fitzhugh, Jimmy Raymond, C. H. Bull, Vince Cianciolo, and Charles B. Ballenger. LEFT CENTER—M. R. Shobe, left, and P. B. Greet enjoy a game of pool. RIGHT CENTER—Group of the one-time LAMC boys at West Holly-

wood. Left to right are C. B. Mullins (Asst. Terminal Foreman), E. G. Tworek, R. B. Dodge, D. W. Schultz, A. E. Akers, R. J. Veeh, M. S. Chapdelaine. LOWER LEFT—In the new Terminal Foreman's office at Ocean Park Garage, Terminal Foreman James Craft, who DIDN'T come over with the LAMC men, puts new record cards on call board for LAMC men. LOWER RIGHT—At Ocean Park, Terry Trahan, left, not an LAMC man, discusses an assignment with Tom Roberts, who was. All told, 141 formerly brown-uniformed men have joined PE.





AROUND THE OCEAN PARK GARAGE

TOP — Remodeled Garage south of the Ocean Park Bus Lot. Note the outside staircase, which leads to new Terminal Foreman's office and new Trainmen's quarters. Window at extreme left of picture looks into new bus material store. LEFT CENTER — Group of former LAMC mechanics, with Foreman Dan Teleky standing at extreme right. Left to right are J. B. Williams, Car Cleaner; R. H. Goddard, Auto Machinist; Alfred Gomes, Auto Repairer; T. J. Dawkins, Car Cleaner; W. H.

Hackett, Auto Repairer; R. H. Fassbender, Auto Machinist; D. F. Lowe, Auto Machinist; J. R. Bruce, Auto Machinist; and Mr. Teleky. RIGHT CENTER — Part of bus material store, with Storekeeper George Seitz getting a handbrake flange assembly for one of the Repairers. LOWER LEFT — Auto Repairer Stanley C. Hauze finishes relining the brakes on a bus. LOWER RIGHT — Auto Repairer Robert L. Dornor adjusts door. New injector room and steam washer are under way.



WEST HOLLYWOOD GARAGE

ABOVE—Enlarged bus lot at West Hollywood Garage for storage of LAMC buses.

LARGE GROUP—Former LAMC Mechanics, with Foreman Jerry Rons at extreme right and C. J. Hatzer, Asst. Foreman, at extreme left. Others, left to right, E. J. Howard, M. W. Duvigneaud, R. T. Arrington, J. R. Moran, G. H. Clink, Otto Draffke, J. C. Dayen, A. O. Draviner, S. L. Atchison, W. M. Williams and H. T. Washington. These men form part of the 10:30 p.m. and 7:00 a.m. shifts.

HANDLING TOW BAR so that the emergency truck can move a bus with dead battery are, left to right, M. W. Duvigneaud, S. L. Atchison, and R. T. Arrington.

HOLDING GREASE GUN beneath bus is John Haberberger, an old-timer at W. Hollywood.



LAMC STORY

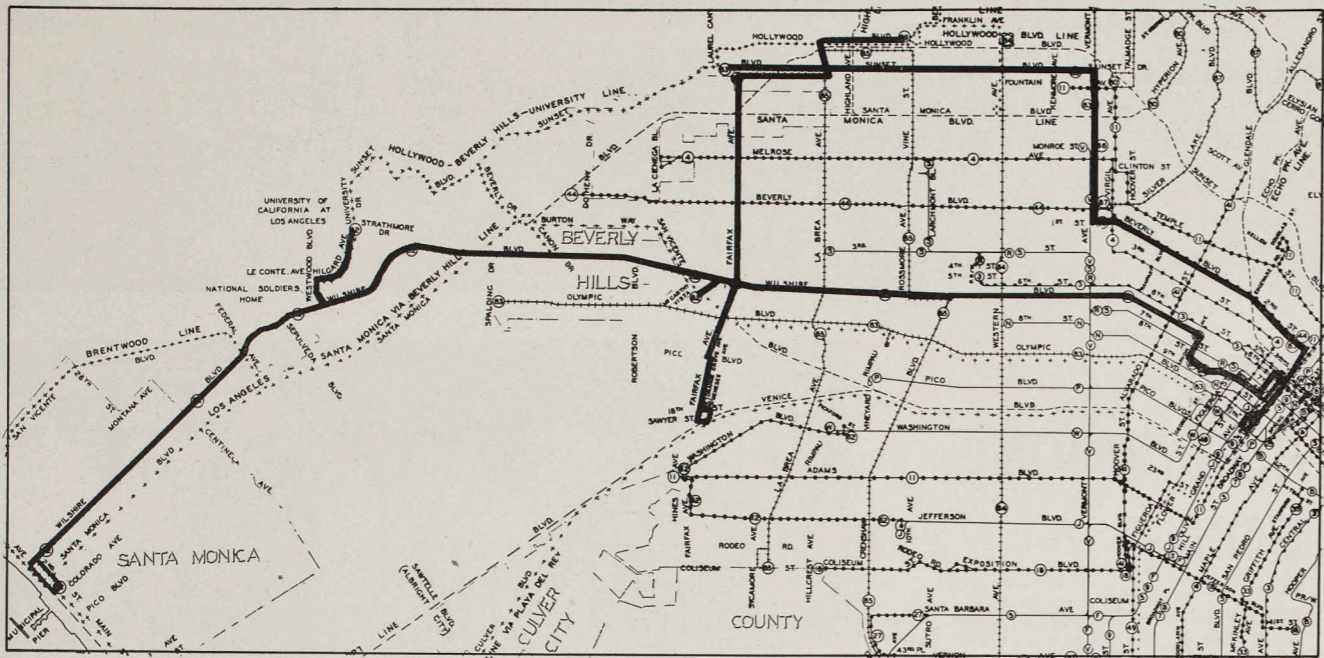
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matically prints gallonage delivered, and an 8,000-gallon lubricating oil tank have been installed. Eighteen former LAMC Mechanics and Car Cleaners have been added to the maintenance and repair forces under Foreman Dan Teleky.

At West Hollywood Garage, headquarters for the 44 buses on the Fairfax and Sunset Lines, the bus lot has been enlarged, and a 10,000-gallon diesel fuel tank, with pump similar to that at Ocean Park, has been installed. The Garage Foreman's office has been moved to nearby quarters to make room for a bus materials store. Twenty Mechanics and Car Cleaners formerly on LAMC pay rolls have been added to Foreman Jerry Rons's crew of workers.

Operation on the new PE lines continues without change, so far as the public is concerned. Fares and

(Continued on Next Page)



MAP OF LAMC LINES TAKEN OVER BY PE AS OF MAY 1

HEAVY BLACK LINES show the Wilshire Blvd., Fairfax Ave., and Sunset Blvd. Motor Coach Lines taken over by Pacific Electric. PE now operates all express service on Wilshire and all local service on that line west of Fairfax. The Los Angeles Transit Lines has taken over all other Los Angeles Motor Coach lines and operates local service on Wilshire between the downtown terminus and Fairfax.

LAMC STORY

(Continued from Page 7)

transfer privileges between the two companies remain as before.

LAMC HISTORY

The joint agency known as the Los Angeles Motor Coach Lines has a history dating back to Aug. 15, 1923, when PE and the Los Angeles Railway undertook to operate jointly, in Los Angeles and adjacent suburban communities, certain local bus lines under the title of the Los Angeles Motor Bus Co. The name was changed in 1927 to the Los Angeles Motor Coach Company, and in 1942, because the operation was not a legal entity, to the Los Angeles Motor Coach Lines. Managing Directors for several years, up to the dissolution of the joint operation, were O. A. Smith, President, Pacific Electric Railway Co., and Cone T. Bass, General Manager, Los Angeles Transit Lines. Supervision of operations was delegated to a Manager, who from 1936 to last Nov. 1 was Fred C. Patton, now General Superintendent of Passenger Service for Pacific Electric. He was Assistant Manager from 1923.

DIVISION MAKES HISTORY

The division of the Los Angeles

Motor Coach Lines is a great event in PE's motor coach history. It is felt that under the policy of separate operation, each company can effect economies by combining

some portions of motor coach operations with its other existing services, and by standardizing operating and maintenance practices to conform to its established policies.

Vital Statistics

DEATHS

MARCH 21, 1949 to MAY 20, 1949

NAME	OCCUPATION	Died	Group	
			Insurance	Mortuary
Hickman, Chris L.	Special Agent	4- 5-49	Yes	No
Frosch, Leroy	Trainman	4- 8-49	No**	Yes
Reitz, Chester E.	Retired Crane Operator	4-12-49	No**	Yes
Sherman, Bert F.	Retired Millman	4-14-49	Yes	No
Melsheimer, Carl	Retired Asst. Foreman	4-17-49	Yes	Yes
Johnston, Otterbein E.	Car Repairer	4-18-49	Yes	Yes
Reid, Alexander	Retired Conductor	4-19-49	Yes	No
*Meyer, Henry	Retired Machinist	4- 1-49	No**	No
Hatch, Harry M.	Receiving Cashier	4-21-49	Yes	No
Mapstead, William	Retired Foreman	4-25-49	Yes	Yes
Waters, William J.	Retired Car Cleaner	4-26-49	Yes	Yes
Taylor, William P.	Retired Armature Winder	4-29-49	Yes	No
Wright, Carl M.	Car Repairer	5- 1-49	Yes	Yes
Burlew, Charles C.	Trainman	5- 4-49	Yes	Yes
Noyer, Albert R.	Retired Motorman	5-11-49	Yes	No
Lawrence, Leo W.	Retired Substation Operator	5-17-49	Yes	Yes
Wright, Allen	Retired Armature Winder	5-18-49	Yes	Yes
Gregg, Nelson W.	Car Repairer	5-20-49	Yes	No

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	Died	Wife of	Department
*Rhoads, Grace E.	1-16-49	Alvie V. Rhoads, Retired	Transportation

*Reported subsequent to last publication.

**Employee declined to accept Group Insurance.



FONTANA DAYS CELEBRATION

QUEEN TAKES OVER—Fontana Days Queen Marceline Juneman takes over PE bus and collects fare from Whiskerino King Morrey Parmley as part of celebration welcoming PE service re-routing through Fontana effective June 10.

UPPER RIGHT—H. D. Address, Chairman, Fontana Boosters, extends welcome to General Agent R. O. Christiansen on arrival of special bus at Fontana on June 3, preliminary to re-routing of service. Left to right are Milton Leetzow, President, Fontana Chamber of Commerce; Dick Klepper, General Chairman, Fontana Days; Whiskerino King Morrey Parmley; Queen Marceline Juneman; Mr. Christiansen; Operator W. H. Wheeler; Mr. Address; T. F. Shafer, Fontana PE Agent; C. E. Ferguson, PE Traf. Engr.; F. G. Cook, PE Supervisor; and M. J. Pillepich, Chairman, Transportation Com., Fontana Boosters. LOWER RIGHT—Mrs. T. F. Shafer, wife of Agent, and daughter, Margery, in Fontana Station as San Bernardino bus pulls in.



Fontana Bus Service Increased Fourfold

FONTANA'S PIONEER DAY celebration on June 9, 10, and 11 was made the livelier by a fourfold increase in the PE bus schedules serving that city effective June 10. As of the latter date, all regular trips on the Los Angeles-San Bernardino via Foothill Blvd. Line were to be routed through Fontana, increasing from eight to 34 the number of trips operated through the city daily.

Coaches from Los Angeles under the new plan operate over the present route to Foothill Blvd. and Juniper Ave., thence via Juniper Ave., Spring St. (Fontana PE Station), and Sierra Way to Foothill Blvd. and over the present route to San Bernardino.

Inbound service will operate over the reverse of this route.

"A very substantial service improvement," commented Fontana Agent T. F. Shafer, "and we are particularly happy that it was scheduled to coincide with the 'Fontana Days' celebration."

Bob Hope Dispatches Soap Car for CARE at Hwd. Frt. Station

AT HOLLYWOOD FREIGHT Station, Comedian Bob Hope on June 13 dispatched to the needy children of Europe the West Coast's first carload of soap collected through the co-operation of his radio program with CARE, the relief agency.

Hope presented the festooned car of soap to Edward Flynn, of the local CARE office, in the presence of a large number of Southern California civic leaders and officials.

Hollywood Freight Agent A. R. Crowe handled preliminary arrangements, and Traveling Passenger Agent A. H. Fidel was on hand at the ceremony to assist whenever necessary. Local officials of Lever Bros. expressed to Mr. Fidel their satisfaction with the co-operation and on schedule performance by Pacific Electric.

From Hollywood, the car was to be taken to Philadelphia, where soap from all over the nation is being assembled for shipment overseas to orphanages, hospitals, schools, and behind the ears of 30,000,000 needy European children.

New Torrance Incinerator Passes Smog Control Tests

SUCCESSFUL PASSING of the Smog Control Engineer's approval test by a newly-constructed air-controlled incinerator at the Torrance Store indicates that the Air Pollution Control Board will succeed in eliminating the smoke nuisance in the Los Angeles area — provided that all incinerators are as well designed as that at Torrance, and have operators as good as the Store's Joe Vidal.

The incinerator, lined with fire brick and built on a heavy concrete foundation, consists of three chambers:

1. The wire reclaiming chamber, in which combustible insulation consisting of rubber, shellac, varnish, and impregnated fabrics is burned off. Burning such material creates in the chamber a dense black smoke. Two gas jets serve to kindle the material.
2. The incinerator chamber, in which combustible rubbish is burned.
3. The combustion chamber to the rear in which smoke is completely

burned up by pre-heating this chamber to a high temperature with two gas jets before fires are started in the other two chambers.

