

SEPT.-OCT. 1949

PACIFIC ELECTRIC



Magazine



Give
Enough!

EMPLOYEES SEE RED FEATHER WORKING AT ORTHOPAEDIC

SIX PACIFIC ELECTRIC EMPLOYEES who visited the Orthopaedic Hospital on Monday, Sept. 26, were perhaps happier when they came out than they had been when they went in. Not that they hadn't seen some pathetic sights. It was the wholesome, sunny atmosphere that turned the trick—the children smiling and not seeming to feel sorry for themselves. Read what these employees have to say:

Ralph Dimon, Passenger Agent: "I expected to see many unhappy sights, but it was just the contrary. The equipment used there, the expert advice, teachers helping children with their education, and nurses every-

where administering to the suffering—the people connected with this hospital are doing wonders, thanks to the help from the Community Chest. Every child has a smile on its face, radiating hope despite known suffering."

Roy S. Gaffney, Motor Transit Operator: "While miracles are performed on the physical side, the child's needs are not neglected. Educational backgrounds are checked, and studies are resumed. Psychological interests are probed and minds are guided along correct paths. All children seem to sense the intense interest shown in their welfare by the doctors, nurses, and others. To visit this

hospital is to realize that Hope, Faith, and Charity are not dead, but are things on which to anchor our future."

A. J. Guercio, Contract and Agreement Clerk, Engineering Department: "We could all learn a lesson from the little patients, to keep smiling in our afflictions. After a visit with the children, I believe what we give the Community Chest is not a contribution to charity but a sound investment in a better humanity, especially when we are helping to rehabilitate a physically handicapped child."

M. Paul Hendricks, South Freight Conductor: "The outstanding feature at this hospital is the thoroughness with which every detail is planned for the care and comfort of the children. Nothing is left to chance. Cheerfulness prevails throughout, even among the most seriously afflicted. If more of us could see just what is being done, we would understand the need for the Community Chest drive and maybe help a little more this year."

Arthur E. Kemp, West Conductor: "Some of the children have been in the Hospital as long as ten years, and yet, during our tour, not once did I see anything but a smiling face. It made me feel good to know that my fellow-employees and I are partly responsible through MECCA for making the lives of those less fortunate a bit easier. As for my personal feelings, I can only say that I am happy to be a contributor, and no matter what the amount of the contribution I know it is used to the best advantage."

Ralph P. Murphy, Lead Clerk, Macy Car House: "Pools, beds, casts are used to correct and strengthen bodies. In the pools, the younger children are led around by a nurse who stays right in the water with the child, and the older children have parallel bars which are placed above steps under the water for use in walking. Children who cannot walk on floors can walk partially submerged in the water. In the wards, turnbuckle casts are used to straighten the spine. Dancing has proved a boon for spastic cases because the rhythm tends to get the mind of the child away from himself. The morale is wonderful, and the staff seem very capable. The Hospital is certainly a worthy recipient for contributions from the Community Chest."



HURRY! STILL TIME TO ENTER "DAY WITH A STAR" CONTEST



WANT TO HAVE LUNCH with Mr. and Mrs. Alan Ladd? Visit the motion picture sound stages as guest of Gloria Swanson? Dine and dance at Ciro's? Win one of a large number of valuable prizes?

You do? Well, then, here's your chance! All you have to do is finish this sentence in 25 additional words or fewer:

"I support the Community Chest because . . ."

And do it today, because the contest closes Nov. 15. The ten best entries received

from PE employees will be forwarded to the "Day with a Star" contest sponsored by the Community Chest, as last year, for comparison with entries from other companies in the area.

Any employe is eligible.

The list of prizes—and all prizes are donated to the Chest by various firms—reads like a department store inventory. We won't attempt to list them all. Second prize is a gas Shishkabob Barbecue, with which you can make a barbecue out of your stove, or which you can use outdoors. Third prize is a Deluxe Kitchen Treasure selection of copper-bottomed, stainless steel cooking utensils. There are dozens of lesser prizes, all worth striving for.

Send your entry at once to Editor, PACIFIC ELECTRIC MAGAZINE, 695 PE Building, 610 S. Main St., Los Angeles 14.

They Saw That Love Costs Money

Lapel buttons and window stickers signifying current Community Chest contributions have been distributed to members of MECCA.

About 65 per cent of PE employes are members of MECCA. Non-members would find it a convenient and painless way of making contributions to the Community Chest and other such worthy organizations as the March of Dimes, Red Cross, Tuberculosis Association, etc. All that is required is your order on the Auditor for a deduction of 30c a month from your pay check. Surely you'll never miss it, and yet it's amazing how the total mounts up.

Ask your superior officer today for a deduction order blank.

GIVE ENOUGH!

THE ORTHOPAEDIC HOSPITAL, 2424 S. Flower St., corrects deformities and other physical handicaps in children up to 21 years of age. ("Orthopaedic" is a combination of two Greek words meaning child-straightening.)

But because the possession of a physical handicap is usually accompanied by spiritual, mental, and moral difficulties, the Orthopaedic also exerts every effort to straighten out the patient's entire attitude toward

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UPPER LEFT—PE visitors at Orthopaedic Hospital Sept. 26 pictured with Orthopaedic's Public Relations Director, Miss Mary Rose, second from left. Left to right are A. E. Kemp, West Conductor; Ralph Dimon, Passenger Agent; A. J. Guercio, Contract and Agreement Clerk, Engineering; R. S. Gaffney, Motor Transit Operator; R. P. Murphy, Lead Clerk, Macy Car House; and, in front, left to right, V. E. Westberg, Executive Department Chauffeur, and M. P. Hendricks, South Freight Conductor.

LOWER LEFT—Messrs. Hendricks, Dimon, Gaffney, and Guercio, with Miss Joy Dwyer of the Community Chest, talk to Orthopaedic patient, seven-year-old Rosemary Lane. Rosemary was born with hip bones out of place, and her hips and legs are stiffened. A difficult double-leaf shelf operation had to be performed to enable her to walk normally again, and she will need more treatment, including muscle transplants, over a period of years. Your Community Chest dollars are helping make Mary well again.

RIGHT—Barbara Ann Pierce, 13, shows Mr. Murphy and Mr. Kemp what she's reading. Afflicted with arthritis, Barbara has been under treatment at Orthopaedic since she was three. The expensive concentrated treatments she receives are made possible by the Community Chest, which PE employes help through MECCA and home contributions.

MECCA Gives \$5,000 To Red Feather Drive

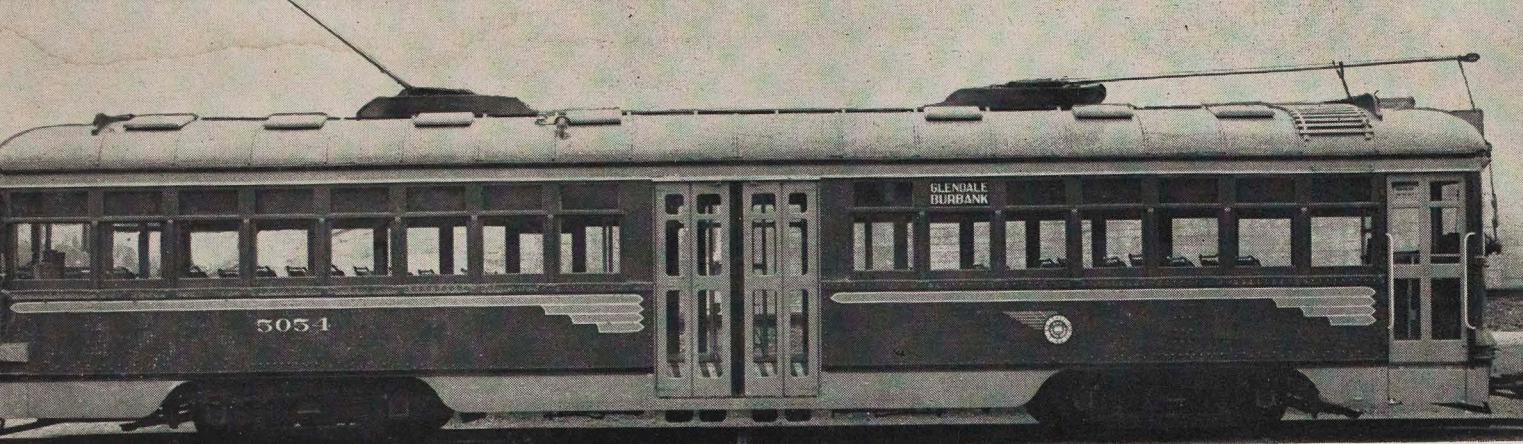
PACIFIC ELECTRIC EMPLOYEES who are members of MECCA (Management-Employees Charity Chest Association) are substantially assisting the Community Chest in its current drive for funds.

By authority of the MECCA Administrative Committee, checks totaling \$5,000 have been forwarded to the Chests having jurisdiction over the areas in which Pacific Electric employes live. Distribution to each Community Chest is based on the

number of employes living within the area of the Chest in question.

Thus, Los Angeles County received \$4,710; San Bernardino and Orange Counties, each \$120; and Riverside County, \$50. In Los Angeles County, the Los Angeles Area Chest received \$3,210; other Chests, \$1,500.

The Administrative Committee authorized this, the 31st dividend, at its meeting Oct. 13. Members of the Committee are F. L. McCulley, Chairman; Glenn E. Collins, Vice Chairman; H. R. Grenke, Treasurer; R. L. Bailey, Secretary; Lawrence McKoane; and C. W. Cornell.



ONE OF THE REMODELED 600-CLASS CARS, ADAPTED FOR ONE-MAN OR TWO-MAN SERVICE

One-Man Car Operation Pushed

ONE-MAN CARS go into service on the Glendale-Burbank Line early in December, entirely replacing the present two-man operation, by authority of the California Public Utilities Commission granted last May 10. This step is a part of the overall modernization plan undertaken to place passenger operations as a whole on a paying basis. The Los Angeles City Board of Public Utilities has also granted its permission for the step to be taken.

600-CLASS CARS REMODELED

Seventeen cars, formerly of the 600 class, are being altered at Torrance to permit either one-man or two-man operation. They include cars 683-699, which are being renumbered 5050-5066. The 30 PCC cars now used on the line have also been made ready for similar operation; in their case this presented no problem, since they were originally built for this purpose. All that was necessary was to reconnect the wiring to the treadle steps and install six additional mirrors in each car — two at each end and two in the center. In the case of the 600-class cars, however, considerable alteration was necessary, as is indicated by the photographs on the following pages. The exact date of one-man operation is contingent on completing the car alterations, which have been somewhat delayed because of difficulty in obtaining certain materials.

The first car, No. 5050, was turned out at Torrance in July, and was first used in service Aug. 29, when, coupled as a trailer to No. 634, it left the Subway on the Glendale Line at 3:12 p.m., with *B. H. Cain* as Motorman, *K. W. Morris* as head Conductor, and *W. G. Johnson* as trailer Conductor. The first three-car train of 5050-class cars —

Nos. 5050, 5061, and 5062 — was used Sept. 27, leaving the Subway on the Glendale Line in two-man service at 5:12 p.m., and substituting for a 950-class train formerly used at this time. Crew on the remodeled train included Motorman *A. U. Calvert* and Conductors *M. E. Shay*, *J. F. DeWatney*, and *A. Singleton*. The train is now regularly used in service at this time, and has been endearingly dubbed by the men "The City of Glendale." As other cars are remodeled, they are placed into service, either on this train or in other operation on the Glendale-Burbank Line.

PRINCIPAL ALTERATIONS

Principal changes made at Torrance in the 600-class cars were as follows:

1. Sliding doors and door engines were replaced with folding doors and more modern door engines controlled electrically instead of pneumatically.
2. Longitudinal seats to left of Operator were replaced with sloping-lidded lockers to prevent passenger interference with Operator.
3. Floor and step treadles were installed at the four center doors.
4. Farebox stanchion and grab rail were placed at the end of car.
5. Four additional stanchions were installed near center doors.
6. An additional exterior grab handle and an additional interior grab handle were installed at left side of end doors.
7. Six mirrors were installed, including two at each end of car and two at center.
8. Center door control air-operated push-buttons were replaced by electric toggle switches for use in two-man operation.
9. A push-button and a toggle

switch were installed at Operator's station for use in controlling treadles during one-man operation.

10. A fare-taker's switch was provided for street loading when required.

SAFETY FEATURES

Every known modern safety feature has been applied to each car. The "deadman" controller handle and foot valve, if released, disconnect the power and set the brakes. The operation of any door on the car, or in the train, disconnects the power and sets the brakes. Door and power control switches can be set to by-pass the power-disconnecting circuit and the brake-setting circuit in order to permit operation of the car or train in emergency. Door control switches can set equipment for one-man operation of cars singly or in train, two-man operation of cars singly or in train, and for operation from either end. Doors are arranged for manual operation if power goes off, if trolley comes off, if emergency brake application is made, or if the emergency pipe is broken.

To make the many new electrical circuits required, practically a complete new set of wiring has been placed in each car. A 5050-class car may be coupled with a 600- or 700-class car or with another 5050.

While all 17 had not been completed at this writing, it is anticipated that the last remodeled 600 will come out of Torrance early in December.

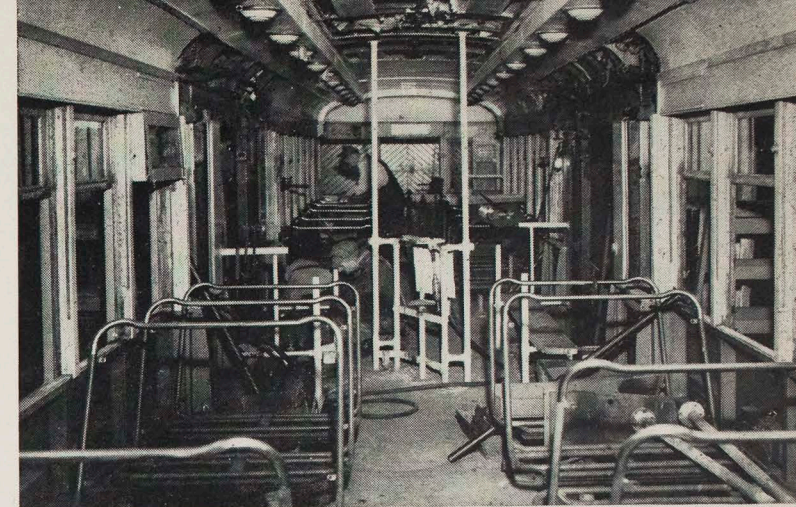
ONE-MAN CAR INSTRUCTION

Meanwhile, the Instruction Bureau and the Schedule Bureau have not been idle. Three hundred men on the West have been qualified for one-man operation by Instructor *D. C. Noggle*. Classes were held at

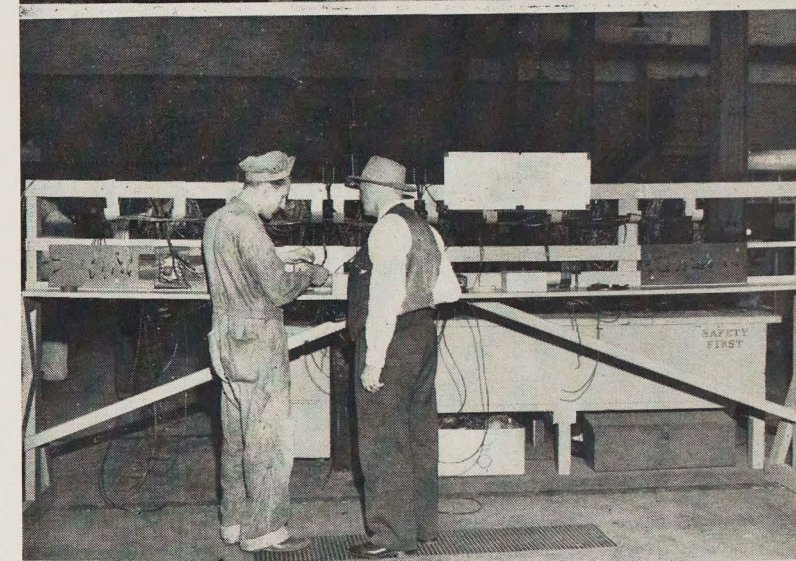
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Remodeling 600-Class Cars

When 600-class cars come into the Torrance Shops for conversion to one-man operation, necessary overhaul and repair work is done at same time as conversion. Cars are stripped of seats, glass, center doors, and part of ceiling. Rounded corners at top of center doorways are removed and replaced by square corners so that new center doors may open outward.



Wire assembly for new treadle doors on 600's is being made by Electrician William Stroich, left, while Electrical Foreman Milton Foster inspects work. Assembly is made on a rack on shop floor instead of being strung bit by bit in the car. Switches and all are thus assembled, and this method results in considerable saving in time. Blueprint for assembly on one side of car is at right of Mr. Foster's head. Another assembly, slightly smaller, is made for the opposite side. To make the two assemblies requires 1800 feet of No. 14 synthetic-covered wire. When an assembly is finished, it is carried into car and installed.



