

DECEMBER 1943
PACIFIC ELECTRIC
Magazine





The Season's Greetings

SINCERE CHRISTMAS GREETINGS
and best wishes for the coming year to every Pacific Electric worker and to all friends of the Company.

This Christmas brings us the real assurance of final victory. Truly something to be grateful for and a very welcome Christmas gift.

By steadfastly carrying out your duties throughout the past year you, as workers on the Pacific Electric, have materially aided in the victory that is in sight. Your splendid team work and your fine spirit have been outstanding. Through your efforts Pacific Electric has been able to carry its full share of the war-time load.

Although victory is in sight and the horizon is lightening, we can by no means afford to rest on our laurels. With increased gasoline rationing, shortage of automobiles and the coming vastly increased operations in the Pacific, undoubtedly we will be called upon for still greater efforts. Only through continued unrelenting exertion and cooperation can we meet this additional burden. Am sure we both can and will. Let it be our resolution for the New Year never to relax until VICTORY is achieved.

Again, sincere Christmas greetings and best wishes.

O. A. SMITH
President

Pacific Electric Delivers the Goods

PACIFIC ELECTRIC'S TRANSPORTATION AND FREIGHT TRAFFIC DEPARTMENTS WORK HAND IN HAND TO ACCOMPLISH MOVEMENT OF HUGE INCREASES IN WAR FREIGHT

After Pearl Harbor, freight in huge quantities began to flow from Eastern centers of manufacture and from Mid-western agricultural areas toward Pacific Coast ports. The railroads, which had been forced to retrench during depression years, were heavily loaded and for a time the wheels of transportation groaned under the vast burden. A considerable share of this freight funneled through Colton and San Bernardino westward via Pacific Electric to State Street Yard, and thence through Butte Street to the ports of embarkation at Los Angeles and Long Beach harbors.

HUGE FREIGHT INCREASE

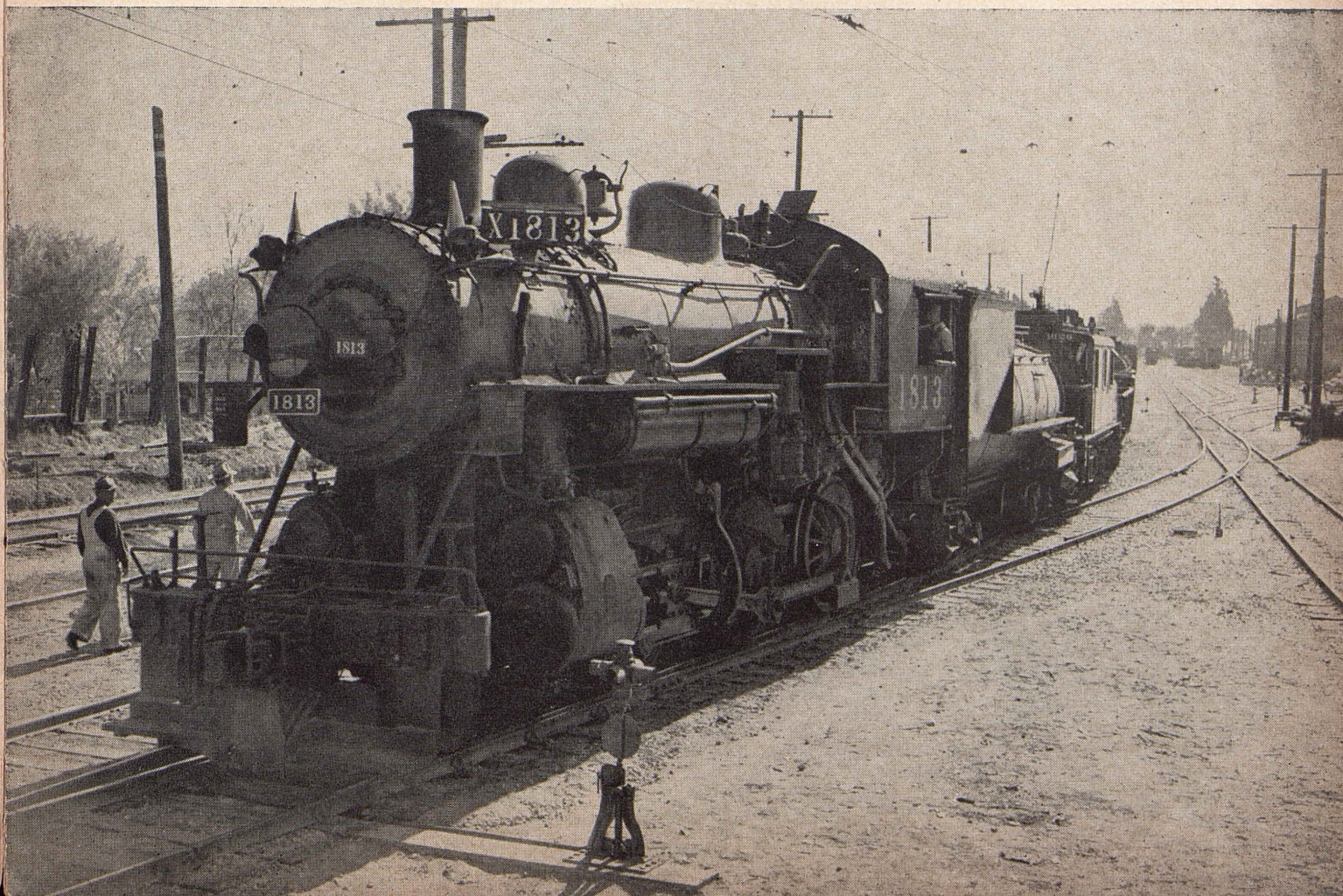
In the two years since the United States declared war, Pacific Electric's part has been continually increasing in importance. A comparison of the number of gross tons of freight car-

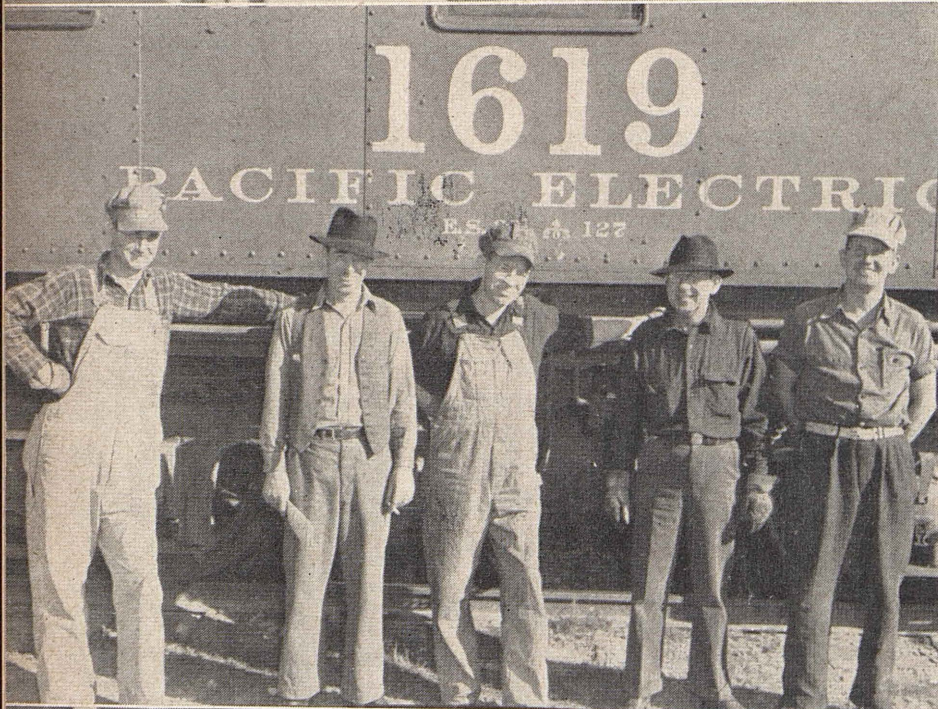
ried one mile shows that there was a 115 per cent increase for the first nine months of 1943 over the corresponding period for 1942. This increase is greater than the total for the twelve-month period of 1938, 1939, or 1940; and by the end of 1943, the increase over 1942 is expected to be greater than the total gross tons of freight carried one mile in the previous peak year of 1941. On the Colton-San Bernardino-State Street line alone more than 100,000 cars have been handled during the first ten months of this year. And all of this increase has been handled to date without significant increase in either track storage facilities or rolling equipment.

How has Pacific Electric been able to absorb this load? In the first place, its existing facilities, built at a time when railroads were in great demand

as the only fast method of hauling, were already extensive. As far back as 1910 Pacific Electric was equipped with a four-track main line between Los Angeles and Watts, and a double track line from Watts to the harbor area. No other railroad is so equipped. In the second place, operational methods are so flexible that difficult traffic situations are met with a minimum of lost motion, a fact in large measure due to the excellent management of Assistant General Superintendent T. L. Wagenbach and his corps of Trainmasters and Yardmasters. In the third place, operations are speeded by the excellent morale of the men, and by the spirit of co-operation between management and labor. Mr. Wagenbach asserts that this condition is due to the fact that the relatively small size of Pacific Electric brings management and men

LOS ANGELES-BOUND is this 50-car train of mixed freight, shown leaving the north end of the San Bernardino yard. One steam and three electric locomotives are hauling the train through the yard.





OUT SAN BERDOO WAY—*Top left: General Agent C. H. ("Casey") Jones. Top right: Trainmaster Barney Blevins, Yardmaster Robert Shaw, Chief Yard Clerk C. M. Collins, Assistant Trainmaster W. A. Buck. Beside the 1619 is the crew that helped get the train shown on the previous page through the San Bernardino yard: Trolleyman B. N. Howard, Conductor G. J. Gould, Brakeman H. C. Arthur, Motorman G. F. Miller, and Brakeman B. R. Koble. At bottom: San Bernardino Freight House gang, including, left to right, Clerk Ira S. Walker, Foreman Aaron W. Ott, Clerk Ellen Kolesar, Clerk Mary Stephens, Cashier Leo Daun, Steno Charlotte Oden, Assistant Freight Agent Russell R. Corey, Clerk Harriet Boyce, Freight Agent C. O. Stephens, Clerk Manuel Azvedo. Absent is Cashier Gladys Holyfield.*

naturally closer together than would be possible in a larger structure.

NEW IMPROVEMENTS

Great as past freight performance has been, however, improvements are already in progress which will enable Pacific Electric to handle vastly greater loads. The yards at San Bernardino have been enlarged to accommodate many more cars; a similar enlargement is in progress at State Street; and a new Army hold yard is being built between Dominguez and Watson. Plans are now being worked out for Pacific Electric to re-route freight over the Southern Pacific track between Baldwin Park and Lone Hill, in order to avoid the inconvenience and delay of operating trains over Badillo Street in Covina. In order to make more locomotives available for heavy freight hauls, a Northwestern Pacific gas-electric passenger rail car has been converted into a light switcher to be used at branch line points where the volume of traffic is light. The recent purchase of

two new Diesels has also lightened the burden.

Forehandedness has been one of the great lessons of this war. Thus, if and when the expected big push comes on the Asiatic and South Pacific fronts, Pacific Electric will be ready to handle its share of the load. What kind of load, you curiously ask? War supplies, to be sure. But as to what kind of war supplies, that's a different story which cannot now be told. Perhaps it may be after the war.

FREIGHT TRAFFIC DEPARTMENT

So much for freight operations. The work of contacting shippers, however, must not be forgotten. But for Pacific Electric's Freight Traffic Department, the Freight Operations Division of the Transportation Department would have plenty of time for thumb-twiddling. Freight Traffic Manager W. G. Knoche and the 53 Agents, together with the Freight Traffic Department personnel, make it their business to contact possible shippers and urge them to ship via P. E. The Freight Traffic Department goes still further: Industrialists are urged to locate plants on Pacific Electric Railway lines and to construct spur connections with P. E. tracks. Phelps-Dodge Copper Products Company was thus induced to build at Laguna, on the Huntington Park line; the Synthetic Rubber Company and the Aluminum Company of America to build plants at Torrance; and a number of other war industries to build on or near other P. E. lines.

FREIGHT RATES

Freight rates are also determined by this department, with the approval of the Interstate Commerce Commission and the California Railroad Commission. This delicate subject requires such infinite care, such infinite diplomacy, and such infinite knowledge of all factors involved that a general attorney for a Western railroad is credited with the statement (see *P. E. Magazine*, September, 1943, page 22, column 3): "... when I approach the portals of a traffic expert's office I not only remove my hat, but also my shoes, . . . like the devout Moslem." Rates must be high enough so that freight transportation is remunerative, yet also low enough so that the shipper may sell his product at a profit. The hundreds and thousands of differing commodities must each receive a properly calculated rate which depends on such factors as value, durability, material, weight, distance between points, volume, etc., etc. While railroads do not, in general, attempt to compete against each other in offering attractive rates, the rail carriers are forced to compete against other types of carriers,



SECTION GANG working at San Bernardino yard.

such as truck, air, and steamship lines.

