

AUGUST 1943  
**PACIFIC ELECTRIC**  
*Magazine*





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# A Message to the American People

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Supreme Court of the United States  
Washington, D. C.

CHAMBERS OF  
THE CHIEF JUSTICE  
1929 TWENTY-FOURTH STREET, N.W.

June 29, 1943

The Honorable  
The Secretary of the Treasury  
Washington, D. C.

My dear Mr. Secretary:

Both you and the country are to be congratulated on the striking success of the Voluntary Payroll Savings Plan. Through it twenty-seven million wage earners are regularly investing in Government bonds more than \$420,000,000 a month to meet the cost of the war. This is of primary importance as an aid to winning the war and as a safeguard against inflation. But it is also important that so many of our fellow citizens are reviving the forgotten art of saving from earnings. One way of securing freedom from want in the future is by saving something from the plenty of today.

Yours sincerely,

*Harlan F. Stone*  
Harlan F. Stone

# Buy War Bonds !



LEFT: Biggest book (Roadmasters' Accounts), littlest girl (Florence Davis). CENTER: Guardian of correspondence files, Anna Beseman. RIGHT: Charles Ramirez, Record Room Clerk, looks for local freight records in archives.

## KEEPERS OF THE RECORDS

Pacific Electric's Accounting Department Guards the Revenues of the Company and Outlines the Financial Picture

UPON the painstaking accuracy of the thousands of calculations and records made daily by the 250 men and women in Pacific Electric's Accounting Department depends the protection of the company's revenues, and consequently much of the happiness of its 6000 employees.

Freight and passenger traffic are, of course, the main sources of income. The revenues thus derived go to pay wages, material and equipment costs, interest on debts, rentals, and taxes. But without an accounting of the amounts of money coming in and going out, how would the management know how much could be spent? Who

PERFECT BALANCE is indicated as Jeanne Turner, Purchase Bill Register Clerk, reaches for a contract file in the vault, where unusually valuable records are kept.

would know how much you are supposed to receive each pay day? Who would know whether the company could afford to pay your wages?

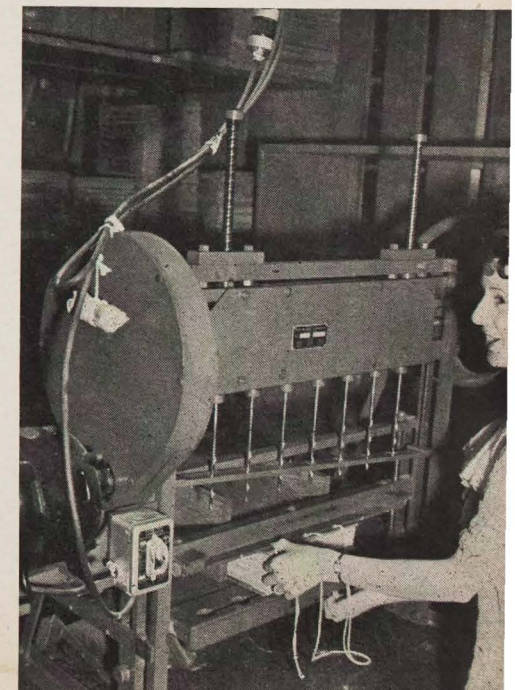
The Accounting Department is a huge chain binding into financial coherence the 15 departments of the Pacific Electric Railway Company. Through the efficient carrying out of his or her assigned task, however small, each Accounting Department employee fashions a link in the chain, and thus carries a responsibility for the strength of the whole.

At the present time the Freight Accounts Bureau handles per month about 12,000 incoming and 15,000 outgoing waybills. Each day 3,000 trip reports and 10,000 ticket envelopes from conductors and bus operators are checked by the Passenger and Car Service Accounts Bureau. Forty-five pay rolls involving over 12,000 pay checks are calculated each month in Central Timekeeping, and require the approval of an authorized representative from at least four different departments. For each of the 12,000 checks the new withholding tax, the deduction for the Carriers Taxing Act, and any or several of some 30 other possible deductions must be calculated. About 5,000 bills, ranging from a few cents to many thousands of dollars, are paid monthly through the Disbursements Bureau, and 2,000 others are prepared in the Miscellaneous Accounts section. The department requires a Calculating Bureau of 16 comptometer operators to perform the necessary computation work, and a Typing Bureau of 17 girls to type the necessary bills, statements, interline freight accounts, correspondence, and miscellaneous items. Ten Special Accountants and Traveling

Auditors are kept busy in the Immediate Bureau handling taxes, special accounting jobs and other matters such as the investigation of new business practices and new office machines.

To attempt to describe in words and in detail the many and complex activities of the Accounting Department would, however, be tedious for most readers as well as overlong for the allowable space. Instead, we have chosen to tell in pictures on the following pages the story of how freight and passenger revenues are accounted for, and how part of this revenue is eventually translated into pay checks.

BORING JOB — Leonell Manhart, Mail and File Clerk, has to drill holes in the pages before she can bind the books of records. Since the picture she has become a Bills Collectible, Statement, and Ledger Clerk.





## From BOSTON & MAINE to PACIFIC ELECTRIC

What happens to a waybill for freight received by Pacific Electric from other railroads.

1. A typical waybill, stamped and written upon by employees of several railroads from the Boston & Maine to Pacific Electric. Usually crumpled and dirty, and always hard to read.

2. Lucille Reyburn, Agents' Reports Clerk in the Freight Accounts Bureau, separates waybills from Agents' reports of freight received, and compares the two to verify the correctness of Agent's reporting.

3. D. F. Gleason, Revising Clerk, checks the charges on the waybill against the published rates shown in the tariff books, and makes corrections on waybill.

4. Girls in the Typing Bureau type interline settlement abstracts, getting their information from the original waybill.

5. The abstracts and waybills go to E. H. McFarland and W. W. Foster, Percentaging Clerks, who write the percentage formula in. This formula shows the percentage of the total revenue which each handling railroad should receive.

6. The abstracts and waybills then go to the Calculating Bureau, where the amount of revenue for each carrier is computed from the percentage formula.

7. James Gould, Interline Settlement Clerk, verifies the computations or "Extensions" of the Calculating Bureau, and separates the abstracts from the waybills.

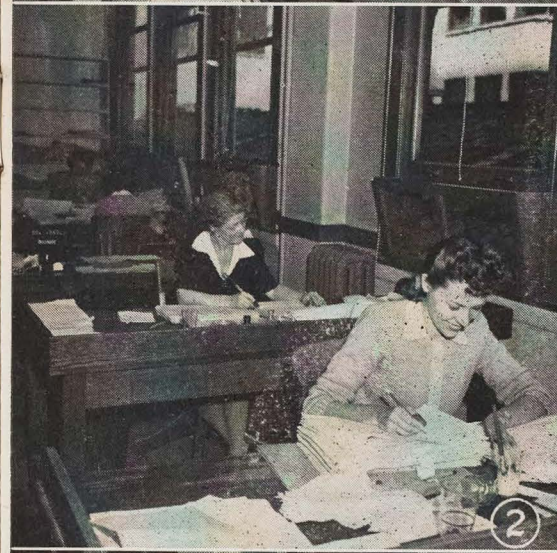
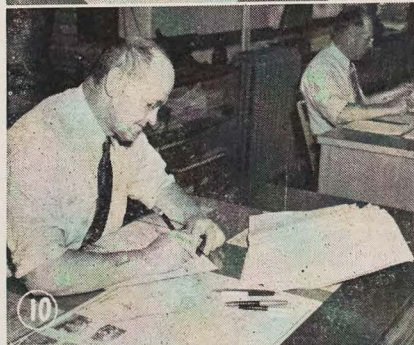
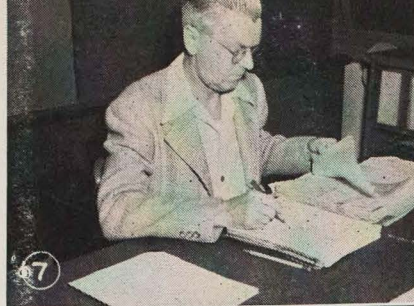
8. Rose Kendrick and Josephine Martin, Filing Clerks, file the waybills.

9. James Gould balances the interline settlement account for each way-billing carrier.

10. Bill Reed, Assistant Head Clerk, compiles a summary of each waybiling road's account, to determine amount of charges due to or from that road; and then makes up a department bill, for entry on the general books, of the amount of P. E. earnings from incoming freight for the month.

11. **COVER PICTURE** — Clare Enscoe, Register and Analysis Clerk, takes Reed's bill and enters the amount of freight earnings in a monthly record maintained on her big bookkeeping machine.

12. When the monthly record is closed, the figure on Clare's distribution sheets are abstracted to a document known as a "journal entry," which is passed to the Miscellaneous Accounts Bureau, where J. P. Hoaglund, General Bookkeeper, posts the monthly freight earnings in the General Ledger—the company's most important book.



## From TICKET COLLECTED to CONDUCTOR'S ACCOUNT

What happens to the tickets the Conductor or Motor Coach Operator punches and puts into his pocket

Every Conductor or Bus Operator knows he has to turn in with his trip report the money, tickets, transfers, and tokens collected during his day's run, but we'll warrant that not many know what happens to the trip reports and tickets after the Cash Receivers take them in. The money and tokens, of course, are simple enough, but the canceled tickets—well, what are they good for except to be thrown away?

This is the story of what happens after the Cash Receivers have turned in the trip reports, ticket envelopes, and Auditor's stubs to the Agents at the various terminals, and the Agent has put them into the company mail.

1. The mail that comes to the Passenger and Car Service Accounts Bureau in big locked mail pouches is dumped out onto tables and sorted. In this picture, left to right, are shown Betty Smith, Carmen Romero, Beth Gidley, and Mary Caldwell arranging the trip reports, ticket envelopes, fare box cards, and Ohmer register sheets by date and badge number.

2. The record of fares collected as shown by the Ohmer register sheets is transcribed to the trip report by Imogene Flanagan and Shirley Gibbs.

3. Figures from the fare box cards are checked against the trip reports, and ticket stubs are compared with the numbers of tickets sold as reported by Conductor-Operator on trip sheet. Girls doing this work are Virginia Thompson, Margaret Hawks, Gwen Klockers, Grace Shreeves, and Beverly Books.

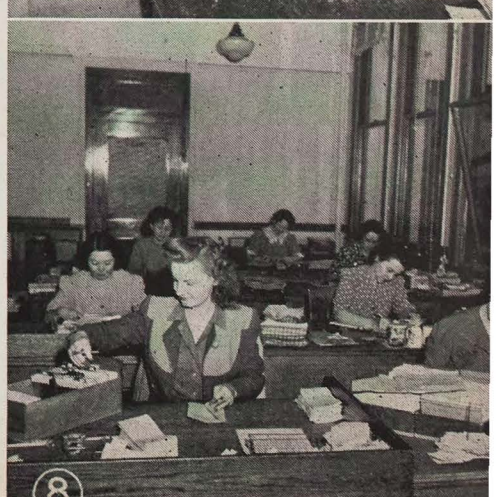
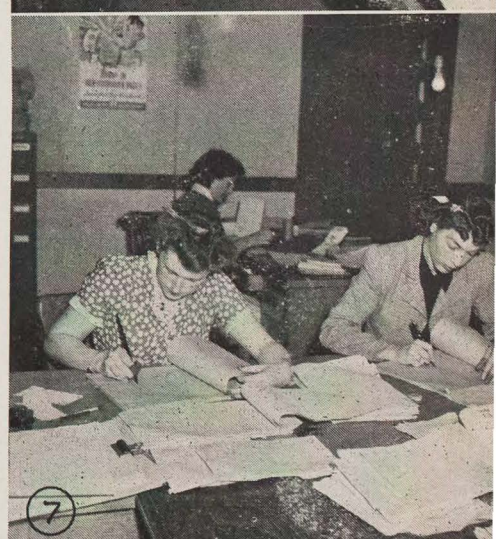
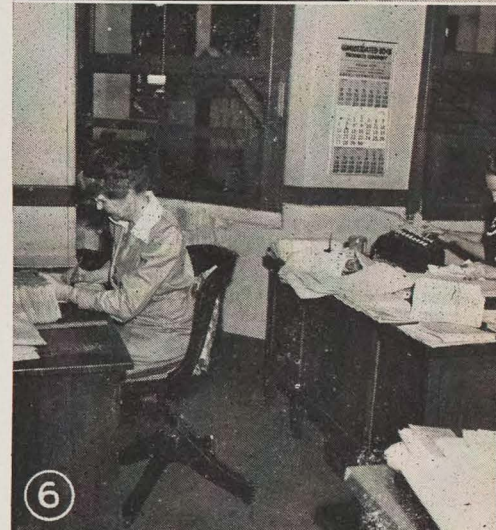
4. Tickets and transfers are inspected and then segregated into various groups to be used for statistical purposes. This work is done by Martha Brown, Mary Brown, and a number of others indistinguishable in the background of the picture.