In order to obtain complete combustion, air is introduced under pressure into the wire reclaiming chamber and the incinerator. This supply of air has to be controlled very carefully in the wire reclaiming chamber in order to keep the temperature below the melting point of copper. Joe Vidal, who operates the incinerator, has displayed a keen understanding of the principles involved, and deserves much credit for its successful operation.

Designed by C. C. Neff under the direction of Structural Engineer Albert dePfyffer, and constructed by Bridge and Building Supervisor B. F. Manley and his crew, the new incinerator has a capacity of 1,000 pounds per hour in the wire reclaiming chamber, and 500 pounds in the incinerator chamber. The cost of construction,

\$4,000, was \$3,000 under estimates by outside contractors.

A special feature of the incinerator is the use of guillotine doors operated by compressed air for the purpose of quick and safe opening and closing.

Steel pallets of old wire to be salvaged are rolled into the wire reclaiming chamber by means of a fork lift truck. The door is closed, the gas jets are lighted, air jets are introduced at the proper time, and in about 20 minutes the material on the pallet is roasted to a turn. It is then removed, allowed to cool, and turned over to the salvage crew, which sorts and bundles the highly valuable copper for sale to the salvage companies.

The incinerator provides the easiest, quickest, cleanest and cheapest method yet employed at Torrance to remove insulation from old wire, and a better salvage price is also obtainable in this way.

Back Cover Last Issue Wins Many Comments

OUR BACK COVER for the March-April issue created some little comment by those outside PE as well as by those inside. For example, read this letter by Alfred Rutherglen, District Safety Representative, Union Pacific Railroad Co., dated May 20 from Portland, Ore., and reading, in part:

"Have just had the pleasure of looking over the March-April copy of the PACIFIC ELECTRIC MAGAZINE and find it a very interesting publication.

"The illustration on the rear cover, entitled, 'So I sez to the Trainmaster, 'what safety rule?' is, I consider, one of the best safety pictures which have come to my attention because, sad to say, it has so much actual truth attached to it."

Secretary to Asst. to President Retires

MISS BESSIE H. CORNISH, Secretary to Assistant to President Glenn E. Collins, retired June 1 following a two-weeks vacation at Yosemite. She came to PE in that position Oct. 16, 1942, during the war emergency, and stayed on after the duration.

A number of her PE friends presented her with a wrist watch before she began her vacation.

"Bess" plans to enjoy life traveling to Maine, Florida, and other widely separated localities in her new Nash, though she intends to maintain her present residence in the Westlake District.

Retirements

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

NAME	Occupation	Engineering	Years of Service
Olin W. Auld	Crew Foreman	29	29
Arthur Bailey	Freight Clerk	29	29
Henry C. Brown	Car Repairer	27	27
Clarence J. Burnett	Bench Machinist	29	29
Hugh Cairns	Conductor, North	24	24
Ove Christenson	Elevator Operator	24	24
Fred C. Clement	Motorman, West	21	21
Chas. L. Cottingham	Conductor, South	23	23
Wenceslodo Delgado	Laborer	38	38
Walter Frampton	Car Repairer	22	22
Emil Gehrs	Conductor, North	26	26
Joseph Gmajnar	Car Repairer	6	6
Lee L. Graff	Bonder and Welder	26	26
Herbert A. Green	Electrician	27	27
William A. Hasty	Painter, B & B	23	23
Ellsworth O. Hoffman	Brakeman, North	26	26
J. Russell Johnson	Electrician	30	30
Frank E. Le Baron	Motorman, North	4	4
Harry C. McGarvin	Welder	26	26
Andrew J. Miller	Groundman-Electrician	29	29
Clifford H. Miller	Conductor, North	22	22
Merton C. Myers	Conductor, West	27	27
Zirl P. Myers	Motorman, North	22	22
Roger F. Reynolds	Engineer, South	4	4
Kenneth L. Salmon	Secretary	28	28
Russell Van Deren	Foreman	31	31
Susie M. Wooster	Bench Machinist	28	28



TORRANCE INCINERATOR

UPPER LEFT — The new, smokeless incinerator in action at Torrance.

ABOVE — Insulated copper scrap on dock ready to be burned. Tommy Wilkes, Foreman, General Store, left, and Joe Vidal, who operates incinerator, look over a salvage accumulation of six months.

UPPER RIGHT — Joe opens incinerator door while load of copper wire on steel pallet is pushed into pre-heated chamber. Then door is shut.

COMBUSTIBLE RUBBISH is pushed into rubbish chamber of incinerator by Peter Gavino and Ysidro Hernandez. Gas jets set it afire.

CLOUD OF BLACK SMOKE shown coming from copper salvage during process of burning off insulation, as door was opened to show smoke. Superheating smoke by gas jets in combustion chamber burns it up so that none is visible from the chimney (see picture at upper left).

LOWER RIGHT — Pallet of copper salvage is removed from chamber after about 20 minutes, and remaining insulation ash is removed by stream from hose. After copper has cooled, it is sorted and pounded into briquettes. It is then ready for sale to salvage companies.



RETIREMENT PRESENT—Signal Engineer Albert Oren Smith, second from right, front, receives from General Line Foreman Gilbert Pfeil a folder describing a lawnmower to be delivered to Mr. Smith's home shortly after the presentation. Other man in front row is H. K. Nickerson, Overhead Estimator. Others, left to right, are L. A. Biehler, Assistant Chief Clerk, Engineering Department; T. B. Roscoe, Signal Designer; C. F. Quirnbach, Staff Electrical Engineer; Dick Kennedy, Overhead Crew Foreman; V. P. Labbe, Electrical Clerk; L. H. Cash, Signal Supervisor; E. B. Hargreaves, Bonding and Welding Foreman; Bill Baxter, trucking concern operator; next man is unidentified; Albert Walker, Valuation Estimator; and Felix Brac, Signal Foreman. Presentation occurred Friday, April 28.

A. O. Smith, Signal Engineer, To Retire after 4-Mo. Leave

SIGNAL ENGINEER Albert Oren Smith spent his last day of active service with Pacific Electric on Friday, April 28. For reasons of health, he took a four-months leave of absence, and will officially retire next Sept. 1.

His office on that April Friday was filled with anxious conspirators from the Electrical and Signal divisions, who were talking in subdued tones as they waited for him to return from a business errand. The photographer was there, ready to take his picture as he walked in the door of Room 994, Pacific Electric Building. The reason was that his co-workers were going to present him with a fine power lawnmower.

Mr. Smith finally walked into the surprise party, and was presented his gift with a little speech of appreciation from General Line Foreman Gilbert F. Pfeil. The visibly affected recipient didn't know quite what to say, but found it necessary to make much use of his handkerchief.

Known variously as "Oren," and "Al," Mr. Smith has been Signal Engineer for PE since 1938. Born in Philadelphia, he was educated in the

Quaker City schools and studied electrical engineering at Temple College—now Temple University. In 1912 he began his life's work in signal engineering as Signalman for the Union Switch and Signal Co., putting in signals for the Philadelphia Rapid Transit Co., to which company he transferred as Signalman two years later. For 14 years he worked there, attaining the position of Electrical Superintendent of elevated and subway lines, in charge of



IN ACTION—Mr. Smith and his daughter, Diane, try out the new power lawnmower in the Smith yard. "An excellent power lawnmower," opines little Diane.

signals and all electrical work outside substations.

In 1928 he resigned and went to Portland, Ore., for a try at electrical contracting. From there he came to PE as Inspector and Signalman on Aug. 14, 1929, under S. R. Florence, then Signal Engineer. He has done much to build up PE's signal system.

During May and June he has been touring Oregon with Mrs. Smith.

In his absence, Walter E. Stratman has been appointed Acting Signal Engineer.

Good luck to Albert Oren Smith. His kindly manner and broad, friendly grin have won him a host of friends.

BE CAREFUL Of Fluorescent Lamps

TWO TYPES of materials which are used on the inside of fluorescent lamps may be toxic or poisonous when taken into the human system. Therefore, it is important that the following precautions be taken when working around, handling, and disposing of fluorescent lamps:

(a) The less important of the two materials used is MERCURY which is used in so small a quantity that it usually is only a minor hazard. However, if it is suspected, the treatment for it is well known to the medical profession.

(b) The more important material is the FLUORESCENT POWDER, some of the ingredients of which are known to be POISONOUS to humans.

The following precautions must be observed:

(a) Avoid cuts from glass of fluorescent lamps.

(b) Use goggles when handling open fluorescent lamps.

(c) Avoid breathing DUST or FUMES from broken fluorescent lamps.

(d) When scrapping fluorescent lamps they should be handled with gloves and be broken under water. This method will eliminate the hazards of dust and fumes, control the dissipation of the mercury and the fluorescent powder, and retard the movement of broken glass. A suitable water-tight barrel may be satisfactory for this work.

(e) Avoid infection by immediate cleansing of all cuts and wounds exposed to dust from broken fluorescent lamps.

Housewives, Beware of False Researchers

THE BETTER BUSINESS BUREAU has issued numerous warnings against salesmen who under the false guise of making legitimate door-to-door surveys, approach housewives in order to secure prospects, interviews, or data that would enable them to sell publications, merchandise or services; the Bureau has likewise pointed out that legitimate surveys by house-to-house interviewers was an established operation of research organizations and advertising agencies.

In order to "weed out the wheat from the chaff," protect housewives against "phony" interviewers and prevent legitimate research organizations from being discredited by fake operators the National Better Business Bureau has prepared the following memo for public distribution.

"The true survey interviewer will never try to sell you anything, never ask you to pay any money, and never ask you to sign an agreement to buy anything. If any survey interviewer asks you to do these things, please refer his name, company, and the product which he is selling to your local Bureau.

"Consumer and opinion surveys lead to better products, better distribution, and a better understanding of the public's viewpoint on many questions. That is why your courtesy in granting interviews is so important and so much appreciated by American business."

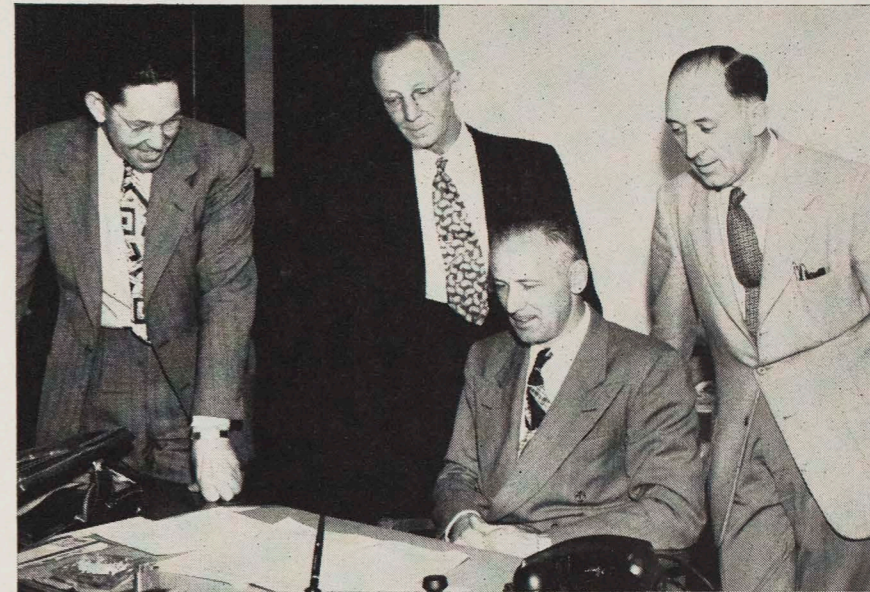
PE Men Installed As Officers for Assn. of Christian Trainmen

SIDNEY F. SCOTT, Terminal Foreman, Sixth and Main Terminal, was installed as Divisional Vice President in charge of the Pacific Electric Division of the Association of Christian Trainmen at its third annual banquet held at Clifton's Cafeteria, 7th and Broadway, on Friday, April 29. Motorman Herbert R. White was also installed as Treasurer of the organization.

Other officers installed included Victor E. Munyer, President; George Laird, Vice President; Wilbur J. Green, Secretary; and Emil J. Johnson, Los Angeles Transit Lines Divisional Vice President.

Guest speaker of the evening was Brandon Rimmer, former pilot in the USAAF and son of Dr. Harry Rimmer, well-known Biblical scholar, scientist, and archaeologist. Peter Slack, accordionist; Ralph Carmichael, violinist; Lennie Olson, pianist; and Evangeline Carmichael and John Giordano, vocalists, provided lovely music.

Meet The Traveling Auditors



LIFE GUARDS—These men, PE's Traveling Auditors, answer calls for help from Agents and others submerged in a sea of statistical and accounting problems. Seated is T. L. Hinkle, Chief; others, left to right, are J. R. McDonald, George Chrystal, and M. J. Davison. Their badge of office, instead of a life-saver, is a bulging brief case.

TRAVELING AUDITORS are responsible for proper maintenance of accounts at approximately 67 agencies, the verification of rental collections on certain leased properties, and other special checks entailing about 44 audits.

These men may be found at stations at any time during the day or night, Sundays, and holidays straightening out the accounts, changing safe combinations, or taking over the protection of company funds or property. Their work covers a multitude of checks, audits and special investigations, the results of which are reported direct to the Auditor.