SATISFIED CUSTOMERS

The Freight Traffic Department acts as a buffer between the Transportation Department and the shipper. One of the biggest jobs, according to Mr. Knoche, is to keep shippers informed. Questions concerning the whys and wherefores of delay in transit, when the goods may be expected, why and where they were lost, where the car will be spotted, why the car was not spotted where it should have been at the time it was due—all these questions must be answered with the greatest tact and diplomacy by the Freight Traffic Department. Moreover, if a shipment is lost or damaged in transit, or if an overcharge has been made, claims by

the shipper must be settled smoothly and amicably so as to keep his good will and yet keep the carrier's costs at a minimum. Pacific Electric's Freight Claim Agent is F. F. Willey, who is also Assistant to the Freight Traffic Manager.

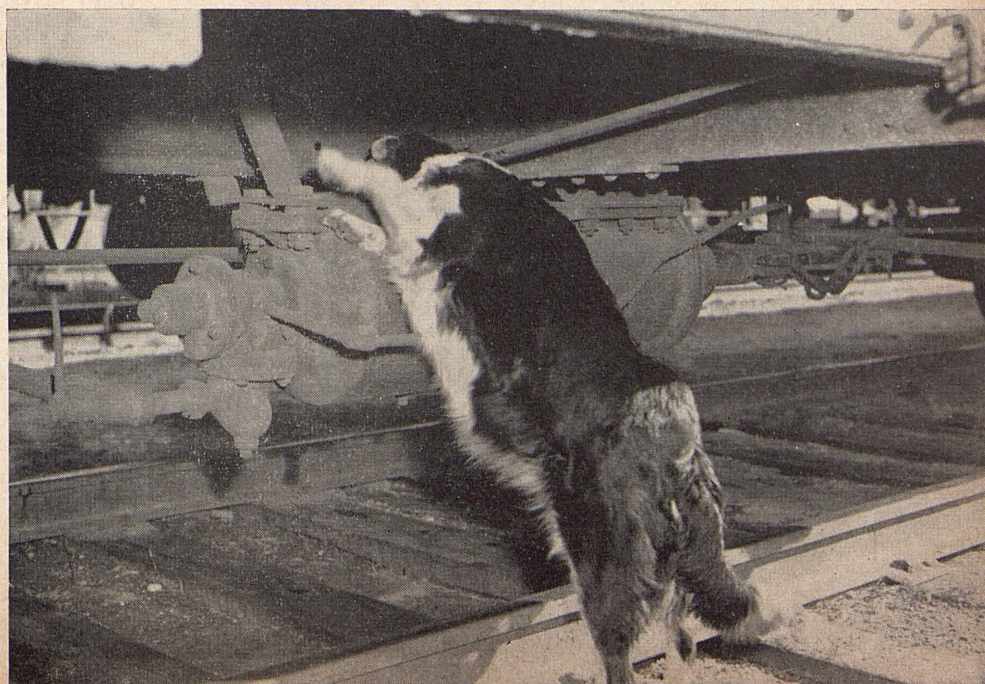
PUBLIC P. E. MINDED

One of the results of the war, according to Mr. Knoche, is that it is making the public of Southern California Pacific Electric minded. To keep people so after the war is one of the problems on which his department is continually working.

HAND IN HAND

It is thus clear that the welfare of the Transportation Department and that of the Freight Traffic Department are inextricably mingled. It would be as useless to solicit business without

FANNY INSPECTS a freight air release valve, with the assistance of G. V. Jackson, Freight Car Inspector. Fanny comes frantically barking to the Inspector's office whenever he doesn't get out to look over incoming cuts of cars as soon as Fanny thinks he should.

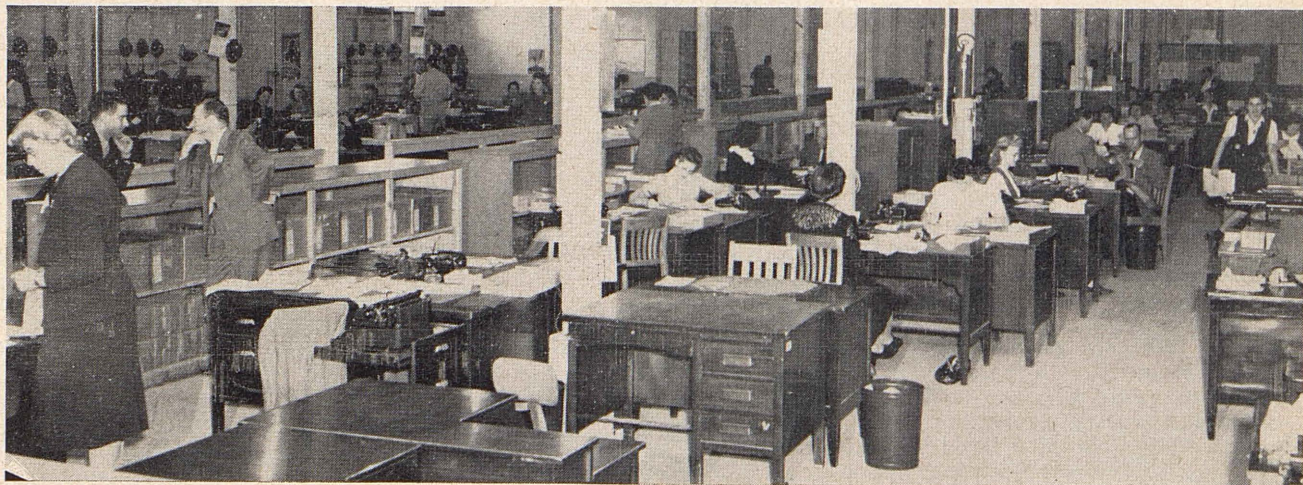




NEW ARMY HOLD YARD between Dominguez and Watson is being discussed by T. L. Wagenbach, Assistant General Superintendent of Pacific Electric, and Captain Ruel R. Neiger, Port Transportation Officer, in the latter's office at Terminal Island.

W. G. KNOCHÉ, Freight Traffic Manager.

PORT TRANSPORTATION OFFICE, headed by Captain Neiger.



FREIGHT TRAFFIC DEPARTMENT OFFICE—To get the whole office in, two pictures had to be taken. Reading left to right: In left-hand picture are Margaret Bennett, File Clerk; Mabel Harvey, Steno-Clerk; S. J. Beer, Assistant Claim Adjuster; Duke Carter, Assistant Claim Investigator; F. J. Connors, Chief Clerk, Freight Claims. Pictured at right are G. W. Koltz, Claim Investigator and Adjuster; C. H. Innes, Rate Clerk; G. E. Meyers, Steno-Clerk, Freight Claim; Mr. Connors; R. J. Lucas, Rate Clerk; Miss Harvey; J. E. Blackburn, Tariff Compiler; R. L. McMichael, Chief Rate Clerk. In the glassed-in office in the rear of both pictures is F. F. Willey, Assistant to the Freight Traffic Manager and Freight Claim Agent. Standing beside him in the right-hand picture is H. C. Kuck, Assistant to the Freight Traffic Manager.



an operating department to move it as it would be to have an operating department without freight to move. The smooth-working cooperation of the two departments has been a definite factor in bringing about the geometric increase in war freight within the past two years, and is already doing much to establish a favorable post-war impression on the minds of the shipping public.

— ZONE YOUR PACKAGES —

Mail Bureau Needs 65 Men for December Rush

Pacific Electric trains and busses handle mail for all of Southern California except Los Angeles proper.

To handle the Christmas mail this year—which is expected to be unusually heavy because of the extra cash jingling in the pockets of the average U. S. citizen—the Baggage and Mail Room needs at least 65 extra men. Although some have already been hired, there is still an excellent opportunity for men or boys over 16 to work day or night till about January 1. It is anticipated that the heaviest rush will begin about December 10.

According to C. A. Woosley, Agent for the Mail Room, Christmas mail for overseas men has been very heavy. People appear to have taken to heart the warnings of the U. S. Post Office to mail early, for in October it required 77 extra cars to haul the great volume of mail to the Los Angeles port of embarkation.

But John Q. Public doesn't seem to have taken to heart the advice concerning domestic mail. Hence the need for extra help.

If you know boys over 16 or other men who would be interested in earning some extra money, suggest to them the Baggage and Mail Room at 208 East 6th Street, where they should see either Mr. Woosley or the Assistant Agent, F. J. Colley.



PILES OF MAIL are handled daily between the Sixth and Main Baggage and Mail Room and the Los Angeles port of embarkation. Reading clockwise: See Telfair Koch amid that big pile on the Sixth and Main dock? At right, Mail Handlers Joe Pinson and Clyde L. Lawson help U. S. P. O. Driver J. L. Hirt unload some registered mail. At Avalon Blvd. Station, army trucks pick up mail from P. E. train and unload it at the port of embarkation. Privates (left to right) David Reiss, E. B. Dahlman, K. S. Hirsch, and David Griffin are unloading the truck at the port P. O. At the table they are looking up addresses.

Mail-handling problems at the Sixth and Main Baggage and Mail Room have always increased in inverse proportion to the number of days till Christmas, but this year problems are even more complicated because of two factors: (1) the vast increase in mail destined for the South Pacific area through the ports of embarkation, and (2) the decrease in available men (women aren't strong enough) for temporary work during the Christmas rush. The Mail Room needs help!



MECCA Reports Contribution to War Chests

Distribution of Second Dividend of \$2,014.00
(Distribution based on the residence of employees)

	Amount
Los Angeles County War Chest Committee.....	\$1,910.00
Riverside County War Chest Committee.....	20.80
San Bernardino County War Chest Committee.....	48.40
Orange County War Chest Committee.....	34.80
Total 4 Counties.....	\$2,014.00

Detail of Distribution

Los Angeles Area War Chest \$1,213.60	Riverside War Chest.....	\$18.80
Los Angeles Area War Chest includes the following: Los Angeles, Hollywood, Venice, Torrance, Van Nuys, Culver City, Huntington Park, San Pedro, South Gate, Inglewood, Wilmington, Watts, Bell, Sunland, Maywood, Hawthorne, Beverly Hills, San Fernando, Palms, Sherman Oaks, Highland Park.	Corona War Chest.....	2.00
Alhambra War Chest.....	Total Riverside County.....	\$20.80
Long Beach War Chest.....	San Bernardino War Chest.....	\$31.20
Pasadena-Altadena War Chest.....	Redlands War Chest.....	5.60
Glendale War Chest.....	Upland War Chest.....	4.00
El Monte War Chest.....	Ontario War Chest.....	2.00
Compton-Willowbrook War Chest.....	Colton War Chest.....	1.60
Redondo Beach War Chest.....	Rialto War Chest.....	2.80
Arcadia War Chest.....	Fontana War Chest.....	1.20
San Gabriel War Chest.....	Total San Bernardino County.....	\$48.40
South Pasadena War Chest.....	Santa Ana War Chest.....	\$12.80
Temple City War Chest.....	*Sunset Beach.....	3.20
Gardena War Chest.....	Anaheim War Chest.....	2.80
Pomona War Chest.....	Huntington Beach War Chest.....	2.40
Monrovia War Chest.....	Orange War Chest.....	2.00
Santa Monica-Ocean Park War Chest.....	*Stanton.....	2.00
Monterey Park War Chest.....	Fullerton War Chest.....	1.60
Burbank War Chest.....	Westminster War Chest.....	1.60
Baldwin Park War Chest.....	Brea War Chest.....	1.60
Azusa War Chest.....	Garden Grove War Chest.....	1.20
Whittier-Los Nietos War Chest.....	Newport Beach-Balboa War Chest.....	2.00
Rosemead War Chest.....	La Habra War Chest.....	.80
Montrose War Chest.....	Yorba Linda War Chest.....	.80
Wilmar-Garvey War Chest.....	Total Orange County.....	\$34.80
Lynwood War Chest.....	*No War Chest Organization.	
*Bellflower.....		
San Marino War Chest.....		
Glendora War Chest.....		
Manhattan Beach War Chest.....		
Hermosa Beach War Chest.....		
Downey War Chest.....		
El Segundo War Chest.....		
Lomita War Chest.....		
Palos Verdes War Chest.....		
Norwalk War Chest.....		
Montebello War Chest.....		
Covina War Chest.....		
*Clearwater.....		
Sierra Madre War Chest.....		
La Verne War Chest.....		
Artesia War Chest.....		
Total Los Angeles County \$1,910.00		



RETIREES — Motorman J. A. ("Jack") Severance, after spending the last 37 of his 46 years of railroad service with Pacific Electric.

Motorman Severance Retires from Service

When a man has had 46 years of experience as a motorman, or 46 years of experience on almost any kind of job, he has a just right to retire. And that's just what Motorman J. A. ("Jack") Severance did on November 1. He was with Pacific Electric for the last 37 of his 46 years. The last 24 years were spent on the Northern District; the first 13 on the South. He worked on all lines of both districts as both Passenger and Freight Motorman.

Mr. Severance put in his first nine years of railroading on the Boston Elevated, leaving in 1906 to come to Los Angeles, where he entered the employ of the Los Angeles and Redondo Railway.

At present living at 317 Nordina Street, Redlands, Mr. and Mrs. Severance plan to move to San Bernardino next spring, where they are well known to many. He is a member of San Bernardino Lodge 290, the I.O.O.F., and Magnolia Rebekah Lodge 94.

