

FOR VICTORY



BUY
UNITED
STATES
WAR
BONDS
AND
STAMPS



July 1942
PACIFIC ELECTRIC

Magazine



The "Spirit of '76" Marches On!

PACIFIC ELECTRIC RAILWAY COMPANY

PACIFIC ELECTRIC BUILDING, LOS ANGELES, CALIFORNIA

O. A. SMITH,
PRESIDENT

IN REPLY PLEASE REFER TO

July 1, 1942.

TO PACIFIC ELECTRIC EMPLOYEES:

WAR SAVINGS BONDS, SERIES "E".

Following is a report of progress made in the sale of War Savings Bonds under the Payroll Allotment Plan:

<u>Department</u>	<u>Total Number of Employees in Department</u>	<u>Percent of Total Employees Subscribing to Payroll Allotment Plan</u>
Executive	21	100%
Law	22	87
Claims	19	100
Mechanical	871	74
Engineering	834	40
Freight Traffic	20	100
Accounting	163	85
Passenger Traffic	60	100
Special Agent	30	97
Transportation	2123	62
Purchasing and Stores	104	92
Treasury	8	100
Hospital	14	93
Pacific Electric Club	4	100
Pacific Electric Building	62	92
Land & Tax	10	100
Total	4365	64%

Figure of 64% for the Company as a whole compares with 53.7% as of May 31, 1942. In money, as of May 31, 1942, deductions amounted to only 2 $\frac{1}{2}$ % of the total payroll.

We have a long way to go to reach the goal of 10% of the payroll and 100% employe subscription to the Allotment Plan.

America must have the help of every person to finance the cost of the war - to insure ultimate Victory. See your Committeeman today and make your contribution to the war effort.

Sincerely yours



EVERYBODY -- EVERY PAYDAY -- AT LEAST 10%

Big "War Bond" Rally Staged at Club

Management - Brotherhood Put On A Big Show

By W. G. BALDWIN

General Arrangements Chairman

Saturday, June 27, 1942, saw the first physical manifestation of joint Management-Union cooperation when representatives from the Pacific Electric Railway Company and the Brotherhood of Railroad Trainmen addressed the Transportation Department employees on matters of mutual concern. Perhaps even greater than the participation of the several hundred trainmen was the fact that their wives and members of their families had an opportunity to participate in this first joint venture.

The meeting, called primarily for the purpose of inaugurating an intensive drive for the purchase of War Bonds on the part of the Transportation Department employees, went much further than that, but first—about the Bond Rally itself.

Interspersed amid a voluminous array of excellent talent, which gave to the audience a fine evening's entertainment, speakers from the United States Treasury Department, the Carrier and the Brotherhood injected their thoughts on connection with the vital necessity of full participation on the part of every Pacific Electric employee in the purchase of War Bonds.

Mr. McNish of the U. S. Treasury Department expressed considerable concern over the lackadaisical attitude of many American workers in their attitude toward the war effort, particularly the necessity of holding Rallies and Mass Meetings for the purchase of Bonds in order to ward off inflation or an increase in the cost of living. Mr. McNish stated that the War Bonds were a valuable investment, yielding in the short period of ten years 4.00 for every \$3.00 invested and that a worker could not make a better investment than that of investing 10 per cent of his funds in the fight to preserve our democratic institution. He stated that the workers should go even further than mere participation and should invest at least 10 per cent of their earnings in their government.

President O. A. Smith gave the viewpoint of the employer in connection with the employees' purchase of War Bonds. He outlined clearly the tremendous cost of the War, pointing out that the cost of World War No. One was insignificant compared to the amount that would have to be devoted to the prosecution of this greater world conflict. He frankly told his audience that he anticipated that the War would last considerably

longer than many people believed and that it was necessary that Management and workers buckle down to business in greater sincerity and exert every effort to bring about a successful conclusion of the War on the part of the United Nations.

General Superintendent G. F. Squires spoke authoritatively in connection with the percentage of Pacific Electric trainmen participating in the purchase of War Bonds, stating that only a little over 60 per cent thus far had signed authorizations for purchases through the payroll deduction plan. He pointed out the necessity of coordinating the efforts of all trainmen and the desirability of having the purchases made by the payroll deduction plan in order that a concrete check might be available as to the number of participants. He, too, urged greater participation and encouraged those already subscribing to increase the amount of their War Bond purchases. The General Superintendent pointed out the fact that the Brotherhood of Railroad Trainmen had postponed their 1943 convention and the funds saved thereby—over a million dollars—would be used in the purchase of Bonds.

General Chairman Nutter of the Brotherhood pointed out the value of the War Bond plan from the workers' viewpoint and urged his fellow employees to cut the corners and eliminate as many useless expenditures as possible in order to increase their bond purchases in accordance with the recommendations of the government.

Considerable interest was added to the proceedings by the drawing for several hundreds of dollars in War Bonds and Stamps. The funds for the prizes and expenses incidental to the entertainment were secured by the issuance of a souvenir program, most of the space of which was purchased by Brotherhood officers, Management representatives and merchants. Incidentally, the Brotherhood of Railroad Trainmen Insurance Department took considerable space in the souvenir program.

Of equal importance was the fact that the President, Mr. O. A. Smith, lauded his employees and gave credit to his Management representatives for the establishment of the Joint Management-Brotherhood War Committee. He stated that it would be necessary for many such Committees to be created in industry generally in order to carry out the War Program. Mr. Smith, just returned from Washington, was able to vividly outline the situation in respect to the rubber shortage and the effort that the national leaders were making to

win the War. He stated that many responsible executives had been withdrawn from private industry to work on government jobs and that all were striving under great difficulties to make progress in spite of the difficulties created by the shortage of vital materials and the maze of governmental regulations that now surround the efforts of both government and private Management enterprises. He pointed out that the employees of the Pacific Electric were playing a role just as great as the front line soldiers and that the employees should recognize their value to the war effort and conduct themselves accordingly.

Nutter's theme was "The Worker and the War". He pointed out that the workers of the various nations at war were not the primary cause for the international conflict but that, once the War had begun, it had necessarily developed into the worker's War. He pointed out the promises and pledges that had been made during World War No. One which had been broken due to the failure of politicians to get together at the peace tables. He stated that labor should primarily keep in mind the necessity of doing more than its share and thusly place itself in a position to be eventually represented in the peace that would come. He outlined the necessity of greater Management-Union cooperation, definitely pointing out the fact that many collective bargaining gains had been made on the Pacific Electric since the time of our organization in 1933 and that those gains would be wiped out and destroyed were the democratic nations not victorious. He called upon his fellow employees to not only purchase War Bonds but to analyze the war situation very clearly in order that the workers might be in a position to play their proper role in the War.

General Superintendent Squires was commendatory of the Brotherhood for the efforts put forth by the members and leaders in cooperating in the U. S. O. Drive and in the War Bond effort. He complimented the international organization of the Brotherhood of Railroad Trainmen for its splendid contribution in the amount of \$75,000.00 for the purchase of a war plane to be known as the "Iron Eagle". He, too, brought out the importance of the Transportation Department of the Pacific Electric as a vital part of the nation's war machinery and urged all to redouble their efforts. He particularly stressed the desirability of Management-Union cooperation in this great conflict.

Prior to the meeting of June 27th, the Joint Management-Brotherhood

(Continued on Page 5)

THE JOINT MANAGEMENT-BROTHERHOOD WAR BOND SHOW



1. W. S. Baldwin, General Chairman of the Arrangements Committee. 2. President O. A. Smith addressing the assemblage on the necessity of buying bonds and increasing our percentage both as to the number of purchasers and increase in the amount subscribed by each. 3. Mr. McInish, representing the U. S. Treasury Department made a very impressive plea for the Bonds. 4. Group picture of a portion of the audience taken from the Auditorium stage. 5. Vocal Soloist member of the California Womans' Orchestra that provided a most excellent program of music during the evening. 6. Duo of Spanish Dancers, also members of the Orchestra. 7. A dainty bit of femininity "wows" the crowd. 8. Little Miss Whiteside proudly receives her award of \$10 in War Saving Stamps. 8. W. P. Nutter, General Chairman of the B. R. T. 10. General Superintendent G. F. Squires.

War Committee designated the month of July as War Bond month. At the time of writing of this article, the entire system is being broken down into small units for the purpose of making individual contacts and a check made of War Bond purchasers in accordance with the desire of the U. S. Treasury Department.

Members of the Joint Management-Brotherhood War Committee are as follows:

Management Representatives

G. F. Squires, General Supt.
E. E. Jarvis, H. L. Young, L. T. Bashore, W. Butler, C. E. Noonan.

Brotherhood Representatives

W. P. Nutter, General Chairman.
Don H. Sheets, Earl L. Smith,
H. W. Jenkins, C. J. Kimball, Lee C. Boals.

I. W. Erhardt, Secretary.

Members of the Joint Management-Brotherhood War Committee, together with their designated assistants, will contact you during the month of July in connection with War Bond purchases and to encourage you to purchase and to increase your participation. For the preservation of your Union—for the preservation of your Management—for the preservation of your Country—and greater security on an international basis—you are urged to participate.

H. E. DeNYSE PASSES

Funeral services for Henry E. DeNyse, assistant engineer for the Pacific Electric railway, were held June 9th at Riverside. His death occurred from a heart attack. He was stricken in the morning at his home and succumbed in Riverside Community Hospital soon thereafter.

Mr. DeNyse had been a railroad engineer in this area for 35 years. When the Pacific Electric was organized in 1911, Mr. DeNyse had charge of consolidating all of the local lines in San Bernardino, Riverside, Redlands, Ontario, Upland, Pomona and adjoining communities.

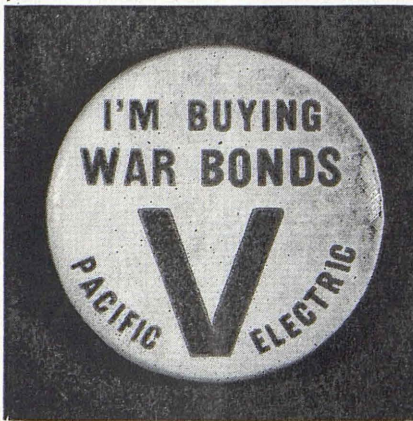
He was well and most favorably known throughout San Bernardino and Riverside Counties and will be greatly missed by many with whom he has been associated for many years.

MESSAGE FROM BURDSAL

If Robert G. Burdsal, Technical Sergeant, 203d MPCo, Fort McPherson, Atlanta, Ga., can fight as well as he can write, the war is won right now, for the Magazine is in receipt of a ten page letter that is as interesting as it is long; but, because of the length of the letter and the limit of space in the Magazine it is not possible to publish.

The letter is captioned "To the Boys of the Western Division", and

**BUY WAR BONDS
and
WEAR THE "VICTORY"
BUTTON**



The management has arranged for distribution of "Victory" lapel buttons to employes purchasing War Savings Bonds, Series "E", thru the Payroll Allotment Plan, or for cash through Pacific Electric Treasury Department. Get your button from the Head of your Department of your Committeeman—and wear it proudly.

in order that the boys of that division may have the pleasure of reading the epistle, we are transmitting it to the Terminal Foreman at the Subway.

