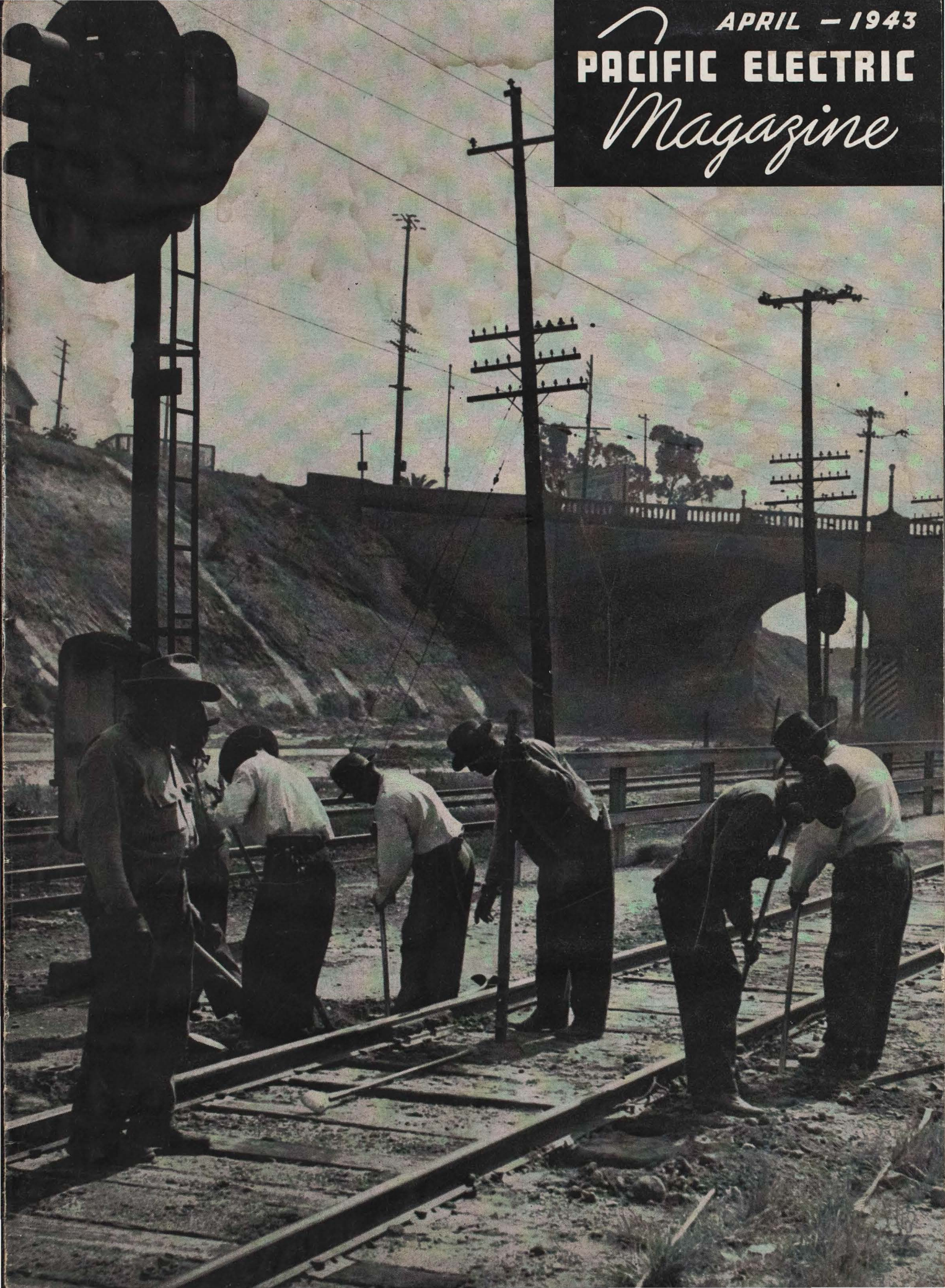


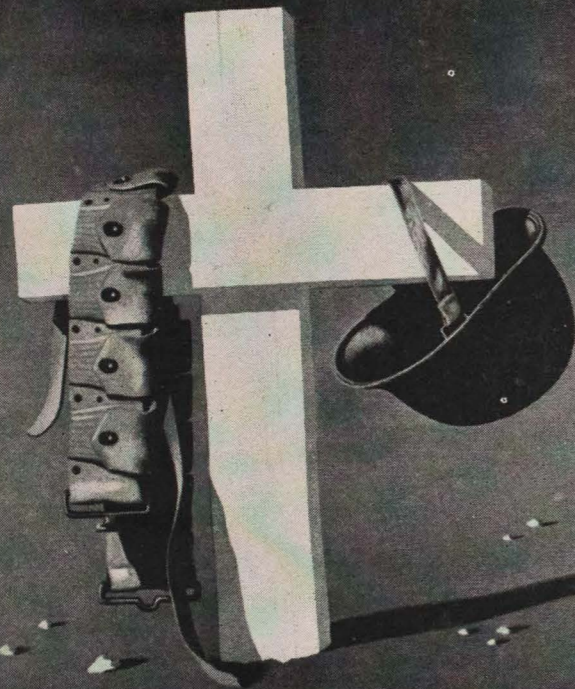
APRIL - 1943

PACIFIC ELECTRIC

Magazine



a careless word



...another cross

BUY WAR BONDS



HONOR ROLL



PACIFIC ELECTRIC EMPLOYEES ENTERING ARMED SERVICE OF NATION IN MARCH

ENGINEERING DEPARTMENT

James T. Amos
Byron A. Hauser

Stephen S. Lara

Tony Niebla
Manuel Tafoya

MECHANICAL DEPARTMENT

Antonio B. Dominguez

William F. Easterman

Cleo B. Mitchell

PASSENGER TRAFFIC DEPARTMENT

Lee O. Bogue, Jr.

TRANSPORTATION DEPARTMENT

Charles W. Crawford
E. H. Dickerson
Elvin E. Goodman
Arthur C. Hart

Burl T. McBeth
Clark C. Moots
Ople T. Peak
Louis J. Ruggeri

Eugene A. Stanton
Robert G. Taylor
Lawrence I. Tedder
Barron L. Wayland

RETURNED FROM SERVICE

ENGINEERING DEPARTMENT: John L. Clemson, Edward P. Cretol, Jesus Ruiz. MECHANICAL DEPARTMENT: Everett W. Morley. TRANSPORTATION DEPARTMENT: Raymond M. Hightower.

AS OF MARCH 29, PACIFIC ELECTRIC HAS 531 EMPLOYEES IN THE ARMED FORCES

ESSENTIAL SERVICE

Over the years of the past century Southern California has grown in stature among the urban centers of America until now it holds a position of preeminence in the nation. Its manufacturing, agriculture, scientific developments, educational facilities and business opportunities have brought about a many-fold increase in population. Without its ever-expanding facilities for passenger and freight transportation, however, such growth as has been witnessed would have been impossible. Public transportation has, therefore, contributed tremendously toward the material wealth and well being of the whole of Southern California.

Public transportation cannot be considered in the same light as any other normal business, for it has but one commodity to sell—service. In selling this service to the public it assumes a very definite obligation and it cannot help feeling the extent of this obligation when it knows that its service intimately touches the very lives of millions of people who depend upon it for their means of transportation. It actually becomes a very part of the communities which it serves—an indispensable part—the most vitally important part.

The streetcars or motor coaches which daily carry people from their homes to their offices or factories, or on shopping trips or for pleasure bent, soon become an integral part of the lives of these

people. They depend upon this car or that coach to get them to their appointments or to their offices on time—and, to get them home to their families when they are expected.

During these turbulent times when more people are using the service of public transportation than ever before in its history—people who never before have found it necessary to use public transportation—its obligation has increased as has also its opportunity to show the people whom it serves that it is worthy of their confidence and patronage.

We employees of Pacific Electric Railway Company, the organization which has played the leading role in public transportation development in Southern California, must also feel our responsibility and obligation to the people of this section of America which we have chosen to call home. Our jobs permit the full expression of that feeling, for, in giving the courteous and considerate service which the public rightfully deserves and expects, we contribute our share toward the worthwhileness of living among the people whom we serve.

Yes—we of Pacific Electric should have a feeling of pride in the fact that we are not just doing our jobs—we are performing an indispensable service for the people of Southern California—and we are playing a vital part in the service of our country in its hour of need.

WINTER BATTLE

Armed With Tools and Courage, Pacific Electric Repair Crews Wage War on Flood Waters.

The Engineering Department of Pacific Electric is always busy with problems which have to do with construction and maintenance of properties of the Company. However, at this season of the year particularly, its problems are multiplied many times over by rains and resulting flood damage. Although flood control projects completed in Southern California within the past few years have been of tremendous help in the elimination of much damage to bridges, trestles and trackage, and many pile trestles have been replaced by long steel spans, torrential rains always prove a menace, and particularly so in Southern California, where sparse vegetation in the mountains and surrounding hills does not provide the best of watersheds.

Day and Night Fight

It is during this time of year, when the skies darken and storm clouds come rolling and tumbling in from the west and ordinarily dry gulches are filled with raging torrents of rushing water, that the Engineering Department and the little known men of its bridge and section gangs and repair crews stage a day and night fight against the ever-menacing, irresistible flood waters. These men face the fury of the storm and patrol the entire railroad system night and day, keeping a close watch on bridges, trestles, cul-



verts, fills and power lines to see that the on-rushing surge of flood water does not take its toll in damage.

This is the story of those men.

Keep Tracks Safe

Under the supervision of a Section Foreman, a man with years of experience in railroading, the section gangs and repair crews are responsible for keeping the tracks in a safe condition for the passage of trains; and, in case of wash-outs and other damage, for placing the track in a safe condition for use at the earliest possible moment. The responsibilities of the foreman and his men are best described by quoting from the book of rules and regulations issued by the Engineering Department.

Eternal Vigilance

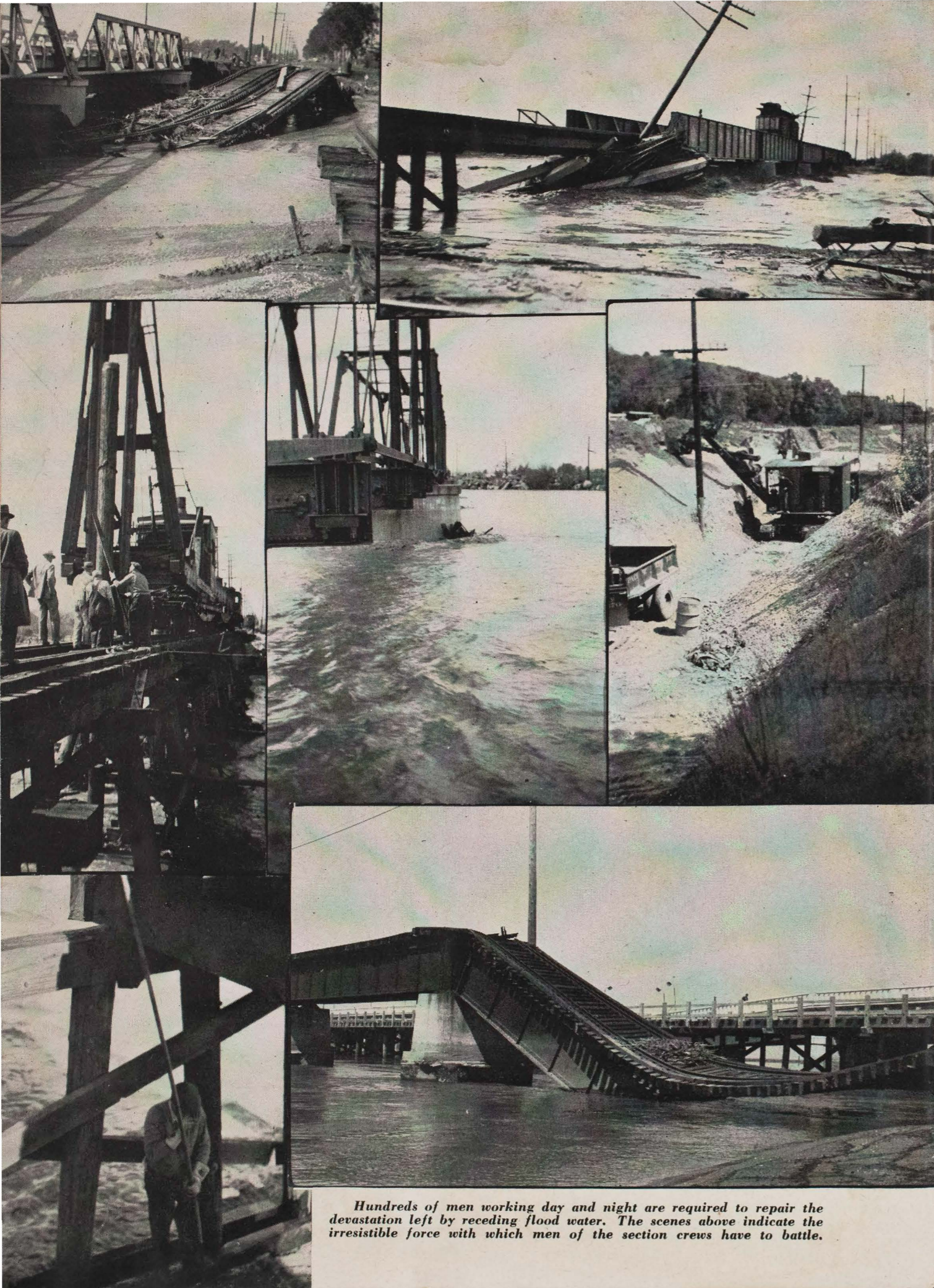
"Section Foremen report to and are under control of their respective Roadmasters. They will have charge of the repairs on their respective sections and are responsible for the proper inspection and safety of the track, bridges and culverts. They must see that track is properly examined and is in good and safe condition for the passage of trains—in case of heavy storms, rain or violent wind, they must have the entire section patrolled, both day and night, especially watching the points where obstructions are likely to occur."