MECCA

Administrative Committee

B. A. Collins, Chairman
G. E. Collins, Vice Chairman
H. W. Jenkins, Secretary
M. S. Wade, Treasurer
Leonard Andersen
Frank Karr

MECCA—

First Dividend 9-20-43.....\$2,517.50
Second Dividend 11-23-43.....2,014.00
Total to Date.....\$4,531.50
November 23, 1943

ZONE YOUR PACKAGES

CHARLES MARTIN

The passing on November 7 of Charles Martin, former Engineer at the Redondo Beach Bath House, has been reported by the Passenger Traffic Department. Mr. Martin came to work for Pacific Electric on December 18, 1916, and retired June 1, 1932.

To his wife, Mrs. Susie Mary Ann Martin of 223 Catalina Avenue, Redondo Beach, is extended the sympathy of the employees of the company and of the entire staff of the Pacific Electric Magazine.

MERRY CHRISTMAS and
HAPPY NEW YEAR to all
our friends from the staff
of the PACIFIC ELECTRIC
MAGAZINE.

P.C.R.A. Reopens Old Whittier Station

The Pacific Coast Railroading Association has just leased from Pacific Electric the old Whittier Station overlooking the P. E. yards, according to J. M. McFadden, President of the organization. The station will be used as a general office and meeting place for the Association.

The P.C.R.A. is an organization of enthusiastic young amateur and professional railroaders who are interested in the history, current development, and future of railroading. It is in no way connected with the Railroad Boosters, states McFadden.

President McFadden announces that open house will be held at Whittier some time in January, and that all Pacific Electric railroaders are invited.

The mailing address of the P.C.R.A. is 906½ El Centro, South Pasadena.

———— ZONED MAIL IS FASTER ————

HOSPITAL LIST

The following employes were confined to St. Vincent's Hospital as of November 24, according to N. B. Vickrey, Manager of the Pacific Electric Club:

Dr. Wilmot Ayres, Medical Department.

Russell Butcher, Conductor, Western District.

Lee A. Cole, Freight Motorman, Northern District.

N. J. Crawford, Motorman, Western District.

Mabel Donovan, Clerk, Law Department.

Orlen Dupree, Operator, Western District.

Robert C. Jarrard, Substation Operator, Engineering Department.

Ralph G. Kidder, Substation Operator, Engineering Department.

Clara Lawson, Clerk, Accounts Department.

Charles N. Lundgren, Car Repairer, Mechanical Department.

John B. Mapp, Substation Operator, Engineering Department.

Arthur F. Pabst, Claim Agent, Claim Department.

Stephen Rouleau, Retired Machinist.

Joseph W. Sharpless, Los Angeles Motor Coach Lines.

Leonard Shockley, Passenger Director.

Refugio Sierras, Laborer, Engineering Department.

Francisco Zabala, Laborer, Engineering Department.

Battisto Zamotto, Tool Clerk, Mechanical Department.



NEW GASOLINE RATIONING HEADQUARTERS—Room 729, P. E. Building, is the new office, presided over by James C. Rankin, Assistant Research Engineer, with the aid of Mrs. Gladys Black. New quarters are more commodious than the old ones in Room 682.

Transportation Committee Moves Into More Spacious Quarters

Officers Describe Committee's Work

If you want extra gasoline from now on, you should go to room 729 of the Pacific Electric Building, to which the Management-Labor Transportation Committee has moved from its old quarters in room 682, the office of the Chairman, Glenn E. Collins, Assistant to the President. Assistant Research Engineer James C. Rankin has recently been appointed Assistant Chairman of the Committee, and Mrs. Gladys Black, Secretary.

Mr. Collins and Mr. Rankin have issued the following statement concerning the important work of this committee:

This committee was organized by the Management-Labor War Production Committee at the request of the Office of Price Administration, as was the case for similar committees in all industries employing over 100 persons. The Office of Price Administration has certified the Transportation Committee of Pacific Electric Railway to the local ration boards and committee approval is required on all applications for supplemental gasoline and new tires before the ration boards will take action.

It is the duty of the Transportation Committee to assist employes in obtaining supplemental gasoline rations required to get them to and from work, where such transportation by means other than the automobile is not available. It is the further duty

of the Transportation Committee to see that group riding is arranged if circumstances of employment will permit.

The Ration Boards require from three to ten days to act on an application for supplemental gasoline. Hence, it is important that your SIGNED application for supplemental gasoline be forwarded to the Transportation Committee, together with tire inspection report, at least two weeks before you are out of gasoline, or before expiration of your B and C book.

Ration Boards are prone to deny applications when all questions are not answered fully. It is therefore important, to avoid request being denied and the subsequent delay, that every question be studied and a full and complete answer made. If you think that the answers to the questions do not give a complete story, send a note to the Transportation Committee along with the application and tire inspection report, explaining the details and the Committee will use such information in a letter transmitting your application to the Ration Board. The complete explanation will insure approval of the application.

There will be a shortage of gasoline and the Committee recommends that you keep your tank full and insure getting to work.

PACIFIC ELECTRIC CLUB BULLETIN

- Wednesday, December 8:**
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.
- Thursday, December 9:**
P. E. WOMEN'S CLUB ANNUAL CHRISTMAS SALE. Fine selection of needlework, art objects, candies, jams and many useful household articles at moderate prices. Doors open all day. Room 806, Pacific Electric Building. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Regular Meeting & Program—1:00 p.m.
- Friday, December 10:**
P. E. Railway Bowling League Matches, Arcade Recreation—8:15 p.m.
- Tuesday, December 14:**
P. E. 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, December 15:**
P. E. Masonic Club Meeting—7:30 p.m. Election of Officers for coming year, all members urged to attend.
- Thursday, December 16:**
Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 p.m.
- Friday, December 17:**
P. E. Railway Bowling League Matches, Arcade Recreation—8:15 p.m.
- Thursday, December 23:**
Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Annual Christmas Party and Program—1:00 p.m.
- Saturday, December 25:**
Christmas Day—Club Rooms closed all day.
- Tuesday, December 28:**
P. E. 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, December 30:**
Women's Club Red Cross Sewing Unit—10:00 a.m.
- Saturday, January 1:**
New Year's Day—Club Rooms closed all day.
- Thursday, January 6:**
Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 p.m.
- Friday, January 7:**
P. E. Railway Bowling League Matches, Arcade Recreation—8:15 p.m.
- Saturday, January 8:**
P. E. Rod & Gun Club Annual Distribution of Prizes and President's Annual Show in the P. E. Club Theatre—7:30 p.m.

Margaret H. Andrews Marries Charles E. Hunt

Margaret Howell Andrews, formerly Secretary to her father, Assistant to the President Franklin D. Howell, was united in marriage on Monday, November 8, to Charles E. Hunt, former Draftsman in the Engineering Department. The wedding occurred at the Wilshire Wedding Chapel, 271 South New Hampshire, at high noon.

The couple are now living at 559 Homer Avenue, Palo Alto, the groom having for some time been associated with the California Railroad Commission in San Francisco as Assistant Engineer.

The best wishes of the Pacific Electric Magazine are extended to the newly married couple.

HERE AND THERE WITH THE WOMEN'S CLUB



By
Mrs. Lon
Bishop

We're going to begin with a reminder about the Christmas sale in the lounge on December 9. Take a few minutes off from your lunch hour, won't you? You might find the very thing to tuck in that box you're sending away, and you would be giving us the help that we need very much.

The second meeting in October was given over to representatives from the Home Service Department of Southern California Gas Co., who gave talks on nutrition, food combinations and values. Pictures were shown on the screen by Mr. McLeary, showing baskets of vegetables and fruits; great big gorgeous things and not California propaganda either, but pictures of produce actually grown by girls in the Department. Some gardeners, those gals!

Mrs. Schwartz was the speaker of the afternoon, and she gave many valuable hints on how to care for refrigerated food and how to plan good nutritious meals. Her suggestions would help in many ways to solve cooking problems women are confronted with these days. It was an interesting and helpful hour.

Another request comes from the Red Cross work room; there is so much to do and there are so few hands to do it. With colder weather coming on, our boys are greatly in need of lap robes which are so easy to make. Come on in and get your work at 816 P. E. Building.

Congratulations are in order from the Mothers' Club to Mrs. Chaplin, who has been elected President of the Torrance Club. Best wishes for a happy and interesting year.

The first and only meeting in November, because of Thanksgiving, was held on November 11, and the program chairman, Mrs. Kitto, had her first headache. You who have held that office know what we mean: Program all planned and at the last minute, no program. However, with our war mothers sharing their loved ones' letters, telling of humorous incidents even among the tragedies of

war, and plans for events in the future, the afternoon passed quickly.

The annual Christmas party will be held Thursday, December 23. Mr. Vickrey will have a tree as usual, and, with Christmas carols and an exchange of gifts, it should be a very nice party. Just remember, though, if you want a gift, bring one not to exceed twenty-five cents (a half pound of bacon would be swell).

We haven't any new grandmothers to report, but we did hear a story one of them told and we think it worth repeating. She took her two-year-old grandson to a movie and a few minutes later noticed he was vigorously chewing gum. "Who gave you that gum?" she asked, and he replied: "It comed with the seat." Needless to say, he was yanked home and had that little mouth washed out with soap.

Well, this just about winds up another year. Don't forget the things we asked you to remember: Red Cross every Thursday from 10 a.m. to 3 p.m., Christmas sale Thursday, December 9—all day. And let's see, what was the other? Oh yes, the bacon for the Christmas party December 23.

A nice Christmas and a happier New Year to every member of the big family, from the Women's Club.

—ZONE YOUR LETTERS—

Audrey Fleming Weds Chief Warrant Officer

Audrey Fleming, Secretary to Vice President Frank Karr, became the wife of Chief Warrant Officer Gervus Cummins of Santa Maria Air Field on Saturday, November 6, at a wedding ceremony performed in the Methodist Church at Santa Barbara.

The bride has been for a number of years a member of the Los Angeles Legal Secretaries Association and of Legal Secretaries, Incorporated, of California. In both organizations she has been an officer.

The wedding party included Ruth Hughes, a Los Angeles friend of the bride; and Warrant Officer Harry Martin of Santa Maria Air Field, a friend of the groom.

To Mr. and Mrs. Gervus Cummins from the Pacific Electric Magazine go hearty congratulations and best wishes for a long and happy wedded life.

—ZONE YOUR MAIL—

Salesman: "These stockings are the very latest pattern, fast colors, hole-proof, won't shrink, priced far lower than elsewhere, and a very good yarn."

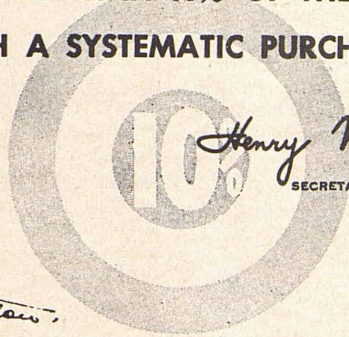
Steno: "Yes, and you tell it well."



THIS AWARD IS MADE TO THE MEMBERS OF

**AMERICAN TRAIN DISPATCHERS ASSOCIATION
PACIFIC ELECTRIC LINES
SOUTHERN CALIFORNIA DIVISION**

**WHO ARE BUYING WAR SAVINGS BONDS AT THE
RATE OF MORE THAN 10% OF THEIR EARNINGS
THROUGH A SYSTEMATIC PURCHASE PLAN**



Henry Morgenthau Jr.
SECRETARY OF THE TREASURY

F. L. McCulley
STATE CHAIRMAN

STATE ADMINISTRATOR

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DISPATCHERS' AWARD

**Dispatchers Receive Treasury Award
for Subscribing 10% to War Bonds**

For buying War Bonds through the Payroll Savings Plan with more than 10 per cent of their earnings, Pacific Electric Dispatchers have won a United States Treasury Certificate of Award which authorizes them to wear and display Minute Man Flags and Banners.

In a letter to Terminal Foreman F. L. McCulley, General Chairman of the Pacific Electric Lines branch of the Southern California Division of the American Train Dispatchers Asso-

ciation, W. H. Hodge, Coordinator for Southern California of the U. S. Treasury Department's Payroll Savings Plan, writes as of November 12:

"Please accept the sincere congratulations of the Treasury Department upon the high degree of participation in the war financing effort by the members of your union.

"We take pleasure in enclosing a Certificate of Award from the Secretary of the Treasury together with data relative to the Minute Man

Flags and Banners which the Certificate authorizes you to purchase and display."

The Minute Man Flag award is made by the Treasury Department when 90 per cent of the membership of Labor Organizations are subscribing for War Bonds through the payroll deduction plan. The Magazine suggests that Mr. McCulley's system of signing up 100 per cent of his membership be followed by other Organizations.

Congratulations, Dispatchers!

ZONE YOUR PACKAGES

**AMERICAN LEGION
AUXILIARY**



By
**Anna
Tucker**

This is Thanksgiving time and we have many things for which to be thankful, even though the world is at war. First of all, let's be thankful we are Americans, and live in America; that we have three meals each day and a place to sleep at night where we don't have to hear screaming bombs and guns destroying our homes and leaving the streets of our beautiful city strewn with the bodies of innocent children and women; that we may go unmolested to church, business or pleasure as we like. For these and many more, let's give our thanks, by doing everything in our power to bring permanent peace to the world.