JOHN T. ASHCROFT RETIRES

After a service with the Pacific Electric extending over a period of



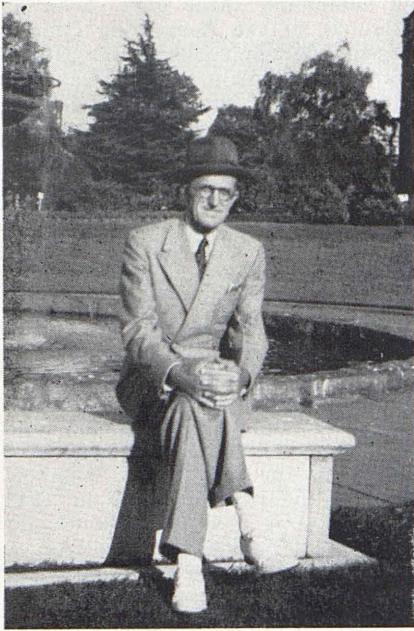
31 years and three days, John T. Ashcroft, of the Engineering Department (Electrical Division) retired last month; and for the remaining days of his life, which all his friends hope will be many, he will increase his activity in raising fancy poultry, with which he has long been familiar, and with which he has earned an outstanding reputation as an authority on Poultry raising, having for the past many years been Superintendent of the Poultry Division of the Los Angeles County Fair.

Prior to the time he began work for the Pacific Electric, says the Pomona Progress-Bulletin, he was employed by the city of Liverpool, England, for 14 years as a lineman and arc light specialist. Mr. Ashcroft came to the United States in 1911 and the same year began work for the Pacific Electric, at Pasadena. In 1912 he moved to Pomona and from then until 1935 was line foreman working out of Pomona in the division extending from Valley Junction to San Bernardino. For years Mr. Ashcroft has raised chickens and flowers as a hobby, specializing in Blue Andalusian chickens; and, Iris and Dalias are among the flowers in which he takes much pride. He has won many blue ribbons with his chickens. He is well known among poultrymen as superintendent of the poultry division of the fair. He plans to continue raising poultry to occupy a part of his time. He is proud possessor of a fountain pen and "auto-dex," a device for recording names and dates, given him by men of the line car as a remembrance.

"LON" BISHOP RETIRES

Willis A. (Lon) Bishop, Office Assistant in the Mechanical Department, and one of the most popular members of the big Pacific Electric family, retired from active service on June 14th, after 35 years service with this company; and, for a short time recently, Lon thought that his period of happy days were about to close, due to an accident that befell him while he was inspecting the rubber on his auto to see just how many miles he had left on the wheels.

Lon had cramped the front wheels of the machine to one side in order to get a better inside view of the tires and had stuck his head in between the fender and the car body when the jack slipped out, the fender striking the back of his head with great force, breaking his nose against the wheel, crushed his eye glasses and otherwise mauling him up. But for the fortunate act of having cramped the wheel to one side, undoubtedly his head would have been crushed or his neck broken. It took him some time and a great deal of effort to release him-



self from between the wheel and the car body. It was certainly a narrow escape.

Mr. Bishop has had many years of railroad experience, and is a recognized expert on air brakes and motor equipment. He was employed as Conductor on the Manitou and Pike's Peak Line and as Brakeman on the Rock Island in Colorado from 1900 to 1907. He came to California and was first employed by the Pacific Electric Company as Motorman on the Southern Division December 7, 1907. He was transferred to the Mechanical Department February 17, 1912 as Equipment Instructor, and was later made Chief Instructor and Travelling Equipment Inspector. On July 16, 1921 he was appointed Office Assistant, which position he held until his retirement.

On the day Lon left service, his fellow employes expressed their appreciation of him by presenting him with a very fine portable radio with which to amuse himself and keep posted on current events—and—also bestowed, with much ceremony, another jack for his car, with the information that by his misconduct he had forfeited membership in the "Safety Committee" of which he has long been a member.

Congratulations and best wishes are extended by the Magazine on behalf of his scores of friends in the company.

Customer (to drug clerk): Is this candy good?

Clerk: Is it good? Why, it's as pure as the girl of your dreams!

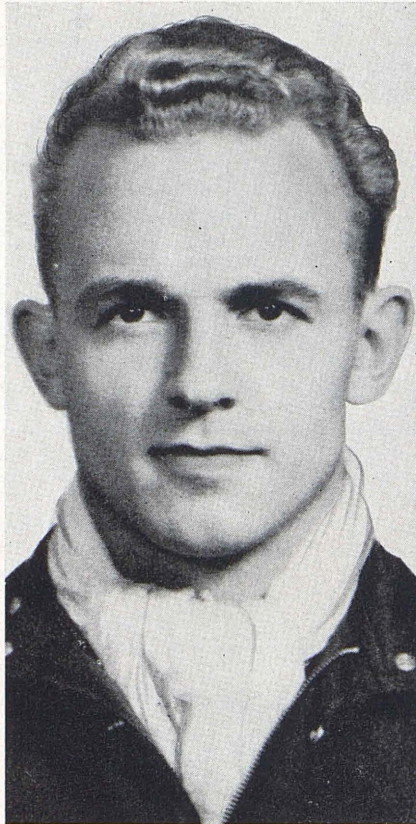
Customer: Then I'll have a package of gum!

LIEUT. DON R. TOLAND

Lieut. Don R. Toland, 24-year-old son of Mr. and Mrs. J. H. Toland of 1646 Middleton Place, Los Angeles, has been assigned to the Army Air Force's advanced twin-engine school at Williams Field, Arizona, where he will take over the duties of aviation instructor.

Lieut. Toland was selected for instructorship following his recent commissioning as a pursuit pilot at Stockton Field. He subsequently completed course in twin-engine craft at Mather Field.

Thus the thunder of giant engines has replaced the roar of football crowds for the Toland family, for the youth earned a reputation as a



grizzer at San Fernando High School, captaining a championship team there, and later earning his letter on the U.C.L.A. varsity.

The seasoning Lieut. Toland will receive as a pilot instructor well may qualify him some day to lead a flight of Yankee warplanes over enemy targets.

His father is employed in the Bridge and Building Department of the Pacific Electric.

Husband: "I have tickets for the theatre."

Wife: "Splendid! I'll start dressing at once."

Husband: "Yes, do. The tickets are for tomorrow night."



CAPTAIN RANDOLPH KARR

The many friends of Randolph Karr, son of our Vice President and Chief Counsel Frank Karr, and a member of the staff of our Law Department, will be pleased to know that he has become a member of the staff of the Judge Advocate General of the U. S. Army at Washington, D. C., and has been commissioned as a Captain in the service.

Randolph left for Washington to assume his duties on June 25th, and just before his departure the Magazine was fortunate in securing a picture of the young man in his "regimentals".

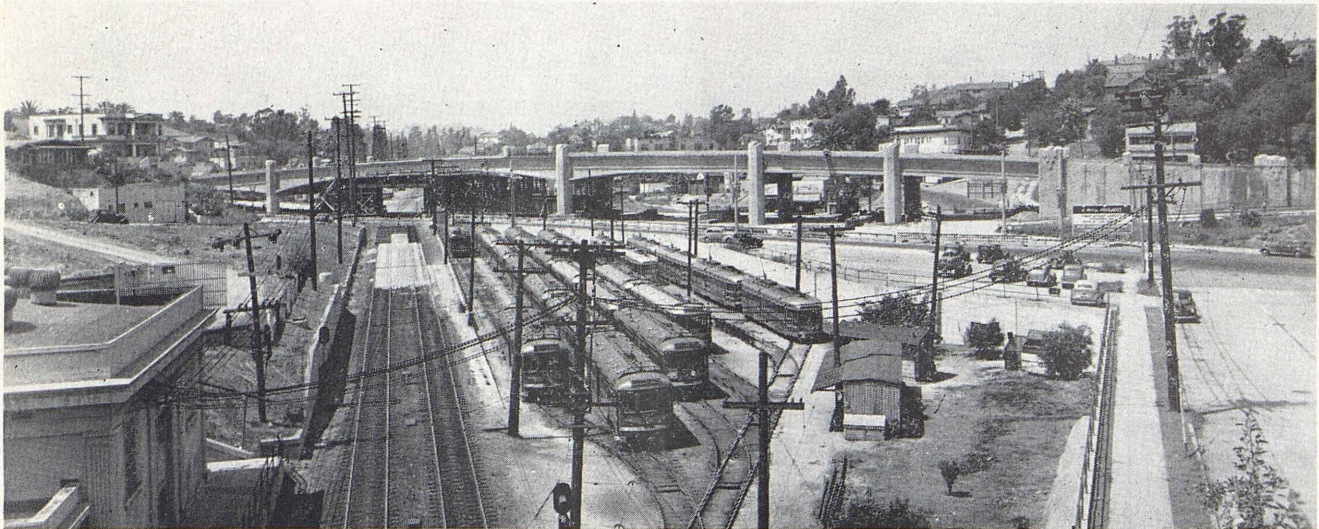
His selection as a member of the Judge Advocate's staff speaks highly of the young man's attainments in law. He is a graduate in law from Stanford University, has been in active practice for several years, the last two of which were with the Pacific Electric.

On the eve of Randolph's departure for Washington all of the staff of the Law Department met in the law library to extend their best wishes and to present him with a very fine officer's rain coat and a set of sterling silver bars representing his rank in the army. To the best wishes extended him by the members of his department, the Magazine adds those of his many friends in other departments of the company.

Asylum Warden: "So you think you are sane now? If I give you your freedom, will you leave liquor and women alone?"

Inmate: "I sure will!"

Warden: "You'd better stay here. You're still crazy."



The Grade Separation at First and Glendale rapidly nearing completion. The proportionate cost to the Pacific Electric is \$14,000.

TWO-YEAR RECORD OF ACHIEVEMENT

What the Company Has Accomplished in Its Rehabilitation

From time to time employes of the company have been aware of improvements being made such as new cars and motor coaches, and other items that came to their attention during the course of their employment, but few indeed have had any conception of the vast amount of improvement made during that small

space of time under the rehabilitation program of the company that went into effect about two years ago.