5. The Conductor-Operator's account is calculated by Viola Mullen, Grace Shreeves, and Laura Crandell.

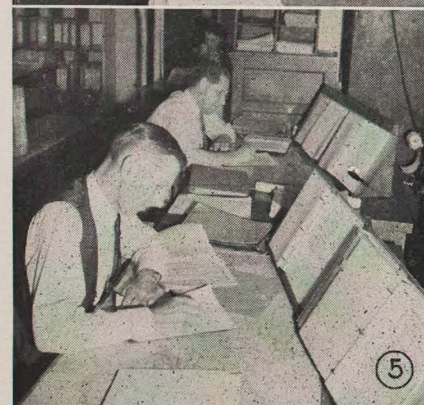
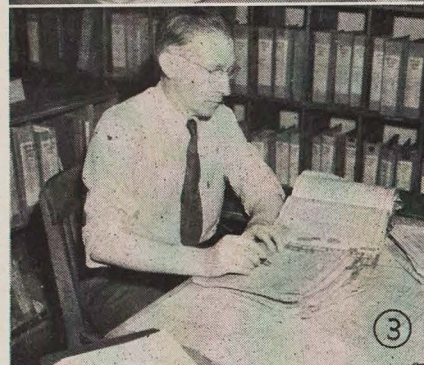
6. Individual accounts are balanced by Arvilla Curran and Margaret Carper.

7. The monthly record for each Conductor-Operator is posted by Elaine Cayer, Winnifred Lux, and Eleanor Ott.

8. Numbers printed on tickets sold are checked against ticket stock issued. This job is done by Nina Pincombe, Hazelle Allen, Isa Henderson, Alice Elliott, Amelia Grenke, Martha Smith, and Mabel Kratzer.







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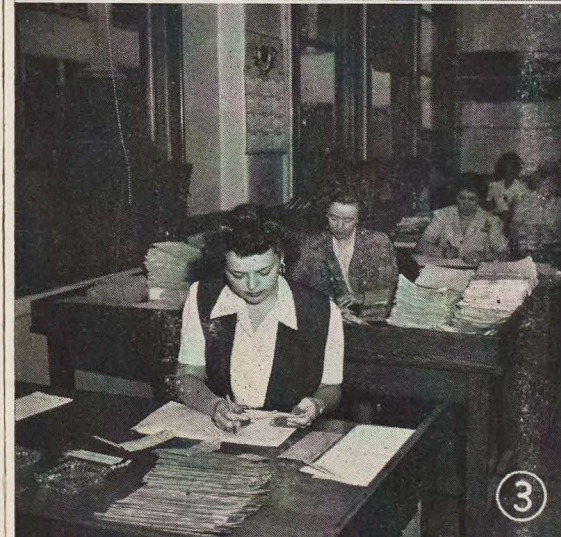
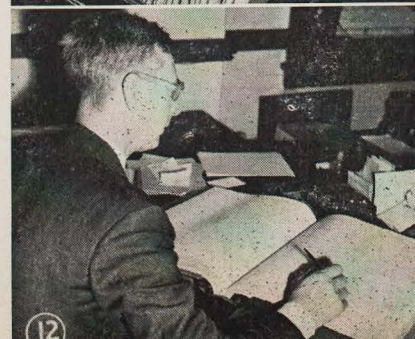
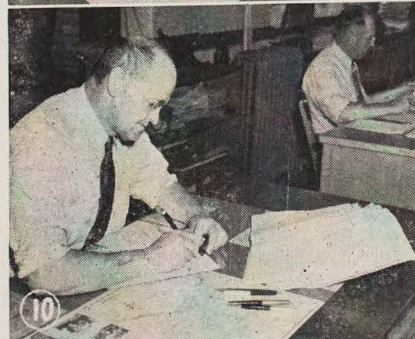
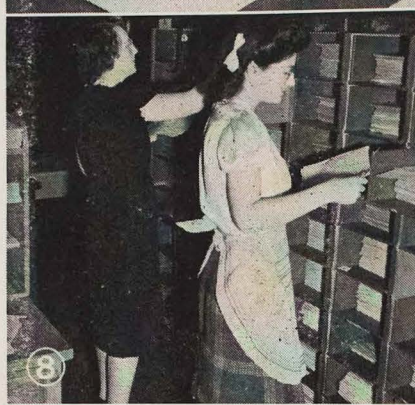
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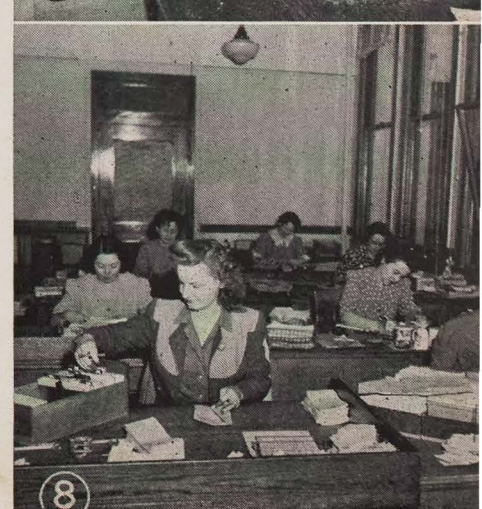
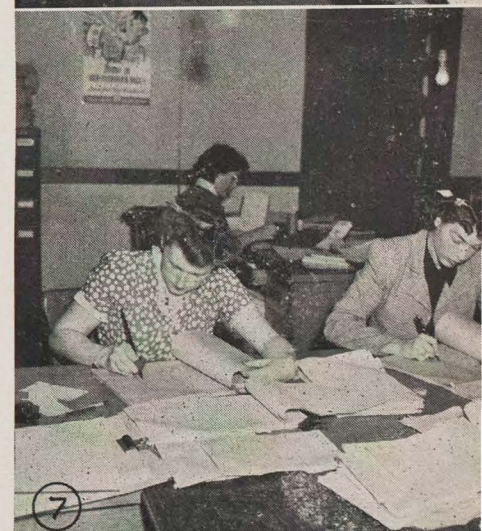
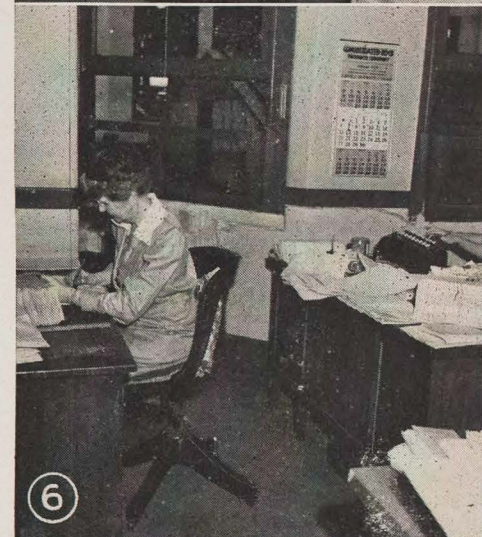
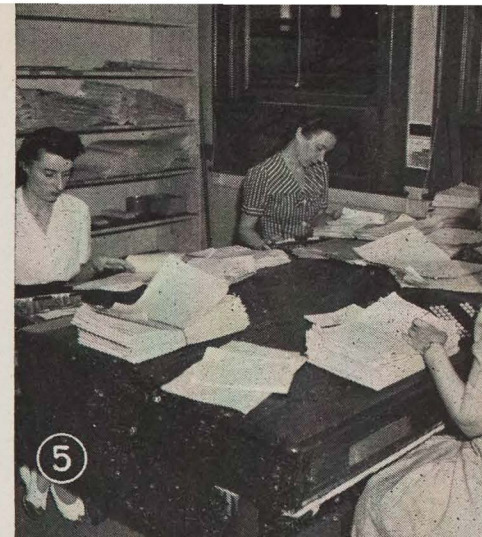
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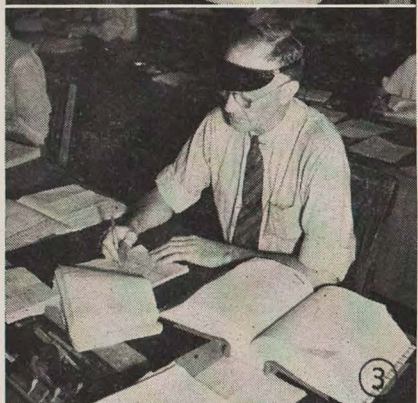
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## From TIME CARD to PAY CHECK

What happens after a Motor Coach Operator turns in his time card.

1. Motor Coach Operator Wayne E. Putnam turns in his daily time card to Ruth G. Fisher, Steno-Clerk in the Motor Transit office.

2. Walter Morrison, Time Allowance Clerk, gathers up and delivers to Central Timekeeping Bureau next day bundles of time cards from various terminals.

3. D. L. Alexander, Trainmen's Timekeeper, verifies the time claimed by Putnam (and other operators and trainmen).

4. J. A. Owens, Assistant Head Clerk, posts the time to the trainmen's time sheet.

5. Norine Bachman, Senior Calculating Operator, calculates the total time on all Wayne's time cards.

6. U. L. Drake, Assistant Head Clerk, totals the pay roll deductions.

7. Doris Van Lohn, Mail & File Clerk, takes completed pay roll down to Eloise Klages, Pay Roll Clerk in Freight Accounts Bureau, who takes the pay roll and corresponding checks to—

7A. Betty Rudd (left) and Cleo Vogel, Accounts Clerks in the Passenger and Car Service Bureau. These girls operate two check-writing machines. Eloise then balances checks with pay roll, and—

8. Takes pay roll to E. H. Uecker, Special Accountant, who sees that the pay roll has been properly certified.

9. Checks and pay roll then go to T. Y. Andrew, Paymaster, Treasury Department, who validates the checks by stamping his name on them.

10. His Assistant, Hessel Vanderzee, stamps the numbers of the checks on the pay roll sheets.

11. Paymaster Andrews starts out on his rounds at 7 a.m. on pay days with bundles of checks destined for various terminals. He hands the first package to Walter A. Deal, Head Service Director for Motor Transit.

12. Wayne Putnam signs the pay roll sheet and at last gets his check from Walter Deal.

THE PACIFIC ELECTRIC STATION in San Bernardino on Monday, July 12, was the scene of a ceremony of farewell for 30 inductees who were leaving for their posts of duty. Mayor W. C. Seccombe and representatives of many local civic and service organizations participated in the affair, which was the first of a series to be given. Information and photo through courtesy of C. H. Jones, General Agent, San Bernardino.



## PLAN YOUR VACATION CAREFULLY

With automobile transportation at a minimum because of gasoline and tire rationing, and with trains crowded to more than capacity on many lines, Pacific Electric vacationers are urged to weigh their plans carefully before setting out for the family's favorite vacation resort.

Vacation travel by automobile is permitted provided, of course, the motorist has saved up the necessary A coupons. B and C coupons issued for occupational travel are *not valid* for vacation trips.

The Office of Defense Transportation has urged those who can to take their vacations in the fall.

Other admonitions to this year's travelers are:

Travel light. One piece of luggage large enough to hold everything is better than several smaller ones.

Take the vacation at one time and in one place. ODT frowns on vacation travel that requires more than one round trip on the train and certainly gasoline rationing does not permit side trips.

Plan for mid-week train travel. All transportation is crowded with military and business travel on week-ends.

Go as short a distance from home as possible. This will give you more time for enjoying your leave, and will ease the strain on transportation.

Avoid overnight trips, for the same reasons.

Take a box lunch. Even if your train or bus trip is not planned to extend over a meal hour, it's wise to have sandwiches or fruit with you. Trains and busses often are late. Dining cars are overtaxed.

And be sure to allow yourself enough time for last minute transportation changes. Start early enough in the day so that if the planned connection is missed, a later one can be made.