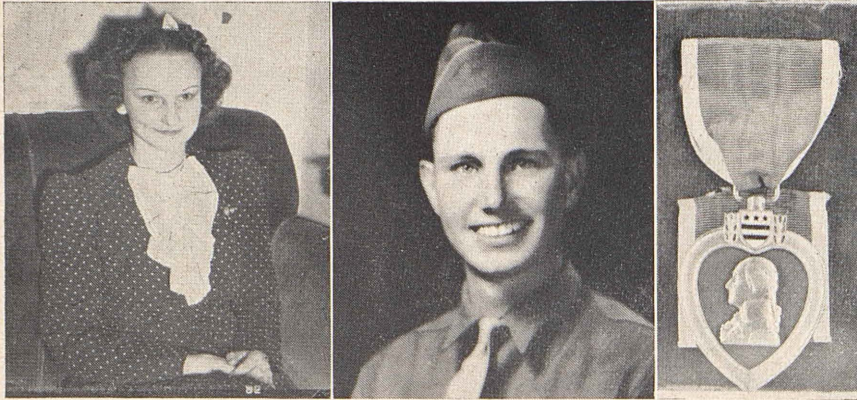
The unit was honored by visits by the 23rd District President, Winnie Parmenter, and Mrs. Mary Hayes from Unit 8 at our last meeting.

Kathryn Steinmueller of Beaumont was elected and installed Unit Historian for the coming year.

Roland Phillips left for service in the Navy Saturday, November 20. The very best of luck to you, Roland, and we shall all pray for your safe return soon.

Lydia Shelton was elected Conductress at our last meeting. We are proud to have such efficient members, and commend for their loyalty those who commute long distances.

The card party was held Saturday night, November 20 at the home of Mr. and Mrs. Al Newman in Southgate. The large attendance was thrilled with the wonderful hospitality and good food, along with gifts for the lucky persons.



ANNE, DONALD, and their Purple Heart.

Purple Heart Awarded Husband of Anne Grieb

Anna Ruth ("Anne") Grieb, Freight Statement Clerk in the Miscellaneous Accounts Bureau, is justifiably proud these days. For a few days recently she was the trustee of a Purple Heart awarded to her husband, Private Donald E. Grieb, for devotion to duty. He sustained shrapnel wounds in the shoulder after having been in continuous combat for 21 days in the South Pacific, where he is a Rifleman in the Infantry.

Private Grieb was sent to a rest area, where, according to Anne, he was picked to take an eight-weeks course in Morse code and radio.

He went overseas last July after completing his basic training at Camp Roberts, California. Anne says that he is now feeling fine, that his letters are cheerful, that he finds the food good, and that he sees a movie almost every night.

ZONE YOUR PACKAGES

PACIFIC ELECTRIC POST, AMERICAN LEGION



By
James E. Davis

Joint Initiation: Oct. 26 our post voted to accept the invitation sent us by Teddy Rough Rider's Post, for a Joint Initiation of new members, to be held at Sixty-first and Broadway, Dec. 10.

Adjutant Clarence A. Newman has been appointed to the County Disaster and Relief Committee. Commander Frederick W. Nichols has been appointed Vice Chairman of the 23rd District Hospital Committee.

Second Vice Commander Galen F. Michael has been appointed a member of the 23rd District Americanism Committee. Judge Advocate B. N. Broberg has been appointed to the Civilian Defense Committee of the 23rd District.

Commander Nichols reported that Comrade Timothy Burke has been in the hospital, but is now back on the job. First World War Veteran Aiken, of the Southern District, is in the hospital. He is not a Legionnaire, but we hope he will soon become a member of our post.

Our Post voted to pay the per capita, to the Department, for all members who are totally disabled, to carry on their membership.

Our Post accepted an invitation from our Auxiliary for a potluck dinner, at our regular meeting place, at 6:30 p.m., Dec. 28.

New members: Bus Driver John H. Huyett, 616th Air Training Group,

World War II; Patrolman William James Graham, 1590th Service Unit, M. P. Section, World War II; and Conductor Earl Henry Fackler, Medical Corps Hospital No. 1, World War I.

Oct. 26: Defense Stamps won by Finance Officer Roy Mead. Door Fund won by Second Vice Commander Galen F. Michael.

Nov. 9: Defense Stamps won by Commander Nichols. Door Fund won by Finance Officer Roy Mead.

Ye Scribe hopes that some of the very many comrades whose numbers are being drawn before the prizes are awarded, will start attending meetings and collecting some of these prizes before Comrade Mead gets rich enough to retire.

Several years ago our post voted a specified amount to be spent for flowers, for each deceased member or relative of a member. Commander Nichols reported that the price of flowers has gone up so much, that when he attended a certain recent funeral, was ashamed to carry in the flowers. Our Post passed a motion made by Comrade Bone and seconded by several members, that the limit should be removed and the amount of money to be spent should be left to the discretion of the purchaser.

At our last meeting a motion was made by Ye Scribe that post meetings should start at 7:30 p.m. instead of 8:00 p.m. so those of us that have to get up early could get home earlier. Judge Advocate Burgess N. Broberg asked if our meeting time was set by our constitution and by-laws. Motion was tabled until this question could be answered.

Chaplain Clemons and Adjutant Newman were absent Oct. 26, because Adjutant Newman was conferring a Masonic Degree upon Chaplain Clemons.

REPORT OF VITAL STATISTICS October 21, to November 20, 1943

DEATH CLAIMS

Name	Occupation		Group Insurance	Mortuary
Jaime, Jose Encarnacion	Retired Laborer	8-20-43*	No	No
Montrose, Wallace W.	Retired Motorman	10-29-43	Yes	Yes
Greiner, Mary B.	Retired Car Cleaner	11- 4-43	Yes	No
Alexander, Clare S.	Paving Foreman	11- 9-43	Yes	No
Cook, William B.	Motorman	10-28-43	Yes	No
Martin, Charles	Retired Engineer	11-17-43	Yes	Yes
	Redondo Beach Bath House			

EMPLOYES' WIVES' DEATH BENEFIT FUND

	Died	Wife of	Department
Hodges, Lula	10-25-43	Thomas R. Hodges	Transportation

*Reported subsequent to last publication.

SPECIAL!

For a limited period
eligible employees not now
insured under our Group
Insurance Plan may enroll
without medical examination

**BE SURE YOU HAVE THIS
VALUABLE PROTECTION**



PACIFIC ELECTRIC

PACIFIC ELECTRIC BU

O. A. SMITH,
PRESIDENT

Novem

TO PACIFIC ELECTRIC EMPLOYEES:

Twenty years ago a Group Insurance Plan was established for the benefit of employees in obtaining Life Insurance and the Company participating in such a plan. This is clearly shown by the fact that the total contribution of employees was \$514,658.00, and the total claims to families of employees in the amount of \$1,000,000.00 were paid in the words, families of employees were paid for the loss of employees. This was possible due to the low cost of insurance during this ten year period.

Under the Group Insurance Policy of the Company an employee may make application for insurance, at any time within thirty days of continuous service. The insurance will be effective the month following date of application and the employee is permitted to expire, and employee later than the date of medical examination is necessary. Some employees under the plan have asked that the medical examination be waived.

The Metropolitan Life Insurance Company will insure any uninsured employe in service over one year without medical examination during the month of December. This will be effective January 1, 1944.

Employees not at present insured under the Group Insurance Plan will receive from the head of their department an Enrollment Card. Please give the management your name to take advantage of this offer to obtain insurance without medical examination.

Life Insurance is, of course, a matter of life and death. One who works to support himself or others at work and at home, goes hand in hand with life insurance. Am sure you will recognize the benefits of the Group Insurance Plan to become insured without medical examination. This offer expires December 31, 1943.

RAILWAY COMPANY

S, LOS ANGELES, CALIFORNIA

IN REPLY PLEASE REFER TO

30, 1943

Insurance Plan was arranged to assist protection at low cost, both employees and cost. Value of the plan to employees during the past ten years total contribution while the Insurance Company paid 482 the amount of \$679,117.00. In other words \$164,459.00 more than total cost to the contribution by the Company toward the period of \$375,039.00.

Policy with Metropolitan Life Insurance Company for insurance, without medical examination, is effective on the first day of the thirty-one day period after completion of one year. If the thirty-one day period later desires to join the plan, a medical examination be waived. Some employees not presently insured will be waived.

The Company has agreed that every year may enroll in the plan without medical examination of December 1943. Such insurance

under the Group Life Insurance Department a copy of the Plan and letter your full consideration and this low cost life insurance

is a vital present day need for every employee. A feeling of security, both with proper insurance protection. The low cost Group Insurance Plan is the answer. This Special Offer

Pacific Electric's Group Insurance Plan Special Offer Expires Dec. 31st



to secure

**LIBERAL, LOW-COST
PROTECTION**

under

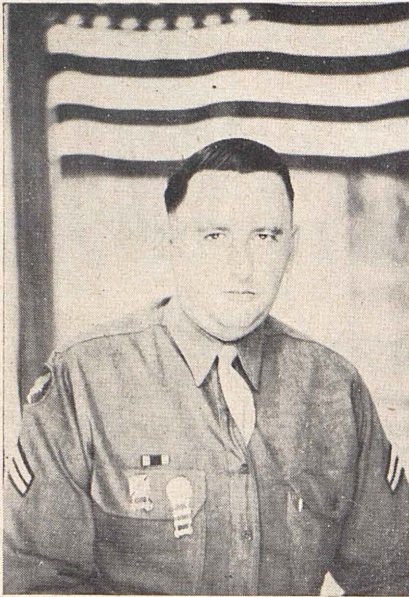
**Our Group
Insurance Plan**

with the

METROPOLITAN LIFE INSURANCE COMPANY

NO MEDICAL EXAMINATION

FILL OUT YOUR CARD TODAY



CPL. CAROL M. HEDGPETH

Cpl. Hedgpeth Runs Airplane Control Tower

Last time we heard from Carol Hedgpeth (August P. E. Magazine), formerly of the Engineering Department, he was a private, first class, studying to be a radio-operator mechanic at Sioux Falls, South Dakota. His latest letter, dated November 1, shows he's really making progress:

Editor

Pacific Electric Magazine

Please mail the magazine from now on to my new address below. Thank you.

I am a former employe of P. E. Railway. I was in the Engineering Department. I am now operating an airplane control tower here in Pollock, Louisiana, after going through radio school and two control tower schools.

I am enclosing a recent photo of

myself. You have my permission to print it and this letter in the P. E. MAGAZINE if you care to. I sure do enjoy receiving that magazine. Thanks a lot.

I am with the Third Airways Communication Squadron.

The weather is still warm here. It's a lot better than the winter I spent in the snow in South Dakota last year.

Sincerely,

CPL. CAROL M. HEDGPETH
3rd Comm. Sq.
Pollock A. A. F.
Esler Field
Louisiana

ZONED MAIL IS FASTER

PACIFIC ELECTRIC ROD AND GUN CLUB

By
Arlie
Skelton



Greetings, Rod and Gun Clubbers.

It's the same old story this month about getting around to the meeting; couldn't make it. All I know is just what I heard here and there. One new member was voted in. Dick Prettyman is leading by a nose at bringing in new members. Scott Braley got away to a good start around the first turn, slowed down on the backstretch, but is coming like Malicious on the outside down the home stretch. It looks like a photo finish.

Registrations are still coming in. Three fish, one deer and one coyote registration were read. Will the gentleman who registered the deer

please come forward and sign his card?

Boy Scout Troop 44 is gathering up deer skins to turn over to the Government for making gloves for the boys in the armed services. If you have a deer skin you would like to donate to the cause, call me at LA 1647 or Station 2167 and I will arrange to have it picked up by a Boy Scout or a representative of the troop.

President L. L. Lloyd announced that the President's annual party would be held Saturday, January 8, at 8 p.m. in the P. E. Club Auditorium. The program will include awarding the prizes for the 1943 Tournament Season and a show arranged by A. M. Cross, Chairman of the Entertainment Committee, who has access to more show talent than a Hollywood booking agent. Mr. Cross only asks what kind of show we want to see, then somehow manages to give us one just a little better. So make Saturday night, January 8, a date to bring the wife and kids out to see a real good show, and to let them know the kind of a sportsman's club you belong to.

Would you believe it, the opening of trout season is only six months away? How time flies! Anyway, just to be on the safe side, your Club has already arranged the reservation of twenty boats for the opening day, May 1, 1944. President L. L. Lloyd, Jack Quinn, B. F. Manley and Harold Smith fished Arrowhead on the closing day, October 31, and all had good luck. They averaged six trout each, which ranged in size from 14 to 15 inches. Brother, that's good trout.

According to action taken at the last Club meeting, no special prizes will be offered for deer registered during the special season December 11 to 31 in certain districts of Southern California. If you get a deer during this special season your registration may be carried over to the 1944 Tournament Season, as late fish registrations are now handled. This late season is a reality in certain districts on the Coast range from Ventura County to the Mexican border. Watch your step, brother, and don't trespass on a game refuge. There are a lot of them around in those parts.

The drawing for the War Bond was held as usual. Richard Oefinger drew the number from the keg; it was number 486 registered to Mr. Arthur W. Ryan, Mechanical Department, Subway Terminal. Mr. Ryan was not present, so we will have bank night again next month.