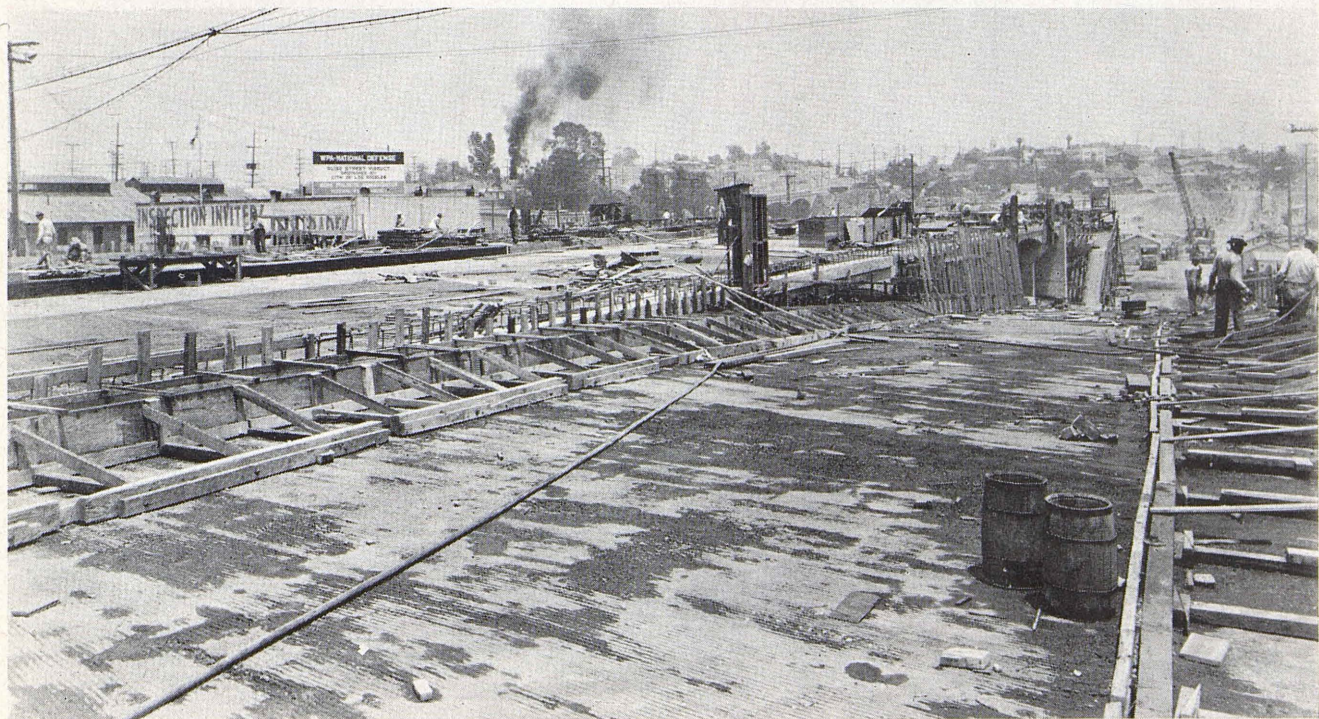
During that time more than \$6,000,000 has been expended by the Company, approximately \$5,000,000 of which was for new cars, motor coaches and the complete reconstruction and rehabilitation of 250 cars, so that at the present time we have 410 fine cars and 271 motor coaches in service.

About \$1,000,000 has been spent during this same period on improve-

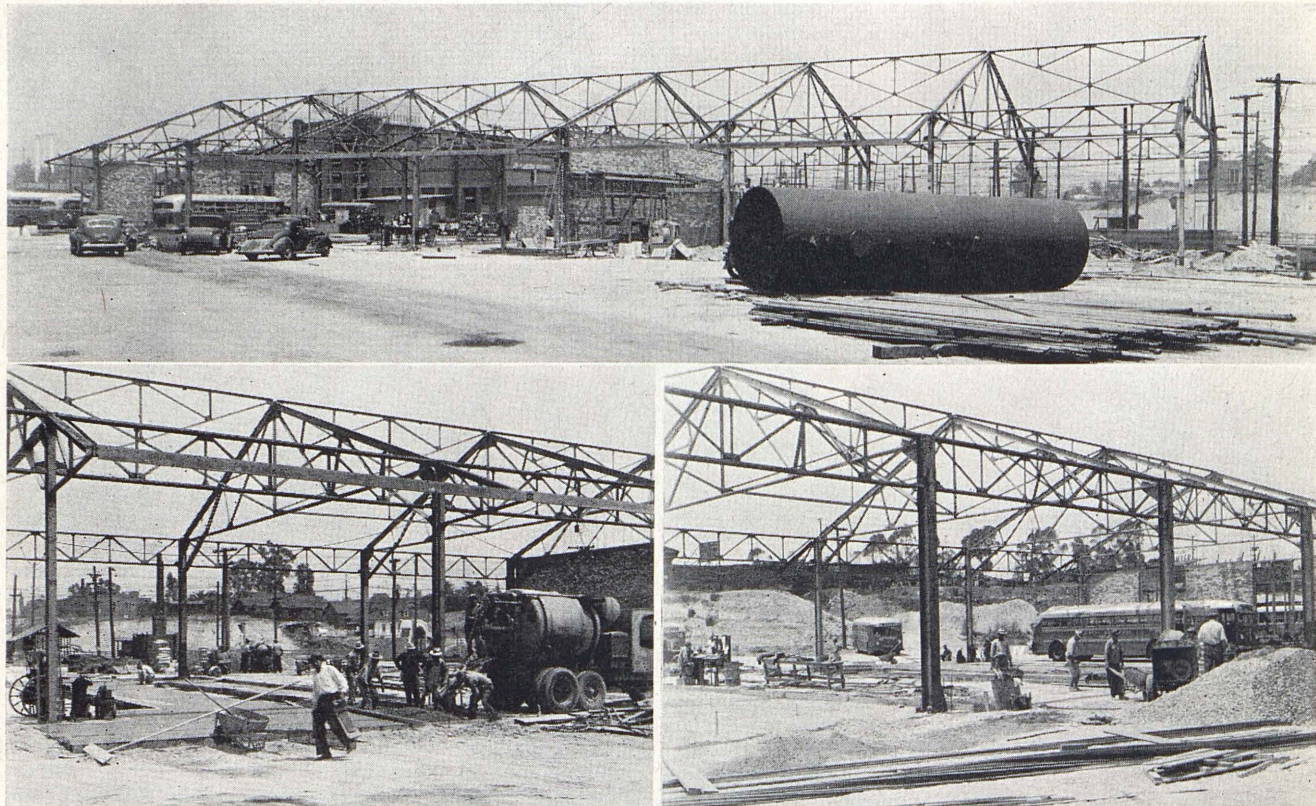
ment of facilities, such as way and structures, which includes improvement in roadway and tracks.

In progress now is the Macy Street Motor Coach Garage, which when completed will cost \$183,000; the Sixth and Los Angeles Street Motor Coach Loading Platform and ramp that when completed will permit the consolidation of the Fifth and Los Angeles Street Terminal with the Main Street Terminal, this being estimated to cost \$154,000.

Two big grade separation projects are now approaching completion; one at 1st and Glendale, our proportion



The Grade Separation project at Aliso Street and the Los Angeles River is one of the largest ever undertaken in this area and is participated in by all the railways in this territory, as well as by Federal, State, County and City Governments. The proportionate cost to the Pacific Electric alone is \$231,000.

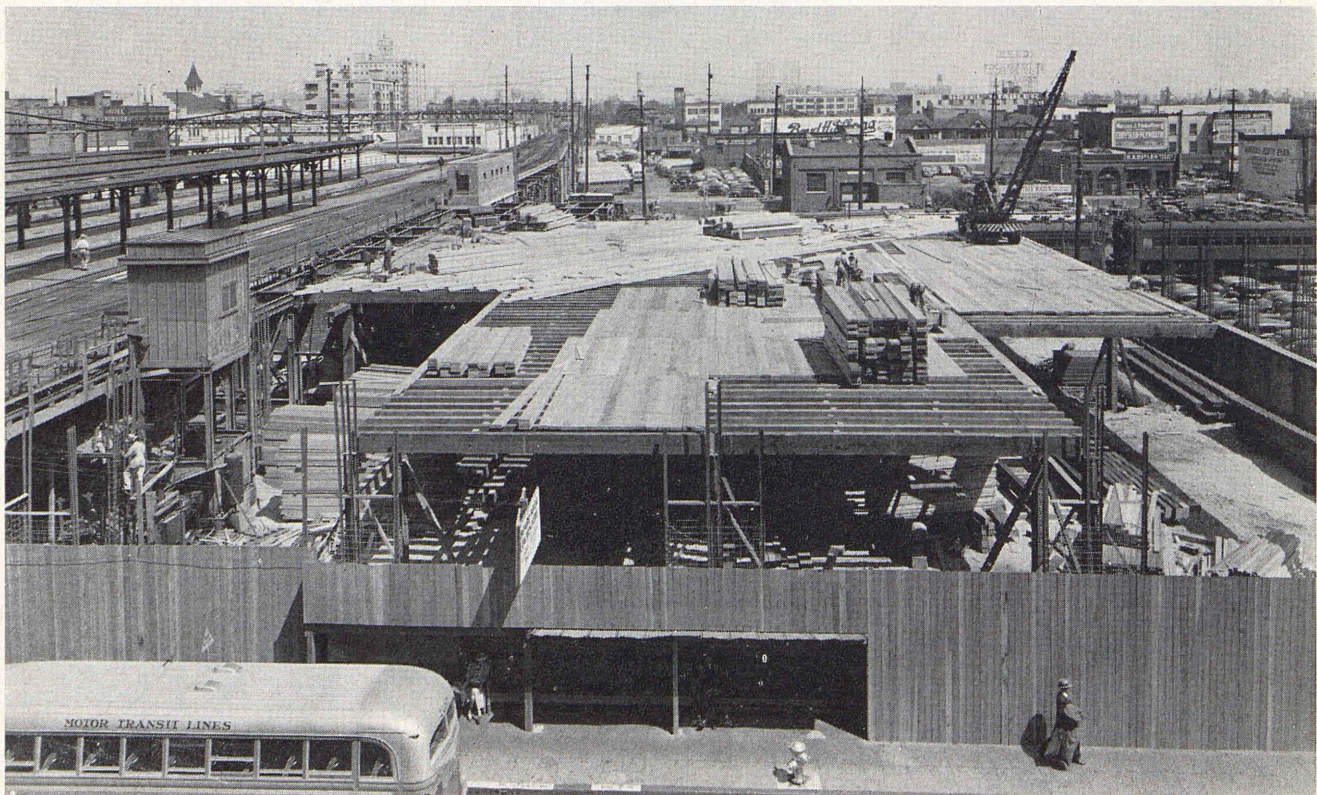


Composite picture of the new Motor Coach Garage at Macy Street where work is progressing rapidly. When completed, the investment for this facility will be \$183,200.

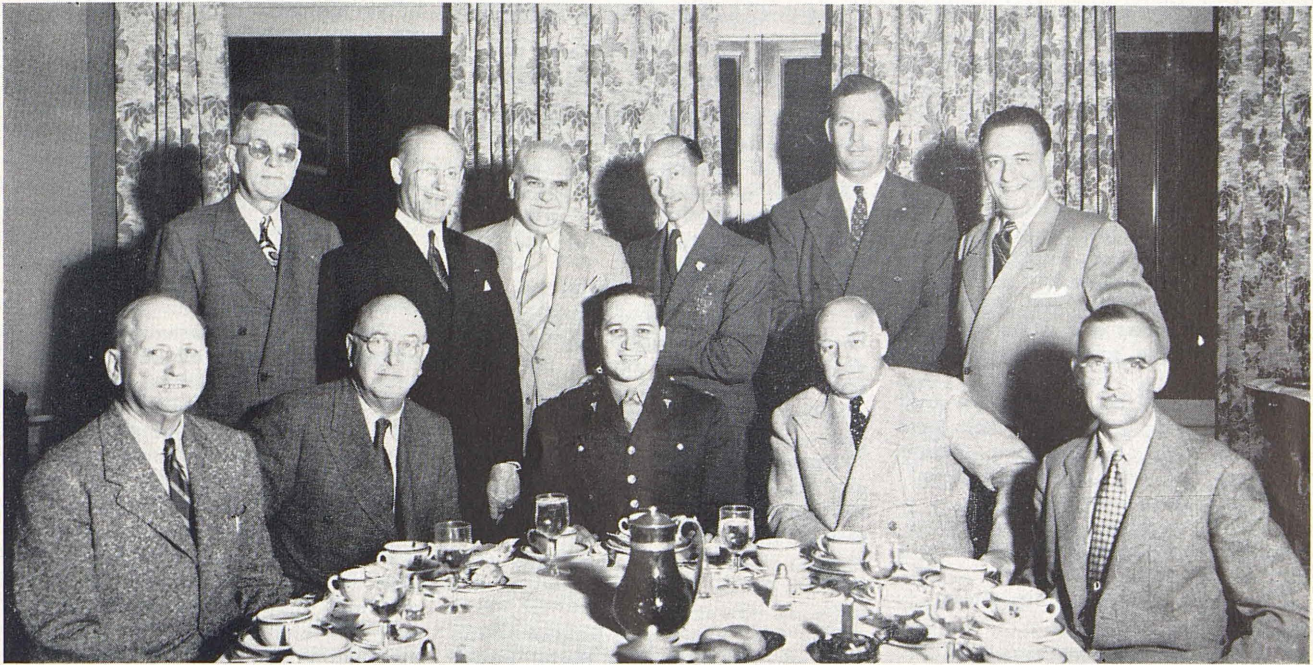
of the cost being \$14,000; the other river, our proportion of the cost at Aliso Street and the Los Angeles

being \$231,000.