## « HONOR ROLL » Pacific Electric Employees Entering the Armed Service of the Nation in June:

ENGINEERING DEPARTMENT  
Julius Oblatt

PASSENGER TRAFFIC DEPARTMENT  
Nathan Hudson

TRANSPORTATION DEPARTMENT  
Jeremiah J. Coon, Jr.  
Frank H. Nolting  
Leon E. Palmer  
Arthur H. Westerveld

RETURNED FROM SERVICE  
ENGINEERING DEPARTMENT: Vernon Brown; LAW  
DEPARTMENT: Thomas H. Sword; TRANSPORTATION  
DEPARTMENT: Frank S. Burt, Earl E. Stanley.

AS OF JULY 23, PACIFIC ELECTRIC HAS  
613 EMPLOYEES IN THE ARMED FORCES

## STORE UP VITAMIN A

Here's something it's all right to hoard these days—vitamin A. Now is a good time to start storing it. For you can get a good supply of vitamin A by eating green and yellow vegetables that are most abundant in the summer growing season. You get vitamin A by eating ripe yellow and green vegetables and some red-colored ones, such as tomatoes.



## PAY-AS-YOU-GO PLAN

WHAT YOU, AS A PACIFIC ELECTRIC EMPLOYEE, SHOULD KNOW ABOUT THE NEW WITHHOLDING TAX, AND WHAT YOU MUST DO TO AVOID PENALTIES

By U. L. Drake

Assistant Head Clerk, Central Timekeeping Bureau

**M**OST of us have had experience with the individual Income Tax Returns, and are acquainted with its provisions, but none of us are yet fully informed about the operation of the Current Taxing Act of 1943, known as the "Pay-As-You-Go-Plan" which began July 1, 1943.

As a part of the general plan of the Act, for placing the income tax liability of individuals on a current basis for 1943 and subsequent years, new rates under which an employer must withhold tax from wages paid to an employee became effective with the first payroll period of July 1943. Deduction for the Victory Tax is now incorporated in the deductions made in accordance with the new Act. The amount of deduction withheld from your earnings is referred to as being 20 per cent, which is decreased after an allowance for personal exemption according to family or marital status based upon the following:

(1) Whether you are married, single or head of a family, and the number of your dependents; (2) If you or your husband or wife are both employed, how you divide the "withholding exemption;" (3) Your earnings; and (4) Period for which you are paid, i.e. weekly, semi-monthly, etc.

In order to arrive at the amount of your personal exemption, you were required to furnish a signed statement showing whether you are married, single, or a head of a family, and the number of your dependents; this form is known as U. S. Treasury Department Form W-4, "Employee's Withholding Exemption Certificate." The form provides for five ways in which you classified yourself, and also for showing the number of dependents. The five ways in which you were classified can be briefly described as follows:

(1) You may be classified as a married person claiming none of the personal exemption for withholding. The term "married person claiming none of the personal exemption for withholding" means a married person who furnished a withholding exemption certificate making no claim for personal exemption. This is also the classification of an employee who fails to furnish an "Employee's Withholding Exemption Certificate."

(2) You may be classified as a mar-

ried person claiming half of personal exemption for withholding. The term "married person claiming half of the personal exemption for withholding" means a married person who furnishes a withholding exemption certificate claiming half of the personal exemption and stating that his spouse claims not more than half of such exemption.

(3) You may be classified as a single person. The term "single person" means a person who furnishes a withholding exemption certificate stating that he is single, or is married and not living with husband or wife, and is not the head of a family.

(4) You may be classified as a married person claiming all of personal exemption for withholding. The term "married person" means a person who is married and living with husband or wife. The term "married person claiming all of personal exemption for withholding" means a married person who furnishes a withholding certificate stating that he claims all of the personal exemption and that his spouse is claiming none of the personal exemption.

(5) Or you may be also classified as the head of a family. The term "head of a family" means a person who furnishes a withholding exemption certificate stating that he is the head of a family, who exercises family control over closely connected dependent relation or relations in one household.

### HOW DEDUCTIONS ARE DETERMINED

In order to determine the amount of deductions that will be withheld from your earnings, it is necessary to determine the full amount of the personal exemption to which you are entitled. Having arrived at this amount, it is then deducted from your total earnings before the 20 per cent withholding tax is computed. For instance, suppose you earn \$90 in a semi-monthly pay period, that you are a married person living with your spouse and have one child under 18 years of age for which you are claiming the full amount of the personal exemption. This would entitle you every pay day to an exemption of \$52 for yourself and spouse, and \$13 for your one dependent, making a total exemption of \$65. This means that the \$65 exemption allowed you would be

subtracted from your earnings of \$90 before any tax was applied. In this case, your withholding tax would be \$5 each pay day, (\$90 less \$65=\$25 at 20 per cent=\$5).

### CHANGE IN STATUS

An important feature that should not be overlooked is that in case of family or marital status changes by reason of marriage, divorce, death of spouse, birth of child or a dependent reaching 18 years of age, you are required to furnish the Central Timekeeping Bureau with a new Employee's Withholding Exemption Certificate within 10 days after such change occurs. The change in the amount of tax withheld from your earnings will be made as of the first payroll period of the month following that in which the form is received.

### "DECLARATION" IMPORTANT FEATURE

The purpose of the Act is for the employer to withhold an amount on a current basis from your wages which will be approximately that which you would be required to pay March 15 under the former Income Tax Plan. However, the Act requires that you file a return on September 15, 1943, called a "declaration," if you expect to have, or if in 1942 you actually had, more than: (a) \$100 income other than salary or wages and total income of \$500 if single or \$1,200 if married; or (b) \$2,700 income from salary or wages if you are single; or (c) \$3,500 income, with your spouse, from salary or wages; or (d) if you were required to file a 1942 return and your gross income from wages in 1942 is more than you expect to earn in 1943. If none of these four conditions under which a "declaration" must be filed is met by September 15, 1943, but one is met by December 15, 1943, you must then file a "declaration." If on December 15, 1943, you find that you have overestimated or underestimated your tax in your September 15th "declaration," you may file a new estimate and pay on that basis. This feature of the Act is important and should not be overlooked, especially if you have income other than your railroad earnings or if your earnings are in excess of the amounts mentioned above.

### TAX TABLES POSTED

For the purpose of readily arriving at the amount of the tax withheld,

the Company uses the Withholding Tax Deduction Table, which contains a bracket showing earnings and the deduction made on such earnings according to amount of allowable exemptions. Copies of this table have been furnished all departments so that they may be displayed at various points where they will be available for all employees to check their tax deductions. Beginning with the first pay period in July, the amount of the tax withheld from your earnings will be shown on the reverse side of your pay check, together with the deduction for Railroad Retirement.

### KEEP YOUR OWN RECORDS

On or before January 31, 1944, you will be furnished a written statement showing the amount of your wages during 1943, and the amount of tax withheld on such wages, (including 5 per cent Victory Tax deductions during the period January 1, to June 30, 1943). This statement will be the total amount of taxes withheld during the calendar year 1943. However, you should keep a record of each semi-monthly deduction as shown on the reverse side of your pay check so that when you make a "declaration" on September 15, 1943 or December 15, 1943, as mentioned above, you will have the necessary data that will be required. It will be impossible to furnish this information in response to individual requests.

—BUY WAR BONDS—

### Return of Unused Pass Leads to Story of North Africa Tour By Former Claims Investigator

The return of an unused railroad pass good for a round trip from Chicago to Los Angeles led to the discovery of what William Pollack, former Claims Investigator for Pacific Electric, has been doing since his induction on January 29. It's plenty.

During his induction period at Fort MacArthur, Pollack competitively earned the right to train for the Military Police at Camp Custer, Michigan. After finishing his work there he wrote for a pass home, expecting to take a ten-day furlough. However, at the end of a parade just before he was to leave, his colonel announced to the unit:

"Gentlemen, you are now about to see some action."

The next thing Pollack knew, he was on his way to Oran, as a member of the Military Police Escort Guard Company. News from him was scarce until his brother "Mac" received a letter stating that William was back in the States.

He has received two stars for having participated in two engagements with the enemy.



**AIR RAID WARDEN—Suzanne Jacquemin, new Secretary-Clerk in the General Superintendent's office, has been guarding her precinct for two years.**

### Girl Secretary-Clerk Air Warden 2 Years

Precinct 439-A, Zone 73, University Division, which includes the U. S. C. campus and Exposition Park, may well boast of its pretty Air Raid Warden, who for two years has been none other than Suzanne Jacquemin, new Secretary-Clerk in the General Superintendent's office, and formerly Accident Clerk under C. T. Nolan, Assistant Safety Supervisor.

Suzanne has a Certificate of Completion for her training as Warden and for First Aid training. Really trained as a legal secretary, she was once employed in that capacity by Fibber McGee and Molly, of radio fame.

Her promotion to the General Superintendent's office was effective July 12. She has been with Pacific Electric two years.

—WORK, FIGHT, SACRIFICE—

Flossie: "What's a military objective?"

Tessie: "Just walk past those soldiers on the corner, and you'll find out."

### Personnel Bureau Made Full Department, With A. C. Bradley Manager

The creation of a Personnel Department, with A. C. Bradley as Manager of Personnel, was announced on Friday, July 16, by President O. A. Smith. Heretofore the Personnel division has had the status of a bureau in the Transportation Department, although it has served all departments of the company.

The reorganization was effective with the date of the announcement. Subsequent to the establishment of the new department, Mr. Bradley announced the following appointments:

L. R. McIntire, formerly Wage Supervisor, is now Assistant Manager of Personnel. Mr. Bradley and he will handle labor relations. H. L. Young, formerly Personnel Manager, is now Superintendent of Employment. Miss Helen M. Freedle, formerly Head Clerk, is now Superintendent of Personnel records.

Mr. Bradley is the former Assistant to the General Manager, a position which has been abolished.

—WORK, FIGHT, SACRIFICE—

### Speed Limit 30 and 25 In County After Aug. 1

In an effort to curb traffic accidents resulting from excessive speed and reduced brilliancy of headlights and street lamps, the Los Angeles County Peace Officers' Traffic Council has adopted a three-point speed control program which became effective August 1.

As a result, the following speed restrictions will be enforced in Los Angeles County:

1. During daylight hours a 30-mile-per-hour speed limit will be enforced in business and residence districts.

2. At night a 25-mile-per-hour speed limit will be in effect in business and residence districts.

3. In areas visible from the ocean at night, the speed of an automobile must not be greater than is reasonable or prudent with due regard for the amount of light and congestion on the highway. (Under this section any speed may be too fast for safety and may result in reckless driving charges.)

Until August 1, 1943 police officers stopped all persons driving faster than the above limits and less than the previously enforced speed maximum of 35 miles per hour to warn them that similar violations after the deadline will result in the issuance of traffic speed tickets. These warnings were planned as a conditioning process to acquaint the motoring public with the new speed restrictions.





# Herman Grenke and Suzanne Mager Wed After Plane Flight to Las Vegas

Assistant to Auditor Elopes with Employee He Supervised;  
Tables Now Turned; Congratulations Showered on Couple

At 11:45 Saturday morning, July 17, a box of candy began to circulate in the Central Timekeeping Bureau. That fact alone would be news in these days of chocolate scarcity, but attached to the box was a note announcing the joyful news that on July 4 Herman Grenke, Assistant to the Auditor, and Suzanne Mager, a Timekeeping employee who came to work in February, had been married in Las Vegas, Nevada.

Needless to say, the Timekeeping Bureau forgot to keep time while

happy confusion reigned and congratulations were showered on the bride and groom by admiring friends. By the following Monday afternoon boxes of candy had reached all rooms occupied by the entire Accounting Department.

The couple flew to Boulder City by plane, and took a taxi to Las Vegas, where the marriage took place. They are now making their home at 1978 Palmerston Place, Hollywood.

Long life and happiness to Mr. and Mrs. Herman Grenke!

APPRECIATES MAGAZINE—P.F.C. Carol M. Hedgpeth, former Laborer in the Engineering Department, writes letter to N. B. Vickrey.