Traveling Auditors police the work of storage and destruction of all company records which must be handled as prescribed in the rules issued by the Interstate Commerce Commission.

Traveling Auditors, like the life guards at the beach, frequently hear the call of "HELP" (over the telephone) and go with dispatch to the aid of an Agent submerged in figures. Resuscitation is administered as painlessly as possible and usually the victim lives.

President Munyer acted as master of ceremonies, and Rev. Wm. J. Roberts, narrator on several radio broadcasts, installed the new officers.

Retired Motorman Rogers Homesick

RETIRED MOTORMAN J. W. Rogers writes from Carbondale, Ill., that every time he sees a train go by he feels homesick for the train he used to run. But, he says, when wintry mornings come along he's glad he doesn't have to get up early and walk shiveringly to work.

MECCA Gift to Cancer Society Acknowledged

ACKNOWLEDGING a MECCA contribution of \$1,500 to the American Cancer Society, Oliver M. Chaburn of the Society wrote as follows:

"On behalf of our Board of Directors, may I express to you our sincere appreciation for the very generous contribution in the sum of \$1,500 made by the Pacific Electric Employees to this year's campaign. You may rest assured that we shall do everything possible to increase our program in a manner worthy of such generous support."



PE GLEE CLUB ACTIVITIES CRESCENDO

THREE UPPER PIX show scenes at concert given at the Beverly Hills Masonic Lodge on Ladies' Night, April 25. Upper left: the Glee Club singing under direction of Warren Silliman, with Maxine Eaton at the piano. Upper right: Tenor Harry Shea and Soprano Evelyn Baker smile at conclusion of duet. Dancing: The two girls at right are Mabel Heller, left, 11, and her sister Josephine, 13, both daughters of West Conductor and Mrs. Philip Heller. Girl at left is a neighbor, Margaret Torres.

TWO LOWER PIX show Glee Club and friends at birthday party they gave in PE Restaurant May 10 for Accompanist Maxine Eaton (center, rear, at head table). Reading clockwise, beginning with Maxine, are Bill Eaton (her husband), Mrs. Lena Hansen (her mother), Alec Hartman (Vice President), Margaret Koopman, Jim Boswell, Jackie Tension, Verda Parkinson, Terry Fairchild, Chester Collins, Mary Breese, J. N. Breese (her husband), Rudy Slotwinski, Kay Irwin, Mark Robinson (Kay's voice teacher), Mrs. Robinson, Dr. Arthur Kobal, Marion Snowden, Charles Wuegler, Velma Douce, Verna Lee Oldendorph, Charles English, Frank Woodruff, Bishop Curry, Cristell Rowe, Victoria Barr, Joyce Wagoner (hidden behind Miss Barr), Odessa Carter, Harry Shea (President), Esther Silliman, and Warren Silliman. Maxine received a pearl necklace from the Glee Club. At lower right, she cuts the birthday cake, personal contribution of Marion Snowden, who arranged party.



PE Glee Club Gives Several Concerts

"CRESCENDO" is the word that most aptly describes the activities of the Pacific Electric Glee Club in recent weeks. There's no thought of taking a "summer vacation."

Most recent concert was that given on Tuesday evening, June 14, before the Southern California Gas Company's large American Legion Post in their auditorium at 810 S. Flower St.

Before a large and receptive audience, the Glee Club presented five numbers as a part of the evening program.

After the meeting the Glee Club enjoyed ice cream, cake, and coffee with the members of the Legion.

Two days earlier the Glee Club presented a concert at the Southern Pacific picnic for retired employes at Sycamore Grove. President A. T. Mercier rendered invaluable assistance to Accompanist Maxine Eaton by holding her music against the vagaries of a contrary breeze.

A joint concert with the SP Band is planned for fall, and there's a possibility of a radio program in the near future.

A mixed quartet recently sang before a meeting of the Southern California Industrial Editors Association, and was enthusiastically applauded.

More employes should realize the great enjoyment as well as the musical benefits to be derived from joining the Glee Club. While new members are added from time to time, there is room for many more, and the Club is especially short of basses.

Rehearsals are held each Tuesday from 4:30 to 7:00 in the PE Theater. Call Director Warren Silliman on extension 2195 for further details, or better still, come to the next rehearsal and find out what goes on.

Engineering, Mechanical Depts. In Industrial Safety Contest

PACIFIC ELECTRIC is now in the second month of the six-month Industrial Safety Contest under the sponsorship of the Industrial Safety Division of the Greater Los Angeles Chapter National Safety Council, competing with approximately 100 other industries in the Los Angeles area.

The Pacific Electric entry is represented by all employes of the Engineering and Mechanical Departments as one group.

For the month of April, the first month of the contest, our records indicate that our group consisting of 1,890 employes worked 373,812 man-hours, during which period 15 lost-time accidents occurred.

In the Engineering Department 811 employes worked 156,046 man-hrs. and had 10 lost-time accidents.

In the Mechanical Department 1079 employes worked 217,766 man-hrs. and had 5 lost-time accidents.

To win recognition in this contest, every effort must be put forth to reduce accidents to the very minimum; for, judging from the interest exhibited by other contestants, all are out to show a great improvement in their accident records.

Awards will be presented to the organization showing the least number of lost-time accidents based on the number of man-hours worked over the six-month period.

Through participation in this contest we will demonstrate that our property is safe for all our employes and that our organization is composed of men and women who, in per-

formance of their daily duties, are ever mindful of their own personal safety as well as that of their fellow workers.

PE Speakers Forum Receives Trophy from President O. A. Smith

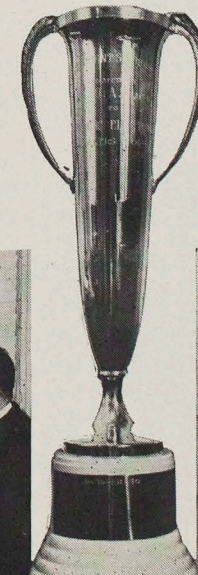
A SPEAKER'S TROPHY to stimulate competition among members of the PE Speakers Forum was presented to the Forum by President O. A. Smith at the April 20 meeting. Mr. Smith attached no strings to the trophy, stating that it could be used in any manner the Forum preferred.

The present plan is to present it to each speaker chosen as the best two-minute speaker over a three-months period, and the winner's name will be engraved on the base of the cup. A judging committee chooses the winner for the series of meetings on a point system. First award will be made at the last meeting in July.

The Forum since last fall has thoroughly enjoyed and has greatly profited by the services of John McSweeney, teacher of public speaking from the Los Angeles City Board of Education. Mr. McSweeney has acted as coach, and his services, which concluded May 17, have proved inspirational, according to President Clifford E. Ferguson, current President of the Forum.

Meetings are held regularly at the Hotel Stowell, 418 S. Spring St., each first and third Wednesday of the month, 6:30 to 9:30.

SPEAKER'S TROPHY GIVEN—President O. A. Smith presents roving trophy to Speakers Forum at the April 20 meeting. It is being accepted by President George Perry on behalf of the Forum. Others, left to right, are Charles Sein, Time Supervisor; Earl O. Miller, Tax Agent; Clifford E. Ferguson, Traffic Engineer; Woodrow J. Honold, Chief Clerk, Schedule Bureau; and Arden H. Nasher, Stations and Merchandise Inspector.



NEW PRESIDENT TAKES OFFICE—George Perry, left center, retiring President of the Speaker's Forum, hands gavel to incoming President Clifford E. Ferguson at May 4 meeting. Others looking on, left to right, are Don Williams, Agent, Bellflower; Charles Stein, Agent, Glendale; Ray F. Albrecht, Special Accountant; Arden H. Nasher, Stations and Merchandise Inspector; and Louis M. Duke, Los Angeles Terminal Freight Agent.



PE Agents Association Holds Annual Banquet on May 12

ONE OF THE LARGEST annual PE affairs — perhaps the largest affair of all — is the annual banquet of the Pacific Electric Agents Association. This year it was held May 12 at the Los Angeles Athletic Club, with an attendance of some 350 Agents and their guests, among whom were many PE officials, shippers, and representatives of other railroads, trucking companies, Chambers of Commerce, and cities served by Pacific Electric lines.

Master of Ceremonies George F. Squires, Vice President, Pacific Electric Railway Co., introduced many of the guests, including the three principal speakers of the evening. The first speaker, Kalman I. Dienes, Lecturer and Research Associate in Business Management, Claremont Men's Colleye, presented an analysis of economic problems confronting operators of interurban transportation.

He was followed by O. A. Smith, President, Pacific Electric Railway Co., who spoke briefly on the importance of the Agent to the company.

Dr. George C. S. Benson, President, Claremont Men's College, then spoke on "Individualism and Cooperation."

Entertainment before and during the dinner hour was provided by

Marion Serrano, guitarist, and Jack Cookerly, accordionist.

Arrangements for the banquet were made by a Banquet Committee composed of Charles P. Hill, Chairman, L. M. Duke, and P. B. Durant, who worked long and hard to make the banquet the success it was, commented the Agents Association President, W. A. Cunningham.

E. R. Burke Succeeds Cunningham as Pres. PE Agents Association

E. R. BURKE, Agent, Santa Ana, succeeds W. A. Cunningham, Agent, Azusa, as President of the PE Agents Association for the coming year, according to information just received.

C. Don Hileman, Agent, Bellflower, steps up from Secretary to Vice President; and Leo Vincent, Agent, Covina, becomes Secretary.

Meetings have been adjourned until the second Friday of October.

If coupled together, the 10,556 new freight cars put in service in March, 1949, by Class 1 railroads and railroad-owned private-controlled refrigerator car companies, would have made a train about 86 miles long.



BILLIE BARKHURST, daughter of Agent G. P. Barkhurst, of Wingfoot, was crowned Queen of the San Gabriel Valley Community Fair in Garvey on May 16. Here she is being crowned by E. R. Dickerson, President of the Garvey Lions Club. Entrant sponsored by the Garvey Women's Club and the Garvey Lions Club, Billie received a two-day trip to Catalina and a complete head-to-toe wardrobe contributed by San Gabriel Valley merchants. Photo by G. P. Barkhurst, Jr.



SPANGLER DAUGHTER HONORED — Kay Spangler, right, 18-year-old daughter of South Freight Motorman Walter Spangler, receives lucite gavel signifying her installation in May as Honored Queen of El Monte Bethel No. 135 of the International Order of Job's Daughters. Beverly Emmons, Past Honored Queen, presents the gavel. Motorman Spangler is a Master Mason at Granada Lodge No. 608, Alhambra. Mrs. Spangler is a member of the Guardian Council of Bethel No. 135. Photo by John Starbuck, Mrs. Spangler's brother-in-law.



RAILROAD'N GLENN'S RABBIT RANCHO — Agent Glenn P. Barkhurst of Wingfoot Station shown in his capacity as rabbit rancher out on his place at 2621 Walnut Grove, Garvey. He specializes in show rabbits and breeders, and sells 'em. Glenn Jr., took the photo.

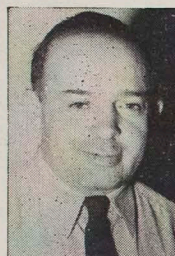
ANNUAL PE AGENTS ASSOCIATION BANQUET HELD MAY 12

table. Standing, l-r, are A. M. Beckman, Chf. Clk., Wilmington Frt. Ofc.; A. F. Mortenson, Asst. to President, and Gen. Mgr., L. A. Union Term. Co.; P. B. Durant, Asst. Frt. Agent, Seated, beginning at left and reading clockwise, are C. C. Dickson, Trv. Frt. Agt.; R. J. Jones, Div. Traffic Mgr., General Foods; Cromwell Warner, Traffic Mgr., Western Frt. Assn.; W. O. Lee, Gen. Mgr., Asst. Gen. Mgr., Term. Re-Duke, Term. Frt. Agt.; D. E. Dingman, Supt. Union Term. Whse.; W. J. Mills, Asst. Gen. Mgr., Term. Refrigerating Co. LOWER CENTER — John H. Sandman, senior Agent on the roster, enjoys a cup of coffee at the banquet. He entered service April 30, 1913, and is now at West Los Angeles. LOWER RIGHT — Passenger Traffic table. Standing is Drew Bernard, Mgr., Glendale Chamber of Commerce, and Pres., Calif. State Chambers of Commerce Managers Assn. Seated, l-r are Charles Stein, Agent, Glendale; Joe Mullen, Planning Director, City of Glendale; R. O. Christiansen, General Agent; C. E. Ferguson, Traffic Engineer; and J. N. Shafer, Chief Rate Clerk. A total of some 350 Agents and guests attended the affair.