Putting in treadle steps is Carpenter W. E. Parks. To do this requires considerable alteration in floor and in step well to make room for wiring and mechanism, since cars were not originally built for treadle step operation of doors.



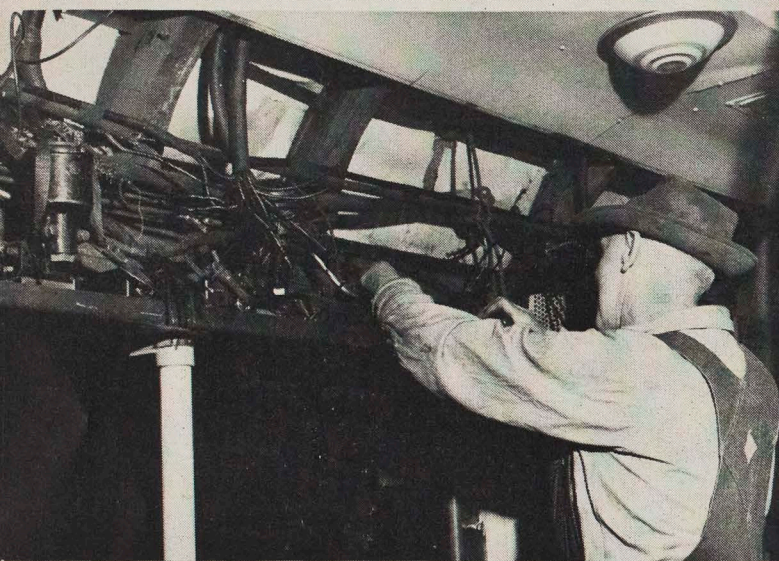
Box seat near Motorman's compartment has been removed and Carpenter Archie Boyd is installing new equipment box with sloping lid that can't be used as seat.





Remodeling 600-Class Cars

Pipe for air brake being put in by Pipefitter Tom Higgle, to coordinate opening of doors with car movement. Opening doors sets brakes.



Door-operating assembly being put in over center doors by Electrician William McCracken. A similar assembly, minus switches, goes over opposite side.



New arrangement of switches over doors, for one or two-man operation, is demonstrated by Leader Bill Thomas. Note long metal cover, not yet painted, over recessed compartment.



General Foreman Tom Moore demonstrates with thumb the push-button switch that energizes treadle at will of Operator. Just to right of button is small toggle switch that, in "on" position, energizes treadle independently of button. Use of toggle switch releases Operator's hands for fare collections, etc.

Remodeling 600-Class Cars

New two-fold doors, made at Torrance, are being assembled by Jacob Hansen. Doors are of one-inch plywood, glazed with safety glass.



Applying sensitive edges to door is Electrician L. A. Weltin. White strip along edge is foam rubber. Black hose paralleling foam rubber covers wire attached to switch. When edge of door is pushed, pressure on black hose trips switch and door opens. Entire mechanism is covered with black sheet rubber, here seen attached to only one edge of door. Black wire coming out at fold brings power to sensitive edge mechanism.



Glazing of door is being done by Carpenter Glazier William R. Brown.



After alterations are complete, car is given mechanical tests and then goes to Paint Shop, where both interior and exterior are sanded and painted. A masking paste is brushed over windows, and masking tape over woodwork. On outside, one coat of aluminum is sprayed on and masked; next, two coats of orange are sprayed and masked; next, three coats of red. Roof is painted rust color. Doors and skirts are sprayed orange; trucks, green; other parts black. Then comes application of numbers and decals. The interior is painted green with ecru ceiling in somewhat similar manner. Floor gets one coat. After stenciling and decals, seats, sash, and curtains are put in. Floor then gets second coat of maroon, and car is ready for service. Shown painting are Owen P. Reding, left, and Fred Noll.





Remodeling 600-Class Cars

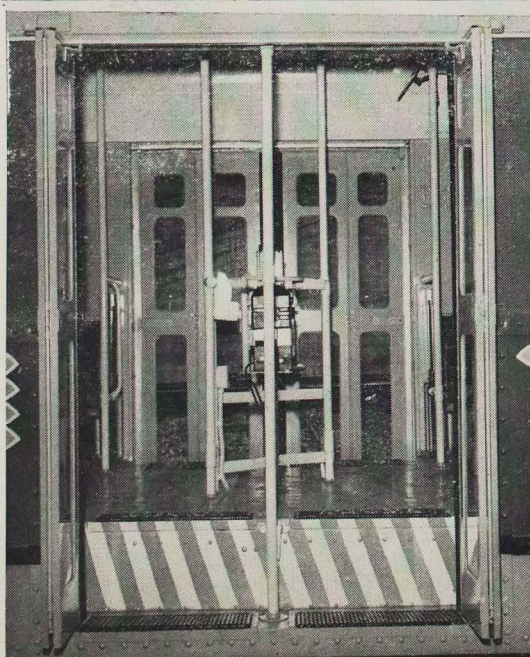
During alterations, seats and seat backs, which had been removed when car was stripped, are scrubbed and repaired in Upholstery Shop. Edron F. Waples shown recovering a seat.



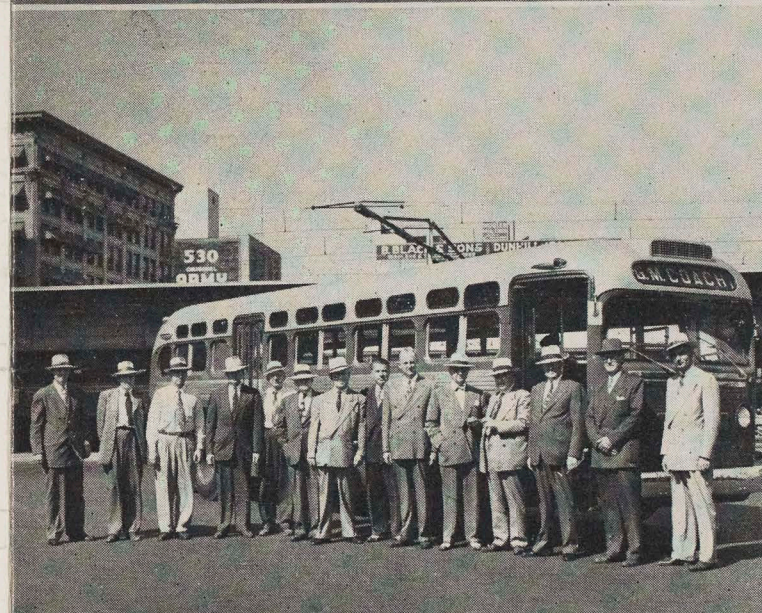
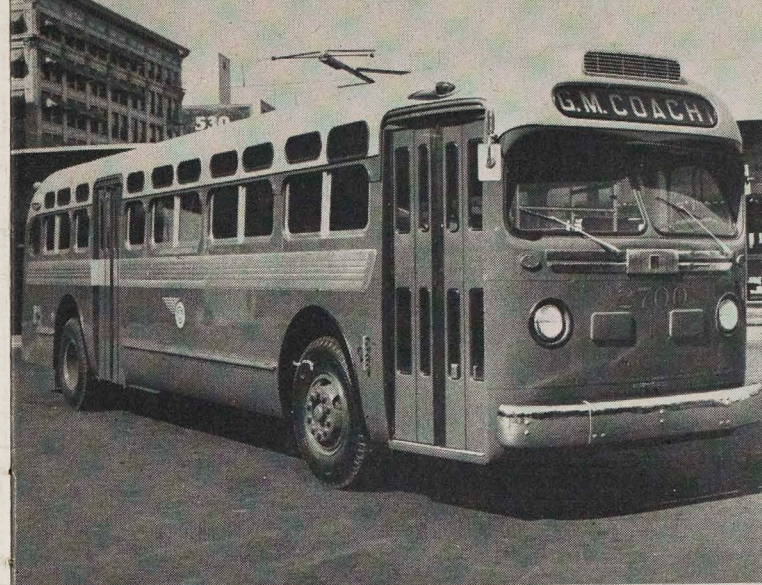
Mable Jackson scrubs seat and seat back with brush and cleaning solution.



Interior of remodeled car, showing stanchion arrangement at center, grab rail and farebox at far end, and new mirrors over center doors.



New center door arrangement, showing folding doors, treadle steps at floor level and in step well, and farebox placed for two-man operation.



UPPER LEFT — Coach No. 2700, six inches wider than the usual coach, with intake over destination sign for pressurized ventilation with filtered air, and aluminum, instead of painted, body stripes. UPPER AND LOWER RIGHT — Two interior views of new coach. Since these pictures, samples of several types of seats have been installed. LOWER LEFT — Group who inspected new-type bus at its first showing on PE Bus Deck, Sixth and Main, Aug. 26. Left to right are R. O. Christiansen, General Agent; A. L. Bristow, Automotive Equipment Inspector; W. E. Williams, Automotive Maintenance Engineer; J. D.

Puffer, Supt. of Motor Coach Operations; Ted Meinecke, Coach Service Representative for General Motors Truck and Coach Division; Fred C. Patton, General Supt.; E. A. Stevens, Supt. of Equipment; N. B. Gengenbach, Sales Manager, Bus Seat Division, Heywood-Wakefield Co.; C. F. Dick, Southern California Representative, General Motors Coach Division; Herbert Listman, General Sales Manager, General Motors Truck Division; G. F. Squires, Vice President, PE; H. O. Marler, Passenger Traffic Manager; Earle Rutherford, Regional Director, General Motors; and Clifford E. Ferguson, Traffic Engineer.

NEW-TYPE TEST BUS BEING DEMONSTRATED TO PUBLIC

EQUIPPED with three types of seats, and with its car car space full of photos and other material calculated to show the public the benefits of bus transportation, Special GMC Motor Coach No. 2700 was demonstrated at many of the more important civic centers in PE territory between Sept. 1 and 15 to test public reaction. Operators used were A. F. Bjermeland and Marvin Passons.

Most people praised the new bus. Few had fault to find, and of those few, none offered practicable suggestions for improvement.

The practice followed by the Public Service Survey, which planned all tours, was to take local civic leaders and city officials on trips in each city visited, as well as to give short rides to all interested in the new bus. Each person was handed a questionnaire asking for his opinion of the bus and suggestions for improvements in it.

C. F. Dick, GMC Truck Division representative, went on several of the tours to explain technical points. The Passenger Traffic, Transportation, and other Departments were represented on most of the tours.

The new-type bus is 102 inches in width, as against a width in present PE busses of 96 inches—a fact which permits the installation of somewhat wider seats plus added room in the aisle. Other features include a pressurized ventilation system which brings filtered air into the bus and helps keep out possible fumes; standee windows with non-glare glass; foam rubber seats; and plenty of leg room. The bus is diesel powered, and has a hydraulic drive.

It was planned to put the bus in trial service about Nov. 1.



THE PUBLIC INSPECTS NEW-TYPE BUS 2700

AT AZUSA — Looking at Bus No. 2700 at Azusa, left to right, are PE Agent W. A. Cunningham, City Judge John O. Durrell, Chief of Police Albert Kendrick, City Clerk Mae A. Hynes, City Councilman Leo C. Nasser, VFW Commander Faraon Jay Moss, and Chamber of Commerce Secretary Cornelius Smith. People shown in these two pictures are typical of civic leaders who saw bus at many other points.

AT ARCADIA — Left to right are retired PE Supervisor A. P. Smith, Chamber of Commerce's Assistant Manager Archie Bradley, City Hostess Madeleine Hoopes, interim Recreation Director Maurice Counts, Chamber of Commerce President Roy Long, Arcadia Tribune publisher and Chamber of Commerce Transportation Chairman F. Harold Roach, Chamber of Commerce Manager Bill Libby, Police Chief Wm. Cahill.

One-Man Car Operation

(Continued from Page 4)

the West Hollywood Terminal Aug. 9, 10, and 11, and at the Subway Aug. 24, 25, and 26, for Motormen and Conductors. Each student was given a 30-minute demonstration of all new equipment as Mr. Noggle went through a remodeled car with the class. Qualified men are now being used in two-man service.

SCHEDULES REVISED

Schedules under one-man operation will be fairly comparable to those now in effect, according to Chief Schedule Supervisor *Ivan W. Erhardt*. Some night service has been added; four or five minutes have been added to running time to allow for one-man handling of both operation and fares. During

base periods, the schedule practice will be based on the idea that where two-car trains have been running every ten minutes, single cars will run every five minutes. Some ground men have been added in the Subway to assist in turn-arounds. Cars in trains will be continued during peak hours to handle passengers more expeditiously and to facilitate rail movements in the Subway. Over a day's period, just as many seats will be available to passengers as are now available under current schedules.

GLENOAKS BLVD. DOUBLE TRACKED

Scheduling and operation will be facilitated by a contemplated double-tracking of part of the line on Glenoaks Boulevard, and by other changes involving the Burbank Station. A second track will be constructed on Glenoaks between Provi-

dencia and Orange Grove Avenues. A new lead track, protected by signals, will be built into the Station grounds, where turnarounds and the coupling of cars may be effected without the present danger and delay from street traffic. The line from Cypress Ave. to Burbank Station will be removed. Station grounds will be improved and beautified, and new Trainmen's quarters will be built. It is not contemplated at the present time to double-track the line as far as Burchett St., and this portion of the line will remain in single-track operation.

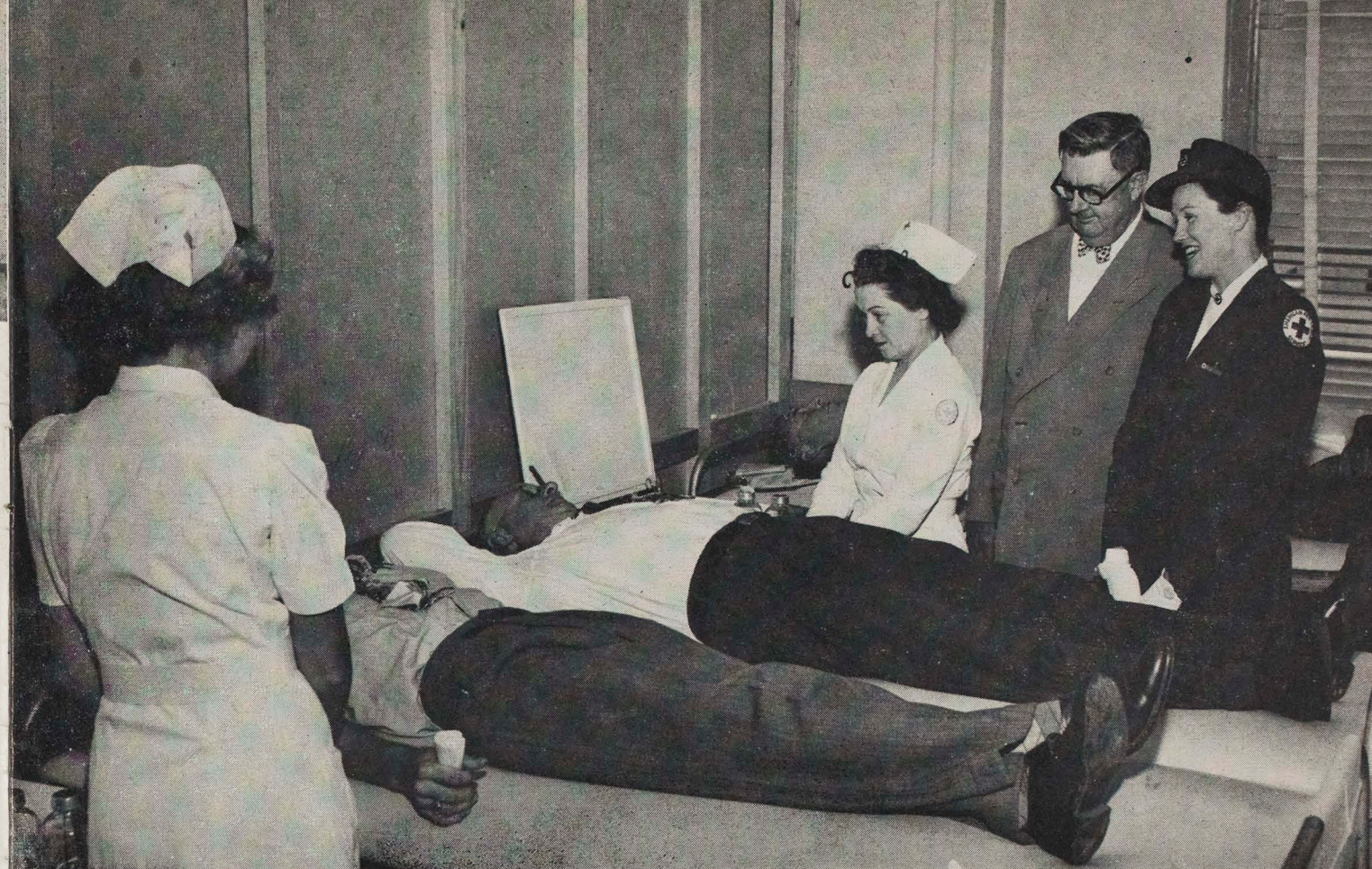
FUTURE ONE-MAN OPERATION

While authority has been received for one-man operation only on the Glendale-Burbank Line, the California Public Utilities is now considering PE's general application for over-all modernization. In this application the company has requested permission to use one-man service on the San Fernando Valley Line, including the West Hollywood leg; and the Hollywood Boulevard-Beverly Hills Line.