Election of officers for the 1944 Tournament Season will be held at our December meeting. Better be there for your nickel cigar.

DENTAL DEPARTMENT

PACIFIC ELECTRIC RAIL AND MOTOR COACH LINES

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PACIFIC ELECTRIC BOWLING NEWS



By
Charlie Hill

With only two more weeks to go, at this writing, before the second round of bowling gets under way, the race is getting tighter all the time. The Schedule Bureau is still in the lead, but only by the narrow margin of one point over the Claim Department, who have 23 wins and 13 losses. The P. E. Scrubs hold down third position, one point below their next leader, while the Motor Transit, South District, and Trainmasters are all three tied for fourth place, with 18 and 18. Electrical Department and Field Engineers are next in line, 17 and 19, followed by Hi Lo and Vineyard, 16 and 20, with the North District 14 and 22, and P. E. Club bringing up the rear with 13 and 23.

The Schedule Bureau suffered its first real set-back of the season when the Motor Transit romped over it in a 3 to 1 series. Three members of the M. T.'s rolled with the opposing captain at the Bimini Bowl in the summer league, and they still blame the "goldurn" alley. Joe Shafer, of the leaders, has really found the old groove he had been searching for, and during the last four sessions rolled 526, 582, 577, and 651, respectively, the last score being the season's high to date. His 254 game on the 19th was also individual high game so far for the season. His performance on this night has been the real highlight of the season. Jimmy Rankin, Ted Wolfe, and "Ace" Harrison have also turned in some nice games and series.

The Claim Department team has been going places, taking two shut-out series from the South District and the Trainmasters. However, the Scrubs gave them a 3 to 1 lacing, despite Charlie Gonzalez's 555 series. Arch Brahm's magnificent 613 series

put his team over for a 3 to 1 win over the Vineyard five.

The P. E. Scrubs, still enjoying the greatest handicap in the circuit, and with Betty Wells and Nonette Gattuso sharing highest honors, have played plenty of havoc with the opposition. They have come out the 3 to 1 victors in each of their four contests during the past month. Gattuso's 180 game against the P. E. Club is the season's high individual game for the fair sex.

Ole Swanson's Motor Transit quintet broke even in their matches, winning 3 to 1 from Vineyard and Schedule Bureau, but losing by the same score to the Trainmasters and North District. Swanson, Brantley, Lambert, Pabst, and Hanratty have been rolling consistently, Brantley's series of 550 being the team's top.

With Dave Newman and Paul Jacobsmeyer bowling them over regularly and the augmentation of Johnny Kinney, the South District team has been going at a rapid clip, and with Fowler, Anderson, and Bauerle alternating, this team has to be reckoned with as one of the best in the league.

The "happy-go-lucky" Trainmasters have been one of the league's mysteries; one never knows what is going to happen. "Jug" Yeager has been trying to hold up his team, but, with just occasional help from "Don" Houston, has had tough sledding. The members of this team, as a whole, have not hit their bowling stride, and when and if they do, they will be tough hombres.

Probably due to the absence from the line-up of Captain Coats, whose presence was always an encouraging medium, the Electrical Department has not been going so hot since the last writing, although Ed. Hasenyager and Jack Williams have shown some spectacular work. With Gregg (as a substitute) and Williams turning in 233 and 241 scores, respectively, the electrical men eked out a win over the Schedule Bureau in a beautifully played third game 970 to 968.

Tom Almany's Field Engineers ran into a little tough luck during the past four weeks, winning six and losing ten points, dropping 3 to 1 series to the Trainmasters and North District, and breaking even with the Schedule Bureau and South District. The acquisition of "Luke" Lowe has

added considerable punch to the team; while George Kappers has proven the next high asset.

The Hi Lo ladies have been moving along high and low. The highlight series of the month was the contest between the Hi Lo and Scrubs. It was a nip and tuck affair which went into the wee small hours, but the Scrubs, with a greater handicap, came out the winners, 3 to 1. "Pip-squeak" Lutes still rolls high on the team, while "Mokey" Houston gave the gallery a thrill when she rolled a 175 game against Vineyard. "Dopey" Robertson, "Lucky" Oliver, and "Tucky" Yeager are in there pitching, and one of these days they may get really tough.

Although there are several natural high season bowlers on the Vineyard team, this outfit just can't seem to get going. "Bernie" Helbling has been the mainstay for this team, each week turning in at least one real good game, but the team invariably comes out on the short end of the score.

The Northern District team has finally hit its stride, and has leaped one step out of the cellar position. Captain Harry Hampton has been away since October 29 on account of illness, and although he has been missed, the team has broken the jinx and has taken the last two series 3 to 1 from the Field Engineers and Motor Transit, when "Little Dynamite" Hubener and "Red" Smith proved the leading factors with their 581 and 580 series.

Once again, Les Lutes' P. E. Club gang have hit the bottom, and it is hard to understand how such an aggregation of bowlers can hang around the cellar position. Oliver, Dowder, and Wippert are all top-notch keglers, and the two Lutes boys are far better than evidenced by their present averages.

Steamship League

The Pacific Electric team has been up and down during the past month in the Steamship League and is now on top again. On October 26 the Grand Trunk took a 3 to 1 count over the electric roaders to drop them into second place, due mainly to a 48-pin handicap. The following week there was an even break with the Wells Fargo, while on November 9 the electric took another 3 to 1 drubbing, this time from the Ameri-

WEEKLY HIGHLIGHTS OF P. E. BOWLING LEAGUE

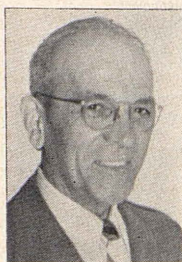
Team High Game		Team High Series		Individual High Game	Individual High Series
Oct. 29	Claim Dept. (989)	Claim Dept.	(2755)	Ed. Hasenyager (243)	Tom Putman (595)
Nov. 5	Hi Lo (923)	Motor Transit	(2645)	Joe Shafer (214)	Joe Shafer (582)
Nov. 12	North District (938)	South District	(2650)	Arch Brahm (224)	Arch Brahm (613)
Nov. 19	Electrical Dept. (980)	Schedule Bureau	(2664)	Joe Shafer *(245)	Joe Shafer *(651)

*Season's High.

can Air Line, which sent the rail-
roaders into fourth position. How-
ever, on the 16th there was launched
a successful attack against the J. St.
Paul White five, which resulted in
a 4 to 0 contest, that put the rail-
roaders back into the running by vir-
tue of a tie with the Wells Fargo for
first place honors. Gonzalez's 583
series and 243 high game for the
night were very strong factors in this
win. Four more points on November
23 from the Greyhound Lines gave
them undisputed possession of first
place. Heavy bombing by "Stan"
Worsdell (589) and "Arch" Brahm
(567), who were ably assisted by all
members of the squad, gave the rail-
roaders their best season series
(2695).

—ZONE YOUR MAIL—

**PACIFIC ELECTRIC
MASONIC CLUB**



By
**Ed. J. A.
Hasenyager**

Wednesday, December 15, is the
date, 7:30 p.m. is the time; and the
Pacific Electric Club, 917 P. E. Build-
ing, is the place. Yes, sir, that's the
date, time, and place of our next
meeting, when the order of business
will be the election of officers and the
discussion of plans for the Club's
activities for the coming year. If you
are elected to an office because you
were not there; well, 'nuf said. Be
there.

DUES! DUES! DUES!

The Secretary is planning to write
up your 1944 membership cards soon,
and all who have not made the neces-
sary provisions for having theirs
issued should do so at once.

RETIREMENTS

The following employes were reported retired during the month of Novem-
ber, according to the Treasury Department:

NAME	Department	Occupation	Years of Service
Neil W. Clark	Mechanical	Car Repairer	26
Lumpkin Elam	Mechanical	Car Cleaner	20
Boyd B. Gardner	Southern Division	Motorman	21
John W. MacMillen	Northern Division	Motorman	39
John A. Severance	Northern Division	Motorman	37
Archie D. Thompson	Southern Division	Conductor	21

HOSPITAL NEWS

Brother John Jackson made the
"Near Editor" a visit just before
Thanksgiving and is looking fine.
However, he has not yet fully re-
covered from his illness. He says that
Mrs. Jackson is improving slowly
from her heart ailment, and both
would enjoy having their friends drop
in for a short visit.

The last hospital list had the names
of three of our members listed: Dr.
Wilmot Ayres, Wm. A. Gillespie and
William Schenk. It gets mighty
lonesome there. If you can't call, send
them a greeting card; it makes the
day shorter.

*The officers of the Club
send greetings to all the
members and wish to express
their appreciation for the
co-operation shown by you
during the past year in our
efforts to maintain the high
standard of the Club's ac-
tivities; and wish you all a
Merry Christmas and a
Prosperous and Happy New
Year.*

A FRIEND

(Taken from the April, 1943 issue of
Chicago Scottish Rite Magazine.)

Around the corner I have a friend
In this great city that has no end.
Yet the days go by and the weeks
rush on
And before I know it a year has gone.

And I do not see my old friend's face
For life is a swift and terrible race.
He knows that I like him just as well
As in the days when I rang his bell

And he rang mine. We were younger
then,
But now we are old, tired men,
Tired of playing a foolish game,
Tired of trying to make a name.

Tomorrow, I say, I will call on Jim
Just to let him know I am thinking
of him.
But tomorrow comes and tomorrow
goes
And the distance between us grows
and grows.

Round the corner yet miles away,
A telegram comes. Jim died today.
And this is what we get and deserve
in the end,
Around the corner, a vanished friend.

—ZONE YOUR MAIL—

**TRANSPORTATION
DEPARTMENT**

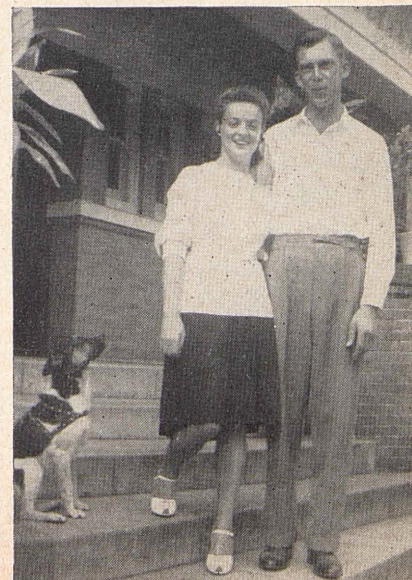


By
**Suzanne M.
Jacquemin**

When these utterances of nonsense
show up in print that Thanksgiving
Turkey will have gone the way of all
good turkeys, and Christmas will be
just around the corner.

Latest reports from the Henry
household are that Christopher Hogan
is doing fine, and his Daddy says the
way he kicks he guesses he is going
to be a jitterbug—well, it will be
natural.

*AN ADORER on each side seems
to be the happy lot of Virginia
Rhoades, shown here with her hus-
band, "Dusty," and the purp. Vir-
ginia used to be night Jumbo Clerk
at Butte Street.*



A certain redhead in the Schedule Bureau and a certain collector from the Research Bureau seem to be working HAND-IN-HAND.

Peggy Thompson, whose job in Car and Freight Service Bureau was abolished, replaces **Joy Dixon** in the Schedule Bureau.

In our last issue we mentioned the fact that Schedule Clerk **Durbin** had hijacked from Head File Clerk **Leckemby** one of his harem, and now it seems that the **Leckemby** harem is more appealing than the **Durbin** harem because of the fact that **ONE** has gone back to the File Room—oh, well, one's loss is another's gain.

Betty Solem is the new Clerk in the Schedule Bureau who took the place of **Lucille Cocke**, now breaking in as a Ticket Clerk.

Captain **L. I. Mosier**, on his way to Seattle and then to his home base in New Orleans, paid **Mr. C. M. Allen** a visit, as did also Major **Harley Haverick** of the Northern District, who is just recuperating from an attack of malaria suffered while in Australia.

Does **Milo Siegler** strike a similar chord with "Milo of Crotono?"

Mrs. Mira C. Jackson is the new girl in the Personnel Department who is taking the place of **Gladys Black**, who is now in **Mr. G. E. Collins'** office. **Mrs. Jackson** was formerly with the Southern Pacific in San Francisco.

Mr. H. A. Fabun is a new Motor Coach Supervisor at Riverside, and **Gordon Hall**, former Assistant Station Master, is now Supervisor on the Southern District at night. **Mr. R. C. McPherson**, former Supervisor, is now in the Instruction Department.

Esther Lane, Receptionist for **Mr. Harry Young**, is happy over her week's vacation.

Patsy Reyngoudt now has a cedar chest and was seen crocheting furiously one noon.

Elsie Unger was vacationing here and there for two weeks.