Then came the war, and what a fortunate thing it is for everyone



Rapid progress continues on the great loading deck at Sixth and Los Angeles Streets, which, when completed, will enable us to consolidate operation of the Fifth Street Terminal with the Main Street Station at Sixth and Main Streets. The cost of this improvement will be about \$154,000.



Here is an unusual picture that we know our employes will very much appreciate; and, it was only because of the entry of Dr. S. Castanares into the service of the Army as a Major in the Medical Corps that the picture was possible. The times are rare indeed when the entire group of our doctors could be gotten together. Reading from left to right. Standing: Drs. Wilmot Ayers, Wm. A. Dashiell, Arnold L. Gibson, Robert G. Majer, Millard P. Olney and Samuel P. Danne. Seated: Drs. Ashby C. Willmott, Frank W. Kidder, Salvador Castanares, Wm. L. Weber, Arnold M. Scholz.

that all of this rehabilitation has been accomplished. Very naturally the program of rehabilitation had to be brought to an end in order to conserve materials essential for war purposes.

The restrictions placed upon use of rubber has brought to this company many passengers who for years have not used public transportation; to say nothing of the defense workers in the ship-building and airplane industries who are becoming patrons in rapidly increasing numbers. But for the great improvements we have been able to accomplish during the past two years, it would be next to impossible to meet the demands for service that are suddenly thrust upon us, and the end is not yet. Rather, our task of providing an adequate service for the public is only in the beginning.

Under an agreement recently executed with the United States Maritime Commission a rail line extension will be made over Ford Boulevard from the Long Beach-Wilmington Line to the Calship plant on Terminal Island and the Long Beach-Wilmington Line double tracked. Additional equipment will be furnished by the Maritime Commission for use for operation between Los Angeles and Terminal Island.

There is a possibility also that in the not far distant future line extensions will be made to serve the Douglas Plants at Santa Monica and Long Beach, the Lockheed Plant at Bur-

bank, and the Vultee Plant near Downey.

There is just one way, and only one, we can meet and solve the problem that now confronts us, and that is by full and whole-hearted cooperation of the travelling public, which must ultimately conform to the necessities of the situation, by regulations that will undoubtedly be laid down by defense authorities. It may be, and certain authorities have so stated, that rides will be rationed. This may possibly be avoided by complete cooperation of those who must use our service. The order of priority logically arranges itself as follows:

First: Needs of the Army and Navy for service, and the movements of draftees and munitions, or for other emergencies.

Second: Workers in war and essential industries.

Third: Workers in business essential to the welfare of all our citizens.

Fourth: The casual rider, the shopper and all others who could just as well accustom themselves to travel during the middle of the day, between 9 a.m. and 4 p.m., a period when there is the least demand upon the part of workers. Were this plan adopted by them this company could handle at least one-third more passengers with its present equipment.

Every effort is being made by the company to increase its facilities. Orders have been placed for addi-

tional motor coaches, but as to when they will be received is problematical. Nineteen additional cars have been secured from the north and they are now being conditioned at our Torrance shops; and, there is hope of our being able to acquire some additional cars of a similar type.

Along with the responsibility that has come to the Company, there comes responsibility to every employe of the Pacific Electric, for there are several thousands of new patrons, many of whom have never used our cars or coaches before. Practically all of them have used their private machine, travelling when, where and in what direction they willed, and who must now adjust their travels to fixed schedules over fixed lines of travel. They are at a loss as to what routes to use to reach a certain destination; they know nothing of transfers nor the time that will be consumed in making the journey, and the responsibility is on us to advise them, and in giving that advice and the manner in which we impart the information will rest the answer as to whether we have made friends of them or not.

To answer the thousands of increased inquiries that have come to the "Information Bureau" the staff has been increased, but it is safe to say that even with this augmented force, only about half of the inquiries will be answered by the Information Bureau. Trainmen and Operators will be besieged for information more than ever before, and

it is going to require more than usual tact, courtesy and understanding to meet the situation. To them will go much praise and gratitude if they meet the issue fully, cheerfully and effectively.

We can "lick" this transportation problem if all of us will cooperate fully and cheerfully, and it is most vital to the winning of the war, for without the workers being taken to the industries on time and in a cheerful mood production of ships, airplanes, munitions and other war essentials will lag and may ultimately fail.

Every one of us, whether we push a pencil or run a car or coach have a part in this, and we must declare ourselves "all out for the duration".

"Your boy friend talks too much. He rattles on like a flivver. I'm afraid he is a flat tire."

"I know, Pa, but his clutch is grand."

God gave man five senses—touch, taste, sight, smell and hearing—the successful man has two more—horse and common.

"I got soft hearted yesterday and gave a bum a dollar."

"What did your husband say?"
"Thanks."

17,543 WELL-DRESSED MEN AND WOMEN!

We run small ads and we don't run very often, yet we do more business of our kind than any other firm of popular priced custom tailors in the West. Why?

Trade Secret Revealed!

If you need a suit of clothes it will pay you to come in today and learn the secret of our amazing success. When you know why we now have 17,543 customers on our books, why we go on making clothes for these people year after year, you'll have solved your own clothing problem—for life, and you'll know how to . . .

CUT CLOTHING COSTS IN HALF

Buy good woolens while they last. Still available as long as yardage on hand holds out: Suits, overcoat or tuxedo—tailored to measure (lady's or gentleman's) for only \$34.50, values usually found in \$50 to \$60 suits. Bring in this ad and we will give you an EXTRA COLLAR for your coat which will add years to its life without added cost. Ninety-day charge accounts invited.

10% off for Pacific Electric Employees

TUCKER & CARLSON

Fine Custom-Tailors

448 S. Broadway

Open Wed. & Sat. Eve Till 9

P. E. CLUB QUARTERS

Now Comfortably Located On
Ninth Floor of P. E. Building

Due to the Army requisitioning the Club Lounge and Ballroom of the P. E. Club Building for an Induction Center it necessitated the moving of part of the Club Quarters to 917 Pacific Electric Building for the duration.

The new quarters will be found to be more cheerful and chummy. Although the floor space has been cut down to a certain extent, the quarters formerly occupied by the Los Angeles Transportation Club are proving very satisfactory.

Room 917 contains the Club Office and Lounge, after passing through the double doors you will find the Game Room where Two Snooker Tables, Two Pool Tables and One Billiard Table are located, which are quite an attraction.

The Club Library is located in the rear where a Spacious Room makes a much more cheerful Library than the one occupied in the old quarters.

Between the Game Room and Library a stairway leads to two rooms on the Eighth Floor which have been converted into a Ladies' Lounge in the south room which is cheerful and airy. The other room will be known as the Rod & Gun Club Trophy Room which will also be used to hold necessary meetings.

Due to the rush in making the move it has been difficult to complete all the alterations that will be required, but as the days go by the Club is getting more settled.

Club Quarters are open from 8:00 a.m. to 10:00 p.m. daily except Sundays and Holidays. All members are invited to visit the new quarters. Or better still make an evening party and bring the family where you can enjoy an evening in the well stocked Library of assorted magazines and popular books, get in a game of cards or make use of the Pool and Billiard Room.

The Club Cafe is still in operation on the mezzanine floor of the former Club building, the entrance being from the mezzanine floor, room 13, (not through the former Club.)

HERE AND THERE WITH THE WOMEN'S CLUB

By Mrs. Lon Bishop

In our last report from the Women's Club, we said adios for the summer, but come to think of it, we aren't going anywhere, so why adios.

Another reason we're back is because some one has to remind our "reader" that even though we understand "there'll be some changes made", it won't be in the Organization. We sorta' have an idea we'll

be even cosier in our new rooms and we know we will be able to hear what is said a great deal better.

Now to the last meeting—the installation of officers was splendidly carried out by Mrs. Crunk, a Past President. Mrs. Crunk has a son in the Service and her every thought this last year has been for Victory—Victory has been the keynote in every party—or what not she has had to do with and so it was with the installation.

V's were everywhere—even to one of gardenias and sweet peas hung around the necks of the new officers with red, white & blue ribbon, a decoration meant to remind them of their goal, Victory in everything they do.

Mrs. Hasty, the new leader has been a hard working member of the Club for a number of years and well deserves the President's chair, and we know that she, with the splendid group elected with her, will have a very happy and successful year.

A group of women from the Los Angeles Ry. Club, including their President, were guests of the afternoon.

There is such a cordial friendship feeling between the two Organizations and we hope it will always be so. Mrs. H. C. Smith (another mother with a boy in the Service, had charge of the refreshments that day and her favors were miniature aeroplanes.

Her thought seemed to remind us of the stern business ahead, planes, tuned and ready to take off, by those whose job it is — some sort of a job for every one.

Red Cross work all cut out and ready for you and you to finish up and send it on it's way.

Mrs. Columbus is still watching and waiting for helpers. You say vacation to her and she will probably answer vacation, what's that?

The Club's annual picnic was held at beautiful Echo Park on the 24th of June.

We made a mistake and went over on the 23rd so just had to sit all alone by the lake and eat our fried chicken, shrimp salad, luscious chocolate cake, etc., etc. We've wondered if everyone knows about that lovely spot for picnics. Go over the bridge to the Island, there you will find shady tables, stoves, drinking water, beautiful lake, filled with gorgeous lilies—a veritable little paradise right at your door step.

But getting back to "their" picnic—we "think" quite a group got together, but we "know" they had a wonderful time. Next year we'll check our dates a little better.

Well, we'll be seein' you along the way some where.

ROD AND GUN CLUB NEWS

By Arlie Skelton

A lot of water has passed under the bridge since last writing.

Due to war conditions it has been necessary to sacrifice not only our Club rooms which we have enjoyed for so many years but also our Los Patos Camp. These sacrifices, of course, we are glad to make in the interest of winning the war.

While rendering his report on Los Patos Camp as Chairman of that Committee, our own "old faithful" Burley F. Manley, who was instrumental in the acquiring of the popular Camp resort and its successful management since, expressed his sorrow at the termination.

The Los Patos Camp was created only a few years back as a place where good sportsmen and their families and friends could congregate for the purpose of camping and fishing as one big happy family. As time marched on the camp's popularity grew until all space for permanent camps were filled, but there was always room for beach parties and outings. The Camp Committee and residents doing what they could to make everybody feel welcome, yet at the same time live up to the rules of the Camp. Human nature being what it is, this sometimes was a bit unpleasant for our Camp Committee, yet they did their duties well.