You're Welcome!

ALL EMPLOYEES, regardless of department, are invited to attend the weekly illustrated lectures on what makes busses tick, to be held in the PE Theater over the next several months. Both gasoline and diesel busses will be discussed. Watch bulletins for dates.

(See Page 15)



THEY'RE PRONE TO GIVE—On cots are three of PE's employes who donated their blood during the early part of the blood donation campaign held put on by the company in connection with the Red Cross. The three, left to right, are R. D. Haugen, Revising Clerk, Freight Accounts Bureau; Jno. J. Suman, Auditor; and R. W. Mc-

Clelland, Assistant Industrial Agent, Freight Traffic Department. Standing, in addition to Red Cross nurses, are President O. A. Smith and Mrs. Virginia Boyd Willis, Chairman of the Red Cross Blood Recruiting Committee. Drive established sizable blood bank credit free to employes and their families in emergencies.

Blood Donations Total 90 Pints

A TOTAL OF 90 PINTS of blood have so far been credited to the Pacific Electric Railway as the result of the Red Cross Blood Bank with mobile units on the property between Sept. 13 and Sept. 20.

Though less than anticipated, Business Manager *George Perry*, of the Hospital Association, states that the 90 pints represent a cold cash value of approximately \$2,700, and also provide an immediate source of blood in time of necessity.

Donors have received cards showing their blood type and RH factor, and the same information has been furnished the Hospital Association for its records.

A printed form showing that the blood is available will be furnished shortly by the Red Cross for distribution to employes.

Mobile units visited the Pacific Electric Building on Sept. 13 and 14, and the result was 54 applicants and 47 pints of blood. A similar visit at Macy St. Sept. 16 resulted in 23 applicants and 21 pints. Torrance, on

Sept. 20, had 24 applicants and 22 pints. Mobile unit dates at several points were canceled for lack of donors.

Still to be heard from, however, are Pasadena and Arcadia, with appointment dates at Pasadena of Nov. 30, 3:00-7:00 p.m., Carmelita Gardens, 430 W. Holly, and Arcadia, Dec. 5, 3:00-7:00 p.m., American Legion Hall, 720 N. 1st Ave. Other points may yet elect to visit the Blood Donor Center at 925 S. Western Ave. in groups or singly, by appointment. Donors should be sure to ask that their blood be credited to the PE account.

"It should be a source of great satisfaction," wrote Mrs. Virginia Boyd Willis, Chairman, Blood Service Recruitment Committee, Los Angeles Chapter, Red Cross, to Manager Perry, "to those who made their contributions to know that they have not only provided protection for their families and themselves, but have also endeavored to provide protection for those of their fellow workers who were unable to give their blood."

LIST OF DONORS

Following is a list of donors so far reported. Names are listed in order of time of donation.

PE Building

Billie P. Duke, Florence E. Hodges, Clyde Sellers, Cyril A. Holway, Raymond F. Albrecht, George Perry, Earl Miller, Charles H. Cooper, Ben E. Harvey, L. Howard Lowe, Helen G. Harden, Roland D. Haugen, Mervin J. Davison, George W. McClelland, John J. Suman, James H. Wagely, Eleanor A. Williams, Helen K. Daiber, James W. Cragin, Genevieve A. Patzman, John D. Cummings, Russell C. Hollinger, Lucy M. Wilkins, Charles Sein, Sam W. Newcomer, Allen E. Hanna, Elna Harper, Noble E. Cates, Frank M. Carr, Edward Uecker, Margaret Zimmer, Karole S. Walker, Elizabeth Thomlinson, Steven A. Siemion, Elsie Rash, Theodore V. Hoyle, Sam M. Akers, Joanne Taylor, Mary Bauer, Jean Pratt, Joseph C. Gill, Clyde C. Beery, Edgar D. Yeomans, Bessie Chobotsky, Mary Johnston, Jack Ray-

PE WOMEN'S CLUB

Announces Its

ANNUAL CHRISTMAS BAZAAR

806 Pacific Electric Building

Thursday, Nov. 17 — Doors Open All Day

FANCYWORK • NOVELTIES • JELLIES & JAMS • CAKES & CANDY

And Many Other Useful Household Articles and Gifts at Surprisingly Low Cost

SPECIAL LUNCHEON

Plate Lunch, plus Salad, Dessert, and Drink, Served during Lunch Hour

And SPECIAL ATTRACTION you'll want to get in on!

Proceeds are used to cheer employes confined at hospital and unfortunate members of PE Family.



PRECAUTIONARY TESTS—Billie Duke, Law Department Receptionist, right, gets precautionary tests given each prospective donor before donation is allowed. "Pricking my finger for a blood test hurt more than donating a whole pint of blood," declared Billie after donation.



REFRESHMENTS—Clyde Sellers, Bus Machinist at Sixth and Main and one of the first donors, gets cup of coffee and a choice of coffee cake or cookies from Canteen Worker Helen Ikerman after donation. "I didn't feel any discomfort at all," he asserted afterward.

nard, Donald E. Bowman, Jose Ayala, Albert Manhart.

Macy Street

Carl B. Mortensen, James A. Mouton, Moises C. Hernandez, Joe L. Morris, John J. Casilla, Clifford Martin, Mary Boyd, Henry J. Eckard, Otha R. Patton, Rito A. Farrell, Lorenzo Holguin, Clarence M. Garrett, Robert R. Baxendale, E. Lloyd Frame, James I. Johnsen, Charles W. Schuhman, Eldon F. Kelley, Robert Lee Chase, Dan H. Banks, Santiago B. Lopez, John A. Haberberger.

Torrance Shops

Rodolfo A. Navarette, Raymond L. Baty, Eugene G. Zabala, Thomas J. Wilkes, Cliff E. Ruppel, Pasqual R. Cendejas, Lorenzo W. Otto, Harold L. Pastorius, Charlie G. Moore, Nellie

Gale, Ernest A. Dernberger, August H. Zurborg, Harry F. Hiller, James S. Ruse, Arthur M. Graham, Herbert A. Koy, Wilbur O. Goins, Orville D. Hoy, William A. Sickels, Milan G. Turner, William C. Sims, Albert O. Heckman.

Vital Statistics

August 21, 1949, to October 20, 1949

DEATHS

NAME	OCCUPATION	Died	Group Insurance	Mortuary
Ulmer, John W.	Motorman	8-20-49	Yes	Yes
Warden, Horace S.	Motorman	8-22-49	Yes	No
Williams, Hubert L.	Red Cap Porter	8-26-49	Yes	Yes
Ramos, Julio	Trackwalker	8-28-49	Yes	No
Kidder, Ralph G.	Substation Operator	8-30-49	Yes	No
Hallisey, Jeremiah	Retired Motorman	8-31-49	Yes	Yes
Villareal, Clara M.	Car Cleaner	9- 5-49	No **	No
Brown, Lewis I.	Retired Flagman	9- 8-49	No **	Yes
McNeil, James B.	Retired Dispatcher	9-12-49	Yes	Yes
Wurtz, George P.	Signalman	9-12-49	Yes	Yes
Avilia, Rafael	Laborer	9-13-49	No **	No
Williams, Kenneth W.	Clerk	9-21-49	Yes	Yes
Kelley, Guy L.	Retired Groundman	9-23-49	Yes	Yes
Gonzales, Blas	Retired Laborer	9-23-49	Yes	No
Gill, Fred	Retired Machinist	9-25-49	Yes	No
Perez, Eleuterio Y.	Laborer	9-28-49	Yes	No
Griffin, John Alden	Design Engineer	9-30-49	Yes	No
Gilmore, Daniel G.	Retired Compressor Operator	10- 2-49	Yes	Yes
Potter, Newton E.	Retired Ticket Clerk	10- 7-49	Yes	No
Dix, Leslie A.	Gateman	10-11-49	Yes	Yes
Camarena, Jose, Sr.	Laborer	10-16-49	Yes	No
Evans, Richard W.	Retired Traveling Auditor	10-15-49	Yes	Yes
Mallory, Joseph F.	Conductor	10-18-49	No.	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

Name	Died	Wife of	Department
Gardner, Helen M.	9-2-49	Robert Gardner	Engineering

** Employee declined to accept Group Insurance.

You Can Still Give Your Blood

IF FOR ANY REASON you weren't able to donate blood at the times and points listed, and are willing and able to contribute your pint, by all means make an appointment with the Blood Donor Center, 925 S. Western Ave., by calling RE-public 2-9161. The Red Cross will even provide transportation, within reasonable distance, for groups of four or more.

Or, be sure to join the list of donors when your departmental representative calls on you next time. — Yes, there'll be a next time. There is a constant need for blood, and the PE blood donation program, like that of other companies in the city who are cooperating with the Red Cross, is continuous.

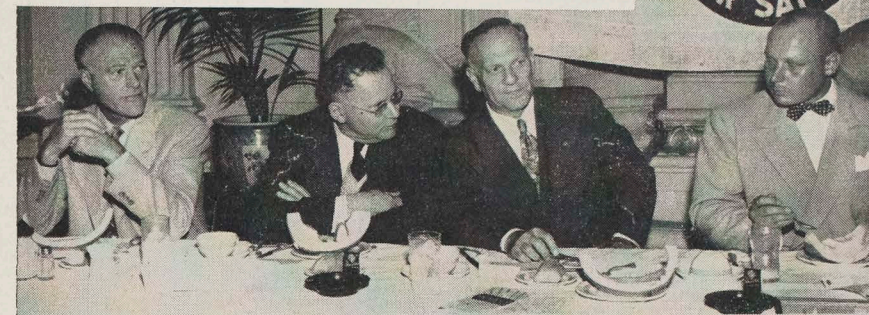
NAT'L SAFETY COUNCIL AND PE WORK TOGETHER



PE Well Represented At NSC Board Meeting

By Jim Bishop

President, Greater L.A. Chapter National Safety Council



TOP—Four of the guests at the head table, including, left to right, B. R. Caldwell, Deputy Chief commanding the Traffic Bureau, Los Angeles Police Department; Fred C. Patton, PE's General Superintendent, and General Chairman, Fleet Safety Division, National Safety Council, Greater Los Angeles Chapter; Hon. Goodwin J. Knight, Lieutenant Governor of California, and chief speaker at the luncheon; and Jim Bishop, President, National Safety Council, Greater Los Angeles Chapter.

CENTER—PE table, including, left to right (seated), M. O. Aubolee, Representative from the Southern Passenger District for the BRT; U. W. Troxel, Representative, Northern District, BRT; E. B. Whiteside, Superintendent of Personnel; Russell Moebius, Superintendent of Rail Passenger Service; T. L. Halverson, District Supervisor, Western District; and J. C. Davidson, Supervisor, Western District. Standing behind Mr. Whiteside and Mr. Moebius is John D. Puffer, Superintendent, Motor Coach Operations.

LOWER—Four other PE men sat at this table. Left to right, seated, are C. L. Fernan, Special Representative, Standard Oil Co.; Clayton M. Allen, Engineer in charge of General Plant Division, Power System, Los Angeles Department of Water and Power, and Vice Chairman, Fleet Contest Committee, National Safety Council, Greater Los Angeles Chapter; Charles W. Koch, Assistant Research Engineer, PE; L. H. Appel, Research Engineer, PE, and Chairman, Research Committee, NSC, Greater Los Angeles Chapter; W. W. Galloway, Safety Director, Transit Mixed Concrete Co., Pasadena; and H. G. Douglass, System Equipment Instructor, PE. Standing behind Mr. Koch and Mr. Appel are J. T. Johnston, Safety Supervisor, PE, at left; and Lee J. Goodman, Assistant Manager, Kay and Burbank Co., Los Angeles. In all, approximately 200 men attended the Banquet.

THE PE RAILWAY COMPANY was present in force at the August meeting of the Board of Directors, and did itself particularly proud through the personage of Fred C. Patton, Vice-President of the Fleet Transportation Division, which incidentally was responsible for its outstanding success.

Fred, who has been VP of this very important division of our safety activity here in Los Angeles ever since its inception back in 1944, did a handsome job of "chairing" the meeting, and came through with banners flying.

Lt. Governor Goodwin J. Knight was the principal speaker of the day, and, at his winsome best, pledged the all-out support of the state government on all things relative to safety.

PE, long a leader in the safety movement in this community, can take great pride, not only in its general and overall interest in this vital subject, but in the personal participation on the part of its personnel from Oscar A. Smith right on down to the drivers who themselves do an individually outstanding job on the safety front.

Actively and personally engaged in Safety Council activities here in Los Angeles, besides Oscar A. Smith and Fred Patton is another man who deserves a well earned accolade for his quiet and untiring efforts in our behalf—Leslie H. Appel, Chairman of the Research Committee. Mathematically-minded Les is responsible for the remarkably well done transportation data sheets available and of inestimable value to all fleet operators.* "Professor" Appel also conducted a fleet supervisor's course, inaugurated last year by the FTD. This was eminently successful. So much so in fact that a repeat is planned from now on.

If we sound like we're patting PE on the back, that's because it's intended that way. It certainly is a well deserved recognition and we appreciate the opportunity to do so. Backing, support, and participation such as we constantly get from the PE is the thing that makes it possible for your National Safety Council each year to do a better and more effective job of helping save life and limb.

Orchids to PE for the outstanding contribution they continuously make in the best safety interests of the citizenry of Los Angeles.

* See page 14 for explanation.

He's Got a Formula For It!

WHAT ARE those "transportation data sheets" referred to by the National Safety Council's Jim Bishop in the story on page 13?

Prepared by PE's Research Engineer L. H. Appel, who's probably forgotten more math than most of us will ever know, they're pages in a little black book containing incontrovertible facts about stopping distances of vehicles, acceleration, deceleration, horse power, speed, etc., that, if understood by every Trainman and Operator, would likely prolong lives.

Everybody knows the legend about the apple that fell on Isaac Newton's head and made him begin to think about gravity, motion, and speed. It may or may not be true, but from Newton's time (1642-1727) to this, it's been known that distance equals rate multiplied by time. Mr. Appel has taken this timeworn truth and has derived from it — and others like it — certain formulas and equations, the proper use of which can make it easy to find out, for instance, how safe it is to travel at certain speeds, depending on the driver's reaction time, the kind of equipment he is operating, the visibility, the conditions of the road, etc.

The idea is to substitute in the appropriate formula the known values, and thence to find the unknown. Of course, you have to know a little algebra, but not so very much. By these data sheets you could learn just how far behind another vehicle you must travel to be safe, if you and the other driver are traveling at certain speeds. Or you could find out, to a mathematical certainty, just why

**TRANSPORTATION
ENGINEERING PROBLEMS**

STOPPING DISTANCE.
A man is driving at 60 mph at night when his lights pick up an obstruction 210 ft ahead. His reaction time is average, $\frac{3}{4}$ sec and his braking rate is 22 ft./sec.² Can he stop before reaching the obstruction?

SOLUTION:
60 MPH = 88 ft./sec.
Reaction time = $\frac{3}{4}$ seconds
Reaction dist. = $(\frac{3}{4})(88) = 66$ ft.
 $a =$ retard rate = 22 ft./sec.²
 $v_2 = 88$ ft./sec. $v_1 = 0$
 $t =$ time to stop (excluding reaction time)
 $= \frac{v_2 - v_1}{a} = \frac{88}{22} = 4$ sec.
 $d =$ distance traveled in time (t)
 $= \frac{1}{2} at^2 = \frac{(22)(4)^2}{2} = 176$ ft.
Total distance traveled including reaction dist. = 176 + 66 = 242 ft or 32 ft. beyond the obstruction

September 7, 1948 6-C

DANGER AHEAD! — Typical page from book containing transportation data furnished by PE's Research Engineer L. H. Appel for National Safety Council and safety men of the Los Angeles area. This problem tends to show that nobody can suspend the laws of physics to prevent a collision.

an accident occurred. You could also find out what effect wind resistance has on economy of operation, how much a wheel side-slips going around a curve at a certain speed. There's in-

formation concerning tractive effort, electrical energy, fuel consumption, practical schedule speeds, and what have you.

And if you can't find the answer yourself, simply ask L. H. Appel. He'll find it for you with his "slipstick" and his formulas. He's found the answers for many of the safety directors of big companies around Los Angeles — or taught 'em to find their own.

Pacific Electric Club Bulletin

AGENTS ASSOCIATION:

Agents Association Monthly Meeting held the third Thursday of month in room 806, 7:30 p.m. Refreshments after meeting.

AMERICAN LEGION AUXILIARY:

Semi-monthly Meeting held at 8:00 p.m. in the Ladies' Lounge of the PE Club on the second and fourth Tuesdays of the month.