One must visualize a sweating

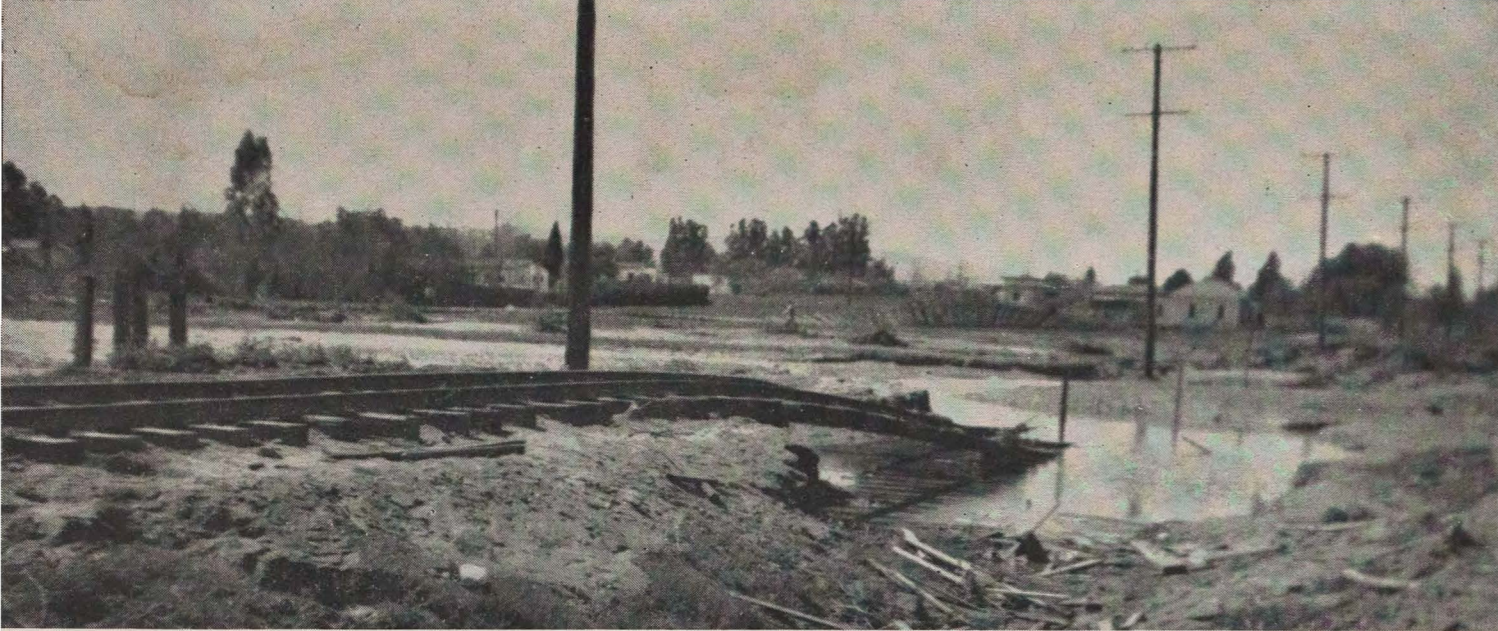
rain-soaked group of men stacking sandbags at a vital point in a river channel to direct the water away from a fill or bridge; or men with pike poles deftly steering debris through the piling of a trestle; or a trackwalker plodding along the right-of-way, facing the storm. One must picture the expression of determination on the faces of these men as they fight what is seemingly an irresistible force, and must feel the exultation of winning the battle—or, as sometimes happens, the despair of losing it. One must see this same group of men, after the water has receded and the rivers again become quiet streams, laboriously rebuilding what the swift-moving floods have destroyed or damaged. If one can but visualize these things, then the story of the section gangs and repair crews is told—their contribution to the transportation of countless thousands of people in safety is recognized. Unfortunately, however, all too few of us take the time to wonder about the speed with which damaged rail lines are put back in service, or to view, with other than a feeling of inconvenience, the temporary discontinuance of a line due to flood damage.

Multifarious Jobs

We do not see behind the scenes in this dramatic fight of men versus the



Hundreds of men working day and night are required to repair the devastation left by receding flood water. The scenes above indicate the irresistible force with which men of the section crews have to battle.



On the San Fernando line following the big flood of 1938. Note section of track washed completely off right-of-way.

elements. We know little of the hours spent in the Engineering Department during which plans are made to overcome apparently insurmountable obstacles. Nor do we often see the clamshells, cranes, and pile-drivers working 'round the clock; nor the workmen laying ties, shoveling ballast, welding bonds, renewing power lines and carrying out the hundred and one other jobs which must be completed before trains may again pass over the line in safety.

The men of the Engineering Department of the Pacific Electric Railway Company assume a great responsibility to the traveling public who use its lines; the responsibility

of maintaining tracks, roadbed, power lines and signal system in a condition conducive to safety, comfort and speed.

These men—Engineers, Roadmasters, Maintainers, Section Foremen, Bridge Foremen and repair crews—all have their vital part to play in the continual effort to maintain the trackage of the Pacific Electric Railway system in safe operating condition. Collectively they have made possible the maintenance of Pacific Electric's reputation throughout the years for "safety, comfort, and speed."

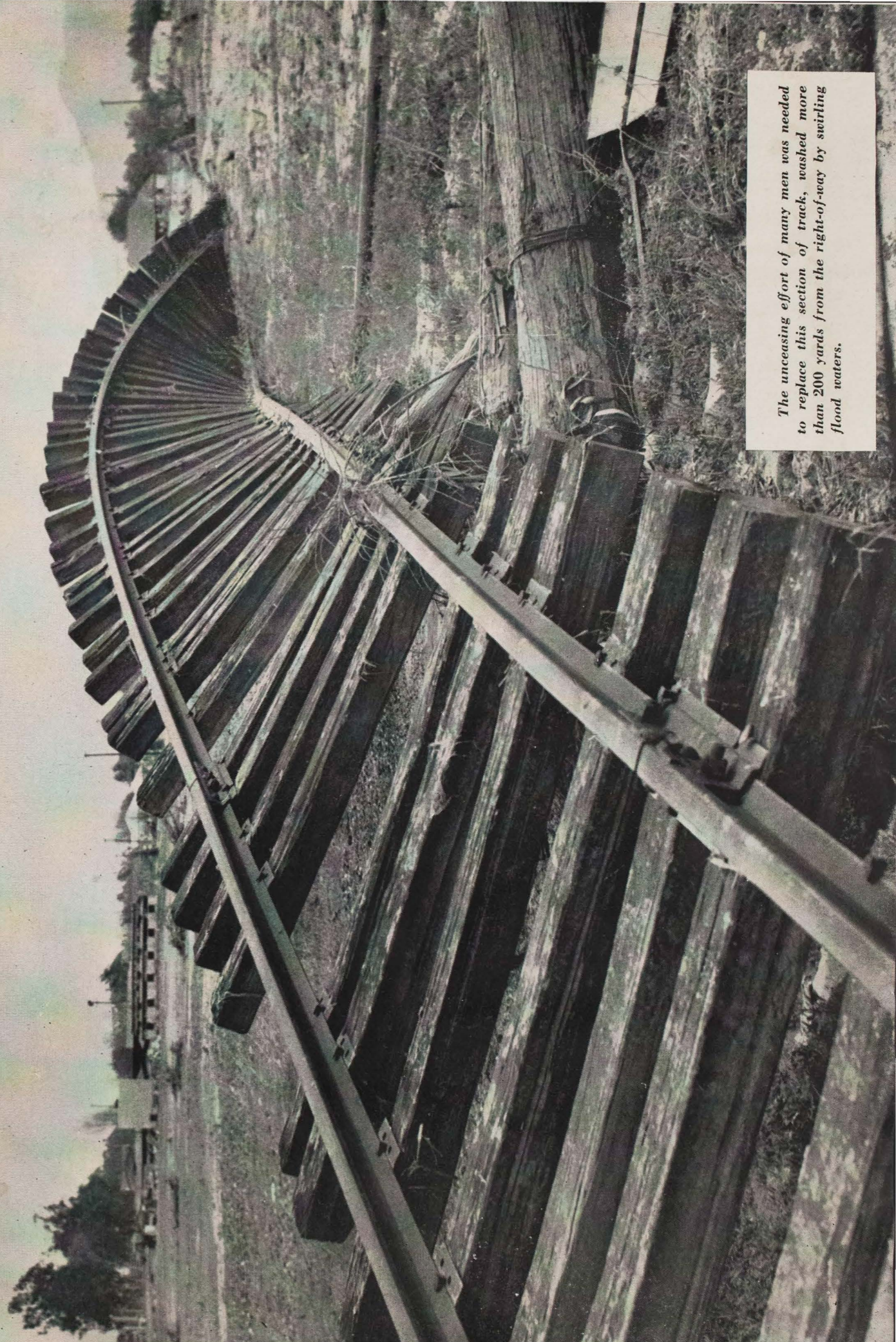
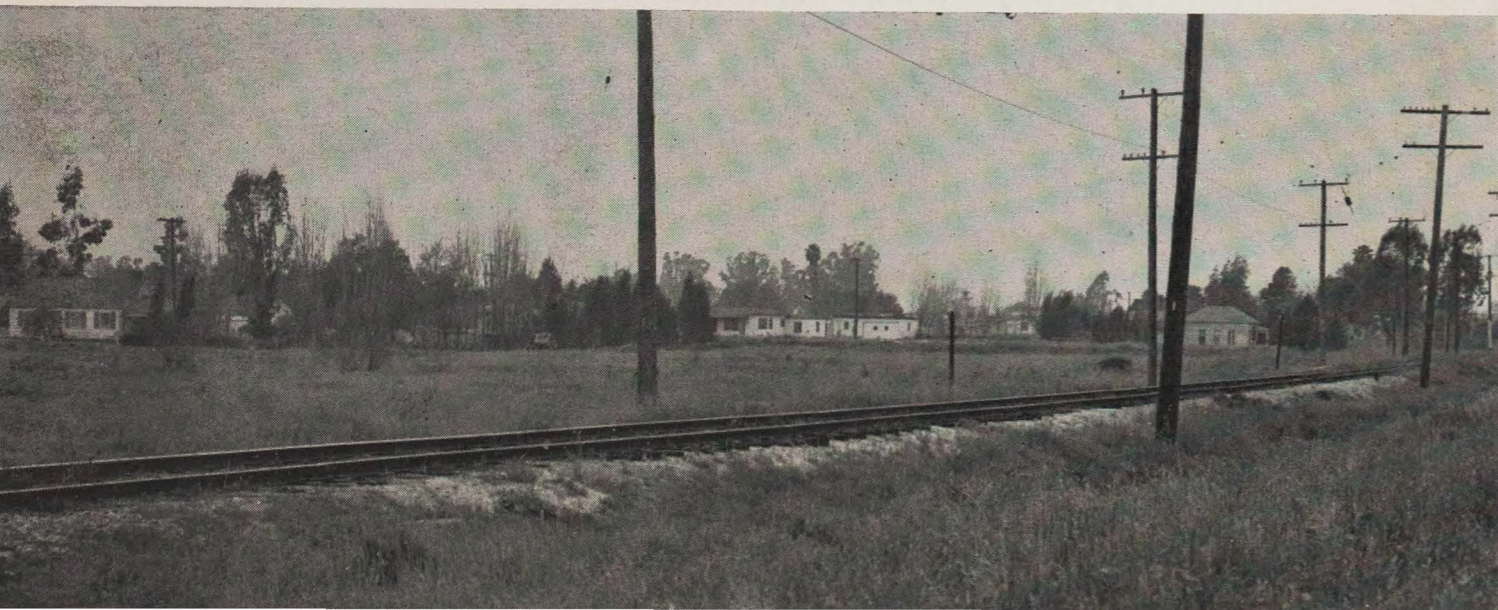
Repair Crews Vital

And not the least important cogs

in this smoothly operating Department are the repair crews and section gangs; the men who fight the flood waters and who repair its damaging work—the men who tirelessly walk the track of this railway system on the continual outlook for any weakness which might cause delay or disaster.

The storm damage of the present winter season has all been repaired. Pacific Electric trains are again operating on schedule. To the men of the Engineering Department the Pacific Electric Magazine extends congratulations and a pat on the back for a good job well done.