In view of these facts, the Club recognizes with a vote of thanks to B. F. Manley and L. L. Lloyd for their splendid services rendered.

Mr. Manley has been authorized by the Club to act as their representative in disposing of the Camp facilities which we understand are to be appraised and compensated for.

Rod and Gun Club headquarters will now be located on the eighth floor of the P. E. building. Meetings and necessary business will be carried on there as usual.

Fellow members, this lack of interest thing is really getting serious. It was instrumental in closing your Arrowhead Camp and Redondo Beach resort and is not doing your Rod and Gun Club any good. The same faces are there each meeting. As they pass on the group gets smaller until it is beginning to look like a "last man Club". Do try to attend all the meetings you can for your Club's sake.

Our new Fishing Captain R. M. Lawrence and son, Jerry Lawrence, packed in recently to the headwaters of the San Gabriel river. They reported the native trout quite hungry up there and having had no previous experiences with anglers, were of course easy prey to most any sort of lure. After listening to their story of scaling cliffs to get in there, my appetite for trout cooled off consider-

ably. I recall having gone quail hunting once with Mr. Lawrence over what he called "easy hiking". I almost decided to just stay in there and go wild too. When he mentions a hard one I know he is not fooling.

Field Captain Sam Harris and President J. B. Rogers have declared open season on weasels again. They alternate on registering a weasel each month. The Executive Committee have not yet been able to determine if it is the same weasel each time.

Year Book Committeeman F. B. Patterson has his year book out already, still late but better than last year when conditions were much more favorable.

Fish registrations are coming in about normal now. Seems like fishing has to go on somehow, regardless of war conditions but deer season is not far off and we are hopeful. Many good hunting spots will no doubt be closed to the public, but we are still hopeful there will be some hunting available. And of course hope the tires on the family bus hold out that long.

LEGION AUXILIARY

By Martha Harper

Election of officers was held at the last meeting of the Unit, the following members were elected for the coming year.

Mrs. Donald Smith, President; Mrs. O. R. Newhouse, 1st Vice President; Mrs. Virgil Clemons, 2nd Vice President; Mrs. K. M. Brown, Jr., Past President; Mrs. James Harper, Secretary; Mrs. C. A. Newman, Treasurer; Mrs. W. W. Braley, Historian; Mrs. M. F. Jacot, Sgt.-at-Arms; Mrs. Fred Nichols, Chaplain.

Executive Committee: Mrs. F. Bryant, Mrs. E. P. Malmborg, Mrs. Clyde Tucker.

Delegates to State Convention: Mrs. D. Smith, Mrs. K. M. Brown.

Alternates: Mrs. F. Bryant, Mrs. O. R. Newhouse.

A party honoring Mrs. Sarah Harris, at her home in El Monte was given by the Unit.

The annual Secret Pal dinner held in Chinatown recently was a huge success. There were thirty-five members and guests.

The Installation of Officers will be held on July 28 at a joint meeting with the Pacific Electric Railway Post and the Daylite So. Pac. Post. The place to be announced later. The public is invited to attend.

Mrs. Estelle Hannell, 23rd Dist. President will be installing officer, assisted by the Leonard Wood Drill Team.

To Comrade Brown we offer congratulations on being elected Commander of the Post. Our best wishes our co-operation.

This being the last issue of news for our year, the Chairman wishes to take this opportunity to thank Mr. Thomas and his staff for all the courtesies extended us in the past.

With thousands of sons of American Legion Auxiliary members in the armed forces, the Auxiliary has put into operation a plan by which members near the camps where these boys are in training can get in touch with them. Mrs. Brown, President of the Pacific Electric Railway Unit has announced.

Auxiliary members have been asked to send the names and locations of their sons in the Service to National Headquarters, from where these will be relayed to the Auxiliary Units nearest to the camps. Members of these Units will contact the boys and do everything possible to make their training days more enjoyable.

From Aruba, the little Carribean island which has been shelled by submarines and in those waters many tankers have been sunk, a check for \$201.23 has come for the American Legion Auxiliary's rehabilitation and child welfare work. Mrs. Newhouse, poppy chairman of the local Auxiliary Unit, has been informed.

The check, sent by Aruba Unit No. 1 of the Auxiliary, represented the entire amount contributed for memorial poppies at Aruba on Poppy Day. The Unit distributed 1,000 poppies among the inhabitants of the island, largely among employees of the huge American oil refinery there. Not even the original cost of the poppies was deducted by the Unit from the amount sent to National Headquarters.

LEGION INSTALLATION

Plans had been under way, for a joint installation of officers of the four transportation posts, to be held in the P. E. Club Ball Room, but the army changed our plans, by taking over part of the Club. Therefore the L. A. Ry, and the Santa Fe, posts are making their own arrangements.

The S. P. Daylight post No. 576, and P. E. Ry Post No. 321 and our Auxiliary Unit will hold a Joint Installation of Officers, July 28th at the Echo Park Club House, 1004 Echo Park Ave., near Sunset Blvd.

Our June ninth meeting was unusually long. It was our election night and candidates for 23rd District Commander were present to tell us why we should vote for them. Comrade E. M. Goshorn talked about membership, and his record as First Vice Commander of the 23rd District. He asked us to vote for him as the next District Commander. We put him to work helping Comrades Frank A. Bryant and Harold W. Jenkins, count our votes.

Comrade Dr. Hammer, the 23rd District member of the Service Department of the L. A. County Council, talked about the Service Dept., the good it had been doing, and the problems the Service Dept. and the District would have to solve in the ensuing year.

Dr. Hammer promised to be our guest speaker at the School Award Ceremony, to be held at the Robert Louis Stevenson, Junior High School, at ten A. M., June 25th. When our post presents the American Legion School Award to Morris Greenberg and Martha Garren. Comrade Walter L. Hume has been Chairman of the School Award Committee for five years. All of our School Awards but the first one have been made at the same school.

We had one guest June 9th that was not running for office. He endorsed Dr. Hammer. Chairman Ed Walters of the 23rd District Conservation Committee, told us that there is danger of sabotage in the Angelus Forest. He said the C. C. C. camps that have been helping the foresters are liable to be discontinued. Many foresters have been taken by the army. Foresters are liable to need help, and Legion posts should organize to be prepared to help them, in case of forest fires.

In politics, candidates try to get the voters to believe that the office is seeking them, instead of them seeking office. In our election we were seeking for men for various offices, but in these times everybody is so busy it is hard to find time for anything else. Comrades Knoche, Riordan, Mead, Cross and Bone declined the nomination for first Vice Commander. Comrades Sames and Bone declined for Finance Officer. Comrades Fackler and Bone declined the nomination for Chaplain and Comrade Broberg declined for Sergeant-at-Arms. In spite of the declinations we were able to elect fine bunch of men to office.

We all know Comrade Knoche is a very busy man during this emergency. Comrade Bone has been elected Commander of the Sixth District, of the Disabled American Veterans. Comrade Mead is holding his old job as Service officer. Nobody wanted to run against Comrade Newhouse for Finance Officer, because we all believe he is doing a splendid job, and we wanted to keep him at it.

We are sure Comrade Nichols, who has done such good work as Chaplain for the last four years, will continue the good work in his new office. Comrade L. A. Finley won membership trophy to be presented by Adj. Newman at installation of Officers. At last I will tell you what you want to Commander, K. M. Brown, promoted from 1st Vice.

First Vice Commander, Frederick W. Nichols. Comrade Nichols has so many year bars on his Chaplain's badge, he has no more room on the ribbon, so he is getting a new badge.

Second Vice Commander, Bruce Goodwin, promoted from Executive Committeeman.

Chaplain, Walter L. Hume, School Award Committee Chairman and former Historian.

Of course, our Junior Past Commander is Virgil G. Clemons.

Finance Officer O. R. Newhouse, Historian James E. Davis and Sergeant-At-Arms O. F. Fackler were re-elected. It has been suggested, that we were re-elected to save the post the expense of buying new badges for these offices.

Adjutant Clarence A. Newman, Service Officer Roy Mead and Judge Advocate Burgess N. Broberg were re-appointed. More badges saved.

Executive Committee, Comrades

Knoche, Mead and Broberg.

Delegates to Department Convention, District and County Council meetings: Comrades Broberg, Newman, Brown and Clemons.

Alternates; Nichols, Newhouse, Mead and Axel A. Malmberg.

PICNIC NOTICE

All retired and active employes of the Pacific Electric Railway are cordially invited to attend picnic to be given by the Retired Railroad Employees of America at Los Angeles, Sycamore Grove, July 23. Prominent speakers and interesting program. Bring lunch and sugar. Coffee free. Come and meet old friends and make new ones.

C. N. Johnston

REPORT OF VITAL STATISTICS—JUNE 1942

DEATH CLAIMS

Name	Occupation	Died	Group Ins.	Mortuary
Wilson, Stephen E.,	Retired Asst. Supt.	6- 4-42	Yes	Yes
Allenbaugh, Claud F.,	Trolleyman	6- 5-42	No	Yes
DeNyse, Henry E.,	Asst. Engineer	6- 6-42	Yes	Yes
Francis, Mark,	Retired Machinist	6-10-42	Yes	No
McIlwain, Ira,	Towerman	6-13-42	Yes	Yes
Finch, James A.,	Freight Car Repairer	6-25-42	Yes	Yes

RETIRE FROM ACTIVE SERVICE

The following is list of employes retired during period April 1-June 30.

Name	Department	Occupation	Service
Frank J. Alvord,	Engineering,	Bridge Carpenter	22 yrs.
John T. Ashcroft,	Engineering,	Lineman	31 yrs.
William B. Benson,	Treasury,	Paymaster	18 yrs.
Willis A. Bishop,	Mechanical,	Office Assistant	35 yrs.
Peter M. Brown,	Mechanical,	Car Repairer	22 yrs.
Charles A. Hallett,	Motorman,	Transportation	36 yrs.
Emil F. Koster,	Mechanical,	Clerk	17 yrs.
Alvie V. Rhoads,	Transportation	Trucker	14 yrs.
Chauncey D. Rulison,	Transportation,	Motorman	31 yrs.
Nicolo Santonocito,	Mechanical,	Machinist	30 yrs.
Nancy L. Roehl,	Mechanical,	Car Cleaner	20 yrs.

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M. S. WADE, Secretary

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TR. 3526

SOFTBALL

The Pacific Electric Club, under the direction of Mr. Vickrey, has sponsored a Softball Team which has been entered in the Municipal Softball Association of Los Angeles, in the class "A" division.

The team which is known as the P. E. Railway Team is under the management of Arthur Bufano from the Local Freight House who is a veteran Softball Manager, and considering the short time the team has been organized goes to show that patience, hard work and understanding between player and manager has molded the team into a smooth running unit.

The team is improving with every game and should be able to hold its own against all comers by the close of the season.

The present lineup is as follows:

Beazly	lf	Powell	rf
Milnes	1b	Fletcher	p
Salerno	ss	Figge	2b
Donatelli	c	Morro	3b
Ice	cf		

The regulars have to hustle at all times with such men like George Roberts, Vince Patti, Dave Newman and Qualie Christain warming the bench.

Spectators are always welcome to turn out at the games and root for your fellow employees. For schedule call Arthur Bufano, Local Freight House, Station 2805.