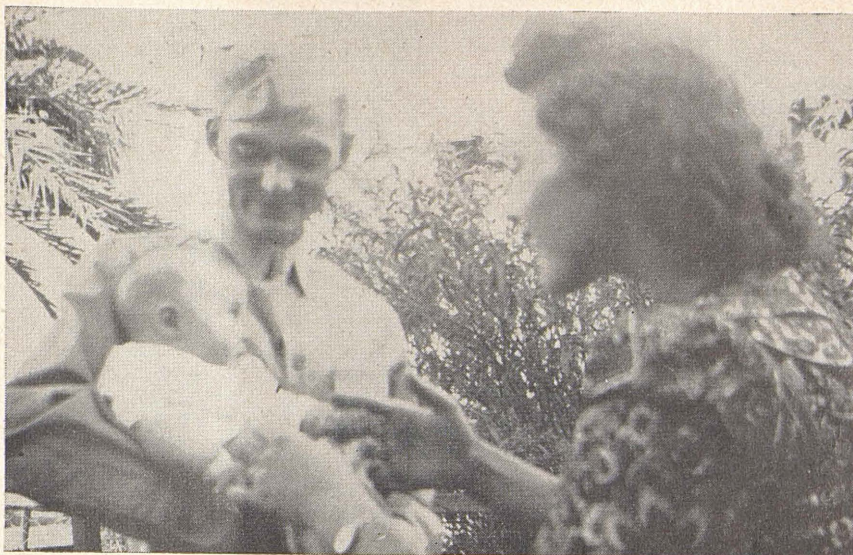
Bonnie Jean Pomerenk went to Crestline and stayed home for the two weeks of her vacation.

Virginia Muir left to go back to Grand Island, Nebraska.

Dorothy Bailey was caught in a very peculiar spot on her vacation in San Francisco, when the earthquake occurred some time last month. Why don't you ask her about it?

The Instruction and Safety Department is now called the "Pent House" since it has moved from the second to the eighth floor.

Virginia Miller has left PERy to join her husband in Colorado. She was given a handkerchief shower and luncheon by the girls of the Transportation Department.



LINDA GALE, now six months old, with her daddy, **Private Harold Fuqua**, and her mamma, whom grownup friends call **Rita**. **Linda** was only four months old when this picture was taken, her daddy being on leave from the Army Medical Corps. He is the son of **Mabel Garrett**, Car Cleaner, who for 22 years has worked for Pacific Electric. **Private Fuqua** was a Cashier and Ticket Agent for several years before he entered the Army in June, 1943. He is now at **Camp Swift**, Abilene, Texas.

Billie Biederman left us to stay with her little baby girl.

Here is a soldier, who wants some mail:

Pvt. **Art H. Westerveld**
Training Co. "A" SCU 1926
Clerks School Barracks 145
Boise Barracks
Boise, Idaho

Mr. R. W. Jackson at Butte Street says that the girls are doing a wonderful job taking places vacated by men in the service. The night shift girls enjoy a game of pool up in the club after their day's—or should we say night's?—work.

Dorothy Hill is the new Account Clerk for the North and South Dis-

tricts in Room 212. She used to work for the Southern Pacific in Palm Springs.

Mrs. Laretta Siegfried is the Steno-Clerk in **Mr. I. W. Erhardt's** office. She transferred from the Engineering Department.

Mrs. Ruth Penrod is the new Steno-Clerk located in the "Pent House" and she surely is a lovely girl.

Mrs. Lillian Teter moved from the Valley and has a new place in town now. She also has a new job, namely that of Secretary Clerk to **Mr. H. E. Foskett**, Station Supervisor.

Here's to a Merry Christmas and a Happy New Year.—And keep buying those War Bonds!!!!

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WEST HOLLYWOOD DISTRICT



By
**G. R.
Stevens**

Santa Claus Lane opened the day after Thanksgiving with the lights turned on, but Santa Claus did not make his customary ride because of wartime restrictions.

Congratulations! A new baby girl named **Fern Patricia**, weight 6 pounds, 1½ ounces, was born on November 17 to Mr. and Mrs. **W. J. Van Nise**. Mother and baby are doing well. Van Nise, former Conductor, has been in the U. S. Coast Guard for the past 16 months.



MISS VICTORY OF 1943

Little **Camille Finglet**, daughter of Conductor and Mrs. **H. B. Finglet**, is Miss Victory of 1943. She was chosen as the most beautiful baby girl in the Echo Park District. There were six hundred babies entered in the contest of Health and Beauty, spon-



FORMER CASHIER BURNS

sored by Veterans of Foreign Wars, Post 1381.

Corporal **J. H. Doherty**, former Conductor, was here on a seven-day leave. His rating is Radio Code Operator to Bomber Squadron, and he is with the 4th Air Force. He expects to be going overseas soon.

An interesting V-mail letter comes from **J. A. Presley**, former Motorman who has been in the South Pacific since May. He is a Pharmacist's Mate with the U. S. N. Mobile Hospital No. 3, and has been in the Navy over a year.

E. M. Beall has been on sick leave since June. A card tells us he misses the boys. The trainmen wish him a speedy recovery.

Ruth Branch is the new Assistant Cashier at West Hollywood.

Mr. and Mrs. **H. A. Green** celebrated their wedding anniversary on November 9. The happy couple have been married 21 years.

Former Subway Cashier **Richard ("Dick") Burns**, is now stationed at Treasure Island, San Francisco Base. He is a second class Seaman, radio technician.

Mrs. **Wilhelmina Webb**, mother of Conductor **O. H. Webb**, passed away on November 9 at the age of 75. She was born in Sweden. Two sisters and three brothers survive her.

The Season's Greetings and best wishes to all for the Yuletide.

Our best New Year's resolution—Buy more War Bonds.

—————ZONE YOUR LETTERS—————

Get "in the groove" and buy extra War Bonds now.

Former Ticket Agent Writes from Persia

Henry W. Kircher was a Ticket Clerk at Santa Ana, Long Beach, San Pedro, and other stations before he entered military service October 31, 1942. In a letter to Assistant Terminal Freight Agent **F. B. Spencer**, Kircher reveals that he is in the mountains of Iran (Persia, to most of us):

Iran

September 15, 1943

As you see, I am stationed here in Iran where I can enjoy the beauty of tropical nights and curse the flies and heat of the day. We are located in the mountains where the climate is a lot like Desert Center.

It is amazing the amount of supplies this command is getting through to Russia despite all the Army red tape. I wish I could describe the operations in detail (regulations do not permit) as I know a transportation man would find it interesting.

I have often thought of the boys from P. E. In fact, I met one of the drivers who worked on the Riverside run. Met him of all places on an Army transport in mid-ocean. He is also in the 516th.

Well, I'll have to close now—it's chow time. Remember me to the boys at Santa Ana—**Charlie Black, Hendrickson** and the others.

Very truly yours,

HENRY W. KIRCHER, P.f.c.
19177171

Co. F. 516th Q.M.R.

APO 783

c/o Postmaster

New York City, N. Y.

—————ZONE YOUR MAIL—————

PASADENA DISTRICT



By
**Herb
Morin**

Charles H. Foster is back in Pasadena again after having been down at Eighth Street for two years. He had been in Pasadena nine years before he went to Eighth Street.

Motorman **Jim Newman** is breaking in on freight, following a number of others from Pasadena. Come to think of it, they can't all be wrong; we'll

have to look into it. Maybe we're missing something.

Here's the list of Pasadena men who are now on freight; look 'em over: Bill Adelott, Jack Mahon, M. Turney, Ole Olafson, Jim Johnson, Sherman Townsend, Russ Lummis, Marshall Shock Batten, Harry Moulton, Bob Hosford, "Spud" Murphy, Winthrop H. Owen, Joe Horne, and—I think that's all.

Welcome to the new men: E. C. Baker, D. Robson.

C. H. Heydenrich has been off sick for some time after dropping something on his foot. Glad to see you back, C. H.!

We have some more fellows with the same name. C. H. Hawes is a brother of L. F. Hawes, and W. C. Hawes is a son of L. F. Hawes. H. J. Darnley is a brother of W. C. Darnley, but C. A. Montgomery is no relation to T. Montgomery. And if you should ask for Slocum, it would be Harold or R. F., the latter known as the "Cable Car Kid." The Slocums are not related.

We received some good news this week that Gunner's Mate first class

ROBERT C. PICKING, *Aviation Cadet, son of Conductor A. R. Picking of the Sierra Madre Line, returned to Deming, New Mexico on November 10 after spending an eight-day furlough with his parents. At Deming he is undergoing training which leads to a Second Lieutenant's commission in the U. S. Army Air Force. He has already won his silver aerial gunner's wings. Robert was 21 on November 16.*



SAME GUY—Bill Richards, Chief Gunner's Mate. He fulfilled predictions.

Bill Richards is now Chief. I must have had a hunch in the last issue of the magazine. . . . And that's not all: his ship and the entire crew were given a Presidential citation for their action against submarines. We are all proud of you, Bill, and wish you continued good luck.

Our friend Carl F. Peer, Leader Mechanic from Pasadena, joined the Seabees as first class Electrician's Mate. He was in Pasadena two years, and we miss him very much. . . . Good luck, Carl, and let us hear from you.

His address is:

Carl F. Peer, E. M. 1c
Area C6, Platoon 2974
Camp Peary, Virginia

Don't forget that photo of yourself in uniform, Carl.

Major Harley Haverick was recently in the Car House, and were we all glad to see him! I guess we will have to wait until after the war to find out what he did, however. He just won't talk. . . . Hope we see you again soon, Harley!

—ZONE YOUR LETTERS—

FREIGHT STATIONS AND YARDS

By
**Arden
Nasher**



Things are moving so fast these days—that is, things pertaining to business—that the deadline slips up

on us before we can do much about it. This is particularly true this month, as ye correspondent is busy fighting a mild touch of "flu."

However, our SOS of a couple of months ago prevents this issue from being a total loss and we thank our anonymous contributors for the following items:

FREIGHT HOUSE: Roberta O'Neill, formerly Clerk at Hollywood, now working as Assistant Settlement Clerk at the Freight House, has joined the WAVES. She is leaving about November 28 for induction. All good wishes go with her from her friends on Roster 3 and elsewhere. Olive Cole has finished her break-in period as Trainee and is working as Expense Clerk. Edith Irene Brown, who works as Expense Clerk, helping Irene Cunha on Western Freight affairs, is on vacation as we go to press. Evelyn Hindsill is all smiles, and no wonder. She has just announced her engagement to a boy in the Air Force. We understand that the wedding is not contemplated until the end of hostilities. Margaret Seymour is going on leave for two weeks, beginning November 29. We have two new clerks in the office; Roberta Armstrong, formerly with the S. P., who is breaking in in the Accounting Department as assistant to Sammy Tellechia as Correction Clerk, and Joyce Johnson, who was formerly in the Auditor's Office on Conductor's Accounts. Joyce is breaking in in the Claim Department with Fred Leary, Joe Peeler, et al.

BUTTE STREET: Christina Baker, Transfer Clerk, was married on October 26, and less than a month later the groom joined Uncle Sam's forces. Best of luck to him and you, Chris.



PALS, mother and son, of Glenn P. Barkhurst, Wingfoot Agent, who writes: "Just returned from one week's vacation. Quail-shooting fine, boys, but don't come out expecting to get fat in quail-eating. Week spent in sage district 27 miles below Hemet, Calif. Wonderful prospects for deer and quail in this locality. Deer season opens December 11, Saturday."

The rest of the force seems to be about normal. The new offices at Butte Street are about finished, and you would be surprised at what can be accomplished with a little carpenter work and new lumber. Neil

STATE STREET: Our old friend Jack Walsh has bid himself a nice quiet job as Car Clerk at State Street, assisting Andy Moreno. However, the peace and quiet is on the verge of being disturbed again: Nate Tatilman is taking a physical for Uncle, as this goes to press.

EIGHTH STREET: Our girl friend, Annie the Jannie, is on her vacation in Detroit, whither she went with friend husband who is on furlough from Santa Anita. Received a card from her telling us about the wonderful snowy weather they are enjoying there, but she adds: "I'll be seeing you soon."

FREIGHT SHEDS: Arnold Windquist tells us that he is about to lose one of his trusted lieutenants, Louis Calidonna, who is breaking in as Service Director. When Louis completes his course, he will be seen no more around the Freight Sheds. We are sure he will make a good Service Director for the honor of "Old Seventh Street." Dan Sanchez, who is checker champion of these parts, has been so busy of late that he has had to give up the game. Here's a chance for all you checker sharks who would like to take him into camp to get him when he is out of practice. Dan's time is being taken up by the

addition of a Sunday Collector's job on the Venice Short Line. We understand that Al Horspool was also a "nickel grabber" for a while, but gave it up. Everyone around the Sheds was glad to see C. F. Whitehead return to work a short time ago, after being off with a broken heel for several weeks.

STATIONS: Haven't had much from the Stations for these many months, but one piece of interesting news concerns Ernie Donaldson, Agent at El Segundo. We are told that he has gone in for bowling in a big way this season, and is devoting about four nights a week to the game. At present his season average is 161. Ernie has been crippled at the station due to the illness of his assistant, Al Hough, who has been off for about 10 days as this is written. Mel Soper worked his job for a week or so, and then had to leave to relieve the Agent at Gardena, who is sick too. Ray Kraft, Clerk at El Segundo Yard, spent a few hours helping out and, knowing Ernie as we do, we are sure he'll make out all right. Meantime, Al is visiting a sister at Brea and just taking a good rest.

Time to crawl back in our hole and fight the flu. Roses are our favorite flowers, and we don't like lilies.

REED THOMAS BRACKETT, age 20 months, weight 27 pounds, is the eldest son of T. R. Brackett, Wingfoot Freight Clerk.