Same section of track as above after repairs had been made.



The unceasing effort of many men was needed to replace this section of track, washed more than 200 yards from the right-of-way by swirling flood waters.

L. A. Lovell Retires After 42 Years With P. E.

J. J. Suman New Company Auditor

Mr. L. A. Lovell, Secretary and Auditor of the Pacific Electric Railway Company for the past 21 years, was retired from service at his request on April first. The best wishes of his many friends go with him as well as the assurance that he will be missed by all of us. Mr. J. J. Suman, Assistant to the Auditor for the past several years, has been appointed to the post vacated by Mr. Lovell.

It was in 1901 that Mr. Lovell entered the service of the Los Angeles - Pasadena Electric Railway Company, one of the constituent companies of the Pacific Electric Railway Company at the time of the merger in 1911. From 1901 to 1910 he served as Bookkeeper, Paymaster, and Chief Clerk of the Accounting Department. In 1910 he was appointed Special Accountant and held this position until his appointment as Auditor and Secretary in September of 1922.

Mr. J. J. Suman, Mr. Lovell's successor, is well known to all of us, and the sincere congratulations and best wishes of the Pacific Electric employees go with him into this new position of greater responsibility.

Born in New York City in 1896, Mr. Suman started railroading in 1910 with the Randolph Lines in Arizona, subsidiary rail lines of the Southern Pacific Railroad Company of Mexico. He served in various clerical capacities including the position of Traveling Auditor. Upon his transfer to the Pacific Electric Railway Company in 1924, he assumed that same position. Mr. Suman was appointed Special Accountant and Traveling Auditor in August of 1935, Special Accountant and Head Clerk of Passenger and Car Service Accounts in January 1937 and Assistant to the Auditor on January 1, 1939.

Pacific Electric Magazine extends hearty congratulations to Mr. Lovell upon receiving a well-earned vacation, and to Mr. Suman upon his promotion to one of the most responsible positions in the Company.

Workings of Mortuary Fund and Wives' Fund Explained

Because members of the Mortuary Fund have been assessed more during some months than usual, it was pointed out in the March P. E. Magazine that the average cost per month during 1942 was only \$1.06¼.

In the 26-year history of the Mortuary Fund, the amount received by beneficiaries has varied, depending on the number of subscribers, from approximately \$500 to roughly \$1200. Beneficiaries have received checks for the current amount of benefit immediately upon proof of death—in a matter usually of a few hours, rather than of days and weeks, as is so often the case with insurance.

Moreover, any employee is permitted—if he or she is under 50 years of age—to sign a deduction slip providing for immediate membership in the Fund as soon as employment begins, without medical examination. Group insurance, on the other hand, is available only after you have been employed a full year. Hence, if you wish protection during your first year of service, the privilege is yours, through the Mortuary Fund.

This fund is not an "insurance" plan. It is strictly an employees' arrangement, inaugurated as a means of meeting funeral and other immediate expenses, and thus of avoiding "passing the hat," as has been done in many cases in the past.

No Bookkeeping Costs

Because the entire cost of keeping books for the Fund is absorbed by the company, every cent of deductions paid into the Fund goes to the beneficiaries.

When you sign your deduction card (obtainable at the P. E. Club), you authorize (1) the immediate deduction of 50c from your wages for the purpose of creating an advance fund for prompt payments, (2) a further subsequent deduction from wages of 25c every time a member of the Fund dies. You also specify, in writing, your beneficiary. The Fund is operated under Rules and Regulations approved by employees' representatives on the Executive Committee of the P. E. Club. N. B. Vickrey, P. E. Club Manager, is administrator of the Fund.

Employees' Wives' Death Benefit Fund

Exactly similar in operation to the Mortuary Fund is the Employees' Wives' Death Benefit Fund. The only difference is that payroll deductions are made and benefits are paid when the wife of the member dies, instead of when the member himself dies.

25 YEARS AGO On the Pacific Electric

(From the Files of the Pacific Electric Magazine for April, 1918).

New cable was installed on Mt. Lowe incline April 23, the work consuming 25 hours, during which time all pulleys, sheaves, clamps, and safety clutches were inspected and overhauled. This new cable is 2940 feet long, 1¼ inches in diameter, weighs 8000 pounds, and is composed of 16 strands of No. 19 wire.

The pool tournament that began last month came to a close Saturday night, March 23, with L. H. Covell as the winner. The tournament now under way is composed of entirely new players, and after the winner of this series is declared, a handicap tournament will be played composed of the players in the former two games. Handicap will probably be based on points scored in the preceding games, and should arouse quite a bit of interest.

As announced in the last magazine, a picnic of the Campfire Association was held at Griffith Park picnic grounds west of Ivanhoe on Sunday, March 17, about 125 persons being in attendance, and a most enjoyable day was spent. A great family dinner was spread in the Ramada at noon and from the way food disappeared it might have been taken as a harvest hand assemblage. The day was perfect with regard to the weather, and nothing occurred to in any way mar the pleasure of those in attendance.

—BUY WAR BONDS—

Melia Hogue Memorial Draws Contributions, But Still Needs More

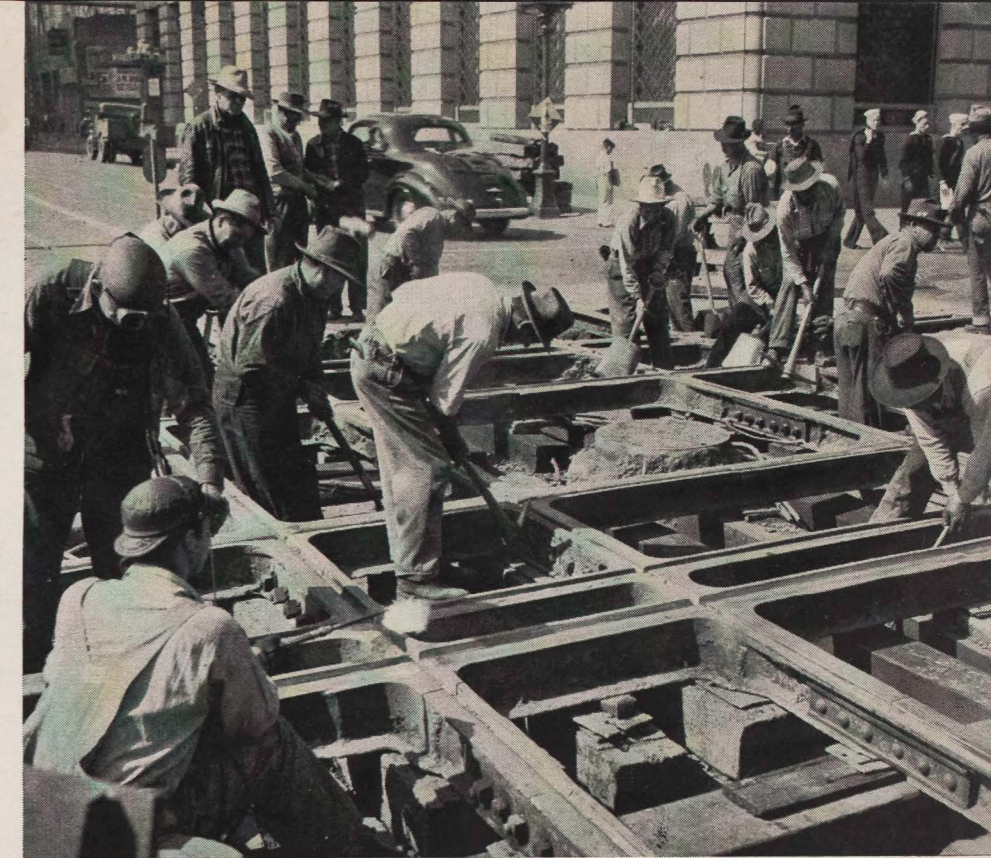
The Melia Hogue Memorial Fund to establish an endowed bed at the California Babies' and Children's Hospital has received several outstanding contributions. Among these are the following:

P. E. Post, American Legion.	\$25.00
P. E. Masonic Club.	25.00
P. E. Women's Club.	15.00

Nearly \$150 has been raised, but if the goal of \$500 is to be reached, many more contributions will be necessary.

Contributions should be sent to Miss Elizabeth Brahn, 924 P. E. Building.

The memorial was the suggestion of Mrs. Arnold M. Scholz, M. D., wife of the Assistant Chief Surgeon



Crossing Repairs Save Vital Steel

Defective Rails Welded Instead of Replaced at Ninth and Hill Streets

Winter rains and heavy traffic have made it necessary to make extensive repairs to the Ninth and Hill Street railway crossing. At this intersection Pacific Electric and Los Angeles Railway Company lines cross, with the result that a combination gauge crossing of 128-lb. manganese steel is used in its construction.

This type of steel is greatly in demand now by our armed forces as it is extensively used in the manufacture of armor plate for ships and protective armor for tanks. It is now, and will be, impossible to secure new crossings for the duration of the war.

Despite this fact, the Engineering Department has demonstrated its ability to keep the wheels rolling, by repairing existing rails which have been in place since 1928. After removing the pavement and excavating the ballast to a depth of more than 12 inches below the rails, the steel crossing was carefully cleaned and examined and every defective place was welded and reinforced.

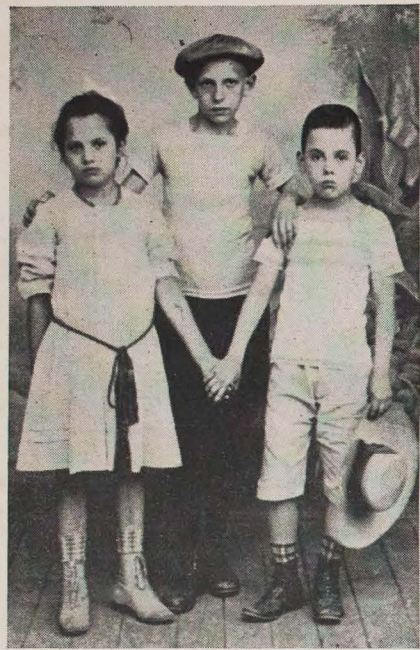
While this crossing may not be "just as good as new," it will last for the duration and will permit much needed steel to be used for



Workmen repair crossing at a busy intersection in downtown Los Angeles. Acetylene welder mends break in 128-lb. manganese steel rail.

the protection of the boys in our armed forces.

This is just one more instance in which Pacific Electric has been able to cheerfully contribute a small part toward the winning of the war.



Imagine: 'My Friend, the Ambassador!'

In the year 1907, when the above picture was taken in one of those carnival booths at the then gay Vienna's "Coney Island," no one ever suspected that some thirty-odd years later it would adorn the pages of the **Pacific Electric Magazine**. In fact, no one ever dreamed that some day one of these Vienna-born boys would clutter up the roster of the Pacific Electric Railway in far away "Amerika."

And yet (in best John Nesbitt style), such has been the case. The tall (?) boy pictured above, his hands gingerly resting upon two of his boyhood school chums, is none other than **Alec Hartman**, Steno-Clerk in the Bureau of Research. And, just for identification purposes, we point out that the boy on Alec's left, is the exiled Polish Government's present Ambassador to Moscow!

Yes, it was quite a thrill for Alec when, upon perusing the pages of a recent issue of **Time Magazine**, he read that Poland's Ambassador to Moscow, one Thaddeusz Romer, had had an audience with Stalin. This, undoubtedly, was Alec's boyhood chum, who, though Polish-born, spent his early boyhood in the metropolis of the Austro-Hungarian Empire.

A deep friendship had no sooner developed during those days among the three pictured above, than destiny's hand shaped the future for all three by separating them, and so their friendship. Correspondence was meager, and finally, in 1912, stopped altogether. We can imagine

Alec's astonishment and pleasure when he read of the career his one-time boy friend has achieved. The proverbial trunk in the attic was rifled; and, to his joy, this "get-your-picture-while-you-wait" photo-



ALEC HARTMAN

graph was found. Another "Reunion in (from) Vienna" took place.

And so, Alec chuckles reminiscently, "Imagine that: 'My friend, the Ambassador!'" But considering the turbulent times and the spot in which his friend finds himself, Alec happily adds,

"I am not so badly off, either!"

—BUY WAR BONDS—

HOSPITAL LIST

Employees confined at St. Vincent's Hospital, as of March 22, numbered 13. The list follows:

Dr. Wilmot Ayres, Medical Department.

Thomas R. Bond, Switchman, Harbor Belt Line Ry.

Alfonso Bono, Mechanical Department.

Edward A. Cupp, Engineer, Harbor Belt Line Ry.

Emmett B. Griffin, Terminal Foreman, Western District.

Edna Geoghegan, Clerk, Transportation Department.

Frank Hughes, Trolleyman, Southern District.

Ascension Juarez, Laborer, Engineering Department.

Juan Martinez, Laborer, Engineering Department.

Ray Moran, Trolleyman, Southern District.

William H. Potter, Motorman, Northern District.

Mike S. Rosich, Carpenter, Engineering Department.

Martin Zamarippo, Laborer, Engineering Department.