AT TOP — Head table, including, left to right, C. Don Hileman, Sec'y, Agents Assn.; E. A. Stevens, Supt. of Equipment; F. Smith, Palmer, Gen. Claim Agt.; H. R. Grenke, PE Treasurer; Jno. J. Suman, PE Auditor; Harry Freedman, Route Agent, Ry. Express Agency; H. O. Marler, Pass. Traffic Mgr.; Geo. B. Hanson, Pass. Traffic Mgr., SP; O. A. Smith, PE President; G. F. Squires, PE Vice President and emcee of evening; W. A. Cunningham, President, Agents Assn.; Kalman I. Dienes, Lecturer and Research Assoc. in Business Management, Claremont Men's College, and guest speaker; L. L. Laughlin, Gen. Mgr., Harbor Belt; W. G. Knabe, Frt. Traffic Mgr.; V. F. Frizzell, Frt. Traffic Mgr., SP; C. H. Belt, Asst. Gen. Supt.; R. K. Booth, Asst. Gen. Mgr., PMT; and R. J. McCullough, Chf. Special Agent. LEFT CENTER Banquet Committee, with P. B. Durant, President, Claremont Men's College, and guest speaker, and Dr. George C. S. Benson, President, Claremont Men's College, and guest speaker. RIGHT CENTER — Retired Agents table. Standing, l-r, are H. E. Foskett, R. E. Kidd, D. W. Holtby, G. A. Schmitt, and E. J. Woodside; seated are B. L. Livingston, D. W. Layne, E. T. Barrey, F. J. Leary, and A. G. Owen. LOWER LEFT — Terminal Freight



SUBWAY TERMINAL and WEST HOLLYWOOD



By
Bill
Newman

ON MAY 1 the boys on the West put out the welcome mat to the drivers that came over to the PE from the L.A. Motor Coach. The latter want to thank their new brothers for the assistance rendered them.

On April 28 Motorman R. G. Wilson and Carolyn Bradshaw became man and wife at the First Baptist Church in Sepulveda.

A baby girl was born to Motorman and Mrs. John Burton at St. John's

Hospital, Santa Monica, on May 11. Both mother and daughter are doing fine.

Conductor W. L. Percival joined the benedicts on May 19, when he took unto himself a wife, Jo May Shirley, who works at the Refreshment Stand in the Subway Terminal. The wedding took place in Las Vegas, Nev.

The A. B. Marshalls of West Hollywood went high hat on us when they bought one of those English Morris cars. "Abie" says he likes it very much.

Motorman and Mrs. E. A. Abbott celebrated on June 15 and 16 when their daughter, Wanda, graduated from Woodrow Wilson Junior High School and their son, Avery graduated from Glendale High.

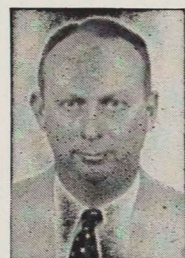
It's good to see Charlie Woods back on the job after a long stay in the hospital with a heart attack. The boys join me in wishing Charlie good health.

Motorman C. Van Hook has returned to work after a hernia operation at Santa Fe Hospital.

pass awaiting him for the remainder of his Seaboard trip. Furthermore, instead of being forced to wait five hours for a slow local at Jacksonville, he and his family had seats on the Silver Meteor, Seaboard's crack train running limited from New York to Miami, which required only a 30-minute wait. This train doesn't ordinarily stop at this destination, but it did for him.

When he arrived back in Los Angeles May 18, he found a letter of appreciation from the Seaboard's division superintendent awaiting him.

OCEAN PARK CAR HOUSE AND BUS LOT



By
Dakin
Boardman

MR. AND MRS. W. A. SAMMONS became the proud parents of a baby girl born in March. They have one other daughter.

Remember Jack Stevenson, former Conductor on V.S.L.? He and Mrs. Stevenson are living in Grass Valley, California, now and are grandma and grandpa. Their daughter, Jackie, presented them with a granddaughter born in May, and named Sherri-Lynn.

I'm sure if anyone has counted the buttons on the vest of D. L. Graadt van Roggen, they will find some missing, for he and Izetta are brand new grandparents. Their daughter presented them with a grandson, born March 9 in Fort Worth, Texas. The baby has been named Charles Richard Lambert. Van and Izetta made the trip to Texas to be with their daughter. They also visited the Ramon C. Roneys in Garland, Texas. Ramon is a former Motorman on V.S.L. and Motor Coach Operator at Ocean Park. Two years ago he left Pacific Electric to go to Garland, where he built a bowling alley.

Ocean Park will miss two familiar faces. Louis Carlson, who passed away after a long illness, was a Motorman on V.S.L.; and Carl Wright was a Mechanic. Both Louie and Carl were well liked by each and every one with whom they worked and will be sadly missed by all. Ocean Park wishes to extend deepest sympathy to the families of these men.

On sick leave have been B. C. Butler and C. L. Shaha. Vacationists have been J. N. Bellone, C. Fraser,



HOLDING THE FISHING ROD is Conductor Charles L. Cottingham, surrounded by some of his friends at Morgan Ave. Yard in Long Beach on the occasion of his last run, which ended at 2:02 p.m., April 22. Left to right, front row, are Mrs. Cottingham; Mr. Cottingham; Motorman Louis Shull, with whom he worked many years; and Leader Switchman K. M. Young. Others, left to right, are Section Hand Ralph

Chavez; Car Cleaner Susie Young; Conductor John Shelton; Car Cleaner Sarah Camarena; Conductors D. T. Sparr and John Miller; Supervisor F. A. Groffholdt; retired Car Cleaner Mary Hanson; Conductors E. H. Martin, O. J. Bean, H. N. Voisard; Operator L. N. Velzy; Motorman Jack Gibson; Conductor John Seymour; Motorman H. O. Hanson. Conductor Cottingham plans to do lots of fishing from now on.

O. P. Senf, R. H. Nissley, and H. E. Johnson.

Sorry, I missed last issue, but was moving. And if you've ever moved after living in one house for 16 years, you will know what I mean. This will be my last issue for Ocean Park. The Mrs. and I are now living in Van Nuys, and I will be working from that terminal. I have enjoyed being your correspondent, and will miss everyone at Ocean Park. I have been at Ocean Park for over 20 years and have made some lasting friendships. My home address is 7452 Blewett Ave., Van Nuys.

If you are ever out our way, drop in and say "Hello."

Retiring Conductor To Live in Yosemite

DOWN AT MORGAN AVE. YARD in Long Beach last April 22, shortly after noon, a dozen or so PE men and two or three women were looking at each other as though they shared a secret. They talked in the desultory fashion common with those who expect big events to happen soon.

Events did. Leader Switchman K. M. Young laid several packages on the table in the Trainmen's room and began unwrapping them. All the people gathered close to look—a few Trainmen, members of the Mechanical Department force, and others. Switchman Young carefully laid on the table a fishing rod, reel, and other equipment dear to the hearts of fishermen, and rearranged the display two or three times.

More people kept arriving. There was much inspection of watches, and the phrase, "Due at 2:02," was frequently heard. Various last-minute arrangements were talked over in subdued tones. Photographer H. B. Talbott, of the Duplicating Bureau, took an impressive-looking camera from its case and found a suitable position.

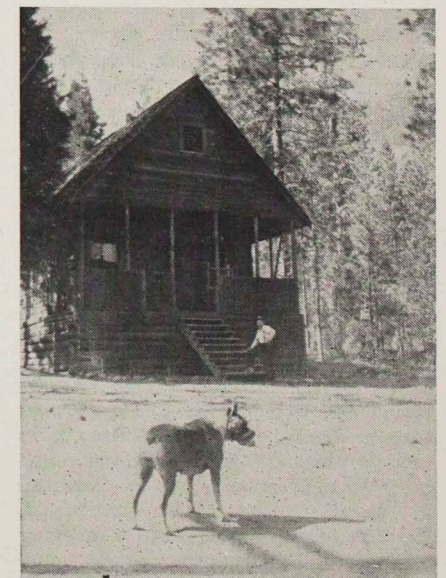
At 2:02 a two-car train entered the yard and came to a stop near the Trainmen's room. The Conductor on the rear car swung off, and was greeted with shouts. Pictures were taken as he descended, and he was photographed shaking hands with his Motorman, Louis Shull.

He was then escorted to the Trainmen's room, where the fishing tackle, gift of his friends around Morgan Ave. Yard, was presented to him with a little speech by Mr. Young that had our Conductor, Charles L.

Cottingham, who had just come off his last run, taking off his glasses to dry a pair of keen blue eyes. Mrs. Cottingham stood by to offer moral support.

Conductor Cottingham started with PE as a South Conductor on May 21, 1925, after 20 years as a telegraph operator with the Great Northern at Wilmar, Minn. A lover of the outdoors, he and Mrs. Cottingham have already left their North Long Beach home for Yosemite, where they have bought a mountain home at Wawona, in the midst of the park. There they plan to enjoy life fishing and hunting for a long time to come. Mrs. Cottingham expects to have a pet fawn.

Best wishes to Old-Timer and Mrs. Charles L. Cottingham.



YOSEMITE HOME of Mr. and Mrs. Charles L. Cottingham.

PE Conductor R. G. Farr Fixes Diesel Locomotive in Florida

By Bill Newman

THE SEABOARD AIR LINE train, powered by a two-unit diesel, seemed to be stopping an unconscionably long time last May 4 at Chattahoochee Station, Florida, thought Passenger R. G. Farr, Conductor on the Pacific Electric Railway Co.'s Western Divi-

sion. Farr was on a vacation trip with his wife and two children to his home town of Sebring, Fla., and riding on a rate order.

After 55 minutes of waiting, Farr asked the Air Line conductor what the matter was. The conductor didn't know, but, aware that Farr was a railroad man, suggested that both of them visit the head end to find out.

Something was wrong with the motive power. Diesel engines were running smoothly, but no electric power seemed to be reaching the trucks. Farr, who has operated PE cars and box motors for five years, had found in his experience that sometimes group switches were out of order because of blown fuses, a situation which prevents power from reaching the motors.

So he looked for a similar condition on the big diesel-electric locomotive. Investigation proved that the fuses on the exciter switches between generator and motor were blown, and inside 15 minutes he had the train on its way.

The conductor telegraphed the facts to the chief dispatcher, who notified the division superintendent. A telegram arrived at the next station telling Farr to report to Ticket Window No. 1 at Jacksonville. There he found his rate order cancelled and a



R. G. FARR



UP RONEY'S ALLEY—Ramon C. Roney, former VSL Motorman and Motor Coach Operator, and Mrs. Izetta van Roggen, wife of Conductor D. L. Graadt van Roggen, in front of Roney's bowling alley in Garland, Texas. (See Ocean Park News).



DISPATCHERS ASSN. GIVES TV SET TO McCULLEY

F. L. McCULLEY, right center, General Chairman, PE Division American Train Dispatchers Association, receives gift check for television set from E. E. Jardell, Terminal Foreman, 6th and Main, and Local Chairman, Western Division, ATDA, on behalf of members of the PE Division, and in recognition of Mr. McCulley's fine work in the Association. Presentation was made May 19 in the Library of the PE Club. Left to right are E. B. Whiteside, Supt. of Personnel; S. J. Mason, Stationmaster, 6th and Main; H. F. Hickman, Station-

master, 6th and Main; L. N. Velzy, Extra Dispatcher, Terminal Foreman, and Stationmaster; Jesse B. Hanselman, Terminal Foreman, Subway; R. S. Harmon, Stationmaster, 6th and Main; Oscar Langdale, Extra Stationmaster, South; A. W. Bell, Asst. Terminal Foreman, 6th and Main; Jesse D. Osborne, Dispatcher, South; R. G. Curnutt, Relief Terminal Foreman, South; B. F. Copeland, Dispatcher, North; and F. V. Kammerer, Asst. Stationmaster, 6th and Main. Of 65 members, only those were present whose working hours permitted on that day.

The Public Appreciates

NORTHERN DISTRICT TRAINMEN

R. D. Hird, individual "thank you's"; J. G. Sprowl, pleasant remarks to those boarding; J. W. Van Sickle, unusual tact, patience, courtesy; T. C. Wiley, cool-headed action toward lady suffering heart attack.

SOUTHERN DISTRICT TRAINMEN

J. B. Duane, assisting blind man; R. S. Renfrow, "one in a thousand"; M. D. Rogers, none kinder or more courteous; J. J. Thomas, courteous to passenger without funds.

WESTERN DISTRICT TRAINMEN

C. H. Bull, gets quick cooperation from passengers asked to move to rear; V. A. Cordes, intelligent operation noted by maker of transportation survey; C. R. Curd, returning purse containing large sum and important papers; G. C. Darwin, courteous, thoughtful, good-humored; M. C. Davis, courteous, thoughtful, good-humored; W. J. Denk, courteous, thoughtful, good-humored; L. L. Dodge, helpful toward those unused to American ways; W. D. Gordon, courteous, helpful, patient; A. V. Hand, two letters for unusual courtesy and efficiency; C. P. Hornback, always pleasant, polite, and considerate; W. E. Key, excellent cooperation in handling chartered coach; J. Krietzman, assisting in recovering billfold; J. Levine, unvaryingly courteous and friendly; B. M. Lundin, extreme courtesy to mother with crippled child; L. C. Madden, deserves

a "merit badge"; Alexander Michel, made trips pleasant for passenger; W. E. Mohan, courtesy and efficiency; F. B. Noel, turning in lost wallet; R. O. Rangel, most courteous and efficient driver one passenger ever saw; R. A. Ritter, kind and considerate to young and old; E. E. Rodgers, very careful driver and well liked; S. Rona, always kind, thoughtful, good-humored; E. D. Sale, unusual and consistent courtesy; J. G. Scarlett, very alert in heavy Los Angeles traffic, smooth in stops and starts; M. Smith, alertness in preventing serious accident when child darted in front of car; W. H. Smith, courteous helpfulness to stranger; LeRoy Stack, extremely well liked, very careful and efficient driver; D. L. G. van Roggen, unfailingly courteous, thoughtful, and cheerful; R. W. Wiles, excellent cooperation in handling chartered coach.