SOUTHERN FREIGHT DISTRICT

By

J. E. Neville



During the past few months the events taking place have been sadly neglected, as all attention has been focused on Butte Street Yards, and your humble servant has to rely upon only the rumors. Though this is not as we might have wished, it appears to be the best alternative in a slightly muddled situation. . .

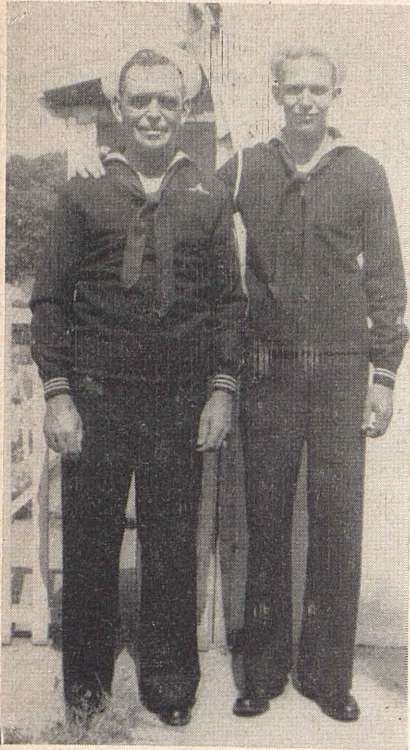
Last week, as Conductor P. G. ("Pig") Winters was switching at Watson, two strange men approached him and asked if he was the Conductor of the crew. Winters very indignantly looked the parties over, then said "yes." Then one of the two men said they had been sent down to help switch. Pig said, "OK, get your coats off and roll up your trousers," which one of the men proceeded to do. The other remarked how embarrassed it would make him.

Pig started switching and after a while he called the embarrassed man and told him to check trains for car numbers and get the bills ready, which this man did very well. Conductor Winters asked the men their names . . . the one that took off his coat and did as instructed said his name was Yeager, and also stated, after being asked if he had ever had any railroad experience, that he had been Yardmaster at Pocatello. The other man would not give his name.

Conductor Winters stated, when interviewed by your humble servant as to whether he would OK this man Yeager, "He was OK, only he was a little awkward getting on and off cars. Through a little effort, in a couple of weeks, under my supervision, I can make a railroader out of him."

The latest qualifications have been traced back and were confirmed this week, that "Smokey" Johnson, father of few children, had passed all his preliminary and physical examinations, and through this induction test was made A-1 Motorman and Engineer of the day. This outcome was kept rather quiet, as we wanted it that way. "Smokey" is a well-known man in South Freight and at one time was the understudy of Bud Bunnion.

Many of you will be interested in this well-known gentleman, C. J.



GUYETT & GUYETT

Charland who, we are informed, a few years ago stepped into the talented career of filling the office of Yardmaster with the Bozo Texaco Railroad, and was better known by the nickname "Rocky."

A saving in meat ration stamps by Jim Brock, Relief Yardmaster, was the topic of discussion when he went deer hunting at Beaver, Utah and brought a 4-sprung white mule weighing 175 pounds. Right now, we would like to have R. Smith and Chas. Ventriss verify their trip. How about it, boys?

Among us, the Navy shines uppermost . . . Fireman L. E. Guyett and son William Guyett (see picture). Lee enlisted in July 1942 as Machinist's Mate, 1st Class and was medically discharged in December 1942. His son William is taking up where he left off, and is somewhere in the South Pacific.

Last but not least, a Merry Christmas and a Happy New Year to all, and to our men in the armed service, at home or on foreign land and on the high seas . . . and don't forget, only a Christmas card, if nothing else, would be a Merry Christmas and a Very Happy New Year for them, from you and you and you!

ZONED MAIL IS FASTER

Golfer—Notice any improvement since last year?

Caddy—Had your clubs shined up, haven't you, sir?

SOUTHERN PASSENGER DISTRICT

By

A. J. Falco



Here's wishing each and every one of you a very merry Christmas and a happy New Year.

The boys now call Terminal Foreman Fred McCulley "Split McCulley."

That well-known bird, the stork, visited the homes of Conductor D. E. Lara and Motorman W. K. Elsmore in October. Lara received a nine-pound baby girl, while Elsmore received a six-pound boy. Congratulations to the proud parents.

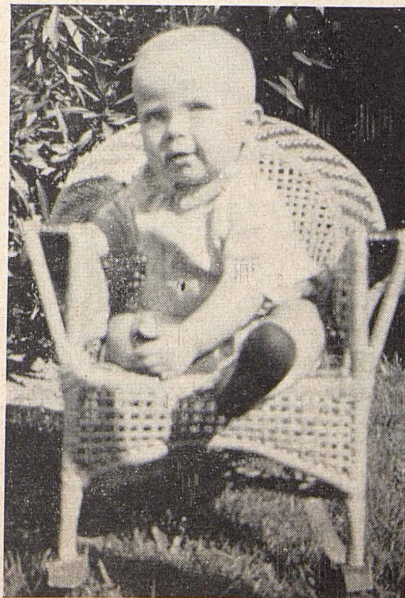
Motorman Frank Burt and Conductor R. ("Bub") Renfrow are both back at work after a couple of weeks on the sick list. Glad to see you back, boys!

Conductor Mike Pocaró surely enjoys his work with the Pacific Electric Railway. He can always be seen in the trainmen's room doing his tap dance and cheering the boys up.

Motorman Frank Bryant and Conductor Oscar Matthew are back from freight service. Welcome, boys!

Conductor Louis Fogle believes that if he can hold out to be a hundred

JIMMIE DEAN ELSMORE, nine months old, is the son of Motorman (South) and Mrs. W. K. Elsmore. Wonder what he's thinking?



years old he will have broken the record for no days off.

Conductor Al Sisk is breaking in to be a Depot Master. Al saw the chance of putting in some more hours. Here's luck to you, Al!

If any one wishes any fishing lessons, just see Conductor Byron Bott. He is our ace fisherman.

The popularity contest at Sixth and Main was won by none other than that gentleman from the Windy City, Terminal Foreman C. R. Moffett. C. R. is one fellow who can certainly spread sunshine and make anyone start the day's work in the right mood.

Motorman Joe Elsmore of the South District was voted one of the best pilots of the red cars.

Our deepest sympathy goes out to the family of Conductor Tom R. Hodges in the loss they have sustained through the passing of his dear wife.

We are sorry to report that the wife of Conductor Palmer Johnson is in the hospital. Here's hoping for a speedy recovery.

War Thought

Perhaps we can't all fly, but we can all buy War Bonds.

ZONE YOUR LETTERS

FREIGHT TRAFFIC DEPARTMENT

By

Betty Morrison



Uh-huh, this is the December issue, but it's going to press while the smell of turkey is still in the air. So, we burst forth with our own assortment of reasons for thanks. Among us we're thankful for—

the son who is still alive with the Marine Corps in the South Pacific;

being alive with a place to sleep, having something to eat, being able to walk around, to buy cigars and beer—and enjoy both;

having a big family who were all home for Thanksgiving dinner;

getting that raise;

being so busy there isn't time to think;

increasing powers of enjoyment;

our families;

being here and having a cousin;

learning Spanish;

having the right house show up at the right time;

being stocked with cigars;

not having any frost on the citrus.

SIGNAL DEPARTMENT



By
**Virginia E.
Simmons**

So, you're going to visit the Signal Department! "Sixth floor, please!" You turn the corner to the left, walk down a long hall to the east corridor. That's the point where you look up and see "President" on the door. (That door always intrigues me, for Mr. O. A. Smith belongs there.) You walk right on by, and down the hall to Room 695. Yes, this is the place. Walk right in.

Inside the door, there's a fence and gate, which might make a stranger wish to turn and run! But across the room, you see the friendly smile of E. J. A. Hasenyager. Yes, he's the same gentleman who writes for the P. E. Masonic Club. His real job is Electrical and Overhead Clerk. But, we've come to see the Signal Clerk. We're past the gate now, so we step inside the next room, where Jessie V. Eaton greets us.

Mrs. Eaton was the first woman employe of the Signal Department, and eyebrows were raised when she came on the job four years ago. Now, the department couldn't get along without her! She's a most personable young woman, who's not only efficient and businesslike, but sympathetic and kind hearted; a person the fellows can go to with their problems.

Railroad men are supposed to be a pretty tough lot! So the remark was made by the "bosses" that they were either going to make a man out of Jessie, or she would make ladies out of them. It's still a joke in the department, and with the odds against her, Mrs. Eaton holds her own!

We now have our introduction to visit A. O. Smith, the Signal Engineer! Confusing? Yes! Reminds me of that line "Fate tried to conceal him by naming him 'Smith.'" The one we're interested in is usually referred to as Al Smith, which helps considerably.

Mr. Smith was most enthusiastic about our column, and, though getting ready to leave for two weeks vacation, gave us material. We were interested in when the Signal Department started.

"It is problematical whether any person around the Company could tell

when the Signal Department was first started. However, it was previous to 1904, when it was under the supervision of A. E. Roome. Signaling was very limited at that time, consisting mostly of highway crossing protection and very little of that.

"Mr. Roome was succeeded by S. R. Florence, who supervised the Department until 1938. During his administration, the Signal Department was greatly expanded. In 1930, the activities of Bonding and Welding were included in this division. Later, the Telephone Department was added. In 1935, the Overhead Lines were turned over for Mr. Florence's supervision."

Since 1938, the Signal Division has been under Mr. Al Smith's supervision.

Thanking the Signal Engineer for his graciousness, we go into the next room, where the Signal Foremen hold sway. We meet Lee Cash, Assistant Signal Engineer, and R. M. Cobb, General Line Foreman. (Incidentally, the watch I carry once belonged to Mr. Cash, and I'm very proud of it.) Signal Foremen William Moesby, Walter Stratman and Felix Brac are working outside today, but we'll catch up with them. High Nickerson and Tom Roscoe, Signal Draftsmen, also share this large office.

N. D. Gilbert, Telephone Foreman, has an office on the mezzanine floor, while H. P. Bancroft, Bonding & Welding Foreman, has his office at 615 Wall Street.

"Banny" told us that his men backed MECCA 100 per cent. With Christmas so near at hand, the spirit to give should be unanimous. It surely would be nice to have the whole Signal Department 100 per cent.

Before leaving, we'd like to mention new employes. We welcome Roy Long, Lawrence Lewis, Signalmen, and Johnny Andrews, who's back again with the Signal Gang; Bob Keith and James Ruddell, Helpers. Also Robert Wiegman and L. A. Baker, Towermen.

We wish Happy Birthday to those having birthdays in December: Towermen Mateo Flores, George Curtiss, Ray Hurt, Paul Orrell, Jack Caplan, and L. W. Corio; Signalmen A. Contreras, L. B. Cromie, O. J. Sewing, R. J. Hunckler, W. A. Lewis (in military service) and Emil Herr.

Johnny Neff spent Thanksgiving in the hospital, his fourth trip in six weeks. Jack Caplan and Jesse Grogan also spent the holiday in bed. We hope they're back again when this column comes out.

Pfc. Byron A. Hauser, former Towerman, now stationed in Iceland, is the proud father of a baby boy born

November 4. Mother and baby are reported doing well.

We send a special Christmas greeting to our men in military service: L. R. Nachman, C. M. Martin, H. E. Williams, W. A. Lewis, R. L. Oakley, J. H. Edwards, S. F. Couillard, G. H. Brewer, J. F. Hamilton, B. A. Hauser, W. F. Easterman and D. E. Cobbs.

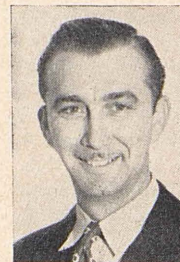
We hope you liked our column, and that you read it through.

We wish you all a Merry Christmas, And Happy New Year, too!

Virginia E. Simmons, best known to readers and trainmen as a Tower Operator at the Subway, continues in this issue to pursue as a simon-pure amateur the journalistic career she had dreamed about when, in her high school days, she edited a feature page in the Sacramento Bee. She had to go to work before she could gain the requisite college journalistic training, but we leave it to you: Hasn't she written a promising first column?

— ZONED MAIL IS FASTER —

TORRANCE TOPICS (MECHANICAL DEPARTMENT)



By
**Jack
Wright**

After that beginning last month I suppose some would wonder; just what, this time? . . . Well, friends, you tell me a "starting" paragraph and I'll tell you the one about the two little—What am I saying?? . . . Oh, well, I have the consolation of at least two out-of-department readers; our TK (Mrs. Walton) and the cutie who works the Day Cash Receiving Clerk job at West Hollywood Terminal Foreman's office.

Mr. Moore's Bevy of Beautiful Babes was given a transfusion in the form of a NEWCOMER, none other than the daughter of Cora Hewins, who works in Al Rice's department. Her name, did you say?? I just told you: Cora Hewins . . . and are the boys in the machine shop jealous because she was not assigned to their section! But what the heck, fellas, you can't have everything. Didn't you get (by bid from Al Winkler) that renowned and remarkable medium of deepest mysteries (including her magic ring), the one and only Mme. Margaret V. Moser? . . . Her first customer in the machine shop was

Bill Chapman, who says she even told him of the nightmare he had (or was it a jumpin' cat?) after eating that piece of overgrown rabbit given him by Christina Rumbo & Mae Mortenson.