Roosevelt Post-War Plan For Transportation Asks Railroad Consolidation

Transportation modernization is a feature of the President's post-war plan and program submitted to Congress on March 10. According to this plan, a National Transportation Agency "should be created to coordinate all Federal development activity in transportation, absorbing existing development agencies, and cooperating actively with regulatory agencies."

This Agency would:

(1) Plan and construct "modern unified terminals as an integral part of the city plan for urban areas." Apparently all kinds of terminals are included: "air, rail, water, highway, pipes, etc."

(2) Execute proposed legislation to "consolidate railroads into a limited number of regional systems," with "revision of trackage facilities to provide adequately for efficient and low-cost post-war traffic."

(3) Establish highway transportation "on a modern and efficient basis after the war. . . . Major emphasis must be directed to the provision of express highways and off-street parking in **urban areas**."

—BUY WAR BONDS—

Higher Railroad Retirement Benefits Asked in House Bill

An increase of 10 per cent in annuities and pensions paid under the Railroad Retirement Act is asked for in a bill introduced in the House by Representative James E. Van Zant of Pennsylvania, according to **National Tribune** (a veterans' publication) for March 11.

—BUY WAR BONDS—

MYRON E. TURNER

The sympathy of the **Pacific Electric Magazine** staff is extended to the family of **Myron E. Turner**, Freight Brakeman, who died February 20 as the result of injuries sustained during switching operations at Butte Street yard. He had been an employee of the Pacific Electric Railway Company for 17 years, and was 43 years of age.

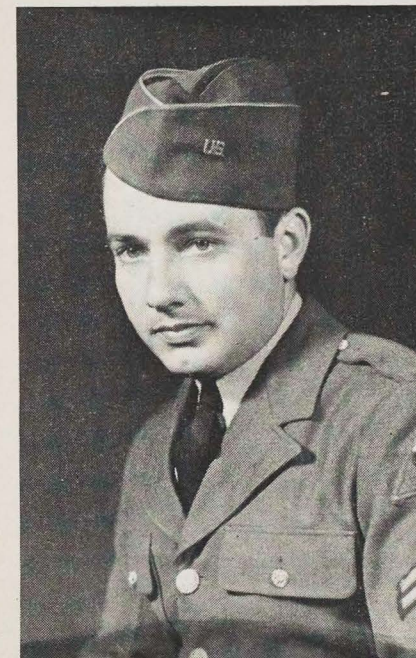


He is survived by his wife, Lenora; his parents, Mr. and Mrs. E. F. Turner; a sister, Roxanne; two brothers, Boy and Joe; and a niece, Le Etta.

Father Engineers P. E. Troop Train Taking Son to War

The unique distinction of engineering the troop train that carried his soldier son Roger from Fort MacArthur to a censorable army destination on a day back in early 1941 belongs to **J. R. Radcliffe** of the Southern District.

Sergeant Roger Ray Radcliffe, U. S. Army Tank Corps, is now on the fighting front somewhere in North Africa, and has received the **Croix de Guerre** and the **Silver Star** for gallantry in action. According to a letter dated February 8 and received by his father on March 12, he feels



SERG. ROGER RAY RADCLIFFE
U. S. Army Tank Corps

Son of Engineer J. R. Radcliffe, Southern District, he has received the Croix de Guerre and the Silver Star for gallantry in action somewhere in Tunisia.

fine, eats well and regularly, and likes the climate, which, he says, reminds him of California.

Before he entered the army in February, 1941, Engineer Radcliffe's son, now 25, and still single, worked for Pacific Coast Borax Company, following a few months' experience as a railroad man on the Harbor Belt Line. After being inducted, he had a year's training period at Fort Knox, went from there to Northern Ireland for four months, and thence sailed to North Africa, where he has been since the American invasion. Detailed news concerning his activities and exact whereabouts has been understandably meager.

Passing of Grace Anstead, Retired Information Clerk, Mourned by Many Friends

Friends she had made—and kept — during a lifetime of service thronged the flower-banked chapel in Santa Monica on Wednesday, March 10, to pay a final tribute of affectionate loyalty to Miss Grace Anstead, who for 29 years was at the Information Desk of the Pacific Electric Railway Company.

Miss Anstead died on March 7, after an illness of three weeks at St. Vincent's Hospital. Interment was at Woodlawn Mausoleum, Santa Monica.

Beginning her service with Pacific Electric on April 1, 1913, she retired on March 17, 1942, a few days less than one year before her passing. It is the testimony of those who knew her best that in those years she revealed a depth of loyal devotion to duty, and a sympathy for humanity, seldom surpassed.

One of a large family, Grace Anstead was born in Clinton, Indiana, September 17, 1876. At an early age she came with her parents to California, where she received her education in the Los Angeles schools.

She is survived by one sister, Mrs. Robert Rennie, of Venice, California. To Mrs. Rennie is extended the sympathy of the entire Pacific Electric organization.



GRACE ANSTEAD

MRS. JOHN C. STOCKBERGER, SR.

On February 19 Mrs. J. C. Stockberger, Sr., mother of John C. Stockberger, Jr., Tariff Compiler in the Freight Traffic Department, died in San Francisco after a serious illness of several months.

Beverly Hills' Most Famous Tailors

(Name on request)

WOOLEN PURCHASE—30c on the \$1

38 lots of the finest imported woollens from world famous mills—

W. P. Willis—Dormal Freres—W. Bill—Holland & Sherry—Kemp Booth—Wain Shield—Pierre Bosc—Standen—Milbark Leamen—Haji Douglas—Van Ingen—Gagniere—Lowe Donald—and many others—

Top flight tailors bid frantically for these woollens but luck favored us. We were able to put up the money—spot cash, and we got the goods at less than 30c on the \$1. Movie stars, radio personalities, business executives, cheerfully paid Beverly Hills' most famous tailor \$100 and up for personally designed ladies' and gentlemen's suits and topcoats. And that's why we can again offer —perhaps for the very last time—a genuine bargain in hand tailored clothes—a beautiful ladies' or gentleman's suit or topcoat, measured and moulded to your figure, interlined and hand-sewn to outlast two ordinarily standardized garments, for only . . .

SILK LINED \$39.50 Two try-ons to insure perfect fit.

EXTRA FEATURE during THIS SALE ONLY!

MIKE MARTINI

(famous foreman and fitter, formerly with Beverly Hills Tailor) upon request will fit your garment personally, in the Beverly Hills manner.

All suits finished in time for Easter—Possible only because we maintain our own workrooms.

TUCKER & CARLSON

90-Day Charge Accounts

Tailors to Ladies and Gentlemen
448 S. BROADWAY

10% Discount with Ad Only to Employees of P. E.

Open Wednesday, Friday and Saturday Evenings



Pacific Electric Serves Maritime Commission In Opening of New Terminal Island Line March 19

While the Pacific Electric Railway Company and its thousands of employees have been serving the transportation needs of the war effort for many months, it was not until March 19 that we became an official agency for the United States Government. On that date the United States Maritime Commission's service from Los Angeles and Long Beach to Terminal Island was officially inaugurated, providing direct transportation for Terminal Island workers.

Trains operated for the Maritime Commission are using Pacific Electric

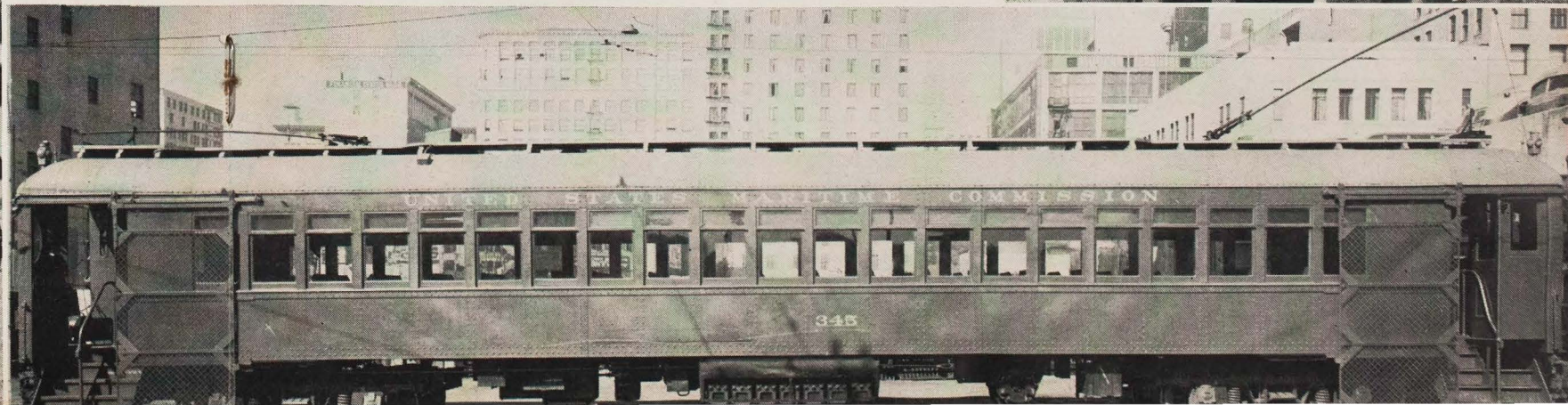
rail lines to Wilmington, and government-owned trackage from that point to the Island. The big red cars with the words "United States Maritime Commission" on their sides are welcome sights to the thousands of workers who have heretofore experienced difficulty and inconvenience in getting to work because of tire and gasoline rationing. Constructed as an emergency project vital to the national war effort, the new rail line insures an uninterrupted means of transportation, regardless of the future rubber situation.

"The general public will not be permitted on these trains and all riders must be in possession of a Terminal Island Navy Pass," states the brochure published by the Maritime Commission.

While this is an independently operated rail transportation service using the facilities already established by the Pacific Electric Railway Company, we can feel a justifiable pride in the fact that we of Pacific Electric, through the maintenance of these facilities, are doing just a bit more toward the winning of the war.



UPPER—Maritime Commission-Pacific Electric terminal at "Calship" on Terminal Island. **LEFT CENTER**—Home-bound employees take red cars to Los Angeles. **RIGHT CENTER**—Violet Martin, Cashier, sells first Maritime Commission tokens to E. C. Sewell, Machinist at Calship, while Navy Security Police Officer M. D. Atkinson looks on. **BOTTOM, left to right**—L. A.-bound workmen pass through coin-operated turnstiles to board cars. John R. Jago, Resident Plant Engineer, U. S. Maritime Commission. Maritime Commission car.



DEPARTMENTAL NOTES

HEARD AT THE INFORMATION DESK



By
Adeline
McIntyre

Dear Editor:

You asked for this when you seemed so interested in the "doings" at the Information Desk—and, all I need is a little encouragement to keep on telling you the "thisa and a thata" about our dear public. I have a very interesting story to tell you about a very charming character; but that is going to have to wait until a future date. Keeping you in suspense I guess is being a "meanie"; but, the story is well worth waiting for, so just hold everything.

In the meantime let me go on with our question and answer stories. Just recently a man came up to the counter and asked "What car do I take to get to 'Fanny Wiggins'?" When asked "Who is she?" he replied, "Well, it isn't a she; I believe it is a school." "Oh, you mean Frank Wiggins Trade School?" "Yes, yes, that's it." So you see, if he had not mentioned a school it would have taken a great deal of time to find "Fanny Wiggins'" address.

On the phone a lady asked for the time of departure of busses from Riverside to Los Angeles. Given the schedule, she asked, "Well, if I don't take the 5:05 will it be all right if I change my mind and come back on the 6:04?" Having been reassured that she could change her mind, she went on her merry way very happy and satisfied for the privilege.

You know, Mr. Editor, our dear public really have a great deal of confidence in our judgment, especially when they ask such questions as the following: "Where can I live to keep a cow?" Between you and me—I, too, would like to have a cow and maybe some chickens—and oh, well, I had better stop—You know what I mean.

Then, "Where can I get a drink?" After quizzing a little we find out that it is a drink of water they want—darn it! And, "When does the bus leave to go home?" (I don't believe our busses ever go home, do

you?) And the very calm voice, "What time does the next P. E. leave?" "Which one?" "The Red One!" shouts the voice indignantly. (I wonder what would happen if we had different colored busses and cars for each line; but let's just skip that.)

Mr. Editor, I think you will enjoy these "believe-it-or-not" stories: "Where can I get hooked up with the Riverside bus?" And the very dignified Englishman, "What is the next action to Long Beach?" And the Sailor, "When does the next car shove off to San Pedro?" And the Soldier, "When does the next car pour out to Santa Ana?" There's the lady, chewing gum—very loudly, too—who wanted to find out what time the Watts car would throw her into Watts. I can't really visualize our "Big Red Cars" throwing anyone around, can you?

Well, Mr. Editor, between shoving, pouring, hooking and throwing the entire force of information clerks are kept ready for any emergency. This is all for today—which reminds me of the question, "What time do you take off?" Well, this is the time. See you at the counter, you know; the invitation still stands.

—BUY WAR BONDS—

FREIGHT TRAFFIC DEPARTMENT



By
Betty
Morrison

Maybe you have a different idea of how to spend a lunch hour, but in the fileroom of the Freight Traffic Department you are apt to find a game of chess going on. Usually the men on either side of the board are "Dick" Dickson and Joe Blackburn, or it may be "Dick" & John Stockberger. If the chess men are exchanged for checkers the opponents will probably be Joe and John.