AMERICAN LEGION POST:

Semi-monthly Meeting held at 8:00 p.m. in the Assembly Room of the PE Club on the second and fourth Tuesdays of the month.

AUTOMOTIVE MAINTENANCE CLASSES:

Automotive Maintenance Instruction Classes. Club Theater — 1:00 p.m. and 7:30 p.m. Each Monday of the month.

BOWLING LEAGUE:

Matches held each Friday evening at the Arcade Recreation Center, 542 South Broadway. First Branch bowls at 6:00 p.m. Second Branch bowls at 8:15 p.m. Spectators invited.

CAMERA CLUB:

Monthly meeting held third Wednesday of the month in Assembly Room of the Club at 7:30 p.m. Employees and their families interested in photography invited to attend. Refreshments.

GLEE CLUB:

Rehearsals held from 4:30 to 7:00 p.m. in the Club Theater each Tuesday of month. Open to any employe or member of his family. Call 2195 for information.

MASONIC CLUB:

Monthly meeting held at 7:30 p.m. the fourth Wednesday of the month in Assembly Room of the PE Club. Refreshments after meeting.

ROD & GUN CLUB:

Monthly Meetings held at 7:30 p.m. the second Wednesday of the month in Assembly Room of the PE Club. Motion pictures and refreshments after meeting.

SPEAKERS FORUM:

Semi-monthly Meeting held at 6:30 p.m. sharp at Jeffries Coffee Shop, 418 South Spring Street, the first and third Wednesdays of the month.

VETERANS OF FOREIGN WARS POST:

Semi-monthly meeting held at 8:00 p.m. in the Assembly Room of the PE Club the first and third Tuesdays of the month.

WOMEN'S CLUB:

Afternoon Card Party held at 1:00 p.m. the first and third Thursdays of the month in Ladies' Lounge — Bridge and 500 — Prizes to winners.

Program and Business Meeting held at 1:00 p.m. the second Thursday of month in Ladies' Lounge. Refreshments served after meeting. Social gathering held on fourth Thursday of each month.

WOMEN'S CLUB BAZAAR:

PE Women's Club Annual Bazaar, Thursday, Nov. 17, all day. Proceeds used to cheer employes confined in the hospital and unfortunate members of the PE family. Doors open all day. SHOP EARLY.

Cutaway Diesel Engine Explained

By A. L. Bristow, Automotive Equipment Inspector

TO ACQUAINT all interested parties with the mysteries of the diesel engine, a cutaway working model of a series 71 GMC diesel engine, driven by an electric motor so that principal working parts might be seen in operation, was demonstrated at the main shops over the system during the early part of October.

Automotive Maintenance Engineer W. E. Williams and Automotive Equipment Inspector A. L. Bristow took turns explaining the principles of the engine to those gathered to see it.

The demonstration was part of a current course of instruction in Automotive Mechanics given by the Mechanical Department to all employes wishing to improve their knowledge in automotive maintenance and repair.

SIMILAR ENGINES USED IN PE BUSES

This model was the one displayed at the L. A. County Fair by Anderson-O'Brien Co., Los Angeles distributors for diesel engines for the Detroit Diesel Division of General Motors, and it was through the courtesy of these distributors that the PE Ry. had the opportunity to use this model for instruction purposes on PE property. The operating principles and working parts shown by the 3-cylinder cutaway model are the same as those in the series 71 6-cylinder models used in our 2500- and 2600-class coaches; in fact, many of the parts are interchangeable.

The cut-away model was painted in

various colors to show the four flows of the engine: air, fuel, cooling water, and lubricating oil. These four flows were explained in the lectures given.

THE DIESEL PRINCIPLE

The lecturer also explained the diesel principle and the two-stroke cycle.

The diesel principle is that of filling the cylinder with air, compressing the air to approximately 1/16th the original volume, and thus heating it to as much as 1000 degrees Fahrenheit. This heat is sufficient to ignite the fuel, which is sprayed into the cylinder by the injector at the proper time. Therefore it is not necessary to have an electrical ignition system on a diesel engine. It was pointed out that it is incorrect to say that the diesel engine has no ignition system, since the heating of air by compression is in itself a very effective ignition system.

THE TWO-STROKE CYCLE

In explanation of the two-stroke cycle principle it was pointed out that each piston completes a combustion cycle (intake, compression, power, and exhaust) in two strokes, thereby giving a power impulse in every cylinder with each revolution of the crankshaft.

This is accomplished in the GMC series 71 engine by the blower, which charges each cylinder with air every time the piston uncovers the ports at the bottom of the stroke. The blower also helps to "scavenge" the burned gases out through the ex-

haust valves in the cylinder head. The exhaust valves open just before the piston uncovers the intake ports.

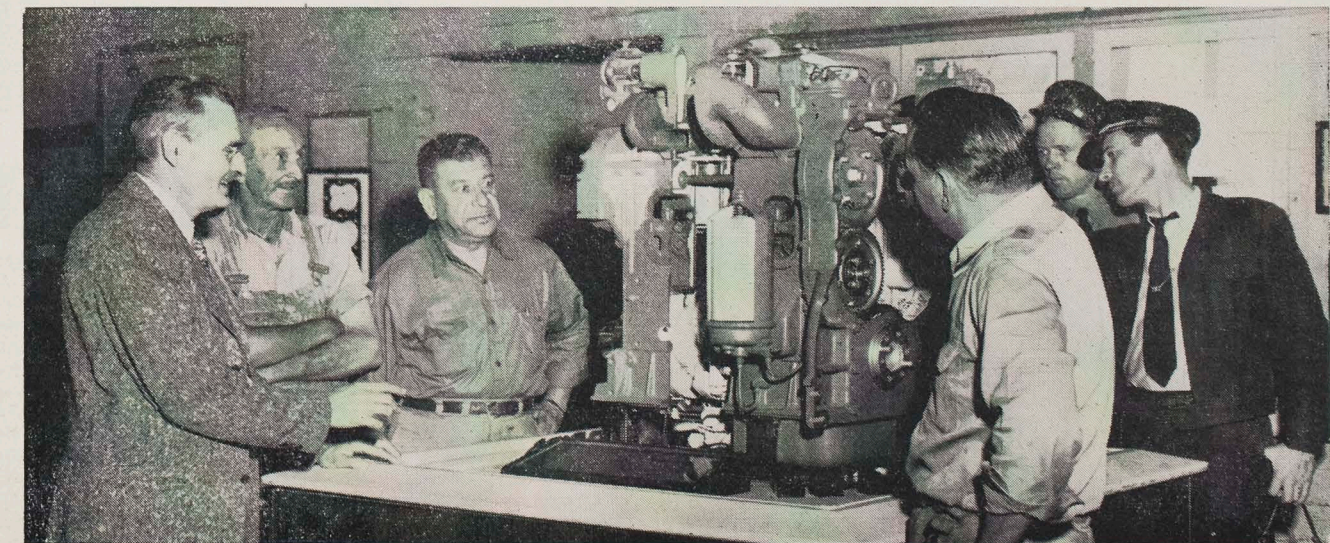
In the four-stroke gasoline engine, a mixture of gasoline and air is drawn in on a down stroke of the piston, is compressed on an upward stroke, and is fired by an electric spark at the top. The resulting explosion forces the piston down on the power stroke. Then the piston comes up, forcing the burned gases out through the exhaust valve. So it is seen that there is a piston stroke for each event of the four-stroke cycle, and this means a power stroke for each piston every second revolution of the crankshaft.

THE FUEL INJECTOR

A separate cutaway model of an injector plunger and bushing was shown to point out the exact precision used in this important part, which must meter fuel with great accuracy as to amount and moment of injection into each cylinder. This accuracy is insured by fitting the plunger to the bushing with a clearance of only 18 millionths of an inch and polishing the plunger so that it works entirely freely. The only lubrication is that furnished by the diesel fuel. This microscopic precision proves the necessity of filtering the fuel several times before it reaches the injector. By properly cleaning fuel filters and maintaining adjustments, mechanics enable the injector to give many thousands of miles of trouble-free operation.

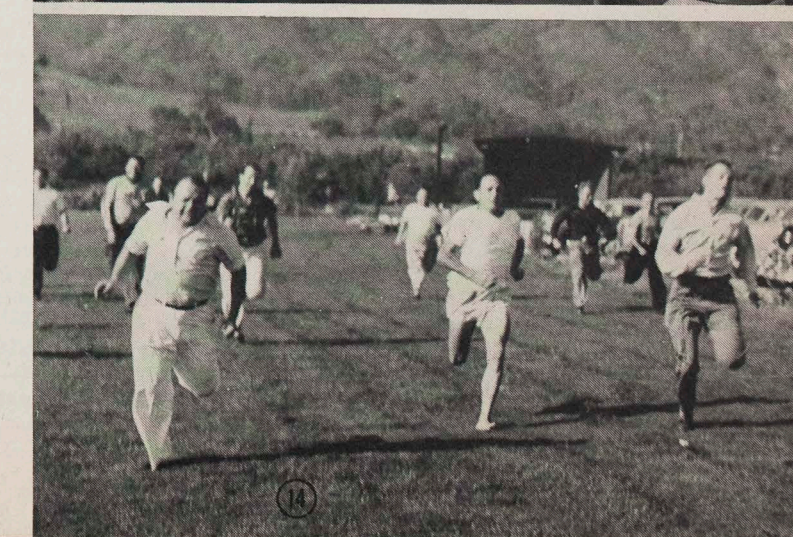
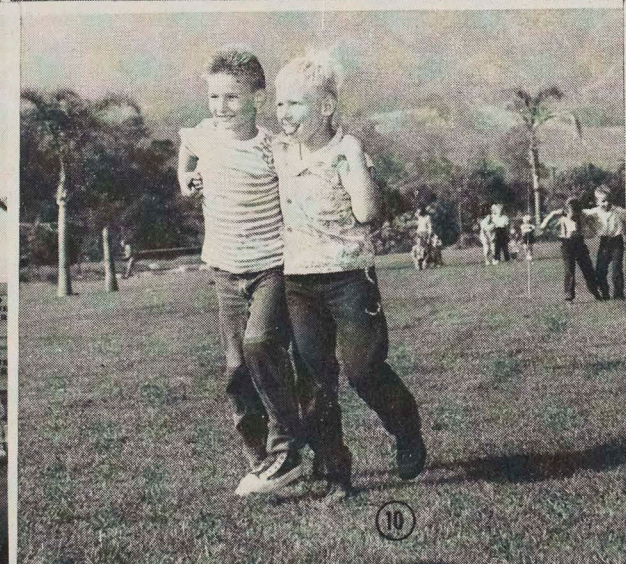
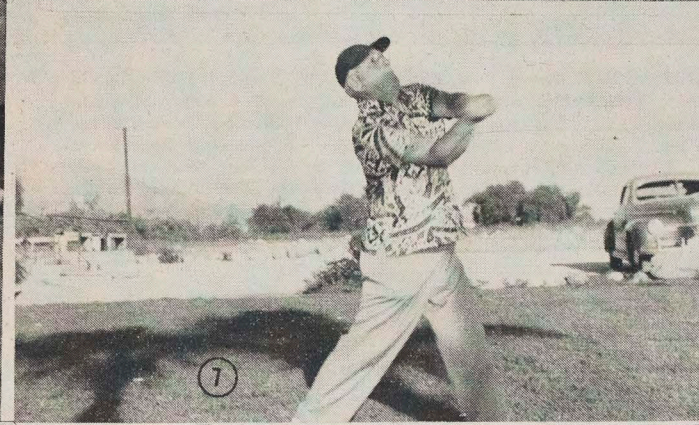
The demonstrations were witnessed by many Supervisors, Motor Coach Operators, and Mechanics, and it is felt that much benefit will be derived by all concerned as a result of actually seeing a diesel engine operating in detail.

WORKING MODEL of diesel engine, cut away to show working parts, being demonstrated by Automotive Equipment Inspector A. L. Bristow, extreme left, to Mechanics and Operators at Macy St. Left to right are Mr. Bristow; Harry Cotter, Auto Machinist; David Flores, Assistant Foreman; Wayne Ferguson, Auto Machinist; K. L. Stevens, and J. T. Scruggs, Motor Transit Operators. Arranged to operate by means of an electric motor, for display purposes, the engine is also illuminated in the interior by electric lights for greater visibility.



Retirements

NAME	Occupation	Department	Years of Service
John W. Boehme	Messenger	Transportation	25
William Colley	Motorman, South	Transportation	30
Nick Cristee	Auto Mechanic	Mechanical	20
Thomas W. Devore	Clerk-Warehouseman	Transportation	4
Benjamin M. Gilliam	Motorman, South	Transportation	30
Blas Gonzales	Laborer	Engineering	34
William P. Lynch	Conductor, West	Transportation	28
George S. McClure	Assistant Engineer	Engineering	46
Francisco Magdaleno	Laborer	Engineering	14
Eric H. Mason	Motorman, South	Transportation	4
George R. Moore	Ticket Clerk	Transportation	6
John B. Nolan	Carpenter	Mechanical	27
Charles D. Orfanos	Car Repairer	Mechanical	6
Alfred R. Penwell	Carpenter	Mechanical	5
Albert O. Smith	Signal Engineer	Engineering	20
George J. Smith	Mechanic	Mechanical	22
Fred Thomas	Substation Operator	Engineering	30
Herbert R. White	Conductor, South	Transportation	31
Clarence J. Williams	Clerk	Accounting	28



FUN AND FROLIC AT AGENTS' PICNIC

(Story on Page 28)

CONTESTS FOR YOUNG AND YOUNGER featured the Agents' Association Picnic held at Swiss Park, Duarte, Sunday, Sept. 25. (1) Group of picnickers, including, left to right, F. J. Leary, retired Chief Claim Clerk; L. A. Vincent, Covina Agent; Mel Soper, Garden Grove Agent; George Billhardt, General Freight Agent, North; Joe Blackburn, General Agent, Long Beach; A. H. Nasher, Station Supervisor; Harold Kuck, Assistant to Freight Traffic Manager; C. H. Belt, General Supt. of Freight Service; George Jehl, Assistant Supervisor; E. R. Burke, Santa Ana Agent; Charles Sein, Time Supervisor; C. E. Ferguson, Traffic Engineer; E. A. Stevens, Supt. of Equipment; F. F. Willey, Assistant to Freight Traffic Manager and Freight Claim Agent; and W. A. Cunningham, Azusa Agent. (2) Gertie Cornice, Secretary to Station Supervisor, hits a homer. (3) Winners of the three-legged race for adults were, up to press time, still unidentified. Sorry, boys! (4) Egg-throwing contest was won by Harold Hall, third from extreme right, and Byron Hauser, third from left. (5) Watermelon-eating contest

was a juicy affair won by George Sein, extreme left, son of Charlie. Agent E. R. Burke supervising. (6) Boys' three-legged race was won by George Sein and unidentified partner. (7) J. C. Sams, Hawthorne Agent, gets a hit. (8) Fifty-yard dash for girls was won by Virginia Soper; maybe you can pick her out. (9) Picnic Committee, including, left to right, W. A. Cunningham, E. R. Burke, A. H. Nasher (ex officio), and M. A. Soper. Leo Vincent was also a member. (10) Three-legged race for younger kids was won by Walter Soper, right, and pal. (11) Pianist R. L. Besett, El Monte Agent, and Ocarinist Freddie Houghton (guest of Milo Seiglar) entertain themselves and others. (12) Soda pop and ice cream counter was operated by Mrs. W. A. Cunningham, left, and Phil Durant. (13) Emcee Bill Cunningham congratulates Mrs. Helen Wilson, guest of Irene Nordquist, on winning the grand prize — a radio. (14) Men's 100-yard dash was won by Joe Antista, left, El Monte's Assistant Agent. Richard Kuck, son of Harold, looks (right) like a pretty close second. Relief Agent J. P. Meyers in center.



PARTING GIFTS—George S. McClure, retiring Assistant Engineer in charge of Roadway, right, receives Retirement Commendation from Chief Engineer E. C. Johnson in the latter's office Aug. 31, as a few of the many friends Mr. McClure had made in his 46 years of service look on. Luggage on table was gift of many friends. Left to right, in addition to Mr. Johnson and Mr. McClure, are W. R. Wilkinson, Asst. Engineer, Field Bureau; Rudolf Widmann, successor to Mr.

McClure; H. L. Young, Supt. of Safety; J. W. Buchanan, Chief Draftsman; C. W. Collins, new head of Field Bureau; W. E. Stratman, Signal Engineer; J. E. Flathers, North Roadmaster; H. J. Culp, Paving Supervisor; L. H. Lowe, new Office Manager, Engineering Department; R. A. Podlech, Roadmaster's Clerk; L. B. Denton, Asst. to Chief Engineer; Albert de Pfyffer, Structural Engineer; B. F. Manley, Bridge and Building Supervisor; E. C. Moyer, Asst. Engineer; L. J. Bush, South Roadmaster; W. D. Boyle, West Roadmaster; Lee Wedl, Field Engineer.