MOTOR TRANSIT OPERATORS

R. F. Chappus, consideration appreciated by all regular passengers; Tory Davidson, courteous to all, pleasant to ride with; A. B. DeAbate, returning billfold; M. A. Martel, courtesy and efficiency in handling chartered coach; R. H. Newton, two letters for courtesy, especially for helping woman with heavy suitcase; D. F. Quinlan, so pleasant passenger enjoyed every minute of trip; R. P. Towers, unusually polite and courteous; G. E. Wilson, unusually courteous and efficient.

OTHER COMMENDATIONS

Lydia Shelton, Ticket Clerk, Long Beach, always pleasant over the telephone and over the counter; J. M. Livingston, Ticket Agent, Newport, purchasing bus transportation for 16-year-old girl and three of her friends left without funds by elders after house party; improvement in service on Echo Park Line following constructive criticism by passenger.

MACY STREET TERMINAL

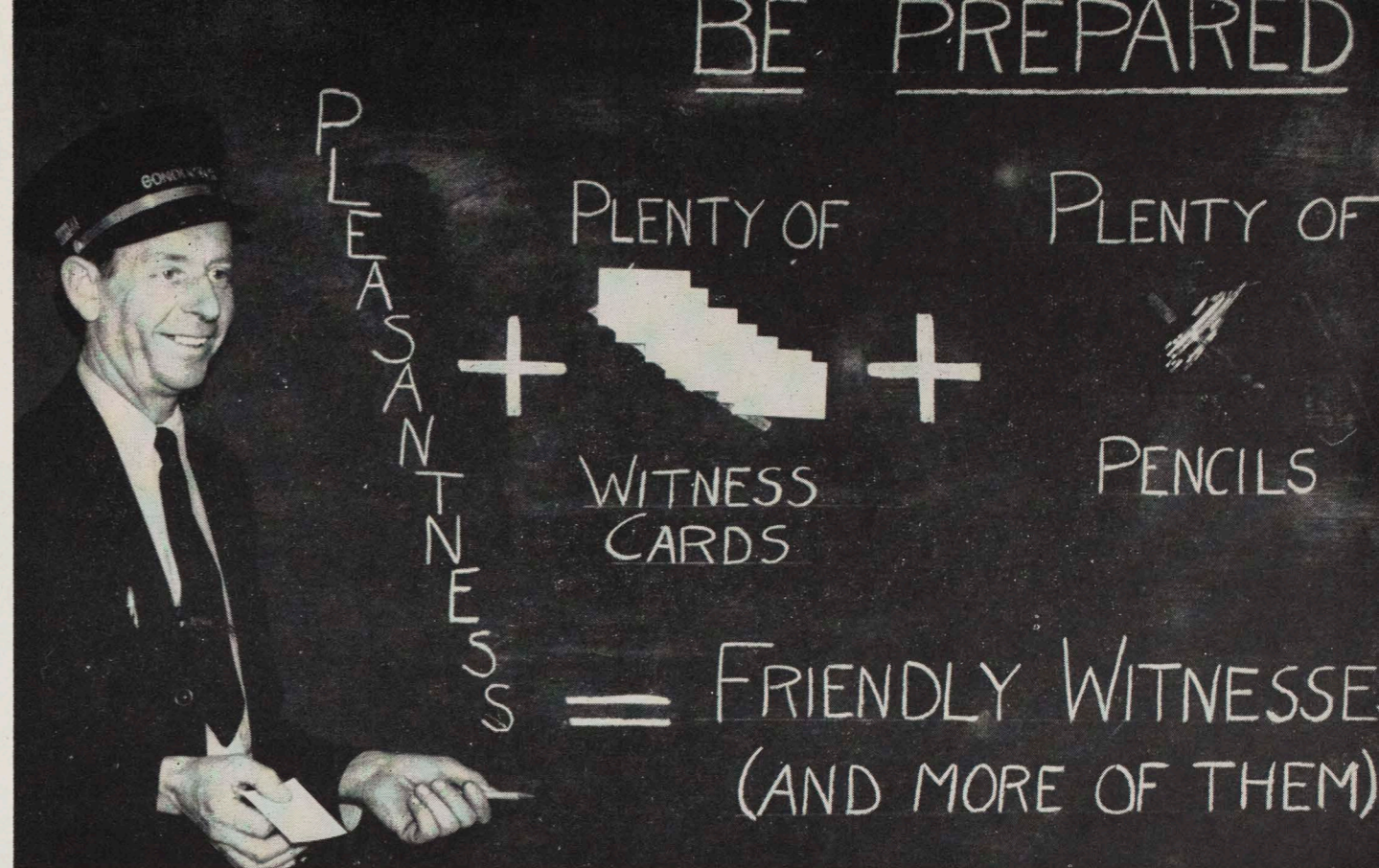


By Ted Harrison

THERE'S NOT TOO MUCH news at Macy. Guess everyone is too busy with the races at Santa Anita. Looks like New Year's, since half of Pasadena and half of El Monte have moved in to get the gravy. It's no good telling you who they are, 'cause they'll probably be bumped before the magazine comes out.

We have a few sick folks to mention, though we are all hoping they will be back on the job before you read about them.

There's Conductor G. S. Martin, the "Good Samaritan" of sick folks. He gets around whenever there's a call from someone in need and he has the magazines and smokes for those in the hospital. Now he's down, but



ALGEBRAIC METHOD of obtaining friendly witnesses is demonstrated by Operator E. E. York.

not out; so hurry back, G.S. Hope someone is looking out for you while you're off.

Then there's our smiling Cashier, Josephine Kightlinger, who has had to spend some time in the hospital. Don't worry about the Macy cat, Joe. Switchman Leo Therolf is OK on the can opener, and the cat is eating regularly.

Cashier Charles M. Mueller is relieving the boys of their money while Joe is on the sick list.

Jean Hart, our A.M. Cashier, took off on a trip to Yosemite in May with our old friends, "Myrt" and "Lil," formerly of the Macy Restaurant. Didn't hear if those three made the complete party. If they did, it was some hen party. Seems they wanted to take Mildred from the Restaurant with them, but she couldn't leave the boys so long.

The joke of the month happened on Saturday, May 21. Motorman Charlie Yapple arrived at Macy a few minutes before time to sign on, pushed his way hurriedly to the table and grabbed the assignment book, meanwhile apologizing to the boys with the remark: "Just want to see what my switching job does Saturday." He found out. It does NOT work on Saturday, does it Charlie?

Motorman George Britt, late of the greaser, has been in the hospital for some little time. Hope to see you around again soon, George.

Here's an item that's different. Extra Conductor W. K. Barham of

the El Monte board has turned publisher. He is starting 'way back last century and compiling a history of the Pacific Electric Railway. He is looking for old pictures and news items of historical value, so all you old timers and you camera fans with pictures contact him. Let's give him all the help we can.

MOTOR TRANSIT HIGHWAYS OF HAPPINESS



By Nelson C. Fetterleigh

OPERATOR M. A. Van Sandt (of the Sunland Line), whose hobby is sport fishing, owns and operates the charter boat "Senga," a deluxe cabin cruiser which carries ten passengers and tackle from Wilmington on his week-ends. He wishes to thank PE Mechanics and Operators for their company on his past week-end trips to Catalina, and invites more PE employees and their families to join him during his vacation June 20-July 5.

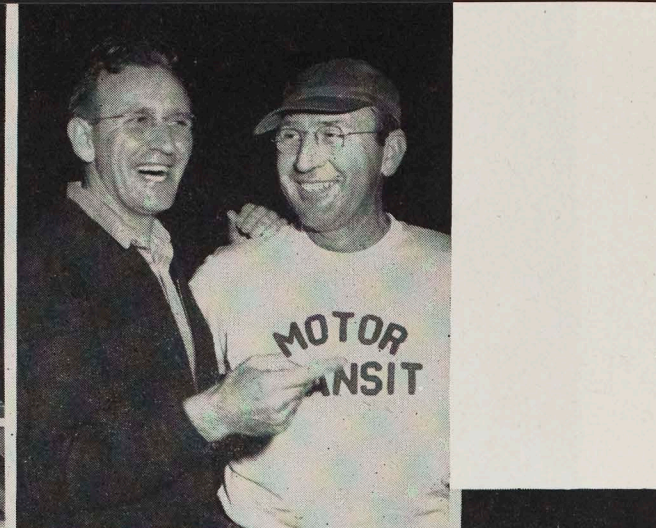
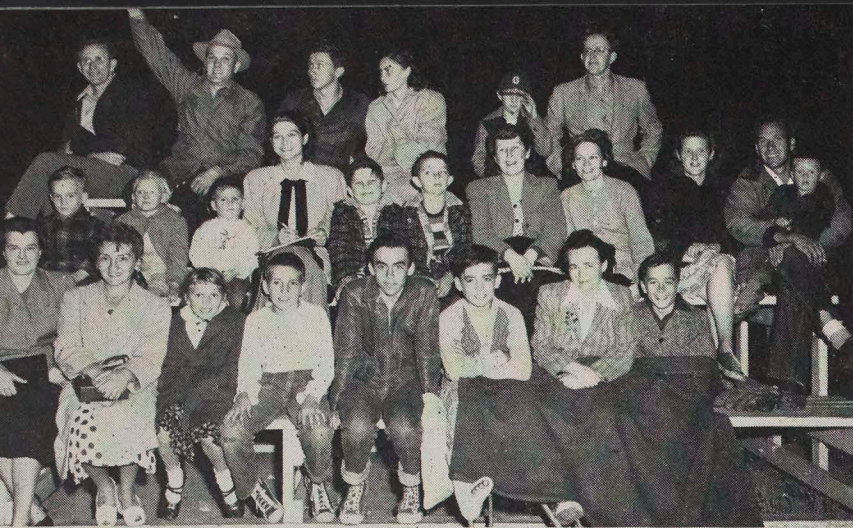
Operator E. A. Smouse of Pomona was very unlucky one morning. He completed his run at 1:30, went to the parking lot, got in his car, and

found it would not go forwards or backwards. After investigating underneath the car, he found that some unscrupulous character had removed the drive-line. It was an expensive loss, amounting to \$35 plus taxi fare. SAFETY NOTE: Give yourself TIME; they MAY NOT.

Operator William ("Bill") Cruze of So. Alhambra extra board would like to form a flying club of PE employes and their families. He's the owner of a Fairchild, two-seater, single-engine airplane. He is qualifying for instructor's license and would like to offer his experience to teach flying.

A word to the wise: The right temperature is kept at home by warm hearts and not hot heads.

Operator Everett C. Pearson of L.A. extra board is certainly an ambitious person. He has been with PE since April, 1935. When the war broke out, he served in the U.S. Navy Submarine Fleet from June, 1942, until September, 1945. As Motor Machinist's Mate, 1st Class, his principal duties were air conditioning and refrigeration repair and installation. He served on U.S.S. Coucal (Sub. rescue) and the U.S.S. Fulton (Sub tender) — all in the Southwest Pacific area. He entered L.A. Junior College Feb., 1946, and graduated in June, 1948. Then he took pre-engineering and a pre-teacher course in Whittier College in 1948, whence he expects to graduate in February, 1950, with A.B. and General Elementary Teacher's Credential. He is majoring in social science with a



SOFTBALL—MOTOR TRANSIT VS. CLEMINSON PILOTS

UPPER LEFT—Part of the crowd. Game was at Cleminson School. UPPER RIGHT—Team Manager Walter ("Schnopsie") Schneider, left, tells Catcher W. F. Cowell how to play and win—or sump'n.

LOWER LEFT—Shortstop J. W. Sampson hits a neat home run. LOWER RIGHT—Catcher Cowell got on first base on this one. But when game was over, the Cleminson Pilots somehow had most runs.

minor in mathematics. As we all know, he works week-ends and holidays as Bus Operator. Your fellow workmen are proud of you, Everett!

Operator Joe Evans of El Monte extra board was recently forced to eject an unpaid passenger—a yellow tom cat.

Operator L. S. Larson is marveling these days about the beauty, comfort, convenience, and moderate prices of Seven Oaks Cabins at Fawnskin, up around Big Bear. He's been there, and thinks employes ought to know about it—especially people with children.

Operator Sandy Gee of Whittier has taken leave to assist with brotherhood business, as collector of dues, insurance, and alto loans.

The Merit Watch Co., in the persons of Alex Scher and Irv Druyun, has generously donated uniforms for the Motor Transit softball team. Come out and see your team play Tuesday nights. (See schedule.)

Operator R. J. McMullen of the Whittier Line has two claims to fame this time. (1) He won a television set at the Motor Transit dance at Pico Veterans Hall. (2) He captured

a burglar who was hovering in the shadows one night when Mac was escorting his girl friend to her home. The girl spotted the man first, and the two watched unobserved as the suspect cut the screen in a door to gain entrance. Coming from behind, Mac pushed the door against the burglar and held him into the wall while the girl telephoned the police. Police arrived quickly, and commended McMullen and the young lady for their help in capturing a wanted criminal.