Of course, any noon we're sure to have some representatives around the billiard tables in the PE Club, but this reporter has little news from that strictly masculine domain.

We did learn from our two members of the Bowling League that there'll only be three more Friday

evenings at the Arcade Alleys before the season ends. Jack Birmingham and Joe Blackburn, who bowl on the Claim Department team, are rather quiet about their team's position in the League. They appear confident the end of the season will find them higher on the list than they are now. Jack, for instance, is sure that if he can get away from the jinx alleys No. 5 and No. 6 he can avoid getting those splits that drive a bowler to despair.

The indoor games are all right for winter and stormy weather, but what goes on out of doors? Well, there's always golf. At least there's always golf for such ardent fans as D. W. Layne. His liking for the game must take him out on the course in almost any kind of weather; any man whose average score is so good that an occasional round in the low 80's means he's "off his game" just has to be good. For that matter, a man whose plans for a vacation pivot around playing golf every day must have quite a liking for the game. We noticed last summer that both "Dick" Dickson's and John Stockberger's plans for vacations included golf (spelled with capitals—GOLF).

We've found it interesting, and so might the draft board, that there is a quartet of marksmen in our midst. War uses for ammunition has put a stop to a favorite sport for Ralph McMichael, Dave Porter, John Stockberger and "Dick" Dickson—all four of whom found target shooting a pleasant sport. Dave Porter was the skeet shot of the bunch. For a time it looked as if Ralph McMichael might have an edge on his fellow marksmen—he enjoyed doing his shooting with a camera more than with a gun. But now, with films and materials for developing them on the war necessities lists, that sport also has had to be curtailed.

The curtailments due to war necessities have hit the surf and deep sea fishermen too. Our fishermen are better known to you as members and officials of the Rod & Gun Club—Bill Knoche, John Stockberger, "Dick" Dickson and Dave Porter.

So far, we have few restrictions on swimmers, but that doesn't appear to be a favorite sport around our place. Leo Vincent is the only one who even mentions it as a favorite activity and with him it runs second to skating, either roller or ice.

We hear from a friendly reader "it wasn't like that" about an item published last month. In listing Bob Lucas as a raiser of chickens we quite unintentionally did Mrs. Lucas an injustice. We will offer no alibis, but Bob—we didn't know it was your wife, who is raising them.

MOTOR TRANSIT DISTRICT



By
Ruth
Fisher

Mr. Claude M. Allen, Assistant Superintendent of Motor Transit, moved into his new office, 209, on March 3. With him are L. E. Netzley, L. I. Mosier, C. H. Cooper and J. W. Butler.

We are welcoming Miss Edna Green as Mr. Allen's Secretary. She was formerly Chief Clerk of the Santa Fe Trailways in Tulsa, Oklahoma. Now we know where she gets that lovely southern accent. We think she is very nice people.

Mr. Allen received a letter from Corporal Robert Cruson, former M. T. Operator. He wishes to be remembered to all the boys and desires to hear from them. He can be reached at: Medical Section S C U 1918, Camp Beale, California.

Please accept our apologies. We made a mistake last month. . . . We said that Operator Sandgren was a member of the Archery Club, when it should have been M. D. Van Sandt. . . . SO sorry!

And while we are on the subject of Archery, we heard that for the first time in a month, the Archery Club got together last night for practice, and, according to Chief of the tribe, B. N. Stoner, the boys did a swell job, Van Sandt topping them all. For two and one-half hours they tried their skill shooting with 67-pound bows at a distance of 21 yards, which I am told is very difficult. And out of 24 arrows, 22 hit the target! As the evening wore on, Stoner put an arrow through the window and Frank O'Haver put one into the plaster. No, he wasn't plastered, it was the wall I spoke of. They only had coffee and nobody slept. So blame the bad shots to that.

At exactly 5:35 A.M. on February 10, 1943, Virginia Eileen arrived at the home of Mr. and Mrs. Aaron Deem. She weighed six and one-half pounds.

Operator G. J. Knopes is happier than I've seen him in months. He is a grandpa!

It was nice seeing Herb McCollum yesterday. He is on a nine-day leave from the Navy after having spent three months in Virginia and 12 days in Gulfport, Louisiana.



NEIL W. SEYFORTH
Motor Coach Operator
Takes the news with chin up.

Neil W. Seyforth was proud of his 1A rating, but prouder when he received a card from his Draft Board reclassifying him to 3A. In celebration he and Charles Davidson got together in El Monte. They didn't tell us how they celebrated, but judging from the picture, he's plenty elated over the situation. What a radiant countenance and what beautiful profiles! Looks to us as though he might be full of more than patriotic spirit.

The organization of the Pacific Electric Motor Transport Reserves Unit, begun several months ago, has now been completed.

The initial meeting of the boys who volunteered to make up the unit was held in the P. E. Club Auditorium on March 30 and 31. Units from other local bus companies attended and the meeting was a great success.

The meeting was conducted by the Office of Civilian Defense and Officers of the U. S. Army. Illustrative convoy motion pictures showing actual U. S. Army convoy operations were shown by the U. S. Army Signal Corps.

Supervisor L. I. Mosier, who recently attended a Convoy school, has just completed the "Pacific Electric Motor Transport Convoy Manual" for the use of the members of the unit and these manuals are being distributed among the boys in the unit.

From now on it will be: Major C. M. Allen, Capt. L. E. Netzley, Capt. E. E. Jarvis and Staff, Lieut. J. W. Butler, Lieut. C. Cooper, and, last but not least, call Mr. Mosier anything from a buck private to a General.

AT-TEN-SHUN!

FREIGHT STATIONS AND YARDS



By
Arden
Nasher

No doubt our column seemed brief last month, and we'll let you in on a secret. Your live-wire correspondent got caught napping! The few squibs that appeared were left over from the previous month, when we had more copy than could be accommodated. Called the Editor and casually asked when the deadline would be, and learned that it had already passed.

That's probably the reason a certain big-league cartoonist, Joe Alexander by name, saw fit to show yours truly "relaxing," with feet-on-desk, a long cigar in mouth and a gentle zephyr of snores emanating from the vicinity of the cigar-butt. The only thing about this masterpiece that is a little incongruous is that he shows me with a lot more hair than I possess—and I don't smoke cigars.

No fooling, this boy is good. We understand that a specimen of his art has been submitted to the P. E. Magazine, and it may appear elsewhere in this issue. However, if not it would be well worth your while to take a trip to Butte Street Yard and look over the gallery he has, scattered around the walls there.

One note that seems to have escaped Ye Editor from last month's contribution concerns a new bride in Jake Anderson's department. Lillian Acfedo up and got herself married on January 23 at the Mission Inn in San Fernando. Having been at the Freight House for several months, the young lady is a comparative "old timer," being well known to most of the gang—all of whom wish her the best of everything. Understand she had a real honest-to-goodness honeymoon, but she's back on the job now looking for all the world like a contented bride.

Our old friend Paul Wilson was in to see us a few days ago, and does he look swell in his new uniform! Paul is back at his old trade, Station Agent, working on the S.P. several hundred miles east of L.A. He likes the work and the Army life, and seems to be having a whale of a time. The best part of it is that his entire outfit is composed of rail-

road men who talk the same language and think the same thoughts from the veriest buck private up to the commanding officer.

Speed Frazier was also a most welcome visitor last week. Speed is now on a two weeks' furlough from way back east, where his outfit, also composed of railroad men, is working in Mississippi on the Southern Railway. Speed is really having the time of his life, and while he was undoubtedly glad to see us all, we couldn't help the sneaking suspicion that he is anxious to get back on the job. He has a "soft cushion" job that permits him to sleep in until 7:30 every morning while the poor slaves of the outfit pile out in the cold at 5:30. And does it get cold! Not at seven o'clock, of course, as the early risers get the old coal stove going when they get up. Speed regaled us for a spell with some of the most interesting and funny anecdotes we have heard about the Army in this war, and his own inimitable style enhances the merriment. Best of luck to you, Speed.

Some changes in Personnel connected with the Terminal Trainmaster's Office, since our last issue. **W. B. ("Barney") Blevins**, formerly Assistant Trainmaster, Freight Service, on the Northern District with headquarters at State Street Yard, was appointed Freight Trainmaster, Northern District as of March 16, 1943.

A. L. ("Robbie") Robertson, was appointed the same date as Assistant Freight Trainmaster, reporting to **Mr. C. W. Coutts** at 8th Street Yard.

Yours truly was appointed as Assistant Supervisor, Freight Service, reporting to Mr. Coutts at 8th Street.

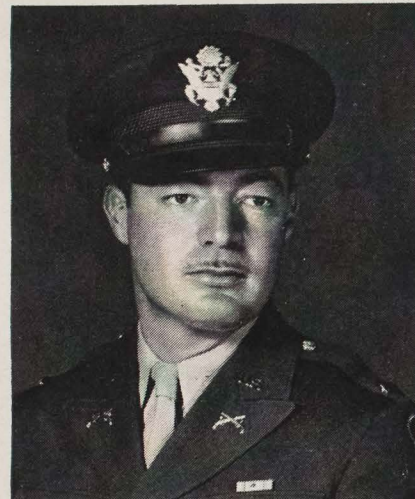
At this early date, we have no information regarding my successor in the job of Terminal Trainmaster's Clerk, but perhaps this information will be forthcoming in our next issue.

Incidentally, we had some fun with friend **Earl Altenburger** the other day. Our fellow correspondent, "**Frenchy**" **Neville**, mentioned in his column that Earl is now Assistant Trainmaster. Inasmuch as Earl has been occupying this position for a year or so, he is pretty well used to the job now, but the volume of congratulations vouchsafed when he stepped into the office the next day left no room for doubt that everyone knows it now. What have you been doing all these months, anyhow, Earl? Better late than Neville!

Eddie Hume happily tells us that Ed Junior is home for about 10 days, and all is joyful at the Hume residence. Young Eddie is going to Officer's Training School to become an officer in the Coast Guard after this

Son of Claim Agent Wins Captaincy In Military Police

His men call him "Pop" because he watches out so carefully for their welfare and comfort, but officially he is known as **First Lieutenant Robert D. Harris**, U. S. Army, Acting Captain of Military Police and Adjutant of his battalion. In private life he is the 29-year-old-son of **O. D. Harris**, Assistant General Claim Agent for the Pacific Electric. Before he left



FIRST LIEUT. ROBERT D. HARRIS
U. S. Military Police

Son of O. D. Harris, Assistant General Claim Agent, he is now Acting Captain and will receive his captaincy in May.

to join the Military Police on March 3, 1940, Lieutenant Harris was a special investigator in the State Comptroller's office, with headquarters in Los Angeles.

Now stationed at Fort Sam Houston, Texas, Lieutenant Harris began his military police training at San Luis Obispo. Thence he proceeded to Camp Lewis, Washington, where he soon demonstrated his worth and received the rank of sergeant.

furlough, and probably the next time we see him, he'll be commanding a cutter or gunboat. Everyone wishes him the best of luck, and we are looking forward to his first submarine conquest.

Had a brief message from **Mrs. Blake** last week, advising that **Jim Blake**, formerly Terminal Trainmaster and now a Captain, was in North Africa and on his way elsewhere in early February. Understand Captain Blake has been transferred to the Air Corps since leaving these parts.

Better sign off now, or Ye Ed may start using the blue pencil.

TRANSPORTATION DEPARTMENT



By

Josephine
Hollebaugh

Plenty of excitement getting a new gang going at Terminal Island for the opening March 19. **A. R. Crow**, Relief Agent at Glendale, transferred to Agent at the Island with the following crew taking over round-the-clock shifts in token selling: **Jacqueline Riordan**, **Dolly Anders**, **Lydia V. Shelton**, **Joyce Ray**, **Ina M. Russell**, **Wanda Hill**, **Violet Martin**, **Alice Knox**, **Maude Cross**, **Mina Varley**, **Ben Wagner**, **James R. Foster**, and **H. C. ("Cap") Jenkins**. (Cap is on sick leave from train service recuperating from a badly infected eye). . . . Look for big story and pictures on another page of this issue.

So many men plucked off by Uncle Sam this month (see Honor Roll), Personnel Bureau had to put on the pressure for replacements. . . . Plenty of new names and faces as well as familiar names in new jobs: At 6th and L.A., **D. E. Carson**, Baggage & Express Clerk; and **Barney Upchurch**, **Eugene J. Armstrong**, **Jay P. Krebs**, **Frank R. Ohly**, **James F. Warren**, Mail Handlers. At Butte St., **Merle N. Donaghu**, Yardmaster's Clerk; **Fred G. Kneer**, Yard Clerk; **Charles J. Sanford**, Car & Transfer Clerk; and **F. L. Hartzell**, **James Moreland**, and **John Zimmerman**, Transfer Clerks. At L. A. Freight Station, **James Jasmanka** and **Jasper Marino**, Check Clerks. At El Segundo, **Leroy R. Davis**; at Hollywood, **Kenneth Richardson**; at Santa Monica, **Clara Myers**; at Bellflower, **Erwin R. Kahl**—all Clerk Warehousemen. Cashiers **Marion Glasgow** at San Berdoo, **Peter C. Darwin** at Santa Monica, and **Oswald Thompson** at Compton. At Torrance, **J. Bankson**, Clerk Warehouseman; and **Louise Calidonna**, Utility Clerk. At El Monte, **V. E. Walker**, Ticket Clerk; and **Lillian W. McNie**, Yard and Bill Clerk. **Charles J. Black**, Ticket Clerk, Fullerton; **Carleton C. Scott**, Ticket Clerk, Long Beach; **Alvis R. Beardlee**, Ticket Clerk, San Pedro; **Ruth S. Schroeder**, Steno-Clerk, Wingfoot; **H. L. Massingale**, Assistant Agent, Pomona.