Roadway Engineer G. S. McClure Retires—46 Years a PE Veteran

"BUT WHAT'S THE RIGHT THING TO DO?"

Years ago, Assistant Engineer in charge of Roadway George S. McClure was seated in the office of his good friend, Frank Karr, who was at the time Chief Counsel. A problem had come up, and the two were discussing ways and means of solving it. Several solutions seemed possible. Finally Mr. Karr, who had a way of getting quickly to the heart of a matter, spoke the seven words quoted above.

"They made a deep impression on me," declared Mr. McClure to his colleagues who had gathered in the office of Chief Engineer E. C. Johnson last Aug. 31 to pay tribute to the Roadway Engineer on the occasion of his retirement, "and from then on I tried to pattern my conduct in accord with them."

Mr. McClure told this story in making a little acceptance speech after Mr. Johnson had presented him with a gift of luggage from his associates. The retiring veteran had spent 46 years with Pacific Electric, had assisted in building many of PE's rail lines, and was to retire Sept. 1. The Chief Engineer spoke for all in expressing the esteem in which Mr. McClure had been and will continue to be held.

HELPED BUILD LONG BEACH RAIL LINE

His first job was helping with the preliminary and location surveys for the Long Beach Line during the summer of 1901, between sessions at the Los Angeles High School, which he

attended. This line was placed into operation July 4, 1902, almost exactly a year before Mr. McClure began full-time work as Chainman with PE. The Long Beach Line, says Mr. McClure, may be considered the original PE line, in the sense that it was the first that PE constructed. Others had been acquired earlier by purchase by the Huntington interests.

Between 1903 and 1910 he went through the steps from Chainman to Rodman, Levelman, Transit Man, Bridge Inspector, and Chief of Party, and in the latter year was made Assistant Engineer under Chief Engineer George E. Pillsbury. From then until 1919, Mr. McClure was almost wholly engaged in construction work. In those early years he assisted in building the San Pedro Line, the Newport Line, the Santa Ana Line, the Slauson Junction-Yorba Linda Line, the La Habra-Fullerton Line, the Watts-El Segundo Line, sections of the San Bernardino Line, the Burbank Line, the San Fernando Line, many local lines in Pasadena and Long Beach, and a number of lesser lines.

In 1916 he was sent by President Paul Shoup to Exeter, where he was in charge of constructing several extensions of the Visalia Electric Railway—from Exeter to Lindsay and Strathmore, and from Porterville south to Terra Bella. After his return to Los Angeles, he entered military service in 1918 with the 70th Engineers, and left the Army with the rank of first lieutenant.

Returning to PE in 1919, when E. C. Johnson became Chief Engineer, Mr. McClure served as Field Engineer until 1924, at that time being appointed Assistant Engineer in charge of Roadway—the position he held until his retirement.

Best wishes from all employees to one of PE's most faithful old-timers.

IN A LETTER acknowledging receipt of the gift of luggage presented by his PE friends, Mr. McClure expressed beautifully what most retiring employees feel but find themselves at a loss to put into words:

Dear Mr. Johnson and my many Pacific Electric Friends:

* * *

I will never be able to express my emotions when you called me into your office and I found it literally filled with fellow employees. I hope I do not sound vain, but it gave me a feeling I shall never forget to think that I had the love and respect of so many fellow workers as evidenced by their magnificent parting gift. The good wishes of my friends meant more to me than any other event in my long years of railroading. I trust you will give my sincere thanks to all your fellow officers and my fellow workers whom I could not personally thank.

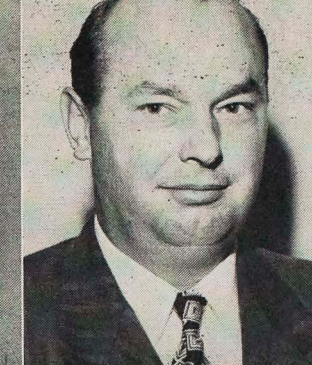
My thoughts will always be with the Railway and the men and women with whom I spent so many happy years.

Mrs. McClure joins me in again thanking all for the beautiful set of luggage. We hope that whenever any of you are in the vicinity, you will stop in and see us. The door is always open.

Yours very truly,
GEORGE S. McCLURE



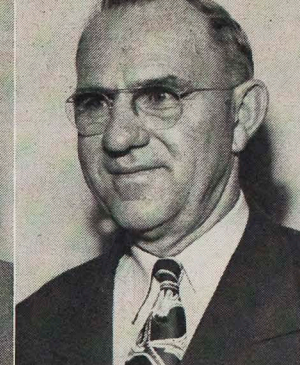
C. W. COLLINS
Asst. Engineer in
charge of Field Bureau



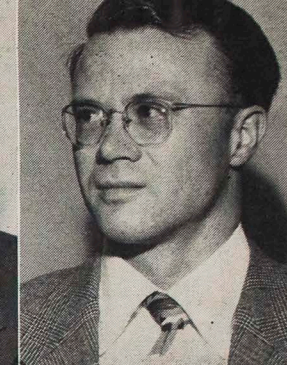
RUDOLF WIDMANN
Engineer
Maintenance of Way



L. H. LOWE
Chief Clerk
Engineering Department



W. E. STRATMAN
Signal Engineer
Signals and Overhead Lines



W. R. WILKINSON
Asst. Engineer
Field Bureau

FIVE ENGINEERS MOVE UP

Widmann Appointed To Succeed McClure

RUDOLF WIDMANN, who for three years had held the post of Assistant Engineer in charge of Field Engineering, succeeds Mr. McClure, and bears the title of Engineer, Maintenance of Way.

Mr. Widmann's rise with Pacific Electric has been rapid. He began as Junior Engineer on May 6, 1940. That after nine years of railroad experience he has been chosen to head so important a bureau as Roadway speaks well for the ability of this 35-year-old engineer. During the early part of the war, he was lent to the Consolidated Shipyards for two months as Resident Engineer to build a system of yard trackage. In January, 1945, he was appointed Assistant Engineer in charge of maintenance and construction on the Eastern District, with headquarters at San Bernardino. By July, 1946, he had become Assistant Engineer in charge of Field Engineering in the main office at Los Angeles.

A native of Los Angeles, he is a graduate of Manual Arts High School and the University of California at Berkeley. He received his B.S. degree in civil engineering in 1939, and became a registered civil engineer with the State of California in 1945.

C. W. Collins Heads Field Engineering

FROM NORTH CONDUCTOR to Assistant Engineer in charge of Field Engineering, Valuation, and Drafting is the story of Chester W. Collins, who was appointed to the latter position Sept. 1 when Mr. Widmann assumed the Roadway Engineer's position left vacant by the retirement of Mr. McClure.

Chester started in 1935 as Conductor, working out of Macy St., and later qualified as Motorman, Motor Coach Operator, and Terminal Foreman. He worked for nine months on

PE's local bus lines in Pasadena, but lacked the whiskers to do much as Terminal Foreman beyond some relief work.

He took several leaves of absence to complete studies in mining engineering and civil engineering at Stanford, having been forced to drop his college work earlier during the depression to go to work. Currently he is taking courses to enable him to secure a certificate as State-registered Civil Engineer.

In 1941 he became a Junior Engineer in Field Engineering, transferred in the same capacity to the Roadway Bureau in March, 1942, and became South Roadmaster the following July, a title he held until his promotion to Chief Clerk, Engineering Department, Nov. 18, 1946.

Stratman Appointed Signal Engineer

ACTING SIGNAL ENGINEER since the beginning of the leave of absence taken by Signal Engineer Albert Oren Smith last April, Walter E. Stratman was officially appointed Signal Engineer, September 1, 1949, retirement date of Mr. Smith.

Before coming to California, Mr. Stratman was active in the electrical and radio business in Kansas City. He took time out to serve in the U.S. Army, in the 10th Ammunition Train.

Arriving in California in 1923, he started work with Pacific Electric in November of that year, and has come up through the ranks as Signalman, Leading Signalman, Signal Inspector and Signal Engineer.

He had direct supervision of the signal installation for Terminal Island Extension, one of the larger signal installations in recent years.

Wilkinson Adds Duties In Field Bureau

WILLIAM R. WILKINSON, Assistant Engineer, Field Bureau, hasn't

had a change in title, but he's had some responsibilities added as of Sept. 1.

"Wilky" began with PE in 1942 as Junior Engineer in the Field Bureau, where he began assisting in making layouts and cost estimates for industrial spurs. In 1946 he was made Assistant Engineer in charge of survey parties. After the passing of the late Joe Frownfelter he began co-ordination work with the State Highway Department on freeway construction. Now his added responsibilities include taking charge of estimating other industrial spurs; contacting City, County, and State highway officials; and coordinating PE plans with those of City, County, and State.

A State-registered engineer, Wilky graduated from the University of California at Berkeley in 1942, majoring in civil engineering with emphasis in the transportation field. He came at once to PE.

L. H. Lowe Becomes Office Mgr., Engrg.

L. H. LOWE, who since 1942 had been Assistant Engineer in the Field Bureau, was appointed Office Manager, Engineering Department, as of Sept. 1.

Mr. Lowe started work with PE in March, 1942, as Junior Engineer, Field Bureau, and two months later was promoted to Assistant Engineer in charge of estimating, negotiations, and supervision of the Field Bureau.

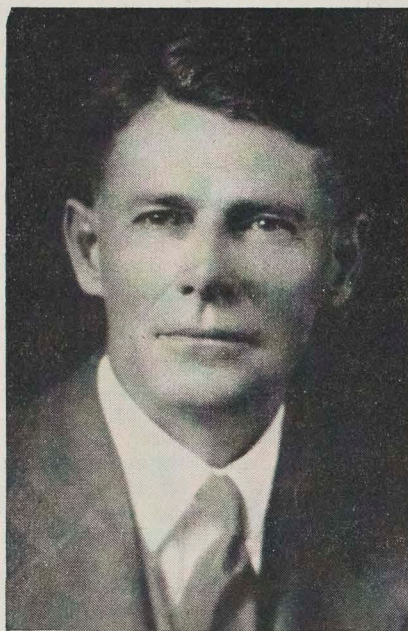
A graduate of Valparaiso University, Indiana, in 1915, he had great experience in railway engineering before he came to PE. For seven years he was with the Pennsylvania Railroad as Assistant Engineer in charge of construction and maintenance in Chicago. For four years he held a similar position with the Chicago, Aurora, and Elgin. For 14 years he was with the Cincinnati and Lake Erie as Roadmaster, Division Engineer, Assistant Chief Engineer, and Chief Engineer.

Design Engineer Griffin Dies; Was Once L.A. City Engineer

JOHN A. GRIFFIN, Design Engineer in Structural Engineering Office, passed away at his home, 5471 Brynhurst Avenue, on Sept. 30 following a two months' illness. Services were conducted by Dr. James W. Field, Jr. at the Little Church of the Flowers on October 4. Interment was at Forest Lawn Memorial Park.

Mr. Griffin entered the Structural Department seven years ago and was engaged in the design and supervision of construction of many of the major engineering projects undertaken by Pacific Electric during that period. His many friends, to whom he was familiarly known as "Griff," mourn the passing of a scholarly, genial, able gentleman of outstanding character and personality.

Born January 16, 1883, at Topeka, Kansas, he received his early education in the city of his birth. He later graduated in Civil Engineering from the Armour Institute of Technology at Chicago, Ill. In this city also, on June 10, 1903, he was married to Miss Violet Planner, who now survives him.



JOHN A. GRIFFIN

BEGAN IN CHICAGO

Mr. Griffin began his engineering career in Chicago in 1901, coming to Los Angeles a few years later as an inspector of construction of the steel framework of the Pacific Electric Building, which is believed to have been at that time the first large fire-proof building erected west of the Mississippi River. Returning to Chicago for a brief period, he came back to Los Angeles to reside permanently in 1906.

For several years thereafter, both in private practice and with the City of Los Angeles, he was engaged in the design of steel buildings, reinforced concrete chimneys, bridges, tunnels, reservoirs, water supply systems, and other municipal engineering projects.

WAS L. A. CITY ENGINEER

Mr. Griffin served overseas during World War I as captain, Company A, 316th Engineers, and received honorable discharge as major of Engineers and lieutenant colonel of Reserves. Following the war he served as City Engineer of Los Angeles from 1920 to 1924, during which period he successfully engineered the intense public works program of the city that was growing by leaps and bounds.

For several years until he came to Pacific Electric, Mr. Griffin was en-

gaged in the practice of consulting engineering.

He had been a registered civil engineer of the State of California, and had held memberships in the American Society of Civil Engineers, the Los Angeles Athletic Club, and the American Legion. He was also an active Mason, being a member of Clarence F. Smith Lodge No. 482, F. & A. M., a Knight Templar, a Scottish Rite Mason, and a member of Al Malaikah Shrine.

Besides Mrs. Griffin, he is survived by his daughter, Mrs. Winifred Evans, and two young grandsons of Long Beach; two brothers, Frank Griffin, Professor of Mathematics at Reed College, Portland, Oregon; and James B. Griffin, Pico, California, formerly City Engineer of Venice, California, and currently with Byron-Jackson Pump Company.

RPO Story Draws Philatelic Praise

THE STORY of the Arrowhead Stamp Club's ceremonies honoring PE's APO service to San Bernardino appearing in the July-August issue of the PACIFIC ELECTRIC MAGAZINE impelled the Club's Jack Whit-

Give Enough!

(Continued from Page 3)

himself, his fellow-humans, and the world through which he has thus far limped.

HOW YOU HELP

That's a large order—and it's costly. But it's being done, as thousands of its alumni and alumnae of all races and creeds can happily attest. The smiles of those now there offer further proof. PE employes and other public-spirited citizens of the Los Angeles area are partly responsible for those smiles. Contributions you make through MECCA or direct to the Chest, help keep the Hospital atmosphere sunny.

The cost per bed patient per day is \$16.62. Yet less than \$3.00 a day is paid by the majority of patients. Individual contributions and bequests and the Community Chest make up the difference. In fact, one-third of the operating costs are met by the Chest, when the Chest makes its financial goal.

DON'T FAIL CHILDREN

Last year it didn't. People in the Chest area failed by over a million dollars to keep faith with those who needed their help. That meant that some children—they could have been ours—didn't get their bones straightened. Bear in mind that 90 per cent of Chest contributions are used to help children.

The basic reason why the Chest didn't meet its goal was that people gave a lump-sum contribution to a single cause because they were asked only once. They forgot that one solicitation was made in behalf of 159 causes (welfare agencies helped in whole or in part by the Chest). They forgot that the mushroom growth of Los Angeles that makes us feel so complacent means also a growth in the number of people who need help.

It isn't the happy children at the Orthopaedic Hospital that gives us concern. It's the unknown children with abnormal bodies and perhaps unhappy minds who perhaps could be there if we would help more to make it possible.

of appreciation which reads, in part, as follows:

"Incidentally, today Agent Jones of San Bernardino presented our July-August issue of PACIFIC ELECTRIC MAGAZINE to me and I have since shown the spread to a few senior members of the club. We are indeed gratified to see our project appear in print and thus 'preserved for posterity.' A fine job."



UPPER PICTURE—Glee Club poses for picture at BRC picnic, Sunday, Oct. 2, in Sycamore Grove, along with new Glee Club emblem (at right) designed and painted by Charles Wuerbler, Design Engineer. Seated, left to right, are Eleanor Lifur, Joyce Wagner, Elna Harper, Marion Snowden, Margrete Christensen, Velma Douce, Maxine Eaton (pianist), Harry Shea, Terry Fairchild, Rudy Slotwinski, Alex Hart-

man, Bishop Curry. Standing, left to right, are Gaessa Carter, Verda Parkinson, Verna Lee Oldendorph, Christell Rowe, Evelyn Baker, Warren Silliman, Jim Boswell, Chester Collins, and Charles Wuerbler. LOWER PICTURE—Glee Club in action at Santa Barbara Avenue Methodist Church, Sept. 14, on Family Night. Most recent concert of Club was given Oct. 16, at Phillips Temple, 43rd and Wadsworth.

GLEE CLUB LOOKS TOWARD CHRISTMAS PARTY

THE PE THEATER ECHOES to the joyous sounds of Christmas music these days, in anticipation of the Annual Christmas Party to be given at 9:30 a.m. on Friday, Dec. 23. Watch your bulletin boards for complete details concerning the program to be given—and then plan definitely to bring your family and friends.

The success of last year's party has encouraged the Glee Club to redouble its efforts to help make the program the best ever. All employes who would like to sing in the special Christmas program should report for practice immediately, so that they can learn

their parts along with the regular members. President Harry Shea and the Executive Committee of the Glee Club have taken the stand that only those who attend at least six full Tuesday rehearsals are eligible to sing at Christmas.

"It's hardly fair to all concerned," they pointed out, "for people to show up at the last minute and expect to sing when they cannot possibly know the music."

But they also want all employes to know that everyone who wants to sing and can carry a tune is very much wanted, whether he or she will be able to continue with the Glee Club

after Christmas or not. There's always room for new members.