The El Monte Motor Transit softball team plans to make a big splash in the El Monte Playground Minor Commercial and Industrial Softball League this year. Although Motor Transit lost its first league game to the Cleminson Pilots on Tuesday, May 10, by a score of 13 to 9, the game was well played and closely contested to the very end, both teams showing a lot of pep. The lineup was as follows:

W. F. Cowell, c.; T. J. Arnold, 1b; G. R. Pitchie, 1f; W. E. Lohman, 3b; J. P. Hubbard, p.; J. W. Sampson, ss; J. E. Roubison, cf; H. N. Chambers, 2b; A. M. Hall, rf. Walter ("Schnopsie") Schneider is Team Manager.

Remaining games, all at 8:15 p.m., are scheduled as follows:

Opponent	Field
June 28—American Legion 261	Columbia 3
July 5—PE Ry. (El Monte Station)	Columbia 3
July 12—Basset Gophers	Columbia 3
July 19—Cleminson Pilots	Cherrylee
July 26—El Monte C. of C.	Columbia 2
Aug. 2—American Legion 261	Cleminson
Aug. 9—PE Ry. (El Monte Station)	Cherrylee
Aug. 16—Basset Gophers	Cleminson

Playoffs for city championship to be scheduled.

Operator Edwin A. Robitzke of Pomona extra board is the happy father of a son, Richard Lee, 3 lbs. 13 oz., born March 30, 1949, at Riverside Community Hospital. Mr. and Mrs. Robitzke are also the parents of another son, Lyle, 16, and a daughter, Mrs. Edward Webb, 20, of Seattle. Little Rosemary and Edward Webb, 2 and 1, respectively, are the Robitzke grandchildren. Some family, heh?

On the Pasadena-Long Beach Line, a well-dressed lady standing at the bus stop asked Operator Levi Couch, "What will the Long Beach bus have in front of it?" He smiled and replied: "Two headlights and a bumper—plus a Long Beach sign." She laughed and answered, "Oh, I did say something wrong."

Personnel Clerk, Pauline Sutton, Weds

PAULINE SUTTON, General Clerk, Personnel Department, became Mrs. Ronald E. Taber at a church wedding ceremony in Glendale, at 2:00 p.m., Sunday, May 1.

A farewell party in the Personnel Department on Thursday, April 28, marked her last day of PE service. She had been with the company four years. A card table, four chairs, and a pair of table lamps were presented to her at the party by her friends in the Personnel Department and Instruction Bureau.

Mr. and Mrs. Taber are making their home at 3492 Dover St., Los Angeles.



HONORED AT PARTY—Pauline Sutton (seated), General Clerk in the Personnel Department, and some of those who attended a party in her honor on April 28. Left to right are Evelyn Baker, Claim Department; Anne Swanson and Lillian Ryan, Personnel Department; Bert Kosak, Claim Department; Betty Dickinson, Transportation Department; Elna Harper and Helen M. Freedle, Personnel Department; Warren Silliman, Research Bureau; and E. B. Whiteside, Superintendent of Personnel, Transportation Department. Note the cake.

LOS ANGELES TERMINAL FREIGHT STATION



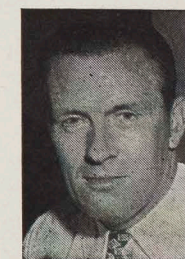
By Suzanne J. Smith

ENSENADA, Baja, California, was the vacation spot chosen by Margaret Seymour. . . Howard and Dorothy Riseling bought their new home in Los Altos Terrace, Long Beach. . . Johnny Stricklin especially enjoyed his vacation, since his relatives were here. . . For Sammy and Viola Tellechea, Oregon called again, with their station-wagon in tow. . . Ernest F. Eggeman, son of Fred B. Eggeman, bid in a Teller and DO Clerk position. . . Ruth Fuersteneau writes that she is engaged and may make Washington State her home. . . Wallace L. ("Wally") Pehrson and his wife Ethel are having a marvelous time in Ferndale, Washington. . . Jean Farrow and Barbara Uecker have gone from LATFS to Watson. . . Ethel Turner has moved, but still calls Long Beach her home. . . Sung Kook Whang and his wife took an SP ride to 'Frisco. . . How is this for an auto exchange depot: Leonard Hampton bought Harry Pierson's car, Harry Pierson bought Jack Grimaud's car, Jack Grimaud said he would buy one of later vintage, since Joe Peeler settled for a '49 sea-mist-green Ford. . . Glad to hear Barbara Uecker's mother is satisfactorily recovering from an injury sustained at home. . . Edith Jean Haller, who previously worked at Wilmington, while she was still Miss Hunter, has been

working at LATFS on the extra board, and is mighty proud of her 16-month-old daughter, who is quite a doll-baby. . . Mike Escoto's family have enjoyed numerous side trips lately to Santa Ana, Balboa and Santa Monica. . . L. C. Pittman saw San Diego via ATSF Lines. . . Arthur Bailey and his wife will ride the SP Ry when they take their trip to Portland, Oregon. . . Eleanor Fawley went to a Steno-Clerk job in the Trainmaster's office, Subway Terminal. . . Charmaine Gauthier is working as Trainmaster's Clerk in Room 221. (How's that '41 Chrysler running, Chuck?) . . . Charmaine's sister, Charlotte Gauthier, has been working various temporary jobs. . . Clarence Quigley bid in a job in the Accounting Department and Arthur Gallagher took his place at LATFS. . . Seymour Lipschultz has been having landscaping trouble and Phil Durant is having home contractor problems. . . Russell Marino's household had an addition on May 1, weighing 8 lbs. 10 ozs. and answering to the name of Steven Russell Marino. Sister Donna Lee, who is 20 months old, thinks Brother Steven is something superduper. . . Elmo Hall is working on a patio in his home in Culver City. . . George Jehl still has his maps and compass out trying to find Large, California—found it yet, Mr. Jehl?

The fuel bill of the Class 1 railroads in 1948 was more than 833 million dollars, an increase of \$141,410,000 compared with that in 1947.

MECHANICAL DEPARTMENT North and South Districts



By R. P. Murphy

THE SANTA ANITA opening took our forces at Macy Car House—and, in fact, all the Northern District—off guard, but with typical Macy Car House and Mechanical Dept. efficiency the extra equipment that was required for the added service was handled in stride and to date there hasn't been a complaint because of delay to service. Certainly is gratifying that we have such cooperative employes.

F. C. Phlaf is taking a trip covering the entire United States, to end up in Canada at Saint John, New Brunswick.

C. Good bought a new Ford and took a trip back to Kansas.

W. G. Lloy stayed home and just about completed his home for a big house warming he is going to have in the near future. We all know it will be some affair.

Others going out of state were C. F. Peer, R. Bridges, J. D. Dillon, W. T. Gaines, H. Stober. Staying at home were C. D. Strong, A. P. Pen-

well, C. E. Tower, T. Margiotti and J. Prestegaard.

H. D. Durfee has been operated on at the Physicians & Surgeons Hospital in Glendale. We all hope he is getting along fine and will be seen on the job soon.

Ted Oliver just returned from having quite a sick spell but he is all right now and we are all glad to see him back on the job. Louis Saal changed a tire on his car, and in his exuberance a wrench he was using slipped off and hit a bone in his foot. After being off for a few days he is now on the job but at this writing was still wearing the cast. Keeps him busy explaining how he obtained such an object.

O. E. Johnson died in April. He was known throughout the system, being an old timer and having worked at many points. He will be missed by many employes.

MACY REPAIR SHOP

Vacations enjoyed — and how! Electrician A. J. Campbell at his place at Apple Valley, Crane Operator Cliff Martin a bit of fishing, Thos. Johnson seeing the California sights with his brother from N.Y., West Turner on a trip to San Diego, Blacksmith Joe Valdez at work on his home, Welder J. J. Byrne with his children at San Francisco and points north. Also playing were Ira Reynolds, Jas. Mouton and P. H. Jaramillo.

Mr. and Mrs. Thomas Matten celebrated their 37th wedding anniversary May 24. This happy couple plan a second honeymoon trip in June to Alaska. Mr. and Mrs. Carl Mortenson were wed 14 years May 18, 1949.

Comment by member of Macy Staff concerning Wall's Safety Rule Viola-

tor on the back of March-April PACIFIC ELECTRIC MAGAZINE: "That fellow should be portrayed with a pitch fork and horns."

Improvements: Jack Harcrow's newly decorated home, Henry Hammond's new lawn.

Congratulations to Alec Chisholm on his citation for giving special service.

Early April brought V. G. Clemons home from the hospital.

Fellow workers heard with shock that Car Repairer Nelson W. Gregg died with a heart attack May 20, after only one day of illness. Mr. Gregg had been employed at the Repair Shop since 1943. The Gregg home is in San Gabriel. Deep sympathy for Mrs. Gregg.

Birthdays: The Huemerichs celebrated Son Ted's 4/29/49; the Carters, Father Albert's, 5/19/49; and the Soules, Foreman Fred's, 5/21/49.

Car Repairer T. K. Rossebo celebrated his fifth year of PE service 4/13/49. Bill Hennon and Dick Young, with 25 and 31 years, respectively, prove that PE service is worth while.

Masonic Cards Need Addresses

If you're a Masonic Club member and haven't yet received your membership card, maybe it's because you haven't given your correct address to Secretary M. J. Davison or Publicity Secretary L. T. Leary. Over 125 cards still lack the address of members. Please get your address in at once.

ELECTRICIAN RETIRES — Herbert A. Green, center, front, West Hollywood Electrician, receives gift of two suitcases from his fellow-workers on his retirement May 1. His two brothers, J. B., left, retired General Automotive Foreman, and Tom, Assistant General Foreman at West Hollywood Shops, were present at the ceremony.



MECHANICAL DEPARTMENT Western District



By Milton R. Clark

SAFETY GANG PLAQUES remained in view at all points on the West during the months of April and May except West Hollywood, which had the misfortune to lose theirs during the month of April.

Herbert A. Green, Electrician at West Hollywood, retired May 1, 1949, after more than 40 years of railroad work.

Bert started his railroad work in 1901 at Sherman for the Los Angeles and Pacific Railroad Co. After several years he quit the railroad, got married, and went to work for his father-in-law in the meat business. Tiring of that, he returned to work at Ocean Park Car House and later at Riverside. He quit again and went to San Francisco where he worked for the SP as an air brake maintenance man. On account of bad health, Bert went to Arizona where he worked for the Arizona and Eastern RR. Returning to California in 1921, he again went to work for the PE at Torrance Shops and later at West Hollywood. Bert is very well liked by his fellow employes, who presented him with a wonderful set of suitcases as a retirement present and wished him many happy years of retirement.

We extend our deepest sympathy to the loved ones of Carl Wright of Ocean Park Car House, who passed away May, 1949.

Our deepest sympathy to Ethel Lundgren, whose father passed away May 16.

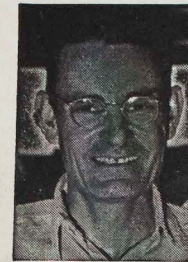
Vacations are in full swing now. Bob Byrd and Mutt McGinnis were visiting in Arizona; George Shurber is in San Francisco; J. Connely was in Palm Springs; Mary Johnson was in Ojai Valley; Jennie Morgan was in Salt Lake City; Carrie Robinson was in the east; H. C. Averill stayed at home with his television set, and C. C. McKee is building a home in Hollywood.

Jack Hawks bought a 12-cylinder Lincoln auto which he plans to give a good workout on his vacation this summer in Northern California.

Many new faces are to be seen at various points on the System due to

recent bumpings. A friendly attitude and a helping hand, I am sure, will be greatly appreciated by those who have had to change locations.

SYSTEM GARAGES



By A. L. Bristow

ALL THE FELLOWS AND GALS in the Garages extend a howdy and welcome to the boys who joined our ranks May 1 from L. A. Motor Coach.

W. E. Williams, formerly with Greyhound and Detroit Diesel Division of General Motors, is now PE's Automotive Maintenance Engineer, working under Supt. of Equipment E. A. Stevens. His PE career started June 1. We'll become better acquainted with Mr. Williams in the next issue. Suffice it to say now that he's had a wealth of automotive experience.

West Hollywood and Ocean Park Garages are busy places these days. Jerry Rons, Foreman at West Hollywood, is getting to be an expert at talking on four telephones at the same time.

Dan Teleky, Foreman at Ocean Garage, is not so lucky. He has two shops with a parking lot between to see after. One hectic morning lately Dan was dashing across the parking lot to answer the phone when he met a man wearing a blue shop coat, the tail of which was sticking straight out. It was some minutes later when he realized that he had met himself coming back.

John Pantera and Stanley Hauze say they will carry on the Ocean Park tradition by teaching the new boys the proper way to throw "fog balls."

Vacations: Ruth Young just rested. Marion Siedhoff took a very enjoyable trip to St. Louis to visit her mother. Ray ("Little Beaver") Chandler, Mechanic at Macy Garage, spent all his vacation locally, probably spending some time polishing up his technique at the Arcadia Bowling Center.

Don Bowman is the proud father of a lovely daughter who arrived May 7.

May 27 Clara Doll, Statistician, Mechanical Dept., left on a trip to Denver, Rita married Aly, Don Bowman celebrated his birthday and I was another year older.

Speaking of whiskers, you should

see "Red" Graham, Torrance Machinist, who was vying for the whiskerino prize at his local 49'er celebration at Compton. What the whiskers lack in length then certainly make up for in color.

ACCOUNTING DEPARTMENT



By Marge Zimmer

CHANGE (and not the kind we spend) seems to be the big thing around the PE Building these days — so many of them there's no use trying to tell where any are moved, we'll just wish them all luck.