Deepest sympathy is extended to the family of Motorman **C. O. Sulli-**

van, Western Division, who passed away so suddenly last month. Western Division trainmen showed theirs in a real American way—headed by **Conductors Nolting** and **Holzman**, they collected a sizeable fund and presented it to **Mrs. Sullivan** to help out on her unexpected expense.

? ? ? No less than half a dozen trainmen, some new, some not so new, and some still students, want to know: "How many demerits does a Trainmaster get for running through a rigid switch?" They asked us—we're asking you—even though we won't know just what to do with the answer if we get it.

Robert De Moss upped last month from train service to Terminal Foreman and **Paul A. Enders** to Dispatcher, both Western Division. . . . **Harold A. Bates** from train service to Supervisor, Northern Division.

"**Barney**" **Blevins**, Assistant Trainmaster, boosted to Trainmaster, with **Al Robertson** moving up to Assistant Trainmaster from Assistant Supervisor, and **Art Nasher** from Terminal Foreman Clerk to Assistant Supervisor, all North & East Division Freight.

Charlotte Nettleship, back from a six months' leave and looking plenty pink and healthy now, replaces **Beatrice McKay** in Office of General Superintendent, Bea taking over Freight and Car Clerk job vacated by **Virginia Guppy**, resigned. . . . **William H. Massengale**, seniority Sept. 11, 1917, retired. . . . **Virgil Berry**, after giving Transportation a whirl, transferred back to Engineering Dept. . . . **Ben Savitsky** forsook train service for Mechanical Dept. . . . **Neal Moore** and **Fred McKelvey** traded train service for Yard Clerks at Butte St.

Next time you need a laugh—and who doesn't—drop in Room 204 and have a good look at the Bulletin Board. **Eleanor Lifur** and **Suzanne Jacquemin** are making a collection of wise-cracks and cartoons on Railroad Business and have their clippings posted up there. . . . They want contributions, too.

—BUY WAR BONDS—

The minister had just finished an excellent chicken dinner. As he looked out of the window, a rooster strutted across the yard.

"My!" said the minister. "That is certainly a proud rooster."

"Sho," said the host, "he has reason to be proud. One of his sons just entered the Ministry."

—BUY WAR BONDS—

A lady motorist was driving on a country road when she spied some repair men climbing telephone poles.

"Fools," she exclaimed inwardly, "they must think I never drove a car before!"

STATION STATIC



By

James J.
Adams

Well, the February issue of the Magazine went to press without the benefit of "Station Static," because it was the February issue and because February has a habit of only giving us 28 days to do 31 days' work. Who said rationing was a modern invention?

The many friends of **Grace Anstead** were grieved to learn of her death on March 6. She had retired less than a year ago from the Information Bureau, Main Street Station, after 29 years of faithful service. Services were conducted at the Todd and Leslie Mortuary in Santa Monica on March 10, and many of her friends from the Pacific Electric attended. She is survived by a sister, to whom we tender our sincere sympathy.

In the January issue of the Magazine the Editor started the idea of heading each column with a picture of the writer. The idea was fine, but we were on the night shift at the time and could not get down to have ours "took," so we dug up a not too recent one for him. This provoked many comments from our critics, such as, "Where are your short pants?" and "Did they let you out of school the day you had that taken?" We could have a new one taken but "You'll be sorry!"

We bid off the Night Supervising Ticket Clerk and Relief Cashier job and **Frank Kapitan** is now the proud possessor of this fancy title and the circles under the eyes that go with it. Sleep! It's wonderful, like peace. Getting much, Frank?

Add two more stars to our Service Flag and start fixing another. **Lee Bogue** and **Bill Murray** are now serving their country in the Air Force, and **Stewart Canning** expects to be inducted soon. He's 1A.

We asked **Peter Roller**, our supervisor, for a list of the new employees, which he furnished with the remark "Here it is up to now, but by the time it goes to press there will probably be three more gone and two new ones hired." That is just about the ratio we are working with. Anyway, the new employees now are **Fred S. Turney**, **Harry Holmes**, **Orion A. Hill**, **Floyd W. King**, **Floyd W. Weaver**, **Thomas W. Lentz**, and **Ira E. Wynn**. Best of luck and welcome to each!

Peter Roller has gone into the farm project in a large way. He has had a vacant lot plowed up, and from the quantity of seeds he carried home it looks as though the Rollers are going to eat well this summer.

Joe Hernandez is off to San Francisco and points north on his vacation. He says he will visit some of the former ticket clerks now serving in the U. S. Army and will bring back a lot of news. We offered to let him be our "Guest Columnist" and he accepted, so renew your subscription to the Mag., folks; big things are coming!

Minor Musick paid us a visit on one of his trips to Dr. Weber. He is looking fine and can't wait to get the O.K. to come back to work. Take it easy Minor. There will always be work here!

OUR COURTESY

to P. E. Railway—Motor Bus Employees and their dependents makes this the most reasonably priced mortuary for them.

GRAHAM & ISBELL

MORTUARY

Phone
PR-5590

915 W. Washington Blvd.

Phone
PR-5501

LAND AND TAX DEPARTMENT



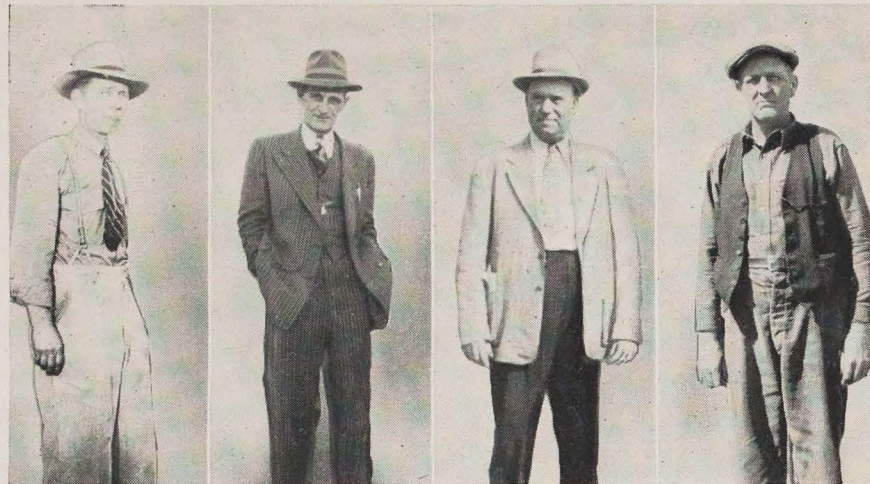
By
Bill
Clarke

Was unable to develop a column last month and while am sorry so many fans missed my contribution, now that I am over the shock, will try my best to catch up and deliver the goods as usual.

Am somewhat surprised at the male staff of this organization. I thought they were an up and coming group of men, but after the swell write-up given our recent addition to this office, "Beatrice Irene Rummelle," lost all bets—not a phone call being received. Boys, what do we have to do to make you realize that the best gals of all walk down the Land Department Hall? Now, to make doubly sure that you understand the tip given herewith, Bea is a very nice person. She is single, lives near the Angelus Temple, but does not boast membership. The lake there intrigues her and she often mentions the fact that she just loves boating. I can't put anything more in writing but if any of you like brunettes, five feet two, actively on the job and having many evenings for amusement, don't delay.

If you don't feel that Bea fills the bill, let me introduce you to our newest addition to the staff of the Land and Tax Department. "Bert," full name **Teresa Bertha Letourneau**, recently turned eighteen. Bert came to us February 1, 1943, and we have found her very friendly and accommodating. Sorry we can't offer a blonde this time, but Bert is also

Group pictures include the following: Left, H. N. Bennett, Fireman; J. R. Radcliffe, Engineer; R. J. Nagle, Conductor; J. W. Church and P. H. Paulson, Brakemen. Center, J. E. Neville and C. O. Pearson, Brakemen; W. W. McNeilly, Fireman; A. M. Tang, Yardmaster; J. A. McCarty, Conductor, and H. F. Woodworth, Engineer, Right, J. L. Schermerhorn, Engineer; S. W. Claassen and G. O. Wagner, Brakemen; V. R. Warren, Fireman, and R. E. Hilburn, Conductor.



SOUTH FREIGHT RIDES AGAIN

Believing that one picture is worth 1000 words, J. E. Neville sends in a 7000-word column this month. Individual pictures are of the following Yardmasters: (1) J. L. Van Valkenburg, Long Beach; (2) F. E. Wilbert, Long Beach; (3) C. S. Coutts, El Segundo; (4) J. T. Childs, Graham.

brunette with dark brown eyes. She tips the scales at 134 lbs. and is five foot six in stocking feet, likes to dance and go places and see things.

While we are arranging to help the girls, might pass on the remark made by **Euny Fischer**. She has two book ends (we mean book ends) but no books, and would like someone to give her a couple of good looking books. The subject covered in the books is not material as long as the covers are good looking.

Saturday, March 20, was **Cecil Bordner's** birthday and the girls gave him a good old fashioned party—coffee and cakes. The surprise was too much for him and he could find no words to express himself but you can be sure he appreciated the thoughtfulness. Certainly was good cake.

Now that rationing has gone into effect and it is increasingly difficult to obtain the things to eat, wish someone would give **Dorothy Pearson**

a tip on how to obtain meat so that she will lay off my lunch.

Spring has arrived and with it all the male members of this staff are thinking gardens. **Earl Van Dusen** seems to have a small time ranch and wants to know the best way to get rid of pests and do some grafting.

C. Bordner has bought a lot of new tools, but at his age, with birthdays creeping up on him, we doubt whether the exercise will restore that spring of youth.

Eunice is thinking about having her husband plant a garden in the front yard, but she doesn't know whether she should plant seeds or the cans stored away in her cupboards.

Dorothy Pearson has an interest in a little pig. Anyone wanting pork chops along with the eggs and nuts she delivers, place your order in advance. Am trying to get her to have open house but she says one little pig around the ranch is enough.

ACCOUNTING DEPARTMENT



By
Marilyn
Hawkins

"The things in life that are worth having are worth fighting for." That statement is being proven each day by our soldiers—they are fighting and dedicating their lives to the cause of freedom. **Patricia Briggs**, age fourteen, daughter of **Louise Briggs**, wrote the following poem after learning that a friend of the family, **Sergeant Major T. F. Sweeney**, 4th Marines, was reported missing in action on Corregidor:

They're Still Fighting

They fought for the Philippines, Corregidor, those brave Marines, and lost the battle, While people at home said, "Oh, we've lost the Philippines!"—but that was worthless prattle. They're still fighting in brave guerrilla groups— Fighting against the trained Jap troops; And while they're fighting they think of home, And hope the wife and kids are not too alone. They're fighting for a better world, a land of the Free; Their pals born of the Philippines add their plea. So we of the home front must help their cause, Giving up needed things without a pause For out there they are still fighting for you and me— A battle to keep us all safe and free. —Patricia Briggs

There is an awful lot of truth in your little poem, Patricia!

Did you know that the charming group of girls who have lunch together in the P.E. Club Cafeteria, consists of three pairs of sisters? They are: **Jeanne Turner** and **Betty Wells**, **Clare Enscoe** and **Betty Schrey**, and **Gertrude** and **Marylois Eggeman**.

Janet Ray, former clerk in this department, has joined her husband in Sioux Falls, South Dakota. He is a Radio Technician in the Army Air Corps.

Bob Hurlbert, son of **Irene Hurlbert**, Freight Accounts, recently entered the service and is now in the

Ordnance Division of the U.S. Army in Wyoming.

Joe Lortie's family is well represented in Uncle Sam's service. Joe's son, **Warren**, is now an Aviation Cadet in Washington. Joe has two sons, four nephews and two brothers-in-law in the service. Guess you're next, Joe!

John L. Pujul, our new Agent's Accounts Clerk, is now a proud Papa! On Saint Patrick's Day a 5 lb. 3¼ oz. baby girl arrived. John said he isn't Irish either. The proud parents have named their daughter **Joan Elizabeth**. (Here I thought he was nervous because of his new position.)

Have you noticed how gay **Gertrude ("Tonie") Eggeman** has been lately? It couldn't have anything to do with **Clayt's** recent commission, could it? Tonie didn't want him to have anything on her, so the same day Clayt was commissioned a Lieutenant, Gertie was awarded a new position. Congratulations to you both!

Corporal Donald Watson had a furlough this month and spent a few days visiting his old friends here at the P.E. Don is located at Camp White, Oregon.