CHRISTMAS FUN

Some uproarious comedy by those well-known thespians, Mary Brenner, Earl Miller, and George Perry, and some hearty community singing are also promised for this year's party, according to L. B. McNelly, producer and emcee of the program. "Plan now," says he, "to attend and have your families and friends come, too."

Concerts at the Santa Barbara Ave. Methodist Church on Sept. 14; the BRC Picnic at Sycamore Grove, Oct. 2; and Phillips Temple Church, Oct.

16, have highlighted Glee Club activity during the past two months. Soloists at one or more of these concerts have been Evelyn Baker, Bishop Curry, Christell Rowe, Lillian Ryan, Harry Shea, and Rudy Slotwinski. Constantly learning new and interesting music of all types, the chorus has gained much in poise, precision, and music reading ability.

New members have kept coming in. Among the latest arrivals are John Gillen, Pay Roll Accounts; Katherine Mulhall and Inal Stwalley, Freight Accounts; Mickey Podrasky and Charlie Riestra, Duplicating Bureau; and Louis N. Velzy, Terminal Foreman. Helen Ferguson, of Disbursements, has returned after a long absence.

"All are welcome," says Vice President A. K. Hartman, "but the Glee Club isn't going to be satisfied until membership reaches at least 100 — look," he points out, "here's an organization where you have a chance at

Carl F. Hill Receives Double Honors

Carl F. Hill, who became widely known to all when he was Superintendent of the PE Restaurant and News Service, was appointed Assistant Superintendent of the SP News Service in charge of newsstands, soda fountains, and PE concessions as of Sept. 1. That's a promotion his many friends will be glad to hear.

Another honor he has received is that of being elected Third Vice President of the International Stewards and Caterers Association when that organization met in convention at Philadelphia Sept. 11-16. He had been a director for two years.

100 per cent participation all the time in what's going on."

Rehearsals are held each Tuesday evening from 4:30 to 7:00, with preface of coffee and cookies.

SAFETY FACTS

SINCE the first atomic bomb exploded over Hiroshima, 400,000 Americans have been killed, not by the new products of genius, but by the old stupidities. Organized safety movement has won some victories — real and important ones.

If we are to win far greater victories — and we must win them — we must awaken this country to a few facts:

That accidents outrun every disease as destroyers of productive life;

That they kill half the grade school children who die in this country;

That they are a ghastly blight endangering us most particularly in our own homes;

That they are a major barrier to industrial efficiency and good industrial relations;

And that they can be prevented by techniques already known.

NED H. DEARBORN, President, National Safety Council.

THANKSGIVING DAY, 1949

AS ITS NAME IMPLIES, Thanksgiving is a day upon which all Americans can express their gratitude, publicly and privately, for the unprecedented advantages they enjoy as American citizens. Though the American system is not perfect, it has bestowed more freedom, more happiness, more privileges and more benefits upon more people than any other system in the history of the world.

The American Heritage Foundation points out that Thanksgiving not only is a day for assessing our blessings, but a time for determining to do everything to preserve and enrich them. The Thanksgiving of words must be backed up with a Thanksgiving of action, and there is no better way to prove our appreciation for the freedoms of our American Heritage than by working at being full-time citizens.

There is no more sincere way to work at being full-time citizens than by unwaveringly living up to the "Nine Promises of a Good Citizen."

These nine promises are the central theme of the "better citizenship" campaign of the American Heritage Foundation, which conducted the Freedom Train tour of 1947 and 1948 and which, with the cooperation of the Advertising Council, Inc., is now di-

recting a national program to raise the level of active citizenship through re-emphasizing the significance of our major national holidays.

A good citizen will promise to:

1. Vote at all elections, intelligently and honestly.
2. Serve on a jury when asked.
3. Respect and obey the laws.
4. Pay taxes understandingly.
5. Work for peace, but accept all duties in time of war.
6. Avoid group prejudices.
7. Work for better schools.
8. Make the community a better place in which to live.
9. Practice and teach good citizenship at home.

If our American Heritage is to be preserved, enriched, and handed down to future generations, each citizen must feel morally responsible for contributing to the betterment of his community, state and nation, not only today, but every day.

The importance of religion must not be overlooked as a vital factor in adjusting to the problems of everyday living.

American democracy, with its emphasis on the dignity and sanctity of the individual person, is fundamentally a moral, ethical and religious concept, while on the other hand, Communism, Nazism, and Fascism are essentially anti-religious.



LADIES' NIGHT at Speakers Forum, Sept. 21, At Head table, left to right, are Mr. and Mrs. John McSweeney, Toastmaster and Mrs. Charles Sein, and Warren Silliman. At left side of table, left to right, are Harry Shea, Patricia Roberts, Mr. and Mrs. Edward Mason (parents of Miss Roberts), Grace Stine (waitress), C. E. Ferguson, Phyllis Perry, and Mr. and Mrs. George Perry (parents of Phyllis). At right side of table, left to right, are Mr. and Mrs. L. R. McIntire, Irene F. Falconer, L. B. McNelly (who brought Miss Falconer), Mr. and Mrs. Earl O. Miller, and Mr. and Mrs. John D. Cummings, Jr. Mr. McSweeney, now with the Pasadena schools, is Forum Instructor.

Ladies' Night Adds Glamor to Speakers Forum

LADIES' NIGHT, under the toastmastership of Time Supervisor Charles Sein, was held by the Pacific Electric Speakers Forum on Wednesday, Sept. 21, at their usual rendezvous, the coffee shop in the Hotel Stowell.

For once, the ladies left most of the talking to the men, all of whom made the customary two-minute talks on a topic suggested by the Toastmaster. In addition, three ten-minute speeches were made. George Perry, Manager, Hospital Association, discussed "The Vague Specific," humorously decrying the universal tendency toward vague terminology. L. R. McIntire, Personnel Manager, described his family's method of reinforcing the school studies of their eight-year-old son by educational trips. John McSweeney, Forum instructor, set forth a new objective of study for the new season, stating that it is time for the Forum to investigate the psychological bases of good speaking, inasmuch as considerable progress, he said, has been made in the mechanics of the subject.

"I help out several similar groups," said Mr. McSweeney, who is now counsellor-psychiatrist in the Pasa-

dena City schools, "but my favorite is the Pacific Electric Speakers Forum."

"There is room in the Speakers Forum for many more employees," declared Toastmaster Sein. "If you lack self-confidence, find it difficult to express yourself, or realize that you've acquired some faulty speech habits such as poor enunciation or poor grammar, you'll find joining the

Speakers Forum and attending its regular dinner sessions every first and third Wednesday of the month a great help in overcoming your problems. Because everyone in the group realizes his own weaknesses, there's a friendly atmosphere of mutual helpfulness that tends to bring out the best in each speaker. Men of all departments and all crafts are invited to participate."

SAFETY-MINDFULNESS

By H. L. Young
Superintendent of Safety

PREVENTING ACCIDENTS requires the cooperation of all. The thought of your own personal safety as well as the safety of your fellow worker depends on the safety-mindedness of each individual.

Thinking safely results in acting safely; acting safely prevents accidents that cost the loss of time, suffering and, too often, life itself.

When you observe the unfortunate person guided in his walk by the too familiar white and red cane, seeing eye dog, the armless or legless handicapped beyond words, ten to one their misfortune was the result of an avoidable accident.

Life and limb are precious. Let's be selfish about them — others' as well as our own.

MACY STREET TERMINAL



By
Ted
Harrison

GREETINGS to the Traffic Officers we are contacting every day as we travel the city streets. We've got a swell bunch of fellows and they give us the breaks at the intersections and help us. Let's co-operate with them, fellows, 'cause they don't have a very enviable job.

Conductor H. E. WHITNEY reports the arrival of a seven-pound girl to join his family. The happy event took place at St. Luke's hospital Sept. 30.

An eight-pound boy arrived at the Glendale Hospital on Sept. 28. He is the son of Motorman FRANK PURPURA and to date Frank has not said whether he is going to be a Freight Motorman or a Brakeman.

We understand that mothers and new arrivals are doing fine in both of these events and we offer our congratulations to both families.

News item of the month is as follows: About four a.m. a telephone rang in a home in West Arcadia and a sleepy man answered. The caller said, "O.K., Pal, get out to the car line and I'll pick you up and save you driving." The sleepy man said, "Who is this calling?" The answer, "Just a friend trying to save you a little gas." Looking at the clock the sleepy one discovered it was half an hour after his regular time to arise so he hurriedly dressed and ate breakfast, helped, of course, by friend wife. Continuing his fast gait he arrived at the car line to find his Motorman, R. F. OSTRANDER, waiting. Quite a neighborly thing to do, all right, but in telling of this touching little incident the sleepy man, Conductor GUS POLLACK, didn't say how far they drove until he found out it was his day off.

Bumps, changes? Yes, lots of them, far too numerous to mention since the Pomona Fair, but mention might be made of two, Conductor GUY CALDWELL and Motorman BOB COE, who came over from the South and helped us with the County Fair Crowds. Guy Caldwell is still on the North working the El Monte Board, while Bob Coe has gone back South. More gravy there, Bob?

The Public Appreciates

COURTESY WINS AGAIN — and we might say, as usual. This quality, in its various forms such as cooperation, cheerfulness, and friendliness, draws more letters of appreciation than all other qualities combined. Alertness, safety of operation, cool-headedness, and other qualities elicit some admiration, to be sure, but it's courtesy, the quality of the heart, that seems to win friends and influence people.

And the courteous employe seems also to be the efficient employe, judging by the remarks sent in by the public.

Two outstanding acts of cooperation deserve particular mention.

PUTS OUT FIRE

A large oil truck, whose driver was unaware that fire had broken out beneath the tank, passed the well-filled bus which Operator P. B. Holle was driving during peak-hour traffic on Valley Blvd. Oct. 8. Mr. Holle blew his horn frantically, but the truck driver paid no attention. The driver of an automobile, seeing the danger, sped past bus and truck and, getting ahead of the truck, forced it to a halt. The bus, necessarily stopping close behind the truck and wedged in by a solid lane of cars, was unable to move out of the danger zone. Operator Holle seized his fire extinguisher, and "unconcerned about his own safety," says a letter from an eye-witness, sprayed the contents on the fire before the truck driver could get his own fire extinguisher into operation. The fire was soon out, but "I am convinced," says the writer of the letter, "that his (Mr. Holle's) bravery and prompt action saved his passengers and others injuries and possible loss of life, not counting damage to yours and others' valuable equipment."

GETS NAMES OF WITNESSES

Though off duty at the time, 1:38 a.m., Sept. 12, M. W. McBrayer, Northern District Operator, stopped his personal auto to assist, upon noting an accident in which a Los Angeles Transit Lines trolley coach was involved. Its driver had been knocked unconscious in the accident. Mr. McBrayer secured the names and addresses of all the passengers on the coach, and this act of unusual cooperation drew a letter of praise from the Safety Director of the Los Angeles Transit Lines.

The complete list of employes commended since the last issue of the PACIFIC ELECTRIC MAGAZINE follows:

NORTHERN DISTRICT

Conductors C. F. Kinne, V. L. Moore, and S. Mosley.

Motorman R. A. Butler.

Operators R. S. Copeland, F. W. Hall (two letters), M. W. McBrayer, and J. W. Van Sickle.

SOUTHERN DISTRICT

Conductors L. I. Frank, William T. Hunter, R. D. Mullen, Clyde E. Somers, Thomas B. Thomas, and P. E. Weide.

Operators E. C. Giffin, D. L. Gladwell, W. K. Holsberry, E. L. Webb, and L. L. Winchell.

WESTERN DISTRICT

Conductors L. Clayton, J. B. Gamble, G. R. Hopkins, Earl C. LeQuesne, Alexander Michel, C. A. Phillips, Simon Sachs.

Operators T. R. Asel (two letters), E. R. Burton, R. G. Corl, Lee Fanchin, A. V. Hand (two letters), A. Kirkbride, A. E. Landers, Milton L. Lewis, John Manfroy, W. L. Maurer (two letters), Walter G. McBain, R. A. Moore, W. V. Rathbone, Russell A. Ritter, Seymour Rona, W. D. Rupert, Jarvis G. Scarlett, S. B. Smith, R. L. Strother, and J. M. Turchin.

MOTOR TRANSIT DISTRICT

Operators A. R. Coker, S. F. Dispennette, E. S. Fitzgerald, Carl O. Greene, Robert W. Griffith, T. B. Hays, Arthur Helwig, F. L. Hight, P. B. Holle, M. V. Johnson, Frederick W. Lenard (two letters), A. B. Prather, and J. M. Short.

Decline of Interurban Traced in TRAINS

ALTHOUGH HE BELIEVES there is a great future for high-speed electric rail service if the current decentralization trend among cities continues, David A. Strassman, writing on "The Rise and Fall of the Interurban" in October Trains Magazine, believes the old-time interurban, where everybody knew the names of the train crew, is not only doomed but is already little more than a hazy memory, except for a few scattered cities throughout the country.

Regardless of the point of view he holds concerning the high-speed electric rail service, he has written an entertaining article describing the reasons for the early popularity and success of interurban service during the early years of the century, and tracing the causes for its decline. Interesting reading.

MOTOR TRANSIT HIGHWAYS OF HAPPINESS



By
Nelson C.
Fetterleigh

"FREE? What would they give away?" scoffed some Operators at the end of the parked line of buses at the Pomona fairgrounds. They were discussing the expense of seeing the fair, and your correspondent had declared he knew how to get a free lunch. "Follow me," sezee. We formed a line and went through the various buildings. Free instant coffee, free cheese and crackers, free can-cooked ham served on crackers, free milk, free Fritos, free fruitcake, free chocolate, and free buttermilk were the result of the investigation. After it was all over, said correspondent inquired, "Well, where do we eat lunch?"

"No smooth-pusses" was the order of the day during El Monte's Pioneer Celebration Oct. 26-30. Only whiskers, in the shape of sideburns or beards.

Operator Philip B. Holle of South Alhambra Extra Board and his wife, Joan, are happy with their new daughter, Marilyn, born Aug. 25 at Queen of Angels Hospital, Los Angeles, and weighing 6 lbs., 8 oz. Brother Michael, 3, is also interested in his new sister. The Holle family lives in Alhambra.

"Would you mind leaving that bundle at the dry cleaners?" telephoned the lady to the Operator. He had found her package on his bus. Before he had a chance to reply, "Thanks," she said, "I'll pick it up at the cleaners next week"—and hung up quickly. So he took the bundle to the cleaners.

SAFETY NOTE: Just one second of neglectful driving may result in hours of tragedy.

Operator Thomas J. Arnold, of El Monte Extra Board, and wife, Grace, rejoice in the possession of a new son, Randolph Oliver, born at El Monte Medical Center Sept. 2, and weighing in at 8 lbs., 9 oz. R. J. will perhaps inherit the title of Motor Transit softball mascot borne by his brother, four-year-old Michael Wayne.

Charles ("Chuck") Davidson, taking a "busman's holiday," drove to Oregon, Utah, Colorado, and Arizona with his wife for a fresh-water fishing trip, and left Mrs. D. with Arizona friends. He returned to work for a few days, and then made an-

LOS ANGELES TERMINAL FREIGHT STATION

By
Suzanne J.
Smith



other round trip to Arizona to pick up his wife. Then he came back to work again.

Bringing up four children of his own isn't enough for Operator Merle C. ("Bud") Robart of Baldwin Park. His hobby is scouting, and the Hawk Patrol of Troop No. 4, which is sponsored by the El Monte Junior Chamber of Commerce, and of which Bud is scoutmaster, was judged one of the five best patrols in competition at the Pomona Fair with troops from all over Southern California. Bud also holds membership in the El Monte Junior Chamber, and is Post Adviser for Explorer Post No. 4 sponsored by that organization. Bud's 14-year-old son, Dick, is also a member of Troop No. 4, and he and his dad are both Star Scouts advancing along the scouting trail together. They expect to receive their Life Awards in December.

Also a craftsman is Operator P. N. Stoner, of El Monte Extra Board. He was a paint contractor back in Missouri and still does a little on the side since coming to PE in 1942. He's remodeling and partially rebuilding his home in San Gabriel. The inside is knotty pine. He's extended the living room in the front and added a large fireplace. Besides keeping all this work up, he's raising pedigreed calves.

Appreciation

Oct. 25, 1949

MY FRIENDS:

What a truly great word that one word is—friend.