## Army Radio Operator, Former P. E. Laborer, Writes Letter In Appreciation of Magazine

P. F. C. Carol M. Hedgpeth, former Laborer in the Engineering Department, writes, as of June 3, the following note of appreciation from Sioux Falls, S. D.:

N. B. Vickrey  
Pacific Electric Club

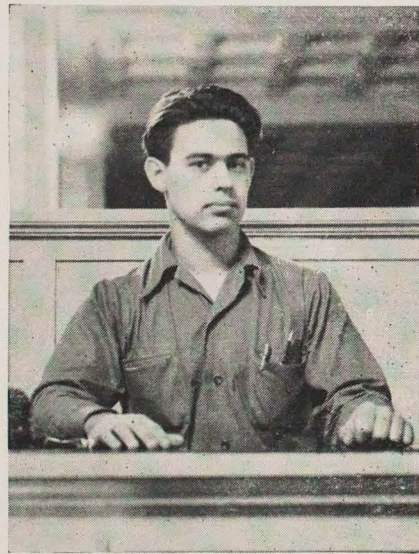
Thanks a lot for putting my name on the mailing list to receive Pacific Electric Magazine each month. I sure appreciate it.

I am enclosing a picture of myself. You can put it in the magazine if you wish. I used to work in the Engineering Dept. I graduate here in about a week as a Radio Operator-Mechanic.

Sincerely,

P.F.C. CAROL M. HEDGPETH  
T. S. S. Squadron 808  
Barracks 632  
Sioux Falls, South Dakota

RICHARD H. BURNS, formerly at Turnstile No. 1, Subway Terminal, was inducted into the Navy April 22. After a period of training at the U. S. Naval Training School in San Diego, he was transferred on July 13 to Chicago, where he is learning to be a radio technician. Present rating: Seaman, Second Class.



## HOSPITAL SKETCH

By Louis Leete, Patient

On Wednesday, June 2, 1943, the Pacific Electric patients in St. Vincent's Hospital were very happily surprised at the appearance of Mr. and Mrs. B. B. Starr. B. B., as you know, is that happy Western Division Freight Motorman who came with his usual line of good humor. Mrs. Starr seemed to be especially welcome, however, as she remembered that all railroad men like to EAT, and brought apple and lemon pies.

Another welcome caller was Mrs. Florence Johnson representing the Pacific Electric Club, making her usual Wednesday visit and bringing candy, magazines, and smokes.

Those of us who were able, namely, Lester Devolon, F. L. Buckingham, Merle Greco, "Smoky" Johnson, G. A. Bracken, and myself, gathered in room 131, where our charming nurses, Miss Jean Pullin (a blonde), Miss Catherine Moriarty (a brunette), and Miss Olive Enke (a red head) served coffee and the above-mentioned pies.

A jolly afternoon and the most delicious pies ever eaten were the unanimous vote of all present.

— WORK, FIGHT, SACRIFICE —

## EATON B. BLUME

After 15 years of service as a Pipefitter and eight years as an Air Brake Machinist in the Mechanical Department at Torrance, Eaton B. Blume passed away on May 17 at the age of 66. He is survived by his wife, Mrs. Claude Blume, and his son, Niccolo. To them is extended the sympathy of the Pacific Electric Magazine staff.

Mr. Blume was born October 27, 1876, in Tennessee.



By  
James E.  
Davis

Officers were elected by P. E. Ry. Post July 13.

In picture: Front row, left to right: Sergeant-at-Arms Alfred A. Malmberg, First Vice Commander Lloyd A. Finley, Second Vice Commander Galen F. Michael, Commander Frederick W. Nichols. Second row: Historian James E. Davis, Finance Officer Roy Mead, Chaplain Virgil G. Clemons, Adjutant Clarence A. Newman.

At the end of World War I Northern Division Motorman F. W. Nichols was a Lieutenant in the Infantry. Now he has charge of all P. E. Ry. box motors. He is a charter member of this Post. He served as Chaplain for four years. He has just been promoted from First Vice Commander to Commander. He has been active for years on the School Award Committee, but his specialty has been Hospital Visitation. He has been visiting the Veteran's Hospital at West Los Angeles about twice a month for the last five years.

First Vice Commander Lloyd A. Finley was in the St. Mihiel and Meuse-Argonne battles. He is a Motorman on the Western District and has been an active member of this post for more than six years. Has been Sergeant-at-Arms.

Second Vice Commander Galen F. Michael served in Motor Transport Corps 405. He is a Dispatcher.

Sergeant-at-Arms Alfred A. Malmberg, Motorman on the Western District, served in the Infantry. He is a charter member of this post and has been a Vice Commander.

Finance Officer Roy Mead went to France with the Second Regiment of Engineers, and took part in five major battles. He works in the Signal Department. He has been Service Officer for several years and served on important committees.

Chaplain V. G. Clemons has been Vice Commander, Commander, and has just finished his year as Junior Past Commander.

Adjutant Clarence A. Newman was in the Navy. He is a Dispatcher. He has been Vice Commander, and then Commander. When he finished his year as Junior Past Commander he was appointed Adjutant. He is about to begin his third year as Adjutant.

Historian James E. Davis was re-elected.

Junior Past Commander K. M.

Brown has been Second Vice Commander, First Vice Commander and Commander.

Executive Committee: Orville F. Fackler, Sergeant-at-Arms for two years, declined all nominations except for Executive Committee. Orville R. Newhouse, Finance Officer for three years, declined all nominations except for Executive Committee and Comrade Jesse A. Zumwalt, who joined our post in 1937, is the other member of the committee.

Delegates to District and Department Conventions: Burgess N. Broberg, Virgil G. Clemons, Roy Mead, and L. A. Finley. Alternates: Alfred W. Bone, Alfred A. Malmberg, Frederick W. Nichols, and Frank S. Burt. All are old members of this post except Comrade Burt, who is a veteran

Arms O. R. Fackler drew the door fund. July 13, Comrade Michael drew the War Stamps and Comrade Broberg won the door fund.

Comrade Galen F. Michael was presented a Victory Medal with two bars in commemoration of his participation in two major battles. He was in the Meuse-Argonne sector when the war ended.

July 4 Comrade Nichols presented a small American flag and some candy to each man in Ward 3 at the Veteran's Hospital. Comrade Getz is better and expects to be out of the hospital soon.

One occupant of the hospital issued an invitation to any member of our post visiting central New Mexico to stop for a while at his ranch—W. C. Masters.



NEWLY ELECTED LEGION OFFICERS, P. E. POST  
(For names see Column 1)

of the present war.

Service Officer (appointed): Ramon C. Milnes.

June 22: Our post subscribed \$12.50 for a case of Marvel cigarettes to be sent to our armed forces overseas.

Comrade Bone made a motion, which was seconded by Comrade Riordan, that the Post purchase a placard with the preamble to the constitution of the American Legion printed on it in large letters, to be hung on the wall where members could read it when repeating the preamble. It was agreed that the placard should be bought, also an illuminated Legion Emblem and post number.

On June 24 at 10 a.m. at the Robert Louis Stevenson Junior High School, Comrade Bone presented our American Legion School Award to Joe Ayala and Eunice Crumacker.

June 22, Junior Past Commander V. G. Clemons won the \$2.50 in War Stamps. After 14 names of absent members were drawn Sergeant-at-

Officers of our post and auxiliary are to be installed at our next meeting July 27, location as yet unknown. known.

NEW MEMBERS: Comrade William D. Parker, Mechanic at Torrance, formerly with the 19th U. S. Engineers, transferred from Southeast Post to our post. Comrade Parker has been 23rd District Chaplain.

Two more veterans of World War No. 2 have joined our post: Comrade Cloyde Earl Wilcox, Carpenter's Mate, Third Class, v 6 U. S. Navy, now a Western District Motorman; and Comrade Orville E. Sandlin, Conductor, formerly of the U. S. Army.

I believe we have 99 members now. Who will make it 100? Six from World War two.

The proposition to hold a joint installation of officers of all posts in the 23rd District was dropped because some posts made no response to the suggestion.

## RETIREMENTS

Employees retired during the months of June and July, according to Treasurer M. S. Wade, are as follows:

NAME	DEPARTMENT	OCCUPATION	YEARS OF SERVICE
Tatos Avoian	Mechanical	Painter	21
Walter S. Cotten	Southern District	Motorman	25
William A. Gibbons	Transportation	Receiving Cashier	22
Benjamin F. Jurdan	Mechanical	Assistant Foreman	30
Clarence M. Kirk	Western District	Motorman	23
Febronio L. Ornelas	Mechanical	Car Repairer	31
James A. Selfridge	Engineering	Engineer	29
Harry J. Spencer	Mechanical	Freight Car Inspector	22
Teofilo D. Valdez	Mechanical	Car Repairer	28
Fredrik Wurm	Mechanical	Machinist	21



## AMERICAN LEGION AUXILIARY



By  
Mrs. Martha  
Harper

Congratulations to Comrade Fred Nichols on being elected Commander of the P. E. Railway Post. Congratulations to all the new officers. Hearty good wishes for a successful year are extended by the Unit.

The joint installation of officers of the P. E. Railway Post and of the Auxiliary was held July 27 at 8 p.m. at the Echo Park Club House, 1004 Echo Park Avenue. Installing officer for the Unit was Mrs. Mary Gates, 23rd District President. She was assisted by the Victory Team. Mrs. Mabelle Smith, retiring President, was given a Past President's ring by the Unit. Mrs. Martha Harper, new President, was presented a gavel by her husband, James ("Tiny"). The gavel was of rosewood, on which was a gold-plated band containing an inscription.

### FUNDS FOR MOTHERS AND CHILDREN

With children of veterans of World War Two likely to need care at any time now, the Legion and the Legion Auxiliary stand ready to give all the assistance they can. Benefits are available from the Emergency Aid Fund. Also, the United States Children's Bureau has an appropriation of \$1,200,000 for use for maternal and infant care of dependents of soldiers. At its national convention last year The American Legion asked for financial assistance for the special needs of mothers and children arising from war conditions.

The Auxiliary stands side by side with The American Legion in the development of the Child Welfare

Program. In its twenty years of child aid, the Legion has been responsible for \$50,000,000 reaching 5,900,000 children. Ninety per cent of these children were with their own mothers in their own family homes. The Auxiliary National Child Welfare Chairman is Mrs. Lee W. Hutton of Excelsior, Minnesota.

### MORE PHONOGRAPH RECORDS WANTED FOR THE FIGHTING MEN EAST AND WEST

Next to letters from home, men in foreign service like music best. That's one reason why the officers of the American Legion Auxiliary are co-operating with the Legion to speed up the collection of old phonograph records. The drive started a few weeks ago but more records are needed, so the plea is to go from house to house and gather up all the records possible to be converted into music to send to the men in far distant posts.

The actual records may not be sent overseas. Instead, they will be sold as scrap, in most cases, to phonograph record manufacturers at ceiling prices and the money will be used to buy new records. The Legion and Auxiliary want hundreds of thousands of records, which they expect to get at lowest factory prices to be distributed free to the American armed forces.

— WORK, FIGHT, SACRIFICE —

### Birthday in South Pacific For Motorman's Son, 2nd Lt.

Son of Motorman and Mrs. Jos. M. Gustafson of 1607 South Menlo Avenue, 2nd Lt. Don C. Gustafson, photographer in the U. S. Army Air Corps, spent his twenty-third birthday, June 26, somewhere in the South Pacific. He received his commission in November, 1942, and left for overseas duty last February.

His father has been with Pacific Electric for 17 years, a motorman for eight. Born in Sweden, he came to Minnesota in 1910, and eventually migrated westward.

— WORK, FIGHT, SACRIFICE —

Mr. Smith—Why, I wouldn't cash a check for my own brother.

Mr. Jones—Well, you know your family better than I do.



SEAMAN SECOND CLASS Jean Erhardt, of the WAVES, is the daughter of I. W. Erhardt, Office Manager in the General Superintendent's office. She enlisted last April 15, and on June 1 was assigned as telephone operator to the U. S. Naval Training Station at San Diego, where she is thus relieving a man for active duty.

## PACIFIC ELECTRIC BOWLING LEAGUE



By  
Charlie  
Hill

Nothing of a very exciting nature has happened within the Pacific Electric bowling realm since the last issue of the Magazine, due mainly, of course, to the fact that during the summer months this particular pastime is at its ebb. Of special interest will be the first meeting of the Company's Bowling League, scheduled for August 6, at which time officers for the ensuing year are to be selected and plans formulated for the coming fall and winter season. Report covering the meeting will be given in next month's Magazine.