League Standings to Date:

	Won	Lost	Tied
Television	3	1	0
D.N. & E. Walters..	2	1	1
P. E. Railway	2	2	0
Langendorf	2	2	0
Utility Fan	1	2	1
Cosco	1	3	0

PRAISES RAIL MANAGEMENT

... "It has been suggested in some quarters, although not very vociferously, that the Government ought to take the railroads over and operate them. If I thought that would do any good, I would have no hesitation in recommending it. I have no doctrinaire objections to the idea, nor was I a critic of the United States Railroad Administration, which I saw first hand in 1918-20, and which was, in fact, officered by the cream of the railroad fraternity. But in view of the way in which the railroads have been functioning since 1939, I see nothing to be gained by precipitating such a revolution in midstream of the war effort. On the contrary I would fear a period of serious dislocation and let-down before the new machinery could work up to full efficiency."

—Joseph B. Eastman, Director
Office of Defense Transportation

DEPARTMENTAL NOTES

WINCHIE TAKES A FEW CRACKS

By Marian Snowden

Remember this: "There are three sides to every question—your side, the other fellow's side, and the right side."—Sherman Rogers.

Well, school is out, as far as we're concerned. First Aid class is over, and there's something new and different in First Aid, as Teacher (Miss Bertha V. Koestler) knows by now. She could write a second revised edition of the Red Cross Text Book with the answers she found on our examination papers. As Mr. E. L. Young, a member of our class, remarked to the teacher, she will probably find in his paper many new additions to First Aid. (Carbon copy in connection with all the other papers).

We're glad the worst is over, but we'll bet every member of the class regrets the passing Tuesday nights that no longer find them trekking with slacks and blankets up to Room 355. Our grateful thanks to Miss Koestler, and we hope we shall always be a credit to her able teaching.

While we are on the subject of Teachers and First Aid, we feel that every one should know that all these Red Cross instructors are serving entirely without remuneration. It is a case of serving their country freely and gladly. And that goes for the great organization of Civil Defense workers; air raid wardens, fire wardens, hose and nozzle brigades, incendiary squads, and many others. They're a great lot, and deserve our enthusiastic support.

And speaking of serving our country, for those who can't serve in any other way, here's one for YOU—don't believe, and above all DON'T REPEAT anything you hear from blabbateurs,—blabbers to you. In the first place, they know no more about the war than you do, and you don't know much, so keep it to yourself and "serve in silence". We're in to win, and that doesn't call for any adverse criticism as to how the war is being conducted by much abler people than we are. We all regret the necessity for sending our boys away, but sensible and discerning people know that an extreme necessity exists. And those of us who are not boys can put our shoulders to the war wheel and PUSH.

Now that we're good and riled, we'd like to say that we're sick and tired of these individuals who never contribute one cent to the Red Cross, USO, or any of the various forms of war relief. Dag nab 'em, maybe this will wake them up!

On June 5th, all the sirens were

turned on for Maybelle Wirz's birthday. And speaking of birthdays, belated congratulations to James (Jimmy) Shafer, Esquire, on June 26th. By going on his vacation on that day, he missed having our three piece Glee Club sing for him on the telephone. We'll arrange for that next year.

Vacation days find Lola Ellis back from hers, spent mostly at home and in San Francisco. Nell Flanders, Ethel Chandler, "Brownie" Brown, and Mabel Kratzer are out on theirs, and what do you bet they'll keep it dark as to what they did? Mabel is caring for her sick mother, and Mr. Brown is just bumming around on business. What the others did, we can only guess.

Newcomers in the office include Diana Graf, who makes up in height what she lacks in heft; Laura Johnson, who took Frances Walz's place on the comptometer, Frances having packed up and departed for Miss Bettis' department; Margaret Carper from the heart of the Deep South—Texas—and howdy Mistah; can SHE Southe'n draw-w-wl!—and Joy Hardy, an honest to goodness sleepy-eyed BLONDE. Hello all of you—are we glad to see you!

Father and Mother Barber, parents of "Peanuts" Florence Davis whom they have been visiting, have just returned home to Springfield—whether Massachusetts, Illinois, Missouri, Ohio, Tennessee, Vermont, or just a widenin' in the road, Peanuts neglected to say.

Esther Quast has joined the marines. She and Lois Brown were down to see the latter's cousin, one of the boys in service, when Esther spied some lonely looking boys casting longing eyes in her direction. She proceeded to join them and found that they really were lonely marines from way back east with nary a friend or kinfolk to take an interest in them. So Esther took them under her motherly wing. Now the boys are anxiously watching the mail for the boxes of goodies she promised them.

Several of the girls went out to Catherine Mautz' house to a party,—cocktail party. No wonder that's all they said about it!!!

We've recently had a nice letter from Malarkey setting forth numerous and sufficient reasons for his inability to write for the Magazine. OK, Malarkey, Uncle Tommas will just have to tear out a few more hairs, and he and our avid readers will have to guess what they're missing.

Jim Tucker, lately gone out to Ontario, was up in the office to pick up

a desk the other day, and was struck by the peaceful quiet of our office after the madhouse at LAUSD where George Jehl and Marty and his gang hang out.

As we go into the last stretch, which seems quite appropriate in this day of the last roundup of rubber, we might look over the rubber situation, as viewed from the edge of the box containing the heterogeneous conglomeration of things that bounce, as unearthed and contributed by Conductors' Accounts. Ha, there's an old pair of galoshes, goodness knows how many old rubber stamps, three miniature tires that were draped around ash trays—and one of those tires looks like a Government tread—old holey finger pads, rubber bands, and—do our eyes deceive us? a cuspidor doily! Wait till Mr. Brown misses that mat and his aim!!!

And now as we leave you, we'll give you one more thought from Sherman Rogers—"There was never a man big enough to hate and reason at the same time".

Yours for bigger and better rubber piles.

WEST HOLLYWOOD

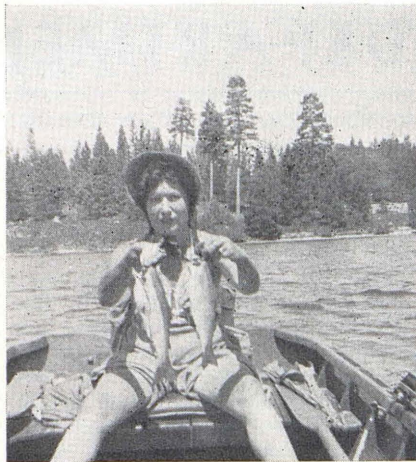
By G. R. Stevens

WEDDING BELLS . . . Jean Rhode, lovely daughter of Motorman and Mrs. M. C. Rhode, was married to Harold Bell Wright of Los Angeles. The ceremony was performed at the Methodist church, followed by a reception at the home of Mr. and Mrs. Rhode. The happy couple left that evening on a honeymoon to a cabin on Lake Idlewild, near Hemet.

Conductor H. A. Butcher of West Hollywood was married Wednesday, June 17th. His mother is here from Kansas City, Mo. She was here for the wedding.



Pfc Stan Albright, son of Mr. and Mrs. C. F. Albright, member QMR U. S. Army, takes time out at Lake Arrowhead and lands a 17½ inch trout.



Mrs. C. F. Albright has good luck at Lake Arrowhead. Two trout, one 15 inches and the other 15¼ inches. Landed three and lost one.

T. F. Bruner is working as Day terminal foreman at West Hollywood. Mr. Bruner had a very pleasant two weeks vacation when he made a trip back to his old home in Indiana.

Back from his recent vacation is motorman C. F. Smith. He made a rail trip to his old home in Missouri which he hadn't seen in thirty-five years.

Conductor Nordberg and family are vacation minded and are making plans for a two weeks vacation by auto to Kings river, near Sequoia, where he will enjoy his favorite sport of fishing for golden trout.

Fishing remains a popular sport with the boys. Motorman R. B. Hooper took five days off for the sport by going to June Lake. He reports good catches of trout. Not long ago he made a record catch of a six pound bass at Lake Irvine.

A soft ball team has been organized at West Hollywood. The men have been giving that sport a real workout in this hot weather, but the players say they can take it.

Conductor Carstens is back on the job after a long seige of illness.

Mrs. Smart, wife of Motorman Smart, has opened a cafe at Lake Arrowhead again this year.

A baby daughter was born on June 7th to Mr. and Mrs. C. C. McKee of 843 Elwood, West Hollywood. The baby weighed eight pounds and eight ounces and has been named Ruth Lenore. C. C. McKee is the son of O. L. McKee, retired trainmaster. Ruth Lenore was greeted by a sister and brother. Congratulations to the happy family.

Best wishes also go to Motorman J. W. Duncan who has a new grand-son born on June 16th to his daughter, Mrs. Kathryn Vanarsdale of Brea, Calif.

Recently day terminal foreman at West Hollywood Mr. E. C. Fox is

now at the Macy Street Terminal. Coming from Missouri he started to work on the Pacific Electric in 1917, working the Glendale line when the cars went into Sixth and Main.

Orlo Weidgmann, son of P. E. Watch Inspector leaves in a few days to join the army.

With school closed for the summer vacation the trainmen are making trips to the mountains this year instead of making long or extended trips as they usually do co-operating with present days demands.

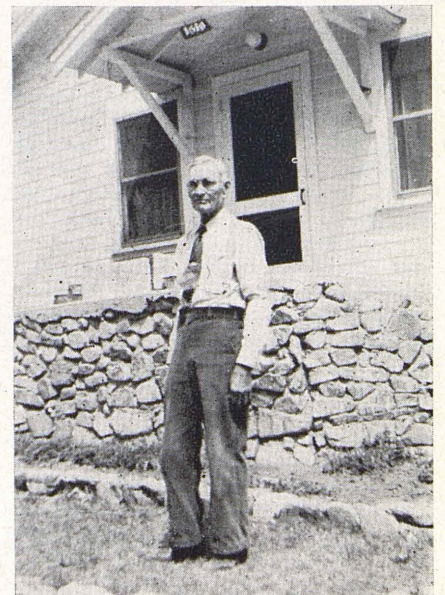
Mrs. Burkhard, wife of Motorman G. P. Burkhard, was in the Hollywood hospital for an operation, is now at home and well on the road to complete recovery.

Cashier Gibbons is back on the job after being ill at home.

Motorman Johnny Mays was in St. Vincent Hospital three weeks for an operation. Is now at home recuperating.

Robert Fulks, Mechanical Dept., has been acting as relief night watchman.

A most interesting news item comes from Harold Harris, now supervisor with the Chicago Surface Lines, formerly a motorman on the Pacific Electric for three years when he got restless to travel and went east. He keeps in touch with the boys and says that business there is on the increase with more street cars being put into service in the Windy City. Harris writes that he is qualifying as a radio operator as the autos are being equipped with radios so that dispatchers can contact the supervisors wherever they may be. He writes that every now and then some one there asks him about B. B. Starr by those who used to know Starr



A. Stukey, father of Motorman Stukey of the Western District.

when he worked on the Kankakee interurban line out of Chicago. Harris is also scribe for the Surface Service magazine.

B. B. Starr, who is well known for his hobby of building miniature trains and engines, is to have M.G.M. use his miniature engine S. P. 3800 in a motion picture production.

Griffin, a new man out at West Hollywood, is the brother of the two Griffin brothers already working here. Among the newcomers out at the terminal are J. F. O'Hare, J. T. Gore, J. M. Wright, M. A. Weasa.