Pvt. Garner F. McBride is located at Camp Stoneman, Pittsburg, California. Garner worked in the Stationery Store before he entered the service.

We extend our welcome to a new group of clerks: **Betty Wickwar**, Comptometer Bureau; **Norma Fancier**, Typing Bureau; **Maybelle Wirz** and **Patricia Snyder**, Freight Accounts; **John L. Pujul**, Miscellaneous Accounts; and **Clare Lawson** and **Doris Coleman**, Immediate Bureau.

Joe Lortie spent a few days vacation in Palm Springs. Reports the weather was grand.

April Birthdays

- Congratulations and stuff!
- Nancy D. Kelly 1
 - Veda Underwood 3
 - Belva Dale 8
 - Florence Haldeman 17
 - Louis Tighe 23
 - E. L. Young 23
 - A. F. Manhart 25
 - Carmen Del Campo 25
 - Maybelle Wells 26
 - Betty Schrey 27
 - Edgar Morris (in the Army) 28

—BUY WAR BONDS—

Heard in a London air raid shelter: "Is there a macintosh in here that's large enough to keep two young ladies warm?"

"No, but there's a MacPherson who's willing to try," was the reply from a dark corner.



PVT. ROSS GALLEGOS
Wins a Silver Star for his daring and initiative in covering the retreat of a platoon in Tunisia. His father is Ben J. Gallegos, Carpenter at Torrance Shops.

Army Silver Star Won By Son of Carpenter

Ben J. Gallegos, freight car carpenter down at Torrance, was proud to read the following article in the Los Angeles **Evening Herald and Express** for Monday, March 15, about his son—and all other employees will be proud, too:

"**Private Ross Gallegos**, of 2510 East 113th street, has been awarded the coveted Silver Star bestowed by the Army for bravery above and beyond the line of duty, according to dispatches received today from headquarters of the American forces on the Tunisian front.

"On his own initiative," the citation states, "Gallegos manned a machine gun on a disabled vehicle and effectively covered the withdrawal of an assault platoon. He then walked back to rejoin his unit, and that night led a salvage party back to the battlefield in an effort to recover the vehicle."

—BUY WAR BONDS—

Minister: "Rastus, don't you know it's wrong to play cards on the Sabbath?"

Rastus: "Yes, parson, an' believe me, Ah's payin' for mah sins!"



HERE AND THERE WITH THE WOMEN'S CLUB



By
Mrs. Lon
Bishop

The second Thursday in March for the past 15 years has been a gala day for the Women's Org., for it is the birthday of the Club. This year's wasn't a big party like those we've had so many times before, but it was a cosy get-together of a group of women determined to keep together, carry on, and smile in spite of what happens; for they all know that new, happy days are promised and will come again.

It hasn't been an easy year for **President Hasty**, who has been faced with problems of many kinds—transportation for outside members, serious illness of some of the regulars who have been away for months, and now the departure of members going into defense work.

But let's get back to the party on March 11. The President's table was beautifully decorated with lovely lace cloth, lighted candles, and, in front on a smaller table, a large number "15" covered with jasmine.

Rena McDaniels, in her own sweet way, read a short summary of the Club's history and each Past President, and afterward every member marched past and placed a single white flower in the jasmine.

Directly in front of **President Hasty** was the birthday cake, a luscious dream of a cake in green and white—and she kept her eye on it, too, for you know what snatchers boys are.

Speaking of boys, one of the nicest things that every member looks forward to at the parties, and one thing that has acted as an added incentive to keep going, is the presence and interest of our big brothers—busy men who have stood by all through the years and who join us at these annual affairs.

At the fifteenth birthday party, **Messrs. Thorburn, Thomas, and Vickrey** were guests, each with a serious word of praise and encouragement (nice words that mean so much) and a good bit of kidding on the side (which nobody means, but how we love it!).

We haven't lost our **Mr. Thomas**, because he has promised to be

on hand in his usual place whenever his work will permit.

Mrs. Joy Landon, Program Chairman, later introduced **Mr. Chas. Rubin** from the Red Cross Blood Donor Service, who told of the very urgent need for more blood. He distributed pledges, which were signed by enough members to make the Women's Club 100 per cent.

Always a happy part of the program is the music furnished by **Mrs. Fuller**. She sang two lovely old songs.

It was a nice party. Sorry if you missed it. Everybody sang "Happy Birthday" to each other, and with that too-pretty-to-cut cake served later with coffee, we started off—just think of it!—toward sweet sixteen.

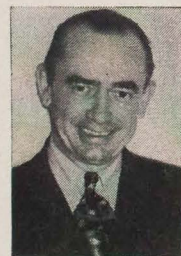
We hope to have a picture of our Red Cross unit in action before long and let you know about the work accomplished.

Last week 15 of the ladies met at the Production Center and in just a few hours filled one thousand "ditty" bags for our boys. Each bag contains 11 articles, such as sewing kit, cigarettes, playing cards, memo book, etc.; and **Mrs. Columbus** was highly complimented on her efficient group.

We had a little "blackout" all our own over in Glendale last month, and we want to thank our pinch hitter, **Mrs. McDaniels**. She's a swell gal and a real pal.

—BUY WAR BONDS—

PACIFIC ELECTRIC ROD AND GUN CLUB



By
Arlie
Skelton

The Pacific Electric Rod and Gun Club's annual outing to Lake Arrowhead Friday and Saturday, April 30 and May 1, for the opening of trout season, is still on, according to latest available information. As stated last month, the setup will be about the same as last year.

Twenty boats, and lodging for forty members, have been arranged for. These reservations are being claimed by members desiring to make the trip, on a basis of first come, first served. **C. G. Gonzalez** has the list, and it was dangerously close to being sold out at our last meeting.

This outing, being one of the out-

standing club events of the year, is quite popular. If you want to go, and believe you can get off, better check on reservations soon, because any reservations not claimed by the April meeting will be sold to guests of members.

Ten boats have been reserved for the following day (Sunday) as an accommodation for those desiring to stay over the week-end. This was an emergency measure taken just in case you didn't think to reserve your Sunday boat in time.

Total cost for the accommodations, including three meals, lodging, and your half of a boat, will be seven dollars, payable at the time you make your reservations. The club outing is officially over at noon Saturday.

How to get there and back again and still maintain the good will of your ration board is your problem. Owing to the fact that some people will not be going fishing that day, the big red cars will have to roll just the same, and forty men is a lot of manpower these days.

Sure is going to be a long walk for **W. G. Knoche** and some of the other officials who are so unfortunate as to have only "B" cards. **B. F. Manley** is more worried about the menu than about transportation. Says if we use rabbit for meat, he won't eat. **Scott Braley** is more concerned about a good comfortable bed. He goes mostly for the rest and recreation anyway, so nothing else matters. **H. P. Bancroft** seems content to take matters as he finds them. **C. G. Gonzalez** goes along to manage the finances and to be sure no one carries the camp away.

Harry Pierce made reservations for a good portion of the Torrance Shop crew, judging from the handful of "folding lettuce" he turned in to the Special Camp Committee. Looked as though he was heading for the pari-mutuel window to get down heavy on a good thing. **L. E. Murphy** said he would go, only it was embarrassing to take the first prize every year. I thought about halibut being a salt water fish, but knowing **Murphy's** tender spot, withheld comment.

The next big problem is, how many can get off to make the trip, with the present manpower shortage?

The club takes pleasure in welcoming to its fold the six new members initiated at the last meeting: **Reuben F. Gies, Ted Jensen, James O. Rucker, Charles C. Rushing, George H. Ryan, Thomas N. Sharp**. We hope to see you out to our meetings as well as to sports events. You are "one of us" now and we ask you to feel free to take part in all club affairs.

Next regular meeting Wednesday, April 14.

PACIFIC ELECTRIC MASONIC CLUB



By
Ed. J. A.
Hasenyager

Don't forget that our next meeting will be on April 21, Wednesday, 7:30 p. m., at the club rooms on the ninth floor of the Pacific Electric building. Your President urges you to be present.

Your Afterself

(A message for all youth, appropriate for School Week, by David Starr Jordan.)

"Your first duty in life is toward your afterself. So live that the man you ought to be may, in his time, be possible, be actual. Far away in the years he is waiting his turn. His body, his brain, his soul, are in your boyish hands. He cannot help himself. What will you leave for him? Will it be a brain unspoiled by lust or dissipation; a mind trained to think and act; a nervous system true as a dial in its response to the truth about you? Will you, Boy, let him come as a man among men in his time? Or will you throw away his inheritance before he has had a chance to touch it? Will you turn over to him a brain distorted, a mind diseased, a will untrained to action? Will you let him come and take your place, gaining through your experience, happy in your friendships, hallowed through your joys, building on them his own? Or will you fling his all away, decreeing wantonlike that the man you might have been shall never be? This is your problem in life—the problem which is vastly more to you than any or all others. How will you meet it, as a man or as a fool? It comes before you today and every day, and the hour of your choice is the crisis in your destiny."

HOSPITAL NEWS

Brother E. L. Martin is again confined to his home at 1721 East 68th St. Brother Ed will appreciate your calling.

Brother Fred U. Brown, at home fighting his way thru bronchial pneumonia, is well on his way to recovery and will soon be back on his job leading his overhead line gang in search of line troubles.

Brother Oren Smith, Signal Engineer, is home again after spending six weeks at St. Vincent's. The doc-

tor promises that he will be back on the job after a week or ten days. We will be glad to see him. He has really been missed in room 695.

IN MEMORIAM

Brother Charles J. Medley (retired), formerly employed at the West Hollywood shops in the Mechanical Department, passed away on March 4. He made his home with his daughter in Beverly Hills. Brother Medley was Past Master of Concord Lodge No. 854, Carrick on Shannon, Ireland. We extend our most sincere sympathy to the family and friends.

—BUY WAR BONDS—

MINUTES

Pacific Electric Club Executive Committee

Tuesday, March 2, 1943

The Executive Committee of the Pacific Electric Club met in the assembly room of the Club at 2:00 p.m. Meeting called to order by **Mr. G. E. Collins**, Club President.

Roll call showed the following members absent: **D. F. Houston, F. Sauerwein, H. F. Tiemann, L. L. Sommerville, C. J. Hileman, Earl Brucker, E. E. Hunkin, H. P. Bancroft, Robert Dornor, F. N. Compton, W. E. Reed and Alpha Barrett.**

Minutes of previous meeting held September 17, 1941, approved as issued without being read.

Mr. Collins called for the Manager's report, whereupon **Mr. Vickrey** read the book-keeper's report of receipts and deposits of the Employees' Emergency Relief Fund, Club membership report for the month of February, 1943, names of employees confined at St. Vincent's Hospital as of March 1, 1943, and report of vital statistics for the month of February, 1943.

Mr. Vickrey said the membership of the Club in February 1942 was 2823 as compared with 3069 in February 1943, showing an increase of 246 new members during the past twelve months due to the increase of new employees.

Mr. Vickrey called attention to death claims of the Employees' Mortuary Fund as follows:

Year	Deaths	Yearly Cost	Monthly Cost
1942	51	\$12.75	\$1.06 1/4
1941	51	12.75	1.06 1/4
1940	55	13.75	1.14 7/12
1939	42	10.50	0.87 1/2

Called attention to the fact that during a month when there are 8 or 9 deaths the average employee forms an opinion the cost is too high. Stressed before the Committee the necessity of explaining to such employees that if spread over a period of twelve months cost will be found to be very nominal, also that the purpose of the Fund is to create a cash payment, payable immediately upon the death of a member to a designated beneficiary. Further pointed out that this prevents the passing of the hat when the breadwinner passes away leaving his or her family without immediate funds. Last available figures indicate the fund paid the beneficiary \$595.50.

Mr. Vickrey also called attention to the Employees' Wives' Death Benefit Fund, of which there were only six deaths during the past year. Last available figures indicate the beneficiary received approximately \$150.00.

Mr. McCulley suggested the Editor of the Magazine publish an article in the Magazine, pointing out the benefits of the Employees' Mortuary Fund, which could be read by the employee's family, who in turn might induce the employee to become a member.

Mr. Collins replied that this was a good idea and designated **Mr. Vickrey** to prepare such article for the Magazine. Which **Mr. Vickrey** said he would be very glad to do.

OLD BUSINESS

Distribution of Magazines
Mr. Collins asked if proper distribution of Magazines was now being made among employees of the L. A. Motor Coach Lines.

Mr. N. K. Miller replied employees are now receiving an ample supply.

Mr. Collins inquired as to shortage of Magazines at Torrance Shops. **Mr. Thatcher** replied that a sufficient supply was received last month.

NEW BUSINESS

Setting Up Publishing Date of Magazine
Mr. McCulley suggested that the date of distribution of the Magazine be set up so as to be on hand on payday and when the employee received his pay check the Magazine would be available at the same time, thereby making a more accurate distribution and more chance that the employee would take the Magazine home so it could be read by the employee's family.

Mr. Collins replied that this would be taken under consideration, while the March issue would be released at the usual time. He would try and have the Magazine ready earlier hereafter.