The Pacific Electric team represented in the 800-Scratch League at Bimini has not quite held its own during the past three weeks, having lost three points to the Royal Flush quint on June 30, losing two close games and then total pins by the narrow margin of 10. The following week was also a hard-luck story, when after losing the first game to Harry Gilbert's

team by three pins, and then the second game decisively, the railroaders won the last game, only to lose out in totals by the scant count of one pin. One more spare in the first game of this encounter would have reversed the actual results of the series.

On the evening of July 14 the railroaders came back strong by taking three points from the Army Transport Team No. 2. The transporters took the first contest, but the railroaders rallied and grabbed off the second and third games, along with total pins. In this series Joe Shafter, that eminent pin "buster," rolled his first night of substitution for Gonzalez while the latter demon bowler is on his annual vacation. Joe has been approached on the matter of organizing a company team for the Major League that is to roll at an Alhambra bailiwick. He should have no difficulty in picking a good representative team from the P. E. ranks. Incidentally, Joe has signed up to bowl for the Schedule Bureau team this coming season.

Nolan Lambert, who spends his working hours on the Western District cars, has permanently taken the place of Cliff Weber on the team, and will no doubt add strength to the outfit.

After Gonzalez discovered that turkeys were worth twenty cents apiece he put his famous back-up ball to work and appears to be the only member of the team who can consistently collect. A funny thing about these bowling turkeys is that the chap who gets the turkey, gets paid for it and also keeps the bird.

In the June issue of the Magazine ten points of bowling etiquette were suggested, and this month the following "What To Do" points are offered, particularly to the beginner, these suggestions being made by one of the best bowlers, and he is not an assistant associate editor, who, by the way, a few moments before starting this article rolled 266 in a practice melee. (It's strange how good a guy can be when not under pressure.)

1. Select a ball with the proper holes and span to fit your hand.
2. Hold ball naturally and relax at all times.
3. Select either the four or five-step delivery; then concentrate on timing.
4. Perfect your foot work by practice.
5. Use full allay angle on every spare or strike.
6. Follow through fully with arm after delivering ball. Remain balanced and natural.
7. Observe the technique of good bowlers to incorporate desirable points.
8. Remember bowling teiquette at all times.

Child Training Expert: "If your children become unmanageable, quickly switch their attention."

Puzzled Parent: "Their what?"

## Fuller Boy Reported Killed in Action

After first being reported missing in action since May 19, Thomas Fuller, Staff Sergeant in the Army Air Corps, whose picture appeared on the cover of the March P. E. Magazine, was finally reported by the Adjutant General as killed in an air battle over Kiel, Germany, according to his mother, Mrs. Harvey Fuller, wife of the Signalman. A telegram to that effect was received by the Fullers on Sunday, July 18, a day after they had returned from

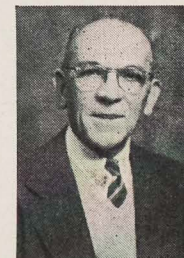


a visit to their son Richard, in Seattle, where he is in the Coast Artillery.

With Mrs. Fuller, the Magazine staff hope that the report, received by International Red Cross through the German government, is incorrect, and that resourceful Tommy found a way of escape when his plane was shot down.

— WORK, FIGHT, SACRIFICE —

## PACIFIC ELECTRIC MASONIC CLUB



By  
Ed. J. A.  
Hasenyager

Our President has set Wednesday, September 15, as our meeting date. After the long vacation he will expect a good attendance, no doubt; so we are giving you this notice well in advance. The Entertainment Committee is working on something that will surprise you. Don't forget, mark

## DEATH CLAIMS

Death Claims for the period between June 21 and July 20, as reported by the Auditor's office, are as follows:

Name	Occupation	Died	Mortuary	Group Insurance
Ballard, Alfred H.	Retired Chief Operator	6-25-43	Yes	Yes
Geere, Alfred	Motorman	7- 9-43	Yes	Yes
Billhardt, Edwin	Retired Clerk	7-13-43	Yes	Yes
Getz, William	Car Service Clerk	7-17-43	Yes	No
Richards, Ernest A.	Motorman	7-11-43	No	No

No deaths are reported among members of P. E. Employees' Wives' Death Benefit Fund.

September 15 on your calendar now.

The members of our Club have an invitation to visit York Lodge No. 423 at 103rd St. and Graham, Watts, California. One of our popular train dispatchers will be glad you have come. The date is August 12. It is hoped that a considerable number of the Club members will be able to attend and land a hand in the work.

## HOSPITAL NOTES

If you know of any who are ill, give the Secretary a ring on Station 2142.

The following Brothers are still laid up for repairs and a call from you either by telephone or in person will do a lot to make the hours seem shorter.

E. M. Beall, telephone NO 22384.

Ben Jordan, 427 West Alfred St., West Hollywood.

John Jackson, 124 East Vineland Ave., Baldwin Park.

A. C. Smith, 1628 So. Van Ness Ave., Los Angeles.

## WE LIVE TO SERVE

(October, Chicago Scottish Rite Magazine)

We live to serve our fellow man—  
To make his burden lighter—  
To do for him what e'er we can  
To make this world seem brighter.

We're bound together by a tie  
Invisible but strong,  
And every worth while thing we do  
Helps some one else along.

So while we're serving other folk  
With thoughtfulness and love,  
We share the burdens on their yoke,  
And please the Lord above.

— WORK, FIGHT, SACRIFICE —

## Retired Check Clerk C. F. Holt Has 74th Birthday July 20

Charles F. Holt, retired Check Clerk in the Los Angeles Freight House, will celebrate his 74th birthday on July 20, according to information recently received from Mrs. Holt.

Mr. Holt retired September 1, 1938, after 26 years of service beginning August, 1912.

## AUTO INSURANCE

MORE VITAL NOW THAN EVER BEFORE

100% SERVICE at Lowest Possible Rates  
in Standard Companies Only

See P. A. DuBOSE of the  
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At P. E. Club  
TU. 7272

Suite 817  
Pershing  
Square Bldg.  
448 S. Hill St.  
TR. 3526



## HERE AND THERE WITH THE WOMEN'S CLUB



By  
Mrs. Lon  
Bishop

We haven't any Club activities to report on, but we're a little leary of neglecting this column for fear of losing our franchise.

We've been snooping around individual members, trying to find out about any interesting vacations planned on an "A" card and just "middlin'" rubber, but it looks like we're all in the same boat, for all I heard was "painting the house," "building a lath shelter," or working in the Victory garden.

We met one member's husband who had a swell trip outlined, but knowing he travels on an "A" card and makes an inspection of the rubber ever so often (once too often), we remarked, "How lovely; but can you do it?" He replied, "Well, I can dream, can't I?"

Be it ever so humble, there's no place like home and we sort o' believe it's going to be pretty sweet music for lots of people during these strenuous days—what do you think?

Talking of going places, Mrs. J. B. Green is back from a delightful month's visit with her son and his family at Fort Knox, Kentucky. Warren is a lieutenant and acting commander of his battalion in the Medical Corps. There is a year-old youngster in the family and Ruth was on hand to help celebrate the first birthday. She's a very proud grandmother and a very proud mother, too. Good luck to you, Lieutenant!

The legion of friends of Mr. and Mrs. S. L. Rouleau are hoping to hear of a steady improvement, now that both are with the daughter in San Gabriel.

We just can't believe that in next month's issue we'll have to remind you to reserve September 9 for the opening of the Club season again—might be a good plan to mark an X on your date book right now.

—Anyway, we'll be remindin' you.

—WORK, FIGHT, SACRIFICE—

"Father, I need a new riding habit."

"I can't afford it."

"But Father, what am I going to do without a riding habit?"

"Get the walking habit."

## Proud of Army Engineers, Says Former P. E. Man

Corporal Raymond Hillier of Camp Edwards, Massachusetts, formerly in the Transportation Department at Torrance (he doesn't mention the capacity) before he left November 1, 1942, writes the Editor in part as follows in a letter dated May 15: "I took my basic training as a Combat Engineer at Fort Belvoir, Virginia. Later assigned to the Engineer Amphibian Command at Camp Edwards, Mass.

"I am proud of my organization, as it's a very important one, and will play a leading role in mastering the strenuous task that lies ahead before final victory is attained.

"Presently I am going through the process of toughening up; and believe me, the Army has a way of doing it. I have been promoted to Corporal pending other advancement.

"Thanks . . . for the Magazine forwarded to me each month.

"Cordially,

RAYMOND HILLIER, Corp.  
Reg. Hqtrs. Co., 544, E.A.R.  
Camp Edwards, Mass., U.S.A."



CORP. RAYMOND HILLIER, U. S. Army Engineers, says the Army has a way of making men plenty tough.

## PACIFIC ELECTRIC ROD AND GUN CLUB



By  
Arlie  
Skelton

Greetings, Rod and Gun Clubbers. Now that your correspondent's vacation is only a memory, we will dig up the records and see what's cooking in fields and streams. The fishing seems to be the greatest epidemic at the present time. On our return trip from Valparaiso, Indiana, to California, there seemed to be fishing going on wherever there was a lake or stream. From dawn until dark, where there was a body of water, some people seemed to find time to go fishing. Deer, pheasant and other game were often seen along the right of way.

The return trip seemed much fuller of activity than the going trip. Many of the people on the train had been passengers on a train that was wrecked in Pennsylvania. The first day out of Chicago our engine broke a driving rod and we were delayed considerably while waiting for another

engine. The second day out one of our passengers suddenly became tired of it all and jumped through a window while the train was traveling at high speed. Guess it just wasn't his time to go, for the leap fell short of the intended results and the passenger, able to regain his footing, tried to run away. The train was backed up to the place where the accident happened and the victim was chased into the hills about a mile away before he was caught, overpowered, brought back to the train, placed in the baggage car, and taken to the next town, where an ambulance was waiting to take him to a hospital.

The crowded condition of the train caused some passengers to become irritable and some pretty interesting arguments were held until people got themselves adjusted to conditions (which usually meant getting a seat); then things were more pleasant. Community singing, phonograph music, and dancing in the aisle were enjoyed by the young people and service men on our car. The last day and night were just one grand party, which everyone seemed to enjoy immensely. The fact became known that Mrs. Skelton and I were returning home from visiting our son in training with the armed forces, and that qualified us as "mom" and "pop" to the group, which appellations made us both feel quite flattered.

## Another Service Man Wants P. E. Magazine

Music to the ears of the Editors are requests from distant friends, particularly service men, for copies of the P. E. Magazine. We print a letter from a former employee:

Editor,  
P. E. Magazine  
Dear Sir:

July 5, 1943

I am now in the Army and would like to have a copy of the P. E. Magazine sent to me, for I would like to keep in contact with the good old P. E. goings-on and gossip.

Just before my induction into the Army I was Ticket Clerk at Terminal Island. As much as I enjoyed my affiliation with the P. E., I believe I enjoy the life in the Army more. The training in the Army is good for a man who hits that "in-between slump," and I sure am overcoming that. The food is excellent — nothing but the best. And I really mean the best.

So, dear Sir, if you will give the folks of the P. E. whom I worked with my best regards and send me a copy of the July issue of the good old P. E. Magazine, I will be very grateful to you.

Sincerely yours,

JEREMIAH J. COON JR.

P. S. My address is:

Pvt. Jeremiah J. Coon, Jr.,  
U. S. Army 39699393 Co. B  
7th Inf. Tng. Bn.  
Camp Roberts, California

**HOME ON LEAVE—Former Relief Agent Bill Cunningham, now a Chief Petty Officer in Uncle Sam's Navy, is home at Monrovia on leave, according to Phil Durant, Assistant Agent at El Monte, who sent in the picture.**



Now for the home front. Limits of fish are being taken daily from live bait boats along our coast. The only drawback is being able to get space on a boat. When the fish are running, the good news travels fast and all boats are soon loaded. Even yours truly, the worst fisherman in your Club, was able to pick up a limit of barracuda in short order while fishing on the "Owl" from Balboa. The stack of registration cards turned in at our July meeting indicated that several other members were enjoying good fishing at this time. Apologies go to A. M. Cross, our 2nd Vice President, whose name was not mentioned last month as being a regular attendant at our monthly meetings. Mr. Cross seldom misses a meeting and has for many years past taken a very active part in this Club.