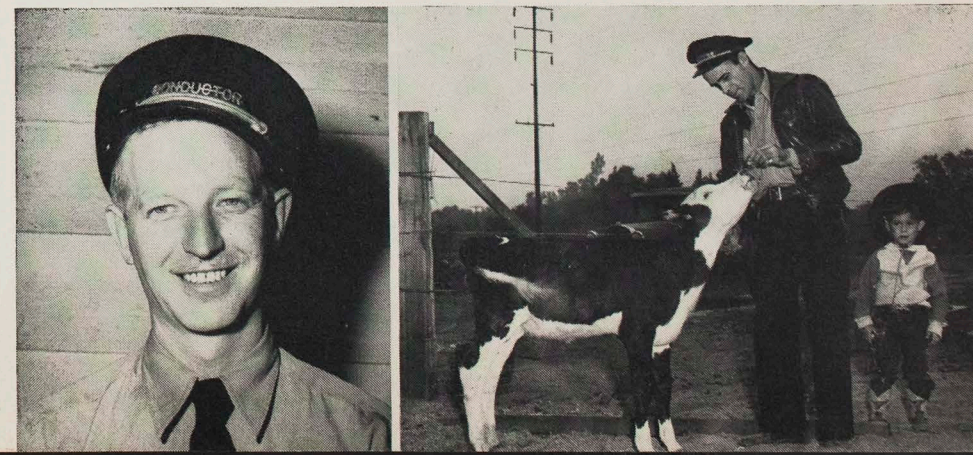
This is my way and the only way that I know to express to you my deep appreciation for your kindness, thoughtfulness, and help to me and my family for the past three years. From the bottom of my heart I wish to personally thank each and every one of you.

Sincerely,
F. E. ("TED") STEMM
Motor Transit Operator

SCOUTMASTER Merle C. Robart.

THINGS AND STUFF about late vacations—Bonnie and Morris Thompson to Bemidji, Minnesota and Winnipeg in their new Nash. . . Freddy Marshall tasted fried shrimp at the Exposition Grotto in San Francisco. . . Jimmy Warren saw Tijuana. . . Florence and Brooks Allen visited daughter Margie in North Carolina. . . Jimmy Boswell said he could see Niagara Falls over and over again. . . Daniel Sanchez vacationed at Tecumseh, Oklahoma. . . Louis Lipschultz caught the biggest fish ever. . . The Lester Posts drove over 2,000 miles up North and hit plenty of rain. . . William Winiger saw Oregon and Gilbert Horcasitas went to Texas. . . Joyce Wagner and sister Florence Stockdill visited their mother in St. James, Minnesota. . . Mary and Neal Breese enjoyed "Mystery Spot" at San Jose and "Mystery House" at Santa Cruz. . . New Income Tax Deductions — Peggy Ann Hinis decided to announce her arrival on Sept. 6, which suited Dad Russell Hinis just fine. . . Kathryn Lynn Thornburg increased the Thornburg family of Roy and Rusty to "three" red-heads on Aug. 15. . . While Laura Jeanne, weighing a full 6 lbs., said "Hello" to her folks, Mr. and Mrs. Howard Kopsho, on Sept. 25. . . Various LATFS info — Sydney S. Gordon is Trainmaster's Clerk at 8th Street, since Betty Harper resigned and Jack Foley returned to "pre-med." school. . . Conrad Heath displaced to Whittier. . . Frank Holloway works in the LATFS Claim Department and Harry Pierson is on the Extra Board. . . Russell Peterson is negotiating to

STONER, calf, and 5-year-old son, "Tinker."





LONG BEACH SOFTBALL BANQUET—Front row, left to right: E. Norris, lf; L. O. Myers, p; R. Sinclair, p. Back row: E. C. Crunk, V. C. Prettyman, Manager of Equipment; R. J. Price, 2b; G. H. Van Auker; 3b; R. W. Krafft, 3b and c.; W. C. Aldrich, p, rf, & Manager; E. H. Martin, c; R. R. Reynolds, cf; L. Annis, 1b; E. E. Wright, rf.

buy a home in Arcadia. . . . Fred Marshall can really grow some "smelly" gardenias. . . . Otto Johnson likes the Claim Inspector work. . . . ("Lefty") Phillips still likes his cigars. . . . Elmo Hall spends his leisure time making furniture for his home; classy stuff too. . . . Robert Jordan stopped by for a quick "hello" to the gang. . . . Art Tellechea will be at West Hollywood for some time and surely likes it there. . . . George Hippensteal bid in the Relief Job. Ray Grafius doesn't believe there is "deer" in them thar' hills. . . . Reba and Ed Weathers bought a home in South Gate, after selling their trailer, and Reba is now trying her hand at being an interior decorator. . . . Since Bernice and Larry Leavitt have their automatic ironer, washer, etc. they even find time to repaint their kitchen. . . . Robert Hulin has been working extra. . . . Jeanne and Jack Thompson changed their plans from Grand Canyon to Yosemite. . . . Seymour Lipschultz can show you a calendar that has 31 days for September. . . . Our sympathies are extended to Beatrice Morrell and to Ruth Fuerstenau on the deaths of their respective fathers. . . . Ethel Turner decorated her son's tiered wedding cake, baked in the form of a cross, but after one experiment with a mayonnaise cake, a certain gal gives up, even though George Hippensteal still backs up the recipe. . . . Vernon and Homer Dutton call South Gate their home and say "we all" can have noisy L.A. . . . Charles Loveland's wife is recovering nicely from a very serious operation and can even help Charlie plant a dichondra lawn and wash the doggy on Saturday. . . . Weddings—Joe and Idella Peeler's daughter Joan became Mrs. Don Stables at the Baptist Church in Glendale. Later the family took a trip to Arkansas. . . . The former

Ruth Fuerstenau now answers to the name of Mrs. Earl Finley, and Jimmy Haugen said his vows to Irene Leivan on Oct. 7 at the Our Saviour's Lutheran Church, Long Beach.

LONG BEACH FREIGHT HOUSE



By Jack Delaney

ARRIVING BY PLANE from the Far North, where they both have good jobs with the Alaska Railway at Anchorage, Madeline and Bill Ruge, both formerly with PE in Long Beach, were highly enthusiastic about their new assignments. They were here for a few days to visit Madeline's dad, Walter Scerby—and, of course, her mother.

Allen ("Droopert") Taylor is convalescing at the White Memorial and doing fine.

Vacationers returning: Brother Hambricht after three weeks in New York, including the baseball games.

Lona Deckert, after a few hours in Las Vegas, home with many marbles.

Old Dr. Vic Watson, perennial Telegrapher, continuing to make muscular adjustments on any aching back that passes his desk.

Bernice Swinney, back to Long Beach Station and the Demurrage Desk after a summer in Downey.

"Slapsy Maxie" Maxwell, Station

Long Beach Softball Team Celebrates

A DINNER at the Forbidden Palace in Chinatown closed the successful season of the Long Beach softball team Sept. 20.

The Long Beach aggregation would like to have it known that they defeated the El Monte Clerks and the Motor Transit Team in each encounter during this past season, and placed third in the Long Beach City Recreational Class D softball play-offs, out of a field of 32 teams.

It's a Girl For the Archulettas

MARCHAND is the illustrious name of an eight-pound, two-ounce daughter born to Ticket Clerk and Mrs. Eugene R. Archuletta Sept. 12.

Claim Clerk, after a session counting broken beer bottles at the Home Ice. For the time involved, there just couldn't be that many bottles. He takes all the broken bottle assignments, as his running mate, Shemus Connors, can't stand the smell of the stuff. Slapsy claims to like it.

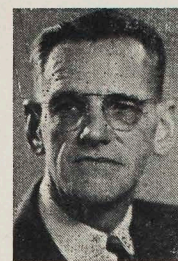
"Slats" Lawrence, lanky Rate Clerk, is the only one who hasn't had a vacation. He's lording it over everyone on the strength of the theory that he may be off during the holidays.

October has been a great month for Laura ("Lucky") Stirn. She won two World's Series baseball pools, and also an electric iron at the Los Angeles safety meeting.

Midge Sheffield has left us for a job in Taylor Yard.

Your portly reporter sprained his wrist writing unemployment claims for about fifty itinerant Jap railroaders from Utah. So our kind friend, Jimmy Graham, compiled the above from the PE Freight Station.

OCEAN PARK CAR HOUSE AND BUS LOT



By D. L. Graadt van Roggen

SEPTEMBER must be a favorite month for new arrivals. For instance, take the case of Conductor-Motorman-Operator C. A. Phillips. He became a proud father when on Sept. 10 his wife, Margaret, presented him with a brand new son, born at the Santa Monica Hospital. Young Phillips weighed 8 lbs., 8 oz. at birth. Parents call him Gary LeRoy. Asked how he felt, C. A. professed that he "survived." Mother Margaret is doing fine, too.

Two weeks later, Sept. 25, that same old stork (I presume it was) visited the family Lomba. Conductor Robert S. gave us the news while he handed out cigars. The baby tipped the scales at 9 lbs. 6 oz. and was 23 inches long. But that isn't all! David Charles (that's the baby's name) has six toes on his left foot. He was born at the Lynwood Hospital, and latest reports are that Mother Lylis is getting along splendidly. Robert went out to celebrate and came home sporting a new Ford.

On Sept. 23, Conductor R. H. Nissley became the happy recipient of a 35-year membership pin from the BRT. He celebrated his birthday Oct. 5.

Vacationing have been Trainmen C. M. Levitt, N. M. Dunlap, C. M. Fitzhugh, E. G. Peak, H. P. Jockimson, C. J. Sutter, F. Farley, and G. D. Burnett. On leave have been C. G. Aichelle, E. M. Shepherd, W. C. Alexander, and O. D. Warfield.

We hope the following men will have returned from sick bay by the time you read this: E. S. Fraser, J. Schwartz, and H. E. Walton.

Have you already ordered your Christmas cards? If not, by all means see Conductor C. L. Robbins. He is turning out some fine photographic work this year.

Van Roggen Becomes Grandfather Oct. 25

D. L. GRAADT VAN ROGGEN became a grandfather for the third time Oct. 25, when Mr. and Mrs. D. L. G. Van Roggen, Jr., rejoiced over the arrival of Jean Marie at 1:20 a.m. at the Hoover Maternity Hospital. Grandson Jean Marie weighed 7 lbs., 6 oz. at birth.

Retired West Man to Mark Golden Wedding

GOLDEN WEDDING anniversary will be celebrated by retired Conductor and Mrs. Ivar E. Black on Dec. 17. They invite all their PE friends to help them celebrate at the Woman's Clubhouse, 400 S. Broadway, Redondo Beach, where a reception will be held in their honor between the hours of 2:00 and 5:00 p.m. and 7:00 and 9:00 p.m.

Mr. Black and Miss Mabel Pauline Ayres were united in marriage Dec. 24, 1899, in Kansas, and moved to California in 1909. Since 1920 they have resided in Redondo Beach. In 1917 he entered PE service as West Conductor, retiring in 1943 at retirement age.

While congratulations may be somewhat premature with this issue of the MAGAZINE, it is certain that all employees who will be unable to offer them in person would wish them extended through these pages.

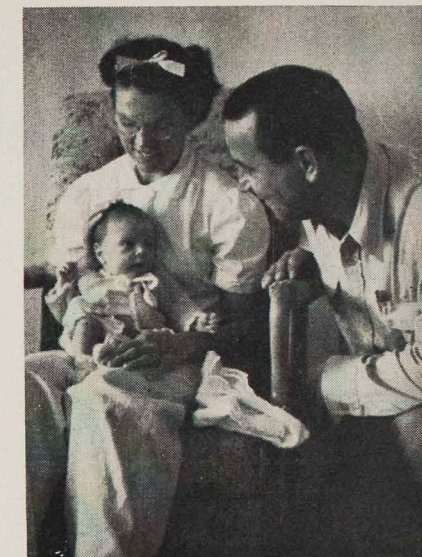
VSL Man Has Lots of Railroad Experience



R. H. Nissley

for the CB&Q. Five years later he

RALPH H. NISSLEY, a Venice Short Line Conductor since he entered PE service in 1944, has had plenty of railroad experience. Born in Sterling, Neb., Oct. 5, 1891, he began his railroad career in 1909 as Brakeman and Baggage man and



"I LIKE IT HERE," Richard David, born Aug. 21, tells his father, West Conductor A. L. Hall, from the security of Mommy's lap.

went with the Illinois Central as Switchman at Monmouth, Ill., but in 1917 returned to the CB&Q as Switchman. During the course of the next 27 years he rose to Yardmaster and General Yardmaster. That brings him to 1944, when he came to California and PE.

Ralph and his wife, Mary, were wedded in 1912, at Columbus, Neb. There's a married daughter, Maxine; a 20-year-old son, Ronald, who is a corporal in the U. S. Air Force at San Antonio; and four granddaughters.



LOMBA FAMILY—VSL Conductor Robert; his wife, Lylis, holding David Charles at the age of two weeks; Richard Gene, 3; Robert, Jr., 5; and the new Ford, same age as David.

Enjoyed by Crowd of 250 First Annual Agents' Picnic

THE FIRST ANNUAL AGENTS' PICNIC, sponsored by the Pacific Electric Agents Association, attracted 250 people last Sept. 25 at Swiss Park, Duarte. It was an all-day-Sunday affair. Picnic lunches were brought by all present, and there was an abundance of coffee, ice cream, pop, and beer, all free for the asking.

Mrs. Helen Wilson, guest of Freight Service Bureau Clerk Irene Nordquist, won the grand prize of a table radio. More than 50 other prizes were given away, including boxes of oranges, pottery, glassware, cases of beer, cash, etc. Not on the original program were several drawings for prizes made possible by the large number of gifts received.

A baseball game played by two pick-up teams captained, respectively, by Charlie Sein and Art Nasher was won by Sein's team, 10-8. Other contests included running races, golf-driving and baseball-throwing contests, pie- and watermelon-eating races, three-legged races, etc., for young and old — with laughs and fun a-plenty.

Notable guests included George Soetje, Traffic Manager, and Elmer Baker, Warehouse Foreman, both of the Lucky Lager Brewing Co.

The picnic committee consisted of Agents M. A. Soper, Garden Grove; E. R. Burke, Santa Ana; and L. A. Vincent, Covina. Master of Ceremonies was W. A. Cunningham, Azusa Agent and President, PE Agents Association.

The whole-hearted thanks of the Association are extended to Staff Engineer F. M. Sullivan, Electrical Department, for his installation and

Agents Association To Meet Thursdays

MEETING NIGHTS for the Agents Association will be changed from Friday to Thursday nights effective Nov. 17, announces Santa Ana Agent E. R. Burke, new President of the Association.

New officers were elected at the October meeting. E. R. Burke succeeds W. A. Cunningham, Azusa Agent, as President; Don Hileman succeeds Mr. Burke as Vice President; and Leo J. Vincent, Covina Agent, was elected to succeed Mr. Hileman as Secretary, but resigned. A. R. Crowe, Compton Agent, was thereupon appointed Secretary.

operation of a public address system, and for his help during his spare time in serving at the pop and ice cream counter. Sincere thanks are also extended C. H. Belt, W. G. Knoche, H. O. Marler, R. J. McCullough, F. C. Patton, and T. L. Wagenbach for their important contributions to the success of the picnic.

ACCOUNTING DEPARTMENT

By
Marge
Zimmer



WE DEEPLY REGRET to announce the sudden death on Sept. 20 of Kenneth W. Williams, Timekeeper and Deduction Clerk, Pay Roll Accounts. Kenny, as he was known by all, was born in Council Bluffs, Iowa, May 3, 1902, and entered service with PE Feb. 11, 1946. He is survived by his wife, Lee, and six-year-old son, Jerry. His host of friends and fellow-workers, who will long remember his never-failing kindness and courtesy, share the sadness of the bereaved family.

Everyone in Passenger Accounts was beaming on Sept. 6, when our boy-friend, Murphy, returned from his vacation in San Diego, Santa Barbara, and Catalina.

Ending vacations for the year, 1949, Mrs. Belva Dale went to Flagstaff, Ariz., Jean Pratt flew to Nebraska, and Eileen Dillon traveled to Denver, Colo.

Seems W. H. Alexander is kept quite busy since he moved into his new home. Wonder if he reads the



"I'M FULL, MOM." "LEMME SLEEP, POP."

Don Raymond Albrecht, shown at age 3½ months, seems to be the center of attention for Mamma and Papa Ray Albrecht.



SMILES — Trolleyman T. S. Rosier of Butte St. receives \$500 grid pool check from R. M. Mount, Business Mgr., Los Angeles Examiner. (Picture courtesy of Examiner)

Trolleyman Wins \$500 In Examiner Grid Pool

"EVERYTHING'S ROSIE NOW," quipped the freight men at Butte St. when they heard that Trolleyman T. S. Rosier had won a \$500 check from the Los Angeles Examiner for picking correctly the 20 losing teams that played in games Oct. 1.

Mr. Rosier not only won the money, but got his picture in the paper Oct. 11 for his outstanding feat.

"First time in my life I ever won anything worth while," he told the MAGAZINE.

Most of the money went to pay for an operation for Mrs. Rosier, he said. So it came in handy. And he's going to keep on picking football teams every week, hoping to win some more money.

He's been with PE since 1943, and has a grown son, Leonard, who is studying under the GI Bill to become a writer.

"Diary of a Plain Dirt Gardener"?

We are now all agreed that the numerous fine qualities ascribed to five-month-old Don by his fond papa, Ray Albrecht, must be true. Picture of Don elsewhere on this page.