M E C C A — Management-Employees Charity Chest Association

Mr. Dickson asked if M E C C A — Management-Employees Charity Chest Association—would come under the jurisdiction of the Club Committee. **Mr. Collins** replied that this did not come under the jurisdiction of the Club Committee, but that it would be well for the Club Committee to assist in building up this association.

Mr. McCulley made a motion, seconded by **Mr. Bullock**, that the Club Committee be appointed as a sub-committee to work for the betterment of the M E C C A Association. Motion passed by a unanimous vote. **Mr. Collins** instructed **Mr. Vickrey** to notify absent members of the Committee of this motion, and they were appointed to serve as sub-committeemen of the M E C C A Association.

Lifting of Age Restriction For Mortuary Fund

Mr. Neville suggested lifting the 50-year age restriction passed by action of the Club Committee at regular meeting on November 22, 1939. After considerable discussion it was decided to re-state the action taken by the Executive Committee on November 22, 1939, which reads as follows:

"By action of the Club Committee the Mortuary Fund Rules were modified to deny the right to become members to those employees over 50 years of age, having been in the service of the company six months."

"At the last meeting of the Committee it was ruled that present employees affected by the above change be given 90 days from December 1, 1939, to become members of the fund, and so notified by posted notices."

F. E. GEIBEL, President,
"Pacific Electric Club."

American Flag at Butte Street Yards

Mr. Vickrey read a letter from **Mr. Andrews**, Committeeman from Butte Street Yards, asking for a new flag account the old one being in threads. Explained the Club was in no position to provide a flag for outside shops or terminals. **Mr. Geibel** replied the Mechanical Department would take care of this matter.

Shortage of Lockers at Long Beach Freight Station

Mr. Neville reported inadequate locker facilities at Long Beach Freight Station. There are lockers for four crews and at present twelve crews work out of this terminal. Matter referred to **Mr. Denton**, who informed there was a shortage of lockers over the system, and no more steel lockers available. The only way to provide lockers would be to build some out of lumber, but the shortage of carpenters and materials made it indefinite as to when this shortage could be corrected.

Outside Terminals Not Receiving Deduction Slips

Mr. Neville reported employees working at outside Terminals not receiving deduction slips when they receive pay check. Suggested the amount deducted be posted on pay check so the employee would know what his deductions were. **Mr. Wagenbach** replied these slips are sent out from the Timekeeper and the checks are sent from the Paymaster, but in most cases where an employee transfers from one terminal to another the deduction slips are also transferred.

Booklet On Activities of Club

Mr. Vickrey reported a booklet giving description of Club Quarters, activities, benefits, etc., was about ready to go to press and as soon as these are received a supply will be sent each Committeeman to be distributed to new employees and non-Club Members.

There being no further business, meeting adjourned at 3:25 p.m.

PACIFIC ELECTRIC CLUB CALENDAR

Thursday, April 8:
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Business Meeting and Program—1:00 p.m.

Saturday, April 10:
P. E. Agents' Association Meeting—7:30 p.m.

Tuesday, April 13:
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit No. 321. Semi-monthly Meeting—8:00 p.m.

Wednesday, April 14:
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

Thursday, April 15:
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.

Wednesday, April 21:
P. E. Masonic Club Meeting—7:30 p.m.

Thursday, April 22:
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Business Meeting and Program—1:00 p.m.

Tuesday, April 27:
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit No. 321. Semi-monthly Meeting—8:00 p.m.

Thursday, April 29:
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.

Thursday, May 6:
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.

Tuesday, May 11:
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit No. 321. Semi-monthly Meeting—8:00 p.m.

Wednesday, May 12:
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

—BUY WAR BONDS— AMERICAN LEGION AUXILIARY



By

**Mrs. Martha
Harper**

Mrs. Alfred J. Mathebat, President, American Legion Auxiliary, has accepted an appointment to the National and Inter-American Music Week Committee. Music Week will be observed May 2 to 9.

Mrs. K. M. Brown, Jr., Past President of the unit, had a surprise visit from her son, Jerry, who is Technical Sergeant in the Ferry Command of the U. S. Air Corps.

Mrs. Martha Harper, Secretary, had as a week-end guest a nephew, A. D. Allmen, A.S., from the Naval Training Station at San Diego.

Mrs. V. G. Clemons, First Vice President, reports having had a letter last week from her son, Jean L. Clemons, A. M. 3c, who is in the Navy Air Corps somewhere in the Pacific.

Mrs. W. W. Braley had a short

Loss of Help Forces Management to Close Subway Restaurant

"Because we have lost so many employees to the defense industries, we were forced to close the Subway Terminal Restaurant, Unit No. 122, on March 1," stated Mr. Carl F. Hill, Supervisor of the Pacific Electric Restaurant and News Service, last week.

"The closing was not due to any shortage of supplies," he added.

Mr. Hill declared that he would be glad to interview applicants for restaurant service.

visit with her son, W. D. Clark, Ph. M. 2c, U. S. Navy. He was on his way East, after having been stationed at San Diego.

Mrs. P. Poast was elected Historian at the last meeting.

LEGISLATIVELY ON GUARD

Protection of the nation's interests and the interests of service men and women is the key of the legislative program which the American Legion and the Legion Auxiliary are sponsoring at the Nation's capitol.

Mrs. Byrum Harris of Gary, Indiana, chairman of the Legislative Committee of the Auxiliary, in a recent statement on important bills now pending before the 78th Congress, said:

"There are many important measures for which the Legion Auxiliary is working. Public Law 732 is one of them. It provides added protection of property and rights to those of the armed forces.

"House Resolution 7633 provides

that Army Nurses shall be on a comparable basis with other Army personnel, as to pay allotments and other benefits. Naturally we favor this because we want the men and women in our armed services treated with equal fairness.

"We also are supporting military rank for Women Doctors in the Army and Navy.

PAN AMERICAN DAY APRIL 14

The 9,362 Units of the American Legion Auxiliary in the United States and the Territories will observe Pan American Day, April 14, according to Mrs. Harrison Smith of Philadelphia, Pennsylvania, national chairman of the Pan American Study Committee of the Auxiliary.

The Legion Auxiliary has secured the cooperation of the Office of the Co-ordinator of Inter-American Affairs in the preparation of a special radio script which will be sent out shortly to local units. It can be given over a local radio station or presented as a skit at a meeting. It is entitled "Salute to Peru," for Peru is the particular object of the Auxiliary's Pan American study this year.

Mrs. Martha Harper believes that being a Legion Auxiliary member (15 years of service) really means acting the part. Secretary of the P. E. chapter, she has been seven times a blood donor since 1936—tie THAT one!—and hasn't bought a vegetable for nearly two years because she has loyally followed government advice and planted victory gardens. She has been a correspondent for about three years. Her only peeve concerns editors who won't publish articles (tsch! tsch!). Husband James E. has been a Conductor on the South since 1937.

SPECIAL Accident & Sickness Insurance Policy offered to Pacific Electric Railway & Bus Employees Only by Massachusetts Bonding & Insurance Co.

PROTECTS YOU ON OR OFF THE JOB
And 24 Hours A Day

Benefits Payable from First Day
Accident or Sickness if you desire

Issued Thru

WM. L. THOMAS AGENCY

817 PERSHING SQUARE BLDG.

SEE OUR AGENTS AT TERMINALS

Harold Burleson
J. G. Duesterhoff
C. H. Kissick

P. A. Du Bose at P. E. Club or Phone Trinity 3526



- - GRINS AND CHUCKLES - -

A head-on crash between two crack trains had occurred directly in front of a switch tower and as it appeared that the disaster might have been averted by the prompt manipulation of interlocking levers, the officials conducting the inquiry were anxious to question the man in the tower.

"How long had you been working for this road when the accident occurred?" they asked.

"Four days."

"Now tell us about this wreck. What did you see from your post in the tower?"

"Well, here's how it was. I'm lookin' up the track an' see No. 28 comin' down lickity split. Then I looks up the other way on the same track an' there's No. 43 comin' like a guy with his shirt afire. Both of 'em makin' sixty an hour an' comin' head-on."

"Yes, yes, and what did you do?" demanded the officials breathlessly.

"Well, I say to myself: 'Ain't that a hell of a way to run a railroad.'"

—BUY WAR BONDS—

"What kind of dress did Betty wear to the party last night?"

"I don't recall all the details, but I do remember that it was checked."

"Boy! that must have been some party."

—BUY WAR BONDS—

He opened the curtains of his lower berth. In it were two lovely blondes. He consulted his ticket, checked the train and car numbers. It was his berth. He parted the curtains again. "I'm sorry, ladies, but I'm married and highly respected in my small town. I can't afford to have a breath of scandal attached to me. I'm terribly sorry—but one of you will have to leave."

"I am going to show you," said the flying instructor in mid-air, "that I've got complete confidence in your flying ability." He threw his stick out of the plane.

"Oh, that's how you do it," remarked the student pilot, and threw his stick out too.

—BUY WAR BONDS—

Tenant: "You know, you could keep our apartment cool all summer by running cold water through the radiators."

Janitor: "I don't think it could be done."

Tenant: "What have you been doing all winter?"

—BUY WAR BONDS—

A man went to a physician, complaining of prolonged headaches. The doctor told him to stop smoking.

"I have never used tobacco in any form."

"Well, then, stop drinking."

"I am a total abstainer."

"Late hours, then, and fast women."

"I am always in bed by nine. I am a bachelor and live with my maiden sisters. Now, seriously, what causes my headaches?"

"I don't know," said the baffled doctor. "I guess your halo's pinching."

—BUY WAR BONDS—

Mary Pickford several years ago stood watching a parade in New York. Beside her stood a foreign-looking man who snorted with disgust when the American flag was passing.

"That flag makes me sick," he snapped. "It looks like a stick of striped candy."

"Yes, and it makes anyone sick who tries to lick it," retorted Mary.

DENTAL DEPARTMENT PACIFIC ELECTRIC RAIL AND MOTOR COACH LINES

OWNED AND OPERATED BY

BEN A. PATTON, DDS., BS.

Under schedule of charges for Dental Services
approved by the Pacific Electric Management.

TERM PAYMENTS, IF DESIRED

BY PAYROLL DEDUCTION

826 Pacific Electric Building

TUcker 7272

MUtual 7089

FEET HURT?



You can walk in style and Comfort in
KNAPP Aerotred SHOES
FOR MEN AND WOMEN

with velvety-soft, air-cushioned innersoles and buoyant support to the arches... For substantial savings and Expert Factory Fitting Service, consult YOUR LOCAL SHOE COUNSELLOR

(Union Made)

M. E. NIXON

2035 Midvale, West Los Angeles

Phone ARizona 3-3229

PACIFIC ELECTRIC Magazine

Vol. 23, No. 9

April, 1943

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

Issued in the interest of active and retired employees of Pacific Electric Railway and Motor Coach Lines.

Contributions of news items regarding employees or activities of the railway are invited, and should reach the Editor before 23rd of the month.

Address all communications to the Editor at 682 Pacific Electric Building, Los Angeles.

EDITOR

Glenn E. Collins

ASSOCIATE EDITORS

Howard M. Horrworth

W. Warren Silliman, Jr.

CORRESPONDENTS

James J. Adams, Mrs. Deane H. Aspelmeier, Mrs. Lon Bishop, William Clark, Raymond W. Cragin, James E. Davis, Mrs. Ruth G. Fisher, Mrs. Martha Harper, Ed. J. A. Hasenyager, Miss Marilyn Hawkins, Miss Josephine Hollebaugh, Victor P. Labbe, Miss Adeline McIntyre, Miss Betty Morrison, Arden H. Nasher, J. E. Neville, W. F. Servranckx, Arlie Skelton, Miss Marion Snowden, G. R. Stevens.



Save Lense Breakege With

NOBRĀK

RIMLESS MOUNTINGS

- Pat. Pend.
- NO HOLES!
 - NO SCREWS!
 - NO CEMENT!
 - NO LOOSE LENSES!
 - P. E. RATES!

BUDGET PLAN

1/4 down, 1/4 in 30 days,
1/4 in 60 days and 1/4 in 90 days. Or Charge it!

Invented by

W. F. MORRISON

Optometrist at
GLENDALE
PASADENA
LONG BEACH
SANTA ANA

THE
Famous
DEPARTMENT STORE

Broadway at 9th
LOS ANGELES



One of the nation's greatest resources is represented in America's 29 million automobiles. Proper driving and proper care will give these cars a much longer useful life than they would normally experience. The Smiling Associated Dealer in your neighborhood is anxious to do his part by taking care of your car.

TIDE WATER ASSOCIATED
OIL COMPANY

MEMBER • FEDERAL DEPOSIT INSURANCE CORPORATION • • • FEDERAL RESERVE SYSTEM •



WITH THE OLDEST BANK
IN SOUTHERN CALIFORNIA



Thousands of our depositors have found our Bank-By-Mail Service complete, safe and satisfactory. The facilities offered are as near as your mail box. Call, telephone, or write for particulars.



Our Trust Department is fully equipped to undertake any trust service.

Escrows handled.

THE FARMERS AND MERCHANTS NATIONAL BANK OF LOS ANGELES

FOURTH AND MAIN STREETS

CALL MADISON 7272



THE OLDEST BANK IN SOUTHERN CALIFORNIA