Mr. J. G. Hansen, No. 273, if you had attended our July meeting, you would have been one \$25.00 War Bond better off. Your number was drawn for the War Bond offered at that time. However, in compliance with the rules, the winner must be present to claim the award. Your number was placed back in the drum and you will have another chance at the August meeting. This drawing will be held each regular meeting night until a number is drawn of some member who is present to claim the award. Because of the absence of our President, L. L. Lloyd (on vacation), our July meeting was called to order by our 1st Vice President, J. S. Harris, who established a new record for speed in conducting a meeting. The meeting was called to order at 7:35 p.m. and adjourned at 8:10 p.m. The members present were on their way home before dark. It just happened to be one of those nights when no one seemed to want to argue about anything and all necessary business was speedily taken care of. F. B. Patterson almost got there in time for the meeting. He met the crowd at the elevator ready to go down when he came up. Looks like the boys in the surf fishing are going to have some pretty strong competition this year, as President O. A. Smith is competing with them this year. Better oil up those shooting irons as hunting season is near. Field Captain Geo. N. Lallich reports dove season will open as usual Sept 1. Deer season will open as usual out of the fire hazard area in the North on Sept. 16. It is proposed to have a deer season in the Southland about October 16.

Subjects of this kind will be further discussed at our August meeting, which will be held Wednesday, August 11, at 7:30 p.m. in the club rooms of the Pacific Electric Club. It is hoped we see you there.

## FREIGHT STATIONS AND YARDS

By  
Arden  
Nasher



Gosh, that was a nice letter from Milton Liptz that appeared in the last issue. Yours truly almost developed a set of goose-pimples to know that our inconsequential patter was of interest to one so far away, and engaged in such important business. Many thanks, Milt, and write us often.

Not a great deal to report this month, though what there is will probably measure up to our usual contribution in interest. Vivian L. Garside, one of our newer members working in the Accounting Department at the freight house, was off several weeks, due to an appendectomy, but is now back at her post and they do say she prefers working to getting all that attention in the hospital.

We also have a new Expense Clerk at 7th & Alameda: LaVerne Hedgpeth. LaVerne is about 3 months old (with the Company) now, and seems to be getting onto the work very well. Welcome, also, to Mrs. Doris V. Lauber, who has been with us a couple of months, working the 3:30 to midnight Rate & Bill Clerk job. Seymour Lipshultz says there ought to be a beauty contest in the freight office soon, what with 15 gals where he had only three a couple of years ago.

We were all glad to know that Mr. G. W. Orr is back after being absent due to illness for several weeks. He is still taking treatments, we understand and is not quite himself, but glad to be back on the job. Take it easy, now, and don't try to get back in a mile-a-minute stride the first few weeks.

Louis Lipshultz, ace money-handler, etc., etc., at the Cashier's Cage, is going on his vacation just about the time this is written. The rest of the old timers are having trouble getting away. Wonder why?

Anyone who has been in the Wing-foot Office the past few days must have noticed one joyous individual, walking (or floating) around the office with a far-away look of rapture on his good-natured mug. We refer to T. R. Brackett, whose Missus presented him with a 6½-pound son on July 11. Both mother and new member are doing fine at the California Hospital. Congratulations, T.R.!



Glancing over reports, articles, letters, etc., one invariably gathers that business is good (too good) and all sorts of expedients are being tried in order to get much business handled with little help. Not that the Management isn't willing to put on the help—far from it. But try and find 'em, and when you do, make good rail-roaders out of them over night. However, what we wanted to relate was a little stunt pulled by our Hot Shot Trainmaster, Antonio L. Robertson, a couple of weeks ago when the manpower situation was on the minus side. Robbie worked an engineer overtime to get a job started, then deadheaded a brakeman to relieve another brakeman off a job, so that the second brakeman could relieve a conductor, who in turn relieved the engineer he started with. It seems that this conductor was the only qualified engineer rested, that Robbie could lay his hands on. If he could do that sort of manipulation with Ration Stamps, we might get him to take some of our sugar stamps (we have an abundance of sugar) and trade around until we could get a good Porterhouse Steak.

Being pretty much on the jump on our new job, it is getting a little tough to dig up all the dope about youse guys and gals. Remember, this column is for the Stations and Yards, which means Whittier, San Bernardino, West L. A., La Habra, and all the other large and small stations populated by Roster No. 3. If you have anything interesting, drop us a line at 8th Street Yard, L. A.

— WORK, FIGHT, SACRIFICE —

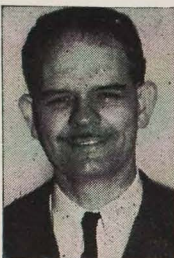


SCOTT BRALEY, Air Gunner, wants real fighting.

### Gang Foreman's Son in Training as Air Gunner

Because he wanted to get into the real fighting, Pvt. 1st Class Scott Braley, son of the Extra Gang Foreman, Engineering Department, is now training at Gulfport, Mississippi, to be an aerial gunner in the Army Air Corps. Nineteen years old, the youthful soldier was inducted early in the year. He has been at Gulfport since about June 1, and says he really likes his work.

### WEST HOLLYWOOD DISTRICT



By  
G. R.  
Stevens

Miss Helen Botsford is our new Cashier breaking in at West Hollywood. Miss Botsford is betrothed to Mr. Lee Summer, popular and active young man in trainmen's circles. The wedding date has been set for March 10 of next year.

Enjoying the sunny California weather on vacations are G. L. Gazeley, L. H. Weaver, S. W. Lockhart, F. L. Miller, L. C. Widner. Conductor W. A. Garner is on leave of absence.

GLAD NEWS—We are happy to report that a bouncing 8-lb. baby boy was born only last month to Mr. and Mrs. Sterner. Congratulations to the happy couple. Conductor Sterner of West Hollywood is the proud father.

Conductor H. E. Ashley, recently gave us the good news that he is expecting a new baby about July 27.

NEW MEN—and new faces are much in evidence around West Hollywood Terminal lately. Coming from distant points are Motorman K. A. Ewing, who came here from Kansas City, and Motorman B. M. Fowler, from Alabama. H. C. Fifield, H. Massey, and F. W. Piper are among the newcomers. New conductors are E. K. Buckingham and W. King.

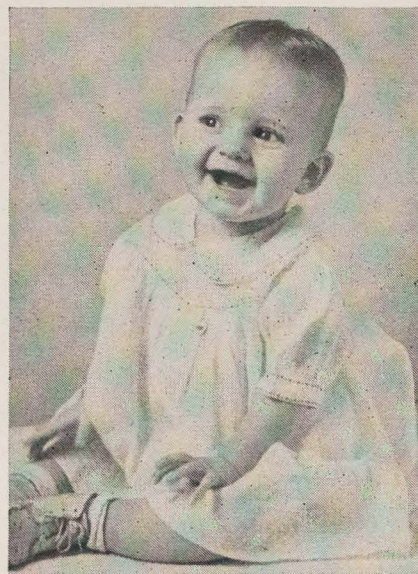
Veteran Motorman E. F. Tipton has an enviable deep-sea fishing record, and has caught some big fish that are hard to beat. The big blue fin shark caught at Santa Monica Bay measured 8 ft. 6 inches in length, and weighed around 307 lbs.

Conductor N. S. Saxon plans a deep sea fishing trip off Newport for albacore and barracuda.

Did you know the P. E. has two ex middle-weight boxing champions of the Navy in its employ? They are Jarvis Murdy from 1921, and A. E. Einert from 1912.

A compliment was recently paid to Tom Green of the Mechanical Department from the freight crews for having drinking water put on the big 1615 freight motors. The boys claim they got mighty thirsty on those long freight runs.

Subway Cashier Braslor reports he saw former P. E. Conductor Doherty



GLENDIA STEVENS, nine months old, daughter of Conductor and Mrs. G. R. Stevens.

pass through Los Angeles with a group of soldier-boys in full equipment, somewhere bound. Doherty has a lot of friends out West Hollywood-way and asked Braslor to say "Hello" to the boys. Good luck, Doherty!

ON THE SICK LIST ARE G. C. B. Johnson, C. M. Kirk, I. R. Richards, T. D. Griffin, R. Butcher, L. D. Dana-her, M. E. Cronin, and C. C. Carney.

FISH STORY—307 pounds? Ask E. F. Tipton.



### ENGINEERING DEPARTMENT

By Vi Labbe

Our sweet Edna Klein from Alhambra is displaying a beautiful diamond ring from the boy friend. He has taste in girls and rings. He has left for Fort MacArthur and parts unknown. Good luck and happiness to you both.

Bill Easterman is still at San Diego and his pretty little wife, Frances, spends week-ends with him. She certainly is a happy girl. I hope this war ends so the lights can shine for all of us.

E. R. Hayward is back from his vacation up north, fishing, playing golf, etc. Said the weather was ideal and that he had a very nice time.

Jean Fogarty, supposed to be at the beach, sends a card to R. Schafle from Tijuana saying she is learning more Spanish and drinking beer in the longest bar in the world.

Looks like another ring — Col. "Bates"—so sweet and young—did any one notice his new sport coat?—Queening one of our stenographers—guess who? What will the Navy boy say when he finds out? Well, I guess you know—it could be — Josephine Di Noto.

George Quesenbery eyeing Edna Klein's ring—and holding his hand, well, bless her heart, Diana Graff.

Good luck, Faye Compton, & glad to see someone get a break. We'll all miss you, but hope you will enjoy your new undertaking.

Jim Toland looks nice behind bars—not the real bars—and does he handle the money!

George McClure & Chet Collins enjoyed a short vacation?—

Betty Buis is now a legal steno in Mr. Karr's office.

Nancy Kelly is vacationing, but nobody knows where.

Sorry to hear of George Brown's loss. His mother passed away in Chicago. Our deepest sympathy to him and relatives. George is a Field Engineer.

Just a reminder to all you readers: Let's find out what happened to a great writer's really interesting and lovable column. I know you all miss those articles, so let's inquire, and get him back again. He truly can write. What happened, Walter?

Betty Demerle is still single. Well, she certainly is tops on our girl parade, and always rates A1 with everybody. Her band-leading brother is now married and located in Santa Monica, a fact which makes Betty a happy girl.

Marty Henry — another romance. Well, you never can tell—rings are certainly going around.

Former Roadmaster Selfridge was in to pay us a visit. Says he enjoys



JOE E. BROWN offers a hilarious mouthful to Sgt. Perry S. Brenton, son of Horace F. Brenton, Freight Traffic Department. This picture was taken in Wellington, New Zealand, while Brown was touring the war fronts.

doing nothing and is his own boss now. He looks fine, and we hope he makes the rounds often.

Bill Bailey is all set for his ranch up north.

Harold Miller is still off sick.—Hope you get well and return soon.

### P. E. Man's Son Joins Marines, Sees World, Meets Joe E. Brown

Alaska, Iceland, Greenland, Ireland, the Solomons, New Zealand — how's that for a world itinerary? It's a list of the places visited in stern line of duty by Sgt. Perry S. Brenton, son of Horace F. Brenton of the Freight Traffic Department. Sgt. Brenton is attached to the Medical Corps of the U. S. Marine Corps.

He went to Iceland with the first contingent of the Marine Corps when that base was first opened, and in a series of zigzagging transfers finally wound up at New Zealand, where he and Comedian Joe E. Brown were photographed together when Joe was on tour.

Sgt. Brenton joined the Marines in Kansas City after his graduation from high school in 1939.

— WORK, FIGHT, SACRIFICE —

Sigma Pi (to old member): "How is old Bill these days?"

Grad: "Oh, he's much better since his operation."

Sigma Pi: "Operation! I didn't know he'd had one."

Grad: "Oh, haven't you heard about it? They removed a brass rail that had been pressing against his foot for years."



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## Sibyl Mather Sees 37 Years' Service With P.E.'s Information Bureau

By Deane H. Aspelmeier and Adeline McIntyre

Thirty-eight years ago, on a cold, dreary January evening (before California had unusual weather) the Day-light Limited pulled into the old dilapidated Southern Pacific Depot, about midnight. As this train, several hours late, came to a stop, so ended a long, tiresome journey for a widowed mother and her only daughter. They had come from Colorado, where doctors had told them that a change of climate was the only way to prolong

the life of this girl. None too gentle attendants bore the stretcher on which the girl lay, expecting to find a taxi to take them to a hotel, where friends had made reservations. In this they were disappointed, for no conveyance of any kind was to be found. The only solution was to go to a little old hotel across the street from the station—the usual habitat for trainmen.