Since vacation time is here, our department is busier than ever — if such could be — Tess Humphrey to Kansas City; Louise Briggs isolated at home for one week making preparations for her daughter Patty's wedding in July and her second week spent at Ojai; Anna Beseman at Burlingame to visit her sister.

Candy and cigars were passed around by Ray Albrecht of Pay Roll Accounts when his wife presented him with a seven-pound son May 24.

The new home accounts for the happy look on Dorothy Reising's face.

We are pleased to know that Harry Mason's mother is fast recovering from her recent sick spell.

We wish a speedy recovery for Helen Stewart, retired employe who has been on the sick list.

A. I. ("Mac") McKess was confined at Santa Fe Hospital as of this writing. A speedy recovery is wished by all.

We will all be infelicitous without the face of Erlene McGaughey of Disbursements, who is resigning to join her husband in Phoenix, Ariz.

Former employes to visit the gang: Harriet Lawler and son Chuck; and Marge Thatcher and little Sharon, who won all our hearts with her beautiful smile and large brown eyes. She just had to see her proud daddy, Johnnie, who works in the Freight Accounts.

To even the most casual observer it is obvious that teams of the BRC Bowling League are of pre-eminent caliber. One indication is the almost impossible split made recently by Frank Ferris of Pay Roll Accounts.

Golda Burnam (Mrs. Ronald Rob-

ker), of Miscellaneous Accounts, is currently rejoicing in the winning of an American Legion Award for citizenship by her son, Ronald, 14, eighth grader at Columbia Elementary School, El Monte. Awards were made June 9 to the boy and girl who, in the opinion of the faculty, best demonstrate the qualities of good citizenship — courage, scholarship, leadership, service, companionship, and character.

County employes' American Legion Post No. 810 made the awards.

Ronald is also the nephew of Odessa Carter, Comptometer Operator in the City Ticket Office.

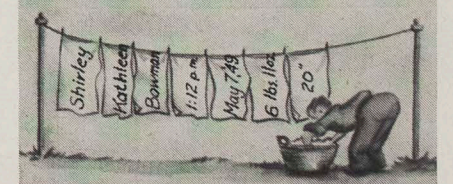
Miss Anna Beseman of the Accounting Department was honor guest at a luncheon party at the Biltmore, June 11, celebrating her 30 years with PE. Hostesses were Mmes. Belva Dale, Mildred Bates, and Mary Fields. After the luncheon the group attended the musical comedy, "Brigadoon."

Frank Hardesty, of Pay Roll Accounts, celebrated his 20th anniversary with PE on June 20.

Expenditures for fuel and iron and steel products constituted 72 per cent. of the total of more than two billion dollars spent by Class 1 railroads in 1948 for fuel, materials and supplies of all kinds needed in connection with operation of the railroads.



General WET WEATHER is forecast for a time with occasional brief DRY PERIODS....FREQUENT CHANGES are indicated. FAIR WEATHER promised for visitors, the SUDDEN SQUALLS may occur. SHOWERS of joy and happiness predicted to continue indefinitely.



WHEN THE STORK VISITED the family of Don Bowman, Staff Engineer, Mechanical Department, his visit was announced in the above manner, which we reproduce along with congratulations and best wishes, plus the news that everybody's doing fine. Shirley Kathleen is their first child.

PACIFIC ELECTRIC BOWLING NEWS

By
Charlie Hill



FOLLOWING A TWO-WEEK RESPIRE after the close of the regular winter season, the 1949 Summer Mixed 14-week League got under way on May 6, at the Arcade Recreation Center. This year the eight teams, consisting of three men and one lady on each squad, assumed the names of some of the salt-water piscatorial habitues, ranging from Grunions to Whales; the Dolphins, Sharks, Porpoises, Albacores, Stingarees, and Sculpins completing the roster of teams. However, I must confess that, despite the names, there is no evidence of a fishy atmosphere.

At this writing the Dolphins and Whales are tied for first place, with 12 wins and 5 losses each, the Dolphins having a slight advantage in total pins. The Porpoises opened the season with a bang, El Capitan "Peggy" Northcutt setting the pace for her team mates by turning in a classy 543 series, including a 205 game. This three-point victory evidently proved too great a shock to that aggregation, as it marked their only appearance in the win column during the first five weeks of schedule. The other seven ladies, i.e., Marge Zimmer, Violet Gilroy, Shirley Fortin, Ruby King (formerly a Miss Knight, if you please), Marie Wheeler, Eileen Dillon, and Betty Knight, all of whom are captains of their respective teams, have rolled some nice scores; "Peggy" Northcutt carrying the honors so far for lay's high average. Tommy Putman leads the men in high average.

The two teams contrasted in names only, it is difficult to visualize at this writing what might have happened when the Grunions tackled the Whales on June 10.

The PE LATL Tournament, held May 22 at the Sunset Bowling Center, was a big success, despite the fact that the PE bowlers as a whole did not fare as well as the adversary. Each League was represented by nine teams and a total of 80 bowlers engaged in the singles and doubles events. The L.A. Transit won the major all-team event 24,987 to 24,487, and garnered the large perpetual trophy donated by the Sunset Bowling Center.

The winners in the various events were as follows:

TEAM EVENT:

- 1st place - Hot Shots (2933) - LATL
- 2nd place - PE Club (2897) - PE
- 3rd place - Diesel Fumes (2891) - LATL
- 4th place - Snow Birds (2853) - LATL

DOUBLES EVENT:

- 1st place - V. C. Prettyman - R. J. Price (1258) - PE
- 2nd place - Harry Koll - John Carr (1235) - LATL
- 3rd place - L. Sires - C. Hipp (1214) - LATL
- 4th place - W. L. Mauruer - J. Gerhardt (1189) - PE

SINGLES EVENT:

- 1st place - Harry Koll (698) - LATL
- 2nd place - L. Sires (664) - LATL
- 3rd place - F. Lampley (647) - LATL
- 4th place - R. V. Rachford - V. C. Prettyman (631 - tie) - PE

ALL EVENTS:

- Harry Koll (1953) - LATL

First place winners in each event, and high man in the all events, in addition to cash prizes, also received individual trophies.

This tournament was preliminary to a much greater contest that is planned to be held each year hereafter, in which it is anticipated that all transportation lines within or entering Los Angeles will take part.

Have you noticed that Bob Rachford always comes in for a prize in all special events? He knows the secret.

And, incidentally, with all of the recent publicized stories of breaking records, our own Ruth Lohman comes into the limelight. On returning home from the PE Bowlers' Banquet (the banquet by the way, is covered elsewhere in this issue of the PE MAGAZINE), as she entered her limousine, she sat down on one of Senator Fishface's recordings, that she had won as a door prize at the banquet; result - naturally - a broken record.

Will be seeing you at the annual meeting, which will be held in August.

Laughter Keynote of PE Bowling Banquet

PROBABLY the greatest laugh fest in the history of the Bowling League occurred on Saturday night, April 23, at Scully's Restaurant, when Senator Fishface, "America's Ambassador of Imbecility," the nationally known radio comedian, Elmore Vincent, made his campaign speech for the office of governor at the Bowling Banquet.

Master of Ceremonies T. L. Wagenbach, who later distributed the trophies and prizes to the winning News Service team and various other league leaders, gravely introduced the "Senator" as a last-minute fill-in for the allegedly regularly scheduled program that had failed to show up. Faces fell and looks of something like disgust were plainly visible when Emcee Wagenbach announced a "political speech" by his "old friend from Alameda County."

For the next hour pandemonium reigned. Champion bowler Ollie Steuernagel, who could well afford it, lost 20 pounds laughing, and President Charlie Hill, who couldn't, lost it anyway. Others, like Bob Rachford, Carl Hill, and Burleigh Manley, exploded into varying states of semi-consciousness.

We won't describe the speech. You can hear it on records. After all the regular door prizes were distributed, Ona Gregg (wasn't it?) bought one of the records and offered it as another door prize, which act set a fashion that lasted until almost everyone had a door prize.

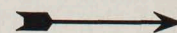
Ollie Steuernagel, with a 191 average, and Phyllis Giles, with 168, won trophies as leading bowlers among the men and women, respectively. The champion News Service team, captained by Carl F. Hill, took the team trophy, while Macy Garage, winners of the Eight o'Clock Branch, were accorded the honors due the runners-up. Marion Gillette captured the bogie prize.

Opening the program after the dinner were two bowling pictures: "Splits, Strikes, and Spares," which showed the exploits of Champion Tillie Taylor; and "Five Star Bowlers," which showed some uncanny shots by five nationally famous male keglars.



PE BOWLING LEAGUE BANQUET CLIMAXES SEASON

For details see Page 27.



(1) The winning team: The News Service, captained by Carl F. Hill, center. Others, left to right, are Floyd Hamel, Fred Field, Burleigh Manley, and Beach Rogers. Tommy Putman and Jim Rankin were absent. (2) Runners-up: The Macy Garage team, winners of the Eight O'clock Branch, with Capt. Johnny Hubener second from left. Others, left to right, are Ray Chandler, Oscar Giles, H. N. Chambers, and L. V. Thomas. (3) T. L. Wagenbach, Master of Ceremonies, kept things lively at the banquet. He's PE's General Manager in more professional moments. (4) Marion Gillette, the apparently happy winner of the

booby prize. (5) Comedian Elmore Vincent, as "Senator Fishface," America's Ambassador of Imbecility, provoked mighty belly laughter from all. (6) Phyllis Giles and Ollie Steuernagel, high average bowlers. (7) Some of the bowling banquetees, with head table guests standing. Left to right: Burleigh Manley, Mrs. Manley, Miss Ada Glidden, Charlie Gonzalez, Mrs. Carl F. Hill, Mr. Hill, Elmore Vincent, Charlie Hill, T. L. Wagenbach, Mrs. Wagenbach, Mrs. Lutes, L. H. Lutes, and Mrs. Ollie Steuernagel. The camera wouldn't stretch to Ollie, the other head table guest. Upwards of 200 people were present.

PACIFIC ELECTRIC ROD AND GUN CLUB



By
Arlie
Skelton

GREETINGS, Rod and Gun Clubbers. Sorry to miss out with this great column last magazine, but we just overlooked the deadline.

The 1949 Annual Outing for the opening of trout season at Arrowhead Lake is now history, along with its pleasant and sad memories. What seemingly started out to be one of our most pleasant outings turned to sorrow with the untimely passing of one of our old time and dearly beloved members, Carl Wright. We extend our heartfelt sympathy to Mrs. Wright and other members of Carl's family.

The last time I saw Carl he was apparently well and in very good spirits, anticipating a pleasant day fishing; but soon after we were on the lake, the sad news was passed along from boat to boat that Carl Wright had passed away suddenly from what apparently was a heart attack. We are very sorry to have to give this brother up, but if it was his time to go, we can think of no better way of passing on, than was his lot when he was called.

Yours truly overheard several

members of the party express the desire to pass on when their time comes just as Carl did, while fishing on beautiful Lake Arrowhead, for that is the one place and time when everybody is happy and free from care.

Fishing generally was very good on the opening day. Of our 60 members who made the trip, 15 caught their limit of trout and almost all caught near limits. Strange as it seems, those who are usually in first with their limits did not do so well this year as some of the newcomers did.

First of the several prizes went to Lee Wedl with a 15-incher. The other prize winners I do not have a this time.

Ocean fishing has been very good this year and several jumbo size white bass, yellowtail and barracuda have been landed along with good catches of bottom fish. Reports are also coming in of the good condition of deer and other upland game after a tough winter. Seasons are about the same as last year and bag limits remain about the same. Ventura County asked for a two-deer limit, while San Diego County asked for a late season on deer and a one-deer limit.

Vacation time is now at hand and my good friend Charley Estes is now enjoying his vacation in the east.

At our May meeting, we enjoyed two good trout fishing pictures. One was from New Jersey and the other from Lake Crowley, California. Needless to say they enjoy the sport at both places.

Pictures and prize drawings are held on alternate months, so attend the regular monthly meeting held the second Wednesday at 7:30 p.m. You can't lose.

AMERICAN LEGION AUXILIARY



By
Ethel M.
Heath

IMPORTANT!! Don't forget we have nomination and election of officers June 28. So come out and vote for your officers for the coming year.

On TUESDAY evening, July 26, we will have installation of officers at Patriotic Hall at 8 p.m. Don't miss it.

We have welcomed several guests at our meetings recently, among whom were our District President, Anna Benson; Past District President, Louise Bassett; and our Girl Stater for this year, Gladys Whitehurst, and her mother, Mrs. Whitehurst.

THE GARDENA VALLEY BOYS' BAND has also entertained us with several musical numbers recently, which we enjoyed very much.

WAVE Shirley Sands, Steno-Clerk on Leave, Visits Home Folks

NATTILY ATTIRED (see cut) in her naval uniform, WAVE Shirley Jean Sands, Steno-Clerk on leave from Field Engineering, returned on April 29 as Seaman Apprentice to visit some of her old PE friends.

She left for WAVE training Feb. 11, and has since been at the Great Lakes Naval Training Station on the edge of Lake Michigan between Chicago and Milwaukee. Her visit to Los Angeles occurred during a 12-day furlough following the completion of her recruit training.

On May 11 she left for Norfolk, Va., where she was to enter Personnelman School for 10 weeks. She hopes to become a chaplain's assistant.