Congratulations to Ed Campbell, who has moved into his new home.

Recalled from furlough are Marion Lutes, Passenger Accounts, and Margaret Tacsik, Typing Bureau.

Proving that love is a young man's game by sporting sparkling diamonds are Passenger Accounts employes Ruth Britton, Anna Lee Kalmsee, and Mary Kelly.

Understand that Gertie Masson's friend, Dick K., is coming all the way from Massachusetts just to spend the holidays with her.

J. L. Pujol celebrated his birthday Oct. 6. The Miscellaneous Accounts Bureau surprised him with a dozen cup cakes, on each of which was a candle.



HELPER RETIRES — West Hollywood employes gather as Assistant General Foreman Tom Green presents two-piece set of luggage on behalf of employes to Helper Mary Johnson (close-up view inset) on occasion of her retirement Aug. 31. Mary was very popular with all.

MECHANICAL DEPARTMENT North and South Districts

By R. P. Murphy

WE ALL KNOW now that fall has arrived and that the only thing to look for now is Hallowe'en Parties, Thanksgiving dinners and the seasonal Christmas and New Year's dinners, and then that cold, cold January, which to us natives just took the Sun out of Sunny California last January. With the first fall of snow on Old Baldy, Oct. 8, 1949, the earliest in 16 years, the old overcoat will have to shed the moth balls soon.

To get back to the reason for knowing why fall and winter has set in, the Wild and Woolly hunters have returned from the Sierra Nevada Heights above Yosemite with their usual stories of the deer that just got away.

The vacations are coming to a close very quickly — one or two will go on Christmas vacations, but from now on most of us will just have to look for 1950 to roll around before we pack up the old kit bag for bigger and better places.

Most of us took extended vacations from Canada to Florida — New York and New Orleans as well as touring extensively in the State of California celebrating the 100th anniversary of the State. Everyone seemed to have an exceptionally good time.

Whether we agree on private charities or not there is a lot to be said about the Community Chest especially after you take one of their tours and see the good that is being done.

Mary Johnson, Helper At West Hwd., Retires

MARY JOHNSON, Helper at West Hollywood Car House, retired on Aug. 31 after PE service since August, 1923, when she started with the company as a Car Cleaner.

Mrs. Johnson, a native of Glasgow,

Scotland, came to the U. S. at the age of 10 with her family, because her mother thought our country a bonnier place to live in and raise a family than Bonnie Scotland. The family stayed in Massachusetts, but Mary came west in July, 1923, and the next month was working for Pacific Electric. She still has much of her Scotch brogue.

West Hollywood employes gave her a fine set of airplane luggage, including a suitcase and an overnight case, at a little ceremony held at lunch time on Wednesday, Aug. 31.

SYSTEM GARAGES

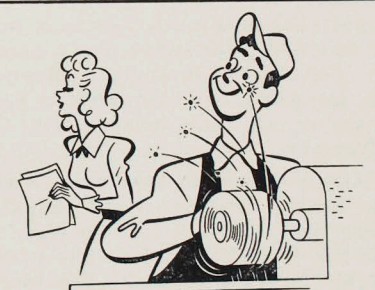
By A. L. Bristow

A DAUGHTER, Sara Lee, arrived for the Frank Markleys Aug. 27.

Many from the Garages took their vacations during the past two months, traveling, hunting, fishing, working around the house, or just resting.

Something new has been added at Macy Garage: Lonnie Marks, Auto Machinist, was browsing in one of those pins-to-battleships places when he found an extra large fire hat with "Chief" in gilt letters across the front. So Lonnie bought it, and at the next fire drill officially presented it to Harry Zarp, Leader and Fire Chief at Macy Garage. The hat will give that official touch to fire drills. Through the forgetfulness of your scribe there is no picture.

Our deepest sympathy to Steno-Clerk Marion Seidhoff, of the general office, on her bereavement occasioned by the passing of her mother.



A grinder whose skill was unique
Imagined himself quite a sheik.
To impress the fair lasses
He refused safety glasses
'Til a chip blit-ed his eyes—and technique!

GOGGLES in your pocket or hanging on a machine will not protect your eyes against injury. They must be worn AT ALL TIMES when performing duties such as cutting, grinding, chipping, etc. There is nothing that can compensate for the loss of one's vision. DO NOT TAKE THAT ONE CHANCE THAT POSSIBLY COULD BE THE CAUSE OF YOUR REMAINING DAYS SPENT IN DARKNESS.

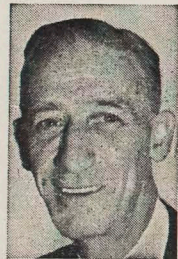


MEET THE 1949-50 BOWLING LEAGUE CAPTAINS

WHOSE TEAM WILL WIN?—Captains and their respective teams include, left to right, Virginia Burgschat, Keglerettes; Don Millard, Larks; Jack Rowe, Wranglers; Tony Huber, Atomics; Les Lutes, PE Club; Walter Kressin, Van Nuys; Bob Rachford, BRC Railers; Jack Meredith, Wingfeets; Bettie Knight, Newettes; B. E. Devor, Alley-

pots; Vi Steuernagel, De Sbares; Ollie Steuernagel, Woodpeckers; Harold Mason, Magnetics; Shirley Fortin, Wolverines; E. W. Swanson, BRC Aces; W. C. Schneider, Motor Transit; W. H. McCoy, Motor Coach. Absent were Lee Wedl, Rod and Gun Club; Carl F. Hill, News Service, and Ruth Lohman, BRC Railettes. There's a total of 20 teams in League.

PACIFIC ELECTRIC BOWLING NEWS



By
Charlie
Hill

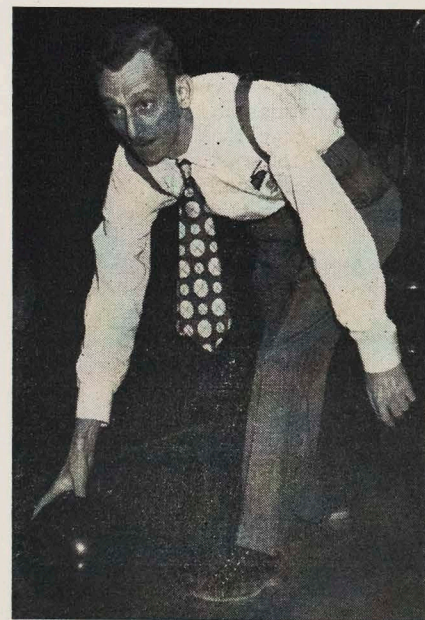
WITHOUT GLAMOROUS CEREMONY, the PE Bowling League opened its 1949-50 season at the Arcade Recreation Center, Sept. 23. There are 20 teams again this season, ten in each branch. In the Six O'clock Branch four new squads are introduced, i.e., Wolverines, Alley-pots, Larks, and Wingfeets, taking the places of four teams not participating this season; while in the Eight O'clock Branch we have four changes, three of the teams changing their names from Western District, PE Restaurant, and Vineyard, to Wranglers, Newettes, and Motor Coach, respectively; and the Van Nuys team takes the place of the Who Cares of last season. There are many new faces in both branches, and to these, as well as to the old members, we extend a hearty welcome.

On the opening night the Keglerettes went right to work and took all four points as a starter, at the expense of the Rod and Gun Club. The Wolverines, Railettes, and Alley-pots nabbed three points each. In the Eight O'clock Branch it was a take all or nothing affair, five teams, namely, BRC Aces, Wranglers, Magnetics, DeSbares, and Woodpeckers each grabbing all four points from the adversary.

At the end of the first three weeks the Larks, Keglerettes and Railettes were tied 10 and 2 for top place in the Six O'clock Branch; while in the Eight O'clock Branch the Woodpeckers were holding down first spot with 9 and 3. The Magnetics were second from top, 8 and 4. Ray Jones' series of 598 was high so far for the season, and E. D. Phelps had high individual game of 232. For the ladies, Lois Schoonover carried the honor of 211 for high and Marion Lutes had the high series — 460.

In the third game of October 7 the Atomics, instead of living up to their name, rolled a record low score for a full-man team. Everything done was wrong. The mighty scratch score of 563 was rolled, which included Ted Wolfe's slashing 147 as high for the game.

The lowly Rod and Gun Club had been fishing and shooting for pinnage but had as yet to land a win, having



PREXY — L. H. Lutes, President, PE Bowling League for 1949-50.

lost all possible 12 points. Hal Smith had been out of the line-up, and perhaps this was the cause.

It is with deep regret that announcement is made of the forced retirement of Charlie Gonzalez from further official activities in the Bowling League. A physical ailment prohibits his carrying on after the many

WEEKLY HIGHLIGHTS OF PACIFIC ELECTRIC BOWLERS

SIX O'CLOCK BRANCH					
Date	Team High Game	905	Team High Series	x Individual High Game	x Individual High Series
Sept. 23	Larks	905	Wolverines	2524	R. M. Jones 215
Sept. 30	BRC Railers	951	BRC Railers	2841	E. D. Phelps 232
Oct. 7	Alley-pots	921	Alley-pots	2758	R. Gilland 202
EIGHT O'CLOCK BRANCH					
Sept. 23	Magnetics	897	BRC Aces	2548	*J. Hubener 220
Sept. 30	Mo'or Coach	1051	Motor Coach	2873	*E. W. Swanson 220
Oct. 7	Van Nuys	930	Woodpeckers	2630	J. Hubener 218
				O. Steuernagel 227	O. Steuernagel 574

x—Does not include individual handicap.
*—Tied.

years he has so faithfully and untiringly looked after the secretarial and treasury duties of the organization. We will miss the "Old War Horse," as he has been dubbed, and extend our best wishes for a speedy recovery.

STEAMSHIP LEAGUE
Four weeks had passed in the Steamship League at this writing, and at the end of that period the Pacific Electric team was tied with the American President Lines for the lead, each having 9 wins and 3 losses. The PE team this season includes Ray Jones, Preston Jones, Johnnie Hubener, Claude Kazee, Don Houston (substitute) and Charlie Hill (el capitan). This is the oldest league in the Los Angeles Bowling Association, and is made up of the following ten teams: American President Lines, Pacific Electric, American Fruit Growers, Matson Lines, L. A. Transportation Club, Sudden & Christenson, Freight Transport, Holland-America Line, Luckenbach S.S. Co., and Pan-American Airways. The League bowls at the West Pico Bowl each Monday night at 6:30 o'clock.

PACIFIC ELECTRIC ROD AND GUN CLUB By Arlie Skelton

AFTER nearly a quarter of a century of working as "underground" reporter in the Subway Terminal Tower, I've come out in the open and now continue as roving reporter from such well-known landmarks along the PE Railway as Watts,



PRIZE SALMON—Lineman J. E. Peffley and a 40-pound salmon he caught recently in the Sacramento River. It was the largest caught there since June.

Dominguez Junction, and Santa Fe Springs Towers, as relief operator. It will be great if I ever get used to wearing sun glasses.

What started out to be a banner fall program for your club has not turned out so well. There was a big outing planned to Arrowhead for the closing of the trout season; it had to be canceled because too many were still out after their buck. Then there was supposed to be a big deer and wild boar shoot on Catalina Island during the winter season. The Fish and Game Department would not go along with the plan, since this shoot was for individuals and not a Club project.

So, fellows, it looks as if you are on your own to plan outings for the balance of this year. Up to this writing no deer registrations had been turned in.

President R. M. Lawrence and a party of eight bagged four prime bucks in the vicinity of Reds Meadows, but I don't believe our Prexy was able himself to connect. However, Son Jerry bagged a nice one. Jack Church and Clano Michael are trying their luck across the border in Utah. Maybe some day when our young blood takes an active part in our club work, we can let down the bars of our state line borders set up in 1916 when there were no paved highways over which to journey quickly and far. Now, most of our hunters go out of state for venison, but because the outmoded rule says that only deer killed in California will be eligible to compete for prizes offered by our club, most of our prizes go unclaimed from year to year. Your correspondent has tried several times to get this rule abolished, but because some old-timer killed a big buck or caught a big fish outside our state boundaries away back in the twenties and didn't get a prize on it, we are always out-talked and out-voted.

These and other topics are regularly discussed at our regular monthly meetings, the second Wednesday of each month. Come and join the fun. You know it's your club, too.

AMERICAN LEGION By John L. Morris

COMRADES, now is the time. The big push is on. Yes, now is the time

to pay your 1950 membership dues. Let's make it 150 for 1950.

Upon the resignation of Comrade Wilcox as Service Officer and Adjutant, Comrade Parker was appointed as Service Officer, and your correspondent, Adjutant. Thanks to Com-mander Foore for the help he is giving me.

A recent guest was Comrade William Horn, Post No. 612. He is at present 23rd District Committeeman.

New members welcomed into the Post include Reginold J. Ward, Carl F. Peer, J. W. Randall, and Norman A. Tyler.



Vol. 30, No. 2 Sept.-Oct., 1949

Published bimonthly by
PACIFIC ELECTRIC RAILWAY COMPANY
O. A. SMITH, President
610 South Main St.
Los Angeles 14, California

EDITORIAL SUPERVISION
Glenn E. Collins
Assistant to President

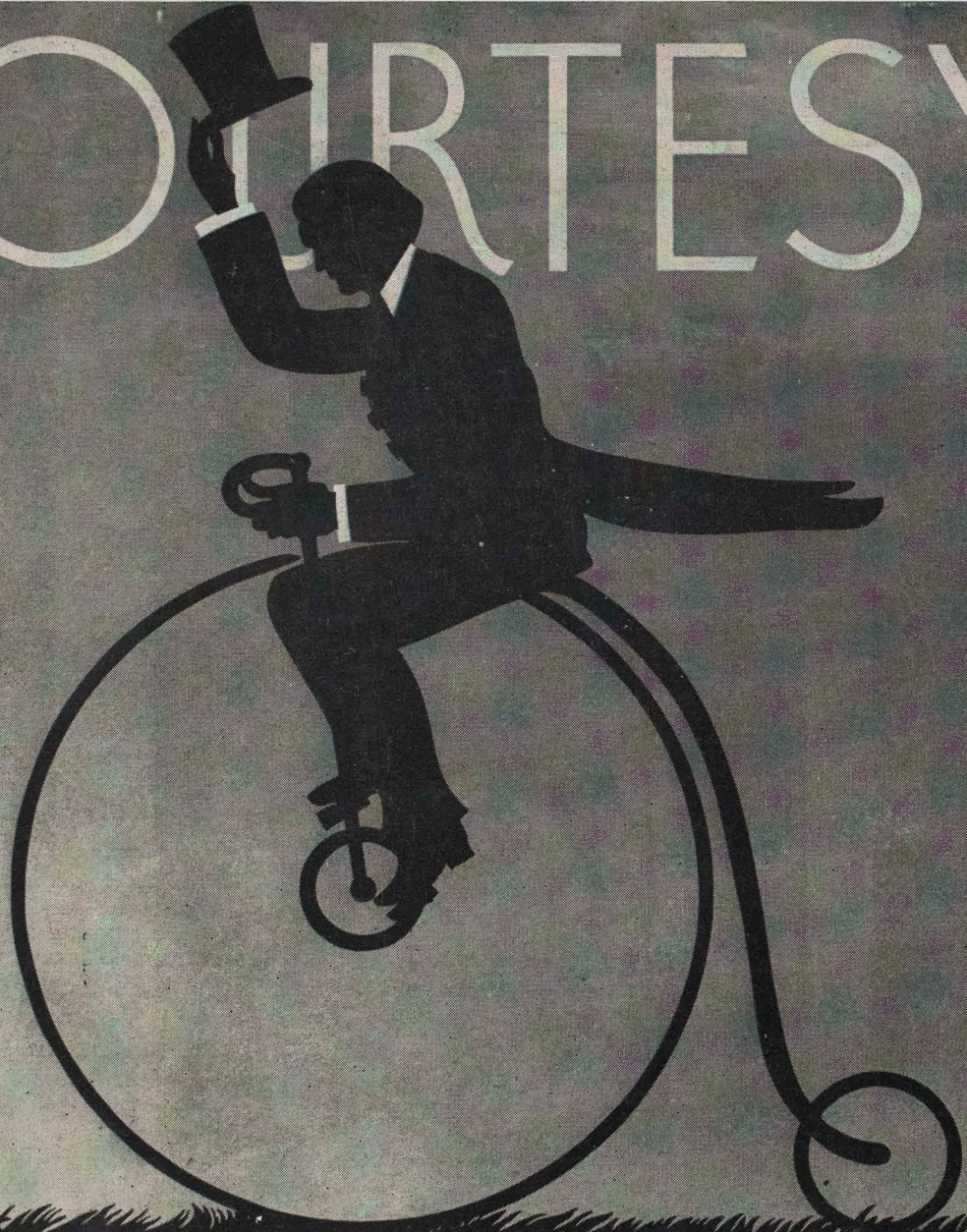
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PHOTOGRAPHY
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Copy deadline for the November-December issue will be Nov. 30.

COURTESY



is simply being as polite
to others as you would
like them to be to you.