Mystery? Oh no, none at all! This is the story of why Sibyl Mather,

Chief Information Clerk for the Pacific Electric Railway and Motor Coach Lines, came to California. After a little more than a year's fight, Miss Mather found she was able to go to work. By this time she was so in love with Los Angeles that she wished to make her home here. In order to do so and to keep the wolf from the door she would have to find a job. After consulting the newspapers, she found a want ad that appealed to her. So bright and early one morning, this charming young creature walked into the P. E. Building, incidentally, then a big new building, only one year old. At her first interview, a little frightened but very sure of herself, she asked Mr. Joseph McMillan, Passenger Traffic Manager, for a job.

"Well, young lady, you seem too young to want a job," said he.

Her heart almost stopped, but the answer did not discourage her.

"Mr. McMillan, I would very much like to work for you, and I am sure I can do a good job."

Mr. McMillan sat up in his chair, impressed by the confidence she displayed in herself.

"So you want to work for me, do you?" he said. "Well, take off your hat and get started, and we will see what you can do."

Thus did Miss Mather start as magazine saleslady with instructions to give information on the side. Her pay was the enormous sum of one dollar per day for an eight-hour schedule, seven days a week. This set-up continued until all of a sudden one day, five months later, she looked up to see Mr. McMillan watching her as she tried to give information on some intricate problem. Her heart almost stopped beating, for there was an unusual expression on his face. However, Mr. Green, Manager of the magazine stand, was told to get a new clerk to sell papers, for Miss Mather had a new job as the first Information Clerk for the P. E. Railway and the only woman to hold a job on the main floor of the depot. In this new position she received \$45.00 a month.

The next years were spent at "real, honest to goodness hard labor." Little by little this new department gained importance, adding knowledge of this, that and other things of interest to the general public. For five years Miss Mather took care of this alone with a boy serving as relief clerk. By this time, the work was so heavy that the company found it advisable to add another girl, for which Miss Mather was deeply grateful.

In 1911, when the Los Angeles and Pacific Electric Railways were consolidated and excursion and special trolley trips were instituted, four girls were added to the department. These clerks, together with the men

who were promoting this service, tried to educate the public in the ways they could go. It was at this time that real headaches began which have continued and gained in intensity ever since.

Miss Mather has had two especially outstanding honors shown her. It was in 1915 that she was chosen "Queen of Southern California" for California Festivities being held at that time. This was by popularity vote, and there was a wide margin of 40,000 votes in her favor. At the ceremony for her coronation she wore a \$40,000 crown, a reproduction of one of Queen Victoria's. Every jewel was a perfect one, and the pearls were all matched as to size and color. The pair of wings were small diamonds set in platinum and was made by Feagan's Jewelry Company.

The second honor was in 1926, when the Pacific Electric Railway lent her to the Chamber of Commerce and she was sent to Chicago for a year. This was in exploration work in the interest of California and was centralized in the Marquette Building.

Work in the Information Department during World War I was heavy enough, but never has it been as strenuous as it is today. It is a well-known organization and recognized as the only General Information Bureau on the Pacific Coast.

Miss Mather has been given the position of Manager of this department and will be released from part of her former duties, that she may be free to give more personal assistance to the fifteen clerks under her supervision and to train others who will necessarily be added.

As each girl answers more than a thousand questions in her eight hour shift, we often marvel at the perseverance and patience of our chief who bears the brunt of it all and retains her smile and lovable personality.

— WORK, FIGHT, SACRIFICE —

### MOTOR TRANSIT DISTRICT

By Ruth Fisher

Officer Kelley, Flat Foot—and I do mean "Flat Foot"—was complaining to Uncle Walter, better known as "Gilmore the Lion," that he was going to quit because he had never had his name in the Magazine. Because he is doing such a good job on the crosswalk, maybe we'd better praise him!

Harold L. Turner wanted to play safe and lock his coach, so he endeavored to get out before the door closed and found his head hung in the door with lots of soldiers and sailors looking on and laughing at his predicament. A sailor came to his rescue by releasing the lever and—HAROLD!

Ronald Royce Ablott, son of Dispatcher Woody Ablott and Mrs. Ablott,

## STATION STATIC

By

James J. Adams



Well, folks, how'd you like the pictures of our lady ticket clerks in last month's Magazine? But the photos did not do the girls justice. You should come down some time and see them in action!!

The City Ticket Office has other things to be proud of too. Take, for instance, Harvey Sperry's galloping apron—works on the knee action principle. . . . Cliff Ferguson's curly hair—that's where he uses most of his oil, not on the cash customers. . . . Joe Hernandez' twin boys—Joe says they make more noise than most kids 'cause they can scream in two languages. . . . Stanley Gray who left us to join the Army and ended up by playing ball for the Seattle Indians. . . . Odessa Carter's speed on the Comptometer sounds like "Rosie the Riveter" on a busy day. . . . Herb Mayer's cosmopolitan accent—we won't mention his ability at the piano; that's supposed to be a secret. . . . Pete Roller's pipe, working it overtime now, due to the cigar shortage. . . . Gretta Patterson's superhuman strength—two eggs for breakfast did the trick. . . . Frank Kapitan's watch and clock repair—don't throw away that pre-war dollar alarm o'clock; he can make it tick like an Elgin. . . . Laury Murray's conversations with the customers—how did you like the two he gave us last month? . . . And last but not least, the G. R. A. combination (Gates, Russell & Adams). . . . 'Nuff sed?

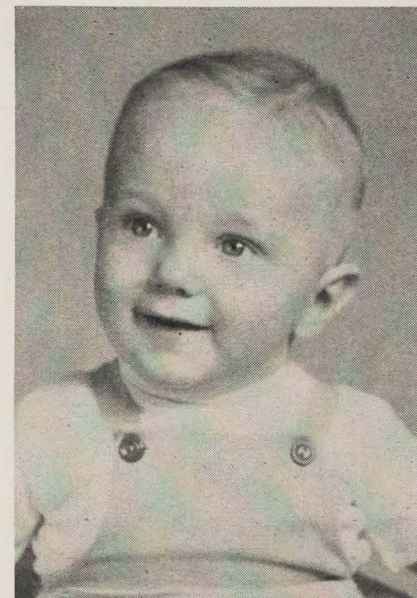
Some day we're going to figure out what percentage of our original force joined Uncle Sam's company. The latest was Franklin Reed, who came down for inspection in his new Army uniform. A lot of soldier there, my friend.

Frank Kapitan took a trip east to see Brother Mike who is in a camp in Arkansas. Reports Mike is doing fine and sends his regards to all his friends.

— WORK, FIGHT, SACRIFICE —

Private—Did you fill your date last night?

Sarge—I'll say I did. She ate everything in sight.



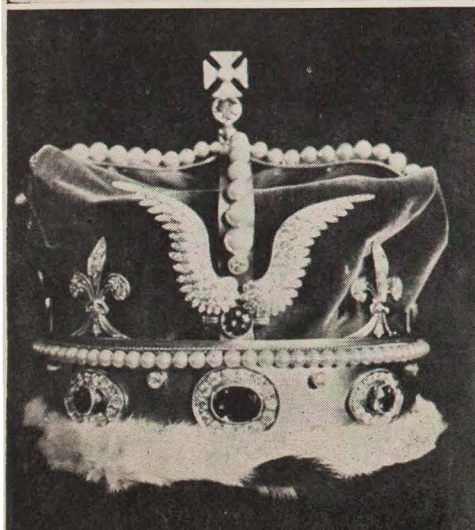
RONALD ROYCE ABLOTT

is just about to say, "Tomorrow I'll be seven months old." Even tho' Woody thinks he's Chief around his rabbit hutch and chicken pen, young Ronald rules the roost.

Mr. and Mrs. John Groves are the proud parents of a girl born just three minutes before July 4.

Bobbie and Ronnie are the sons of Douglas and Mrs. Hill. Both resemble Papa. Why do the men get all the breaks?

BOBBIE AND RONNIE HILL





## ACCOUNTING DEPARTMENT



By  
Marilyn  
Hawkins

The other day I was mysteriously called into the Record Room and was presented with a scoop for this column! Charles Ramirez is now a proud papa of a 7-lb. 4-oz. baby girl born July 12. The parents are naming her Adeline.

Have you noticed that sparkler on Lois Williams' third finger, left hand?

We extend our welcome to Lena Doeleman, who is the new clerk on the Mail Desk.

P.F.C. Kenny Williams is now with the Air Corps in Mississippi. Said he would like to hear from the gang out here—howabout it folks? His address is:

P.F.C. Kenneth Williams  
1097 Q. M. Co. S.G.A.  
Army Air Base  
Hattiesburg, Miss.

We had some welcome visitors recently including Cpl. Charles Escovar (Freight Accounts), who will be located somewhere in Texas; P.F.C. Johnny Thatcher (Freight Accounts); and J. N. Shafer (Passenger Traffic), who is now located at the Navy Recruiting Office in Culver City.

This month I'm introducing my pals who are covering the news in their respective bureaus. Take it away, kids!

### DISBURSEMENTS BUREAU

By Jeanne Turner

We have a temporary cripple in Ed Campbell, who is on crutches because of an abscessed bone in his leg. Take it easy, Ed! Another patient was George Perry, who was quite ill with the flu. It arrived just in time to spoil his "Fourth." Isn't that always the way with those things?

Kenny Pomeroy is having that appendix yanked out—now he'll have an operation to talk about, too!

W.S.H. Weeks was away on vacation. Spent it at home painting his house. Incidentally, that son of his graduated from Cal Tech on June 11 as a Mechanical Engineer. Soon after his graduation he reported to New York City as an Ensign.

### MISCELLANEOUS ACCOUNTS

Yours truly!

We welcome Leonell Manhart and Gertrude Pugh to our realm. Also thank Alice Wiff for the candy she

passed out on account of her new position. She bid out of our bureau and back again so I guess she must like it here.

Have you noticed how happy Gert-rude Pugh is these days? She has good reason to be—her hubby is home from Africa on a leave. Was she surprised when he came home early one morning!

George Chrystal is away on his vacation visiting relations in Vancouver.

### TYPING AND CALCULATING BUREAUS

Ruth Alpeter

Andy Reshaw spent her vacation in San Francisco, and Louise Briggs went to Ventura and San Diego. Louise Smith is away on her vacation—whereabouts unknown.

We welcome the following new clerks to the Typing and Computing Bureaus:

Gloria Brankey, Anna Maria Marlo, Vera McDaniel, Hazel Heckman (who they say wears a size two shoe—seems as though they should give her an extra pair for her No. 18 stamp!) and Mercedes McDonald, who worked for Mrs. Stewart in 1930.

### FREIGHT ACCOUNTS

Eloise Klages

New clerks in the Freight Accounts are Opal Reize, Sorter; and Josephine Martin, Junior Payroll and General Freight Clerk.

Vacations—Dave Gleason spent his vacation in San Francisco. Doris Lindeman visited relations in Portland, Oregon. Sam Taylor is now in Wyoming.

Fred MacFarland went fishing over the Fourth but reports no luck! (Not even a big one got away!)

Mrs. R. B. Marley, mother of Irene Hurlbut, is very ill. She used to work in Freight and Passenger Accounts for Mr. Knowlton when the two departments were combined. Hope your recovery is speedy, Mrs. Marley!

— WORK, FIGHT, SACRIFICE —

## PASADENA DISTRICT



By  
Herb  
Morin

George Schmidt, Agent in Pasadena, is now vacationing at Big Bear Lake. He went up July 5 and expects to be back in harness July 19.

G. C. Fuller is relieving Mr. Schmitt. O. E. Olafson, Motorman, has gone



**DESTINATION UNKNOWN —** Russell Morino, former Clerk Warehouseman at Alhambra, joined the Navy Nov. 17, 1942, after 2½ years with P. E. He had his training at Farragut, Idaho.

back to firing an engine. We hope you like it better than keeping to schedule on the Oak Knoll and Pasadena Short Line. Good luck, Oley!

There are lots of guys on vacation in July. Hope you all have a good time.