Mrs. Irene Stark was delightfully surprised on her birthday by a party giving at the home of Mrs. Reiche on Stanley Avenue with Ora Hoke and Margaret Jack acting as co-hostess. The big birthday cake was made by Ave Zell Sample. Mrs. Stark was showered with handkerchiefs. Mrs. Dorothy Bennett, daughter of Mrs. Stark, with her two children, was an added surprise. The party was attended by thirty.

We are sorry to report the passing of men well known to the trainmen. C. F. Allenbaugh, passed away on June 8th. S. E. Wilson, retired assistant Supt., died on June 6th. "Pop" Everett, passed away after a brief illness.

Word comes from Clarence A. Stukey, motorman, of the death of his father, Alvin Stukey, 72, while visiting the home of a daughter in Fresno. Stukey was a cattleman and lived in Prescott, Ariz.

All that old rubber has disappeared from the back yards of the trainmen in the salvage drive now drawing to a close. All those old discarded pieces of rubber will keep the "jeeps" and planes going on to victory. We are also reminded to save tinfoil that comes off of gum, cigarettes, etc. It is important to the war production.

ACCOUNTING DEPARTMENT

By Marilyn Jeanne Hawkins

As we frequently ask Harold Kuck, "What's kuckin?" I will endeavor to let you know what's been cooking in the Accounting Department the past month.

Have you seen the stunning ring that now adorns Betty Enscoe's third finger, left hand? Our congratulations to you, Betty!

George Perry recently treated the Disbursements Bureau with a box of candy. When asked what the occasion was, he replied, "Just because I think you're all swell and I want to show my appreciation." Isn't it nice to be appreciated? Eloise Klages also passed candy around. Thank you, Eloise.

(Archie can't you take a hint?)

Bonnie King is away on vacation and a three month leave-of-absence. She will live in San Francisco, to be near her sea-faring husband.

The Typing Bureau is a scene of constant changes. We welcome the following new girls. Marylois Egge-man who is taking the position vacated by Marieta Whitschy. Three other attractive additions are Kathryn Hooker, Maye S. Ritterhoff, and Dorothy R. Budd.

It will no doubt be of interest to the employes of the Accounting Department to learn how the campaign for the sale of War Savings Bonds, Series E, has progressed. About a month ago less than 65 per cent of the employes of the Accounting Department were subscribing for the purchase of bonds under the payroll allotment plan. Since the first of June, 1942, there has been an increased interest shown in the matter, and as of June 26th our records reflect that the figure is slightly in excess of 85 per cent. **TIME IS SHORT!** Our quota is supposed to reach 90 per cent. There is no reason why we should not exceed that percentage. In fact why can't it be made 100 per cent?

Maude Z. Bell is suffering from a dislocation and fracture of her shoulder. She is recuperating at St. Vincent's Hospital. We are all hoping for a speedy recovery and that she will be with us soon.

June Vacations

On his recent vacation T. E. Dickey attended the Veterans of Foreign Wars Convention held in Santa Cruz.

Louise Briggs is spending her vacation in San Diego visiting her son and family.

C. W. Knight spent his enjoying the scenic beauty of Yosemite and Sequoia National Parks.

Harold Kuck and N. E. Cates are planning on "Victory Vacations" at home.

Anna Beseman enjoyed her vacation in San Francisco, where she visited her sister and family.

Birthday Greetings to You!

	July
Margaret Taylor	5
Edna Bare	7
Dorothy Showalter	7
Helen Bettis	8
Donna Fuller	10
Hessel Vander Zee	10
Ruth Bushard	11
George Quesenbery	12
Dave Porter	13
William Perkins	15
George Crystal	18
W. S. Weeks	18
S. A. Bishop	21
Catherine Meli	22
Robert Yerxa	22
L. Becker	23
Dorothy Pearson	23
George Watson	23

C. W. Knight.....	24
Lon McIntyre	26
Gilbert Lamm	26
Ray Cragin	26
A. D. Hyde	27
Bill Todd	27
Marylois Eggeman	29
George Perry	31

Bob Harris, son of O. D. Harris, is home on a leave. He is now a Lieutenant in the Army.

How can anyone concentrate on one's work when the Army moves into the former P.E. Club. The boys that certain age will duck every time an officer goes by and there is no telling what we girls will do!

TIMEKEEPING BUREAU

By Mabel Wells

We will start off with vacations: Florence Moss—A few days in the mountains.

Opal Haas—A few days at home.

May Knauff—Las Vegas.

Alice Karayan—Oregon.

Dave Alexander—At home working in his flower garden.

A welcome from the department is extended to Ronald Moyer, the new sorter and office boy. Ronald is the son of Earle Moyer.

Alice Karayan bid in the Trainmen's Timekeeper job. Congratulations are in order.

The scrap rubber drive was a success in the Timekeeping Bureau. Mr. Eggeman took care of the extra rubber stamps and run down heels. Charlie Sein was on his toes after each broken rubber band and last year's galoshes. Beaumont cheerfully contributed his "hot seat" to more useful purposes, and in addition various ones contributed pieces of rubber garden hose, old tennis shoes and what have you.

The newlyweds, Mr. and Mrs. Frank Hardesty, after much delay, received their wedding present from the members of the Timekeeping Bureau, a portable barbecue pit. (This delivery is quite a problem these days we find.)

It seems the Army is moving in on the 3rd floor. That will make it easy to grab these young fellows of that age. (We notice some of them are taking the other hall now.)

It's funny, a woman who can spot a blond hair on your coat at ten paces can't see a pair of garage doors.

Pa: "Did you give daughter that copy of 'what every girl should know'?"

Ma: "Yes, and she's writing a letter to the author suggesting a dozen corrections and the addition of two new chapters."

PURCHASING DEPT. NOTES

By Ray Cragin

In August 1939 this Department took on the purchasing for the Southern Pacific Co. for L. A. and vicinity. At that time the head man of our Department, Mr. Thorburn was appointed Asst. P. A. for our parent Company, in addition to his duties as Purchasing Agent for the Pacific Electric, L. A. Motor Coach and Pacific Motor Trucking, in this territory. Effective June 1st, Mr. Betterton, the Purchasing Agent of the S. P. was made General Purchasing Agent, his assistant Mr. Nystrom was made Asst. General Purchasing Agent and Mr. Thorburn Purchasing Agent at Los Angeles. The present emergency has found the local Stores calling on us for large accounts of materials with the result that the S. P. purchases will soon rival P. E. Purchases. To Mr. Thorburn we all extend congratulations.

The big smile on the face of Mr. Fenimore recently was the arrival of John Michael Sandstrom on May 30th, at Torrance. This young man is the third grandchild of C.C.F. and the first boy. If you have a couple of hours to spare ask the Grandfather about him.

Charles Wakefield has left Camp Curle and is now in the Purchasing Dept. assisting Mr. Swartz. My how that man gets around, should of been a Travelling Salesman. Mr. Swartz had a birthday last month. The mystery trio called to wish him happiness. Clarence says he was 36 years old. Has thirty years seniority. Must of gone to Kindergarten at night school.

Bernardette Dormandy finds horse back riding past time on Sundays and Holidays. Seems funny seeing her standing up typing. . . . Clare L. Patton is our new steno. . . . Daughter of George Patton of Mechanical Department. . . . They say the L. stands for lovely. . . . Geo. Quesenbery is again walking thru the Tulips by the Babbling Brook, now know what the Amateur Radioers are saying when they call C. Q. . . . Stands for Casanova Quesenbery. . . .

"Dot" Shafer spent a week of her vacation in High Sierras fishing, took a certain fireman with her, her hubby if you must know. . . . Meta Hoogendyk took a week's vacation and went to Yosemite. . . . Bob Johnson still trying to win a game of ball for the B. of R. C. If they don't win soon the members are going to raise the dues and hire a pitcher, how about it Mr. Ratchford? Floyd Gill attended the Veteran of Foreign Wars convention at Santa Cruz. . . . Ted Sorenson vacationing in Idaho. . . . Ralph Long pinch hitting for him. . . . Elmo McBride now in Stationery Store.

The draft board has his number so he says. . . . Guy T. Gehde bid in the job of File Clerk but traveled on to Torrance to work in the Store.

Roy Ewing's son Junior was struck in the head with a bat while playing baseball, after several days in the hospital is now O.K. Roy says there goes the bank roll. . . . Los Brown attended a shower for Olive Moore who is expecting. . . . says she had a good time and lots to eat.

The following notes from Torrance.

Eddie Rieber and family have returned from a vacation at San Antonio, Texas. Bill Jolley scheduled to go to Texas on July 1st. The boys take the heart of Texas seriously. Johnny VanDerZee, son of John VanDerZee is to be married July 4th in San Diego. The bride to be is Pat Blethen, of that city. . . . Les Bolen of Macy Street visited his folks in Oakland over Decoration day.

Mr. Burt Ordway, Chief Forest Ranger of the Torrance Mountains says that while setting bear traps around the timber line of the mountains encountered that ever-popular Air Raid Warden, Fred Hopkins and received a wealth of information. Mr. Hopkins said, "I am permitted to divulge a few items, which in my judgment will not give undue aid to the enemy. I quote from regulation No. 7: C U M — L L Governing Air Raid Wardens".

"My equipment to be carried is as follows: 1 gas mask. 2. Respirator. 3. Police whistle. 4. Stirrup pump to be carried over left shoulder. 5. One ax stuck in belt. 6. Two wet blankets slung around neck. 7. Long handle shovel, (left or right handed) tucked under left arm. 9. Spare sand carried in pockets. 10. Waist belt with ten hooks carrying six filled sand bags and four buckets of water. 11. One tin hat with upturned brim to carry spare water. 12. Ship anchor to drop in case Warden cannot stop quickly. 13. One box of matches in vest pocket for purpose of lighting incendiary bombs failing to ignite. 14. One pair of roller skates for quick get away after igniting bombs as in 13. 15. One pair of leather re-inforced breeches for sliding down stairway in case of too much fireworks. 16. One blackout flashlight."

Mr. Hopkins recently returned from a trip to New Orleans. We could not learn if he carried this equipment with him.

Heard in the File room.

Nicolay, "I see V. Labbe walks to work with Miss Patton."

Ewing, "He should be in an institution in a town of the same name".

"I represent the Aztec Wool Co., ma'am. Would you be interested in some coarse yarns?"

"Gosh, yes! Tell me a couple."

MOTOR TRANSIT NOTES

By M. J. Creamer

HELLO AGAIN! As this goes to press, it's GREETINGS for sure! . . . the kind that Uncle Sammy sends out. . . . "The President of the U.S.A. sends you greetings" so time will tell whether this is "MY LAST AFFAIR" in juggling a column together.

LOCAL NEWS: Slim Seifried back from his cho-cho trip northbound and both he and the wife reported a grand time visiting many of their kin in Santa Barbara and Palo Alto, etc. However the Mrs. . . . (Violet) came back from vacation just in time to enter a hospital for another operation as result of serious accident she met with some years ago and we're happy to learn that she is convalescing.

Jim Tucker, Ass't Agent, spending his vacation in local surroundings—lingering around. Moved from his Alhambra home and rented an estate (?) in Ontario. Yep, he'll be saddled in Ontario as Agent. Ned Johnson (Ontario) waved farewell on his well-earned retirement July 1st and we wish him the best of all good wishes. He leaves a host of friends and contented patrons in that vicinity. We know he will be busy with his avocado ranch and doing many of the things that heretofore time has not permitted.