At Great Lakes she was assistant platoon leader, and had a boot rating of petty officer, second class, which she relinquished after recruit training. She also had galley duty one day in every eight, plus a significant amount of deck-swabbing. Here's to the future admiral!

Railroads since the end of World War II have spent more than 2½ billion dollars for new freight cars and locomotives and other improvements in order to provide better service.



VISITS OLD FRIENDS—WAVE Shirley Sands gets a big hello from two of her friends in Field Engineering, where she worked as Steno-Clerk. Left is Earl Nelson, Chairman; right, Benere H. Grant, Junior Engineer. Shirley is now stationed at Norfolk, Virginia.



THOSE PRESENT at the ceremony of installing new officers at the April 19 meeting of PE Post 3956 of the Veterans of Foreign Wars were as follows: Seated, left to right: Lester Clark, Russell Mudgett, Charles Buckner, John Stripling, retiring Commander Jim Boswell, new Commander Ross E. Vance, Mr. and Mrs. Earle C. Moyer, Ludvig

Otterstedt, Mrs. George Weatherby, George Weatherby, and John Holnik. Standing: Mrs. Margaret Clark, Buford Cotten, Mrs. Cotten, Arthur Roy, Mrs. LaVerne Vogt, Mr. Vogt, Bob Whitney, Mrs. Ross E. Vance, Mat Schuster, Mrs. Viola Roberts, Mrs. Charles Buckner, Miss Dolly Bass, Roderick Gray, and Joel Hall. All enjoyed themselves.

PE POST 3956, VFW, INSTALLS NEW OFFICERS



ROSS E. VANCE, left, Commander for new term, receives the gavel of office from the evening's Installing Officer, Earle C. Moyer.

PAST COMMANDERS Earle C. Moyer, George Weatherby, and Jim Boswell, pictured with incoming Commander Ross E. Vance.



AFTER THE INSTALLATION, all adjourned to New Chinatown for a dinner party.

PE Restaurant Gives Way to New Operator; Fountain, Too

THE PE RESTAURANT and Fountain in the Sixth and Main Station are no more. They were discontinued as a part of the PE Restaurant

and News Service on May 14. Many PE organizations, however, will remember kindly the help given by Supt. Carl F. Hill and his staff whenever something special in the way of a party was to be arranged.

Mr. Hill continues with the Commissary Department as Asst. Supt. of News Service, inspecting between Bakersfield and Tucson.

On May 16 the restaurant facilities were reopened by the Albert Sheetz Mission Candy Co., operators of a large restaurant and candy store chain.

Miss Loretta Bovard is the Manager of the newly opened restaurant. S. Kenneth Isherwood is Supervisor in charge of all of the Sheetz restaurant operations.

**AMERICAN LEGION
PE POST 321**



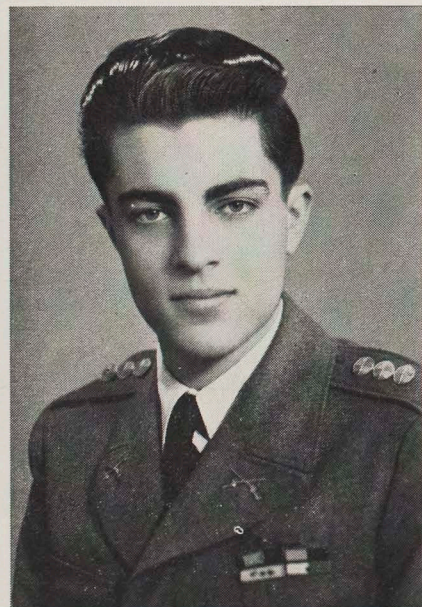
By
**John L.
Morris**

COMRADES, election time is nearing. We need your support. In fact, we wish you would make it a habit to attend the meetings regularly. Come out and nominate and help elect the comrades that you wish to serve you for the coming year.

Recently Comrade Wilcox spent some time relaxing in Santa Fe Hospital. We are thankful that he is back again, serving his comrades and yours, in his duties as service officer.

We extend a hearty welcome to Owen D. Reed and Russell R. Reynolds, who were accepted into membership of this post recently. Comrades, this is your organization and your home post. Please help support it by your attendance.

We wish to extend a welcome to Comrade George Hari, of Leonard Wood Post, who visited us recently. Comrade Foore attended the Fourth



GRADUATING IN JUNE was William C. Scholl III, son of PE's Assistant Personnel Manager, W. C. Scholl. Scholl has finished his prep studies at Urban Military School in Highland Hills, near Bel-Air. In his senior year he has been editor of the school paper and senior cadet major. He also wrote, directed, and acted in the senior play, "For the Love of Peace." His next step is college, where he wants to get his A.B. degree in advertising.

Area Caucus, which was held in Patriotic Hall April 3. Your scribe, in the absence of Comrade Wilcox, attended Service Officers' School which was also held in Patriotic Hall the same day. At that time Comrade Wilcox was hospitalized.

Comrade R. E. Withee has been having some difficulty with his supervision of the Gardena Valley Boys' Band. We trust that this is only a minor difficult.

Comrade John Shelton and wife, Lydia, took their vacation in mid-May. I understand they were to visit with relatives and friends in Oklahoma and elsewhere.

Post election of officers for the coming year will be held June 28. Please try and be there.

PE Club Bulletin

FRIDAY, JULY 1:
Summer League Bowling Matches—8:00 p.m. Arcade Recreation Center.

MONDAY, JULY 4:
Legal Holiday—Club Rooms closed.

TUESDAY, JULY 5:
PE Glee Club Rehearsal, 4:30 to 7:00 p.m.
Veterans of Foreign Wars Post 3956 Semi-monthly Meeting—8:00 p.m.
Softball—Motor Transit vs PE Clerks, Columbia Field—El Monte—8:00 p.m.

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

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

TUESDAY, JULY 12:
PE Glee Club Rehearsal—4:30 to 7:00 p.m.
American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semi-monthly Meeting—8:00 p.m.
Softball—Motor Transit vs Bassett Gophers—Columbia Field No. 3—El Monte—8:00 p.m.
Softball—PE Clerks vs Cleminson Pilots—Columbia Field No. 2—El Monte—8:00 p.m.

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

FRIDAY, JULY 15:
Summer League Bowling Matches—8:00 p.m. Arcade Recreation Center.

TUESDAY, JULY 19:
PE Glee Club Rehearsal—4:30 to 7:00 p.m.
Veterans of Foreign Wars Post 3956 Semi-monthly Meeting—8:00 p.m.
Softball—Motor Transit vs Cleminson Pilots—Cherrylee Field—El Monte—8:00 p.m.
Softball—PE Clerks vs American Legion—Columbia Field No. 3—El Monte—8:00 p.m.

WEDNESDAY, JULY 20:
PE Camera Club Monthly Meeting—7:30 p.m. Colored Pictures and Refreshments.

FRIDAY, JULY 22:
Summer League Bowling Matches—8:00 p.m. Arcade Recreation Center.

TUESDAY, JULY 26:
PE Glee Club Rehearsal—4:30 to 7:00 p.m.
American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semi-monthly Meeting—8:00 p.m.
Softball—Motor Transit vs El Monte J.C.—Columbia Field No. 2—El Monte—8:00 p.m.
Softball—PE Clerks vs Bassett Gophers—Cherrylee Field—El Monte—8:00 p.m.

WEDNESDAY, JULY 27:
PE Masonic Club Monthly Meeting—7:30 p.m.

FRIDAY, JULY 29:
Summer League Bowling Matches—8:00 p.m. Arcade Recreation Center.

TUESDAY, AUGUST 2:
PE Glee Club Rehearsal—4:30 to 7:00 p.m.
Veterans of Foreign Wars Post 3956 Semi-monthly Meeting—8:00 p.m.
Softball—Motor Transit vs American Legion—Cleminson Field—El Monte—8:00 p.m.
Softball—PE Clerks vs El Monte J.C.—Bassett Field—El Monte—8:00 p.m.

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

FRIDAY, AUGUST 5:
Summer League Bowling Matches—8:00 p.m.—Arcade Recreation Center.

TUESDAY, AUGUST 9:
PE Glee Club Rehearsal—4:30 to 7:00 p.m.
American Legion Post 321 Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semi-monthly Meeting—8:00 p.m.
Softball—PE Clerks vs Motor Transit—Cherrylee Field—El Monte—8:00 p.m.

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

FRIDAY, AUGUST 12:
Summer League Bowling Sweepstakes—8:00 p.m.—Arcade Recreation Center.

TUESDAY, AUGUST 16:
PE Glee Club Rehearsal—4:30 to 7:00 p.m.
Veterans of Foreign Wars Post 3956 Semi-monthly Meeting—8:00 p.m.
Softball—Motor Transit vs Bassett Gophers—Cleminson Field—El Monte—8:00 p.m.
Softball—PE Clerks vs Cleminson Pilots—Columbia Field No. 3—El Monte—8:00 p.m.

WEDNESDAY, AUGUST 17:
PE Camera Club Monthly Meeting—Colored Pictures and Refreshments—7:30 p.m.

TUESDAY, AUGUST 23:
PE Glee Club Rehearsal—4:30 to 7:00 p.m.
American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321 Semi-monthly Meeting—8:00 p.m.

FOR SALE: Trailer house. 1945 National 23 ft. Four-burner Butane stove. Newly painted. Excellent condition. \$795 Terms. Call 2195.

LOST: Fountain Pen. Parker 51 Shortie. Gold cap. Barrel broken and mended with scotch tape. Reward. ELNA HARPER, Room 203A Ext. 2878.



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PHOTOGRAPHY
Harley B. Talbott

Copy deadline for the July-August issue will be July 29.



THE FLORENCE NIGHTINGALE OF THE PE WOMEN'S CLUB

UPPER LEFT—Mrs. Susannah Brearley, Hospital Chairman for the PE Women's Club, offers his choice of smokes to Jack Stewart, Asst. District Supervisor, West, on her regular Wednesday rounds at the Santa Fe Hospital for the benefit of sick and injured employees. **UPPER RIGHT**—John J. Cull, for 19 years an LAMC Mechanic at Virgil Garage, now at West Hollywood, gets a hand from Mrs. Brearley. **LOWER LEFT**—Ad Forbes, Signalman at Amoco Tower, smilingly chooses a copy of LOOK as Mrs. Brearley pays him a hospital visit. **LOWER RIGHT**—Nicholas Aloysius Schmidt, Motorman, South, 26 years with PE, was enjoying a visit from his family when Mrs. Brearley

made her rounds to offer good cheer. Left to right are his sons, Frank Joseph, 21, and Clarence Albert, 19; and Mrs. Schmidt. **HOSPITAL CHAIRMAN** for the PE Women's Club for the past three years, Mrs. Brearley, laden with candy, cigarettes, matches, gum, and magazines for the patients, takes the streetcar to and from the hospital every week. Funds for the gifts come monthly from the Women's Club and from the PE Club, with usually something extra at Christmas time. Mrs. Brearley has been a pensioner for 10 years. Her husband, Ingham, West Motorman for 18 years, died in 1938. Born in London, England, she came to this country back in 1911.

**HERE AND THERE
WITH THE WOMEN'S CLUB
By Florence M. Gramling**

MRS. RUTH LEATHERMAN was chosen President for 1949-50 in the election of officers held May 12. Other officers elected included Mrs. Mary Howe, Vice President; Mrs. Lydia Heller, Recording Secretary; Mrs. Susannah Brearley, Corresponding Secretary; Mrs. Mabel Hasenyager, Treasurer.

The Board of Directors includes Mesdames Gertrude Palmer, Gertrude Columbus, Margaret Partington, Edith Thomas, and Kathryn Hasty.

Installation Day, May 26, Mrs. Annie Ashcroft and Mrs. Pearl Wheeler, installing officers, charged each new officer with the duties of her office, according to the by-laws of the PEWC. Mrs. Wheeler pinned on

each a beautiful corsage of sweet peas and maidenhair fern. Mrs. Palmer, Junior Past President, pinned the Past President pin on Mrs. Leatherman. Mrs. Howe presented Mrs. Leatherman a miniature gold gavel—a personal gift. Mrs. Gramling presented the Club gift.

The Club year now ends for our gracious Hospital Chairman, Mrs. Susannah Brearley, who visits the Santa Fe Hospital each Wednesday afternoon to bring cheer to any PE member on the guest list. Hers has been an endless giving of herself to bring pleasure and happiness to others, and we are greatly indebted to Mrs. Brearley for her unselfish work.

Sympathy of the Club is extended to Mrs. Harry Thomas, whose husband passed away recently.

An Easter Tea April 14, with Mmes.

C. O. Leatherman and William Thomas pouring, N. B. Vickrey extending season's greetings, and piano selections by Mrs. Ruby Gallacher. Our guest speaker, Mrs. A. Hornbuckle, gave a resume of her three-months vacation, during part of which she was snowbound.

On April 28 a group gift and individual gifts were presented to Mrs. Freda Patterson at a potluck luncheon and baby shower in the Club Rooms.

AN ALL-DAY BASKET PICNIC at Redondo Beach will be held Wednesday, June 23.

Please note the card parties each first and third Thursday during June, July, and August at 1:00 p.m., with bridge and 500 under the chairmanship of Mrs. Gertrude Columbus.

Good-by, readers! It has been a pleasure writing for the Magazine.

Prevent Overspeed Impact



HELP OUR SHIPPERS BY CAREFUL SWITCHING