If you'd like to write—and please do—to F. W. Hall, former Pasadena Conductor we mentioned last time as an Aviation Machinist's Mate, his address is:

F. W. Hall, A.M.M. 2/c  
U. S. Navy Air Station  
San Diego, California  
7th Division, Shop 723

And speaking of ranks, let's decide now whether Bill Richards is a first or second class Gunner's Mate. In the July magazine he was listed in the article as first, and in the caption to the picture as second. We'll vote for first.

Russell Morino, former Clerk Warehouseman in Alhambra, and brother of Jasper, Pasadena Ticket Clerk, is a Hospital Apprentice in the Navy Medical Corps. He was last reported on his way to an unknown destination.

Heard around the desk where the mark-up sheet is: Some one asked Fred Palm, Conductor, "Are you working the Oak Knoll again?" "Working it!" he exclaimed. "I own it! I'd get lost on the Short Line."

Famous last words: "It's your turn to buy coffee and—"

## P. E. Girl Joins WACS; Wants Overseas Duty

Miss Edna L. Green, Secretary to C. M. Allen, Assistant Superintendent of Motor Coach Operations, was sworn into the WACS (Women's Army Corps) on July 12. She remains on the job in Mr. Allen's office, however, until she is called to active duty—a call she expects in four to six weeks. Given military leave by the company, she will have her job back after the duration.

She has applied for stenographic work in the overseas Transportation Division, but says she will not know whether her application will be accepted for this work until after she has taken the preliminary tests during her basic training period of four weeks somewhere in the East.

Before Miss Green began her duties with Pacific Electric, she lived in Oklahoma, where for six months she worked for Santa Fe Trailways in Tulsa. For five years she was in social welfare work in Oklahoma City.

— WORK, FIGHT, SACRIFICE —

## MACY GANG AS I SEE IT



By  
Bob  
Coe

It was sure good to see our old friend back to work again after he had been off sick. I mean none other than the old Corn Husker R. W. Nisley.

J. H. Grunwald was telling the gang the other day that he hopes he never loses his conductor (J. H. O'Neill) for it seems that having Jack around helps put Julian to sleep with that beautiful sound effect he has in his sleeping.

F. R. Quinney has asked me to mention to the fellows that any time you would like a good lunch for work, especially with chicken sandwiches, just see Vernon L. Morre, Sr.

Read the other day that Sidney Ocheskey is going to run for the office of Mayor out in San Marino. The Sergeant has something up his sleeve or he wouldn't be starting his campaign so early for the 1957 election. Nice going, anyway, Sarge. Let's hope you come out the winner.

Fellows, we have a bunch of new men with us now that never as much



**JOINS WACS—**Edna L. Green, Secretary to C. M. Allen, Assistant Superintendent of Motor Coach Operations, being sworn into the WACS on July 12 by Lt. Josephine Kunz, Recruiting Officer.

as rode on an interurban car before in their life until the day they started collecting fares for the Pacific Electric. So come on, fellows, let's all get together by helping these new men as much as we can.

L. A. Hanna seems to be very happy now that he is the motorman. He told me it feels like a promotion to him, as he is closer to the front.

The men we have to give a hand to now are the crews over at State Street, and especially to those two swell bosses that keep the freight a-moving—Barney Blevins and O. C. Jordan. These two guys can really keep that yard rolling.

If you men want to know how to take a vacation in an automobile up Washington way, just contact Mr. and Mrs. O. W. Hale, as they really had some vacation, from what Mrs. Hale tells us.

Since the last time I had this gossip column in the Magazine we have had two additional trainmen brought into the P. E. family. They are D. E. Gillespie, Jr. and H. P. Moller, Jr. This is number 2 for the Gillespies and number 7 for the Mollers. Congratulations, Mrs. Gillespie and Mrs. Moller! Both fathers are doing as well as can be expected.

The Northern District can be mighty proud that we have the model conductor on our district. I am speaking of none other than the Sierra Vista Kid, "Mc" McBrayer. It's not every day in the year that you can get your pic-

ture in the Pacific Electric Magazine as Mac did in the July issue. Nice going, McBrayer. Even your wife tells us that you are the Model Conductor.

Bumped into Johnnie Wentworth Kipp the other day, and much to my surprise he has gotten a couple more hairs in his head. Either his job agrees with him, or he has joined the Fitch Band Wagon.

We, the Macy gang, wish to congratulate R. S. Copeland on his new appointment as supervisor, and to thank him for all he did for us men when he was one of the trainmen. Here is a fellow that has taught me as well as many others that our work can be very interesting if we want it to be.

— WORK, FIGHT, SACRIFICE —

## WINCHIE AT THE KEYHOLE

By  
Marion  
Snowden

(Guest Columnists:  
Jackie Caldwell  
and  
Pat Patterson)



## ANYTHING GOES

We, the writers of this column, have been racking our brains trying to think of something with appeal, and so after hours of concentration we have finally decided. We know that you'll enjoy the discussion of Einstein's Theory of Relativity.

Einstein's Relativity is mainly this, (p.s. Newcomers in the office since last reporting are Gladys Fry, who hails from Texas—accent and all! Also Norma Sewall with the big brown eyes fresh from P.J.C. Included among others are Georgia Barrow, Shirley Gibbs, Ida Lavenbarg, Winnifred Lux, Eleanor Gilhart, Mary Le Compte, Beverly Bools, Martha Brown, Inez Regnander, Laura Crandall, Betty Smith, and LaRae Walker. Patricia Briggs, poetry writing daughter of Typist Louise Briggs; Rowena Cayer, sis of Elaine; and Gayle Mitchell, of chocolate do-nut fame.)

Ah yes! back to Einstein's theory, or rather being forced back to it. For example, speaking of hair, have any of you noticed the continuous complimentary comments on Beth G's attractive hair-dos?

—We're afraid Mr. Einstein and his theory are being sadly neglected, but the theory does have much to do with motion, such as the moving around that has been going on during the past



month in the Auditing Department. With the coming in of new desks, files and what have you, the place never looks the same over a two-day period. The Car Service, Mileage, Ticket Stock, and Agents' Passenger Accounts sections of our bureau have moved into the late quarters of Mrs. Dale and Mrs. Stewart, who have journeyed up to the third floor.

TO THE CONDUCTORS, FROM THE CLERKS IN THE AUDITING DEPT.: Orchids from us to you who are so thoughtful about the neatness with which you turn in your ticket envelopes. We could give you a leather medal for keeping those tickets so neat. But to the careless and slovenly ones, let that be a word to the wise, which is said to be sufficient.

#### BY THE GRAPEVINE—

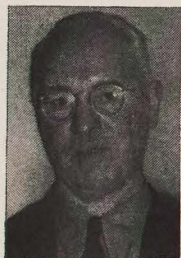
Miss Templeton still has her loyal friends among those who are now out of service. Mr. Richard G. Jones, formerly of the Auditing Department, asked about her when he was in recently. Also Mr. W. K. Schofield, representing Southern Pacific's Employers Mutual Benefit Association, asked for her the minute he came in.

We note with interest that "Johnny" Pujol is now a full-fledged Traveling Auditor. Congrats, John, and may the going be good!

Charles Escovar, home on leave, has been frequenting the back office—wonder why—Isa maybe? Could be.

— WORK, FIGHT, SACRIFICE —

### SUBWAY TERMINAL



By  
W. F.  
Servranckx

That great Reaper struck again among our ranks last month, when William Scatchard, Trainman on the Glendale Line, passed on. Our sympathy to the bereaved family.

Joe Crawford wishes to inform all you doubting Thomases that the plate on the door of box motors is made of iron, and promises that he will not try it again on his thumb—which, by the way, is getting along very nicely.

We had a visit from Johnny Eastwood, "Mayor of Compton," who discussed civic affairs and what not. Election being near again, Johnny respectfully solicits your vote.

Sam McLindon is the name of the smiling Conductor on the 11:55 a.m. Venice Short Line.



ROY LEE DEMOSS, age 26 months, son of R. L. and Mrs. DeMoss. And—hands and feet of that famous racer, R. L. DeMoss.

Another smiling pair are G. E. Franklin and A. C. ("Sergeant") Cochran, on the early (4:00 a.m.) Venice Short Line. But who wants to smile at that hour?

And then there is that guy J. T. Johnston, who actually smiles over the telephone.

Have you seen the tie and sport suit on Assistant Trainmaster J. C. Davidson?

We have discovered the originator of the zoot suit, and he has a picture to prove it—vintage of 1906. But Frank Ford says that in those days we called it baggy pants. Let us have your picture, Frank, and we will give you a real introduction. . . . By the way, Frank and Mrs. Ford just returned from a trip to Missouri, where they visited their son, who had been injured and is now getting along nicely.

Nick Graziano got ptomaine poisoning and had it baked out at Las Vegas.

F. Nuzum wants to know a good hair-growing remedy. See R. L. DeMoss, Floyd; he knows a certain spot at Hyperion—results guaranteed.

Terminal Foreman H. Bradbury is walking on air these days. The reason: Grandpappy three times. Where are the cigars, Herb?

Buy that War Bond, boys, and let us have the U.S.S. Los Angeles.

### OCEAN PARK CAR HOUSE & BUS LOT

By  
C. H.  
Croninger



Having the official sanction of Bill William, the former Ocean Park scribbler; Earl ("Jug Head") Jardell, the Terminal Foreman; John Roach, the Chief Mechanic at the Ocean Park Bus Lot; H. R. Kerley, Motorman; and, from the Motor Transport Reserve, Tech. Sgt. J. F. Pantera, Sgt. H. G. Garrison, Sgt. R. C. Raney, Sgt. Dewey Tucker, and Cpl. Wolfenbarger, I will endeavor to write and insert in the P. E. Magazine all the interesting and unusual events that will be of interest to the men at the Ocean Park Car House and the Bus Lot.



#### ORIGINAL AMERICAN

Don't kid yourself; you are wrong; he is not what you think he is; he is one of the boys, that's all. He is only dark from drinking black coffee. His name is Mr. (to you) J. C. Burns, the only Indian Conductor employed by the Pacific Electric.

When asked about the work and how he likes it, he replies, "Ugh! Heap too much work!" Don't believe it. Look for the mark on his forehead.

Dewey Tucker, the squire of lower Barry Avenue, has been helping out the egg shortage around the West Los Angeles district, with the aid of his twelve chickens. Also, he reported as of last week that his Oregon corn was ten feet tall. How tall is it now, Dewey?

Motorman H. R. Pridgen, a smart domino player, a very good Motorman and an expert Bus Operator, has transferred to the Southern District.

Motorman A. E. Herrman fell into the pit at the Ocean Park Car House again. This time he was not so lucky.

Motorman E. P. Verrit's daughter, Merle, who formerly was employed in the Purchasing Department, was married July 12, 1943, at 8:30 p.m. to Coast Guardsman Jack Sutherlin, and they are now on a honeymoon down in San Diego, where the newly-wedded Guard is stationed.

The Terminal Foreman has been wearing a large smile the last week as there have been several new men sent to him—C. E. Waterman, P. D. Putney, N. S. Salyer, and W. P. Williams. Williams's first day was April 6, 1923.



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## - - GRINS AND CHUCKLES - -

A city youngster was paying his first visit to his uncle's farm. Among the animals on the place was a rather small colt. As the boy stood gazing at the little creature, his uncle said: "Well, what do you think of him, Johnny?"

"Why—why, he's all right," said Johnny, "but where's his rockers?"

A drunk was watching a revolving door and saw a man walk in. As the door swung around, a pretty girl stepped out.

"Darned good trick," he muttered, "but I still don't see how that guy changed hish clozh sho fasht."

Down in a Georgia induction camp a newly drafted Negro recruit was being questioned by a dusky first lieutenant.

"What's yo' name and address, big boy?" asked the top skipper.

"Sakes alive, man, yo' sho ought ta know," was the reply, "Yo' done sent fo' me."

He (on the telephone): "Hello, dear. How about us having dinner together this evening?"

She: "I would love it."

He: "Well, tell your mother I'll be over about seven o'clock."

"Why so out of sorts, Jones?"

"Oh, I've had a very trying day. My office boy tried that old one about wanting the afternoon off to attend his grandmother's funeral and I decided to teach him a lesson, so I said I would go with him."

"Well, was it a good ball game?"

"It wasn't a ball game at all. It was his grandmother's funeral."

Old Maid: "I can't decide between the divan and the arm chair."

Clerk: "Lady, you can't make a mistake on a nice comfortable chair like this."

Old Maid: "O. K., I'll take the divan."

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