Incidentally, Tucker was busy fixing up depot (Ontario) and chizzling for furniture etc., and perhaps J. J. Suman is relieved to know that the worst is over with. Jim did chizzle for a desk and a swivel chair but when he asked for an adding machine on top of all that—Suman just threw his hands in the air! Maybe Jim should have consulted with Marion Snowden to see if other furniture could be spared or whether they had first option on the antiques. Likewise, we wish our best — to Jim Tucker in his new job and as he has the wife broken in for ticket sales should lead a quiet life. Perhaps if the ticket sales don't keep her busy enough, "Tuck" can find a way to interest those of feminine charms in a new hat creation as "Florence" is a well known milliner!

Homer Rathbun, Relieving Ass't Agent, handling the controls during Tucker's vacation and absence and taking over like "an ol' hand." Bravo—is the comment! His has been a climb up the steep stairs, from that of trucking freight, thence a freight biller, thence to West Hollywood in transportation, a leave in 1941 to work for the S.P. Ry., and thence back to West Hollywood for cashier's job. Don't say a rolling stone doesn't gather moss. Yep, he's a married man, has a boy of some 10 months—

on the chubby side like paw but know just as "happy-go-lucky" as he too. Lives in Glendale.

With a new position created in the L. A. offices, the tension has decreased somewhat. With such huge increase in travel and passenger congestion, the new job, the transfer of handling driver's cash turn-ins from ticket office to Express office has given clerks more time to devote to passenger needs. Geo. Cline who has been working relief on vacation set-up is now on new position and with nice hours. Cline can boast of his children as he has seven of 'em . . . and two are twins about 15 years old, proving that he started young and YOUNG he is yet.

HERE AND THERE: Scouts report that after visiting the Express office and yapping with the retirees—found that Jack Mickley is shopping around for a place to move . . . a place adjacent to the beach where he can invite his GIRL friends. He has lived at the same place on 12th and Grand for the past twenty years so moving will be something NEW to him. Note too, the steel strong boxes which resemble the kind used in Pirate Days—or doncha remember? Well, they're miniature safes we learned, being they've been handling the drivers' turn-ins for a spell under new set-up. How come we didn't rate one of these boxes when we took in the drivers' mazuma?

Ticket Clerk, McBride of Riverside stopping by to say hello. Is still fussing around with pending-suit in connection with recent accident wherein he broke several bones and skulls. Attorney (Randolph Karr) tells him he should get at least two thousand dollars out of it. Maybe then he can get those "ONE DOZEN ROSES"—or doncha think? Clyde Helfin (Redlands) in town—t'was his day off and a welcome visitor! He's noticing the increase in biz too as it's hit the "end of the line" agencies as well.

Over Pomona Way—Mr. (Alexander Graham Bell) alias, Le Roy Hall reports that the new depot is to be ready for occupancy around July 1st or thereabouts and is the "snazzy" thing with all the modern trimmings. A new ticket unit is to be installed and an extra clerk added so things will "hum". Meanwhile Le Roy has been figuring how much extra income tax he will have to pay NEXT year account many hours of overtime . . . or does Newt Potter remember too? Newt is working in Fullerton now.

Gary Evans was the proud pappy on June 1st, when his new heir—a baby boy, Paul Allan Evans, six pounds and 8 ounces worth shouted "Hi Pop". His other boy is now about one year old so a family is on its way!

Down Santa Ana Way—A recent transfer of S.P. freight — just too busy to handle? In Whittier — the same scene is being played and freight business dumped on Agent Moss' lap. One clerk has been added —Jasper Marino. Mr. Sams (Relief Agent) is relieving Mr. Bowers, S.P. ticket man (Whittier) for some three weeks . . . he's taking his regular two weeks vacation with pay and one additional week on his own. Mr. Kirkman is holding down Gary Evans ol' job in Whittier—and things are perking!

PASSING BY: Al Swan who has been recovering from illness is nearly back in shape now and has lost some 50 lbs. of surplus—and hopes to return to work, possibly with the S.P. mechanical department. His daughter was married recently and we're looking thru rose-colored glasses in anticipation of the day when he will be a grand-pappy!

Richard Allen's wife (Riverside) recently lost her appendix and the Grapevine had it that Richard was scared to death figuring it might be another heir—or was that just a line? Lawrence Allen a visitor in L. A.—only this time—on crutches . . . imagine that! Had an accident he says—broke an ankle but WAS it in attempting to learn HOW to ride a bicycle? His little wife can wheel one around in fashion but CAN Lawrence? Welcome to Homer G. Hammond, now Agent, Claremont (formerly Santa Ana PE-MT). Lawrence, we understand, is interesting Hammond in bicycling and expects to have competition from his boss-agent.

Operator "Yancey" B. Jeffery was on vacation up to Merced and proudly escorted around by his son, Bob, who is now in aviation teaching blind flying for the Government. His other son in Los Angeles area under similar appointment. Jeff's daughter recently graduated from high school and arrangements are being made to enroll her at U.S.C. where her two brothers attended.

Two more of "our" boys have left the fold to join services with Uncle Sam in past weeks. O. W. Brown from the Sunland Division and "Hook" Edmondson. Word has it that "Hook" is also DEEP IN THE HEART OF TEXAS — Sheppard Field, Texas, right down there where Guy Rhinard is. We hope to hear from them shortly. Guy Rhinard anticipating the day when he will most likely be transferred back to California to some nearby air plant. Kenny McCollum in U. S. Navy and in San Diego area for some many months transferred East to finish his training. Marvin J. Freeman taking Army exam but sent back home—he has a little steel plate in his hoof that meant "no soap". Max Hess formerly Riverside-San Bdn—and in Navy being visited by his girl friend—and it was SHE that made the trip north to see him—and good ol' San Francisco. How come she remarked that she was "broke and hungry" . . . or was that ALL of it?

Sup't Claude Allen hearing from Lt. Col. Roy Wilson—from across the "pond". Seems he received Roy's letter in some twelve days whereas letters to him have taken almost two months time. Mr. Allen says he did right by him—and really sat down to the typewriter and wrote a letter—all of three typewritten sheets filled with the local news and after all, that is what Roy is interested in hearing outside of immediate family regards. Roy's letter to Supervisor Ed Netzley was placed on drivers' board conveying his best regards to "all the boys" and spoke of the double winter he has encountered in the far off spots.

Dispatcher Jack Burgess displaying his gas mask—he's got the first of them—and showing the boys how to "don" them. Have you tried?

Geo. Jehl and the wife, week-end guests of R. W. Evans, Auditor (retired) at their Balboa home. Yep, he really took time out for a restful week-end! Henry Eggert, Agent and

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Geo. Jehl balancing the monthly books (clerks) by remote control over the "phone" . . . Seems to be a question of WHO has the figures? Pop Strong thinking about his chow—t'was chicken and dumplings! Incidentally that was some mighty fine fried chicken that MA Freeman brought down for this scribe . . . do it again sometime! Einer Swanson still doing his bowling and hitting the high averages.

It happened to figgeting "Pop" Reynolds. Some dope or drunk checked in an Evening News in one of the parcel lockers and paid the dime in putting it in. NOW—Pop is worrying to death about the storage accumulating on said newspaper at the rate of a dime a day. It happened some three weeks ago and "Pop" is in a lather about it since he was told he would have to report it—as it would look strange to find a parcel tag attached to a mere newspaper instead of a piece of luggage or to something of more value.

"Yea, I've got my classification—it's 3-A", remarked Joe Hernandez to Clerk Cline. Cline thought that was strange that he should have a 3-A too as he has seven kids to Joe's four chicks . . . guess he still thinks it should read 7-A. Well, goodbye for now!

P. E. MASONIC CLUB

By Ed Hassenyager

Vacation time is here so there will be no more meetings until October 21, and when that vacation is finished the following little poem copied from "The Masonic Digest" seems appropriate and is applicable to our Club activities as well as your Lodge.

Say, son let's go to lodge tonight,

We haven't been for years;
Let's don our little aprons white,
And sit among the peers.

I feel a kind of longing boy,
To climb up those old stairs;
I know we'd get a thrill of joy
And lay aside the cares.

I'd like to get out on the floor—
Come on; let's get in line;
I'd like to face the East once more
And give that same old sign.

I want to hear the gavels ring
To hear the organ play,
I want to hear the craftsmen sing
That old familiar lay.

I think the Tiler'd let us in,
Although he'd hesitate,
And then we'd see that same old grin—
Come on, or we'll be late.

Pass up your bridge or picture show,
Your wrestling bout or fight;
Switch off that darned old radio—
Let's go to lodge tonight.

- - GRINS AND CHUCKELS - -

"Let's walk in the garden?"
"No, I'm afraid if we do you'll . . ."
"No, honestly, I won't . . ."
"Oh, well, what's the use then?"

"How did you get that bad eye?"
"It's a berth mark."
"What do you mean, a birth mark?"
"I got in the wrong one on the Owl last night."

"Can you tell me what they mean by 'selling short' in Wall Street?"
"It means buying something you can't get, with money you haven't got, and then later selling what you never had and did not pay for, at more than it cost."

Little Girl: "Nurse, will I have a moustache on my lip like Daddy when I grow up?"

Nurse (absently): "Pretty often, dear, I expect."

"I wish to marry your daughter, sir."

"Do you drink, young man?"
"Thanks, but let's get this other matter settled first."

"When I get married I am going to be a real good wife to my husband. I am going to learn how to cook and I'll darn my husband's socks and when he comes home at night after a hard day's work at the office, I'll light his pipe and bring his slippers. Now what else could a husband expect?"
"Nothing, unless he is evil minded."

Molly: "Bill sent me a dozen roses."

Polly: "Fresh?"

Molly: "A little, but his roses squared things up."

"Isn't that a new frock you've on?"
"Yes; I got it for a ridiculous figure."

"Oh, I can see that!"

"There is a man in this congregation," said the preacher, "who is flirting with another man's wife. Unless he puts \$5.00 in the collection box, his name will be read from the pulpit."

When the box came back it contained nineteen \$5.00 bills and \$2.00 with a note pinned to it which read: "This is all the cash I have with me. Will send balance tomorrow."

"My mother always told me to say no to everything," she said.

"Well, do you mind if I hold your hand?"

"No."

"Do you mind if I put my arms around you?"

"N-o-no."

He sighed deeply. "Sweetheart, we're going to have lots of fun," he said, "if you're on the level about this."

"Is your wife going to have an operation for appendicitis?"

"Not that I know of. Why do you ask that?"

"While waiting in Dr. Gonzalez's office yesterday I heard her through the door, telling him to cut it out."

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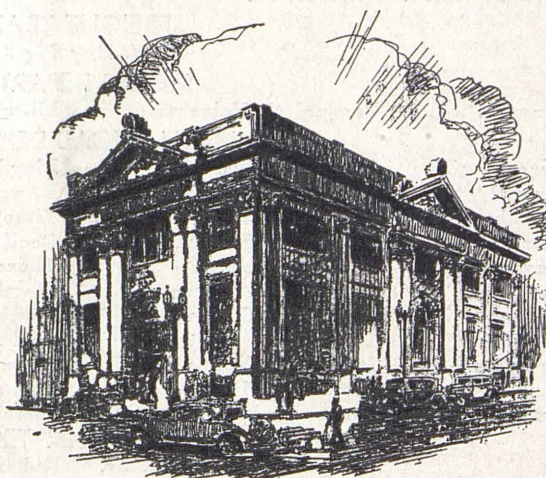


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