It Was Live News When I Wrote It:

Nick Blume's mother, who was hit and seriously injured by an automobile November 3, is home and doing nicely after spending a couple of weeks in the hospital. Nick and Irene have moved into the city to be with her.

William Schenk is back on the job after a quick trip and short stay in the hospital . . . Bill has such a tough constitution they deferred further observation.

George Carroll is back after a short absence caused by a sudden attack . . . Yeah, he was attacked by "a-cute-indigestion" (wonder if he got a piece of that double-barrelled rabbit the girls were passing around?).

George Evans (our super) is taking the second part of his vacation . . . he plans on a quick trip to Hermosillo or Strawberry Park.

Hurry and Get Well To:

John Anderson, William Parker, Lilia Holguin, Gladys Sovereigns, George Anderson, and Frank Casagrande, who are and have been on the sick and unable list for some time.

Apologies To:

Those of the Miscellaneous Department who took exception to my reference "the dirty dozen."

June Tarbit, boss of the Machine Shop, for telling him he is going to have some absenteeism among his female machinists IF he doesn't supply some means of heating them up these cold days.

Arlie Skelton, writer for PERGC, for use of his "transfusion" which I used in the third paragraph.

Wonder When:

Ruth Fisher, Newscaster for MTD, is going to get mugged for the magazine?

Condolences To:

Silvio Tocci, of the Carpenter Shop, and Walter Bloomfield (retired Electric Machinist) who lost their wives by death during the month of November.

Spotlight On:

William Henry Payne, who started to work 7:30 a.m. July 5, 1919, and has grown up with the PE Shops here at Torrance . . . Bill is a very versatile young man and aside from doing a good job on his assigned tasks of "maintaining and commuting" this fellow lets no grass grow under his feet. During his AFTER hours he reads (good books), draws (for D-Squire), writes (to Waxa-

hachie), and brushes up on his Bill Robinson routine.

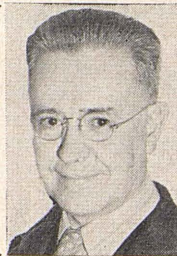
To Close:

May I say, from all of we-uns to all of you-uns in this big PE family, best wishes for a MERRY CHRISTMAS AND HAPPY NEW YEAR.

—ZONE YOUR MAIL—

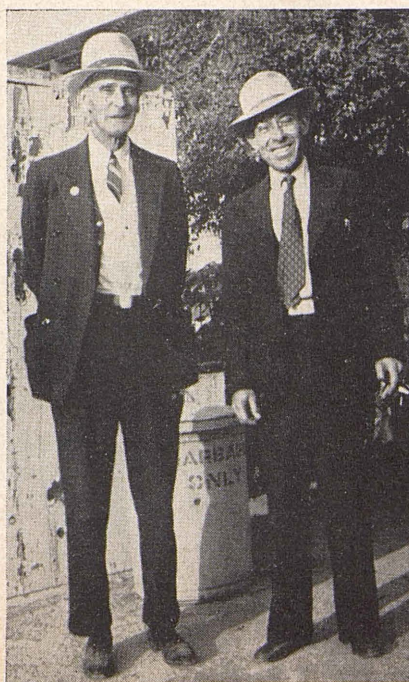
TORRANCE TOPICS (STORE DEPARTMENT)

By
Fred B.
Hopkins



Wal, I swan! and ef it ain't the Deacon (on the left), Dealer and Purveyor (Section Storekeeper) in bars and sheets of iron and steel, steel castings, forgings and truck parts, wheels, axles, and so forth—and with him to the right, his former partner in the business and co-worker, and now Section Storekeeper in charge of oils, grease, lubricants, paints, glass, etc. Jose Torres! The picture, taken as recently as this past summer in front of one of the bulkheads (which seems to have lost much of its contents), shows us none other than Deacon Burt F. Ordway, Sage of the Torrance Mountains,

MOUNTAINEERS—Deacon F. Burt Ordway and Jose Torres.



hunter of note and dispenser of wit and philosophy—just when he had been relating to us the shortest hunting story on record, which we understand took place in the Torrance Mountains, to wit:

"Algy met a bear,
The bear met Algy.
The bear was bulgy,
The bulge was Algy."

Lots of things have occurred since we last had our little visit with you in the columns of this magazine.

The Deacon's boy, Dan Ordway, who joined the Navy just after his graduation from Torrance High School, and who has been stationed all thru the summer up north, was last heard from in Hawaii and, for all that we know, when this is being read it may develop that he had a part in the battle with the Japs for the possession of the Gilbert and Ellice Islands.

Then Eddie Wurm, who was driving the Store Department truck from Torrance to Los Angeles and return, and for whom we all had developed a great fondness and admiration due to his genial and charming personality, joined the Navy and went away November 22. Oddly enough his place was filled by Joseph Sweeney, of Redondo Beach and formerly of Pittsburgh, Pa., who was recently released from the Navy because of physical disability. So—"One goes, another comes."

On the Monday before Thanksgiving, we had a visit from Tech. Sgt. Herbert Morley, who was generally known in and around the Store as "Junior" and who used to serve in the Motor Coach Section as one of the assistants to Frank Winterberg. Sgt. Morley is now stationed at Camp Adair, Oregon, as a radio technician, and attended school at the Signal Depot, U. S. Army, at Avon, Kentucky.

Also, Frank De Baum, who was last located at the Macy St. Store, was called into the Army but at the present date we have not been informed of his location.

During October we had a call from Corp. Cliff Ruppel, who is back again at Camp Beale, up near Marysville, after a term at Fort Knox, Ky.

Recent reports placed Bill Jolley, Jr., in England, where he had "arrived safely overseas," according to the brief message to his Dad. Bill is also a radio man in the Army Air Corps.

Will Lock has been going about with his sleeves rolled up, drawing attention to the muscle he developed while putting a roof on his house.

Prof. Cain's boy, Gene, is with the Military Police down at Little Rock, Arkansas.

If members of the department have been wondering why your correspondent has to remove his glasses every now and then to rest his eyes for awhile, it's because of the effulgent rays given off from the left hand of **Lucille Tielens**. All is not gold that glitters, and in this case that is actually true, since it is a diamond given her recently by her boy friend, who is in the Navy.

Over at the West Hollywood Store, **Cliff Curle** had a vacation and went to San Francisco for a brief respite of five days, leaving his able assistant, **Guy Gehde**, in charge of the establishment during his absence.

Then over at Macy St. Store **Jose Ayala** had a vacation, but spent a good part of it in bed due to an attack of the flu, which isn't so good a way to spend a vacation. Nevertheless, Joe says: "DON'T FORGET TO BUY A BUNCH OF BONDS TO BUY A BUNCH OF BOMBS TO BOMB A BUNCH OF BUMS." You see, Joe's brother is in the Navy and was home on leave a short while ago after passing thru the battles of the South Pacific. **Jim Wageley** was substituting for Joe, during his absence, but now that Joe has returned, Jimmy has gone in the Army.

Tom Wilkes had all his boys who are in the service at home at one and the same time. Tom, Jr. came home on furlough from Roswell, N. M., where he is stationed at the Flying Field in the Army Air Corps; David, who is in the Coast Guard, came home on leave, and Tom's son-in-law, **Bill Headrick**, came home from Boise, Idaho to attend the funeral of his father who had passed away suddenly.

Then last, but not least, we have to tell you about the birthdays that took place in our midst during the month of November.

On the morning of Tuesday, November 16, Storekeeper **Ward McCall**, otherwise known as "the Boss," happened to be on his usual rounds of inspection in the store and, when he returned to his desk just before noon, he found thereon the prettiest kind of a lovely birthday cake all lit up with candles and with an American flag all made in the icing and everything and all the folks standing about and as soon as he put in an appearance, they all joined in the refrain: "Happy Birthday to You" (just as if he didn't know—and had to be reminded), with **Bette Hay** leading the anthem. Then in the afternoon, to cap the climax, his grandson, who is in the Navy, paid him a call along with Mrs. McCall and the boy's mother, and then the telephone rang and when he went to answer it, there came voices from nowhere, it seemed, all proclaiming "Happy Birthday to You."

HEARD AT THE INFORMATION DESK



By
**Adeline
McIntyre**

Dear Editor:

Yes, I know it has been a long time since I wrote you, and about this time of the year I must catch up with my correspondence, beginning with "good old Santa."

As you have been informed as to our activities, news, etc., I would like to tell you a few of our latest funny stories from our dear public.

Just a few nights ago I was very, very busy telling people where to go, etc., when a very serious elderly voice came in about 8:30 p.m. "Good evening, operator. Have you any more cars to Long Beach tonight? I am terribly sorry to bother you but I thought I had better call you before you went to bed." That is one time I was caught without my pajamas on.

Then another confused small voice: "I want to go on your 'Bamboo bus.'"—"We don't have a bamboo bus."—"Oh, yes, you have. I see it all the time and I want to go on it."—"Well, uh, where does it go and what color is it?"—"I don't know where it goes but I know it's a red bus."—Well, this went on for awhile until I asked

her to spell it for me; then came the voice: "B-A-L-B-O-A."—Any similarity is purely coincidental.

Of course we don't make reservations, but one lady was very much upset and indignant because we would not reserve seats for her and her two prize pullets. If she couldn't go would we make reservations for her darling little pullets?—Well, we do carry chickens but not that kind, yet.

Then, the anxious voice: "I am under the bridge. Can you tell me how to get home?" I bet a lot of people would like that service, too—sometimes.

Then, after giving a party the desired information, he asked: "Now, will you punch the operator for me?" He only wanted his call transferred; otherwise I am afraid we could not have obliged him. (Attention: Telephone Operators!)

And so it goes:

Now for a bit of last minute news: Mrs. **Fay Phillips**, of the Lost and Found Department, has returned to her post, looking as good as new—operations seem to agree with some people.

We miss the good backing of **Jimmy Adams**, Ticket Clerk, who is at present in the hospital. And Mr. **Shockley** is at 29 Palms recuperating.

Mrs. **Isabel Ash** is a new member in our Information Department. She has recently been pinch-hitting for **Fay Phillips**. Lots of luck, Isabel!

With this I close, extending to all our very best wishes for a Merry Christmas and a Happy New Year from the Information Clerks.

ADELINE McINTYRE

National Prominence Given P. E. In November Engineering Magazine

Nationwide prominence is given Pacific Electric in the November issue of the nationally circulated magazine "Civil Engineering" by publication of the article "Wartime Transportation in Los Angeles."

The article is condensed from an address delivered by Assistant to the President **D. Batman** before the Engineering Economics Division of the American Society of Civil Engineers, during the Society's annual convention which was held in Los Angeles in July.

Packed with facts and figures concerning the wartime operations of Pacific Electric and its affiliates, the article describes the great increase in freight and passenger activities since 1941 and explains the steps

taken to meet the demands for more equipment and more personnel. Discussed also are the staggered hours plan, the building of the Terminal Island Rail Line, the doubling of the freight and passenger loads, the substitution of 90-pound for 60- and 70-pound rail, the shortage of ties, the securing of 30 new motor coaches and two new Diesel-electric locomotives, the use of salvaged and substitute materials, and other important topics.

Pictures of the viaduct and new bus deck behind the P. E. Building, of the coin-actuated turnstiles at Terminal Island, of the new bus repair shop at Macy Street, and of the new Diesel-electric 1650 illustrate the article. A map of the system and graphs of operating records are also included.

Lucky Kid!



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A surgeon, an architect, and a politician were arguing as to whose profession was the oldest.

Said the surgeon: "Eve was made from Adam's rib, and that surely was a surgical operation."

"Maybe," said the architect, "but prior to that, order was created out of chaos, and that was an architectural job."

"But," interrupted the politician proudly, "somebody must have created the chaos!"

—————ZONE YOUR LETTERS—————

Woman—Is the manager in?

Office boy—Sure he's in. He's always glad to see pretty girls.

Woman—Oh, is that so? Well, tell him his wife is here.

—————ZONE YOUR PACKAGES—————

A none too prosperous London clergyman reluctantly accepted the offer of a commercial firm to supply his congregation with free books containing the standard psalms, with the stipulation that a little advertising might be injected. When the books arrived, the minister, to his great joy, found no advertising matter at all. But on the following Sunday he was horrified to hear his flock burst into the following hymn:

Hark! The herald angels sing,
Beecham's Pills are just the thing;
Peace on earth and mercy mild,
Two for man and one for child.

—————ZONE YOUR MAIL—————

Man (to small son of one of his workmen who has met with an accident): "When will your dad be fit for work again?"

Boy: "Can't say for certain, but it will be a long time."

Man: "What makes you think that?"

Boy: "'Cause compensation's set in."

"Would you mind walking the other w'y and not passing the 'orse?" said a London cabman with exaggerated politeness to a fat lady who had just paid a minimum fare.

"Why?" she inquired.

"Because if 'e sees wot 'e's been carrying for a shilling 'e'll 'ave a fit."

—————ZONE YOUR MAIL—————

Girl Friend: "Did you ever sell brushes?"

Caller: "No, why?"

Girl Friend: "Well, you better grab one and start selling it to me. That's my husband at the front door."

—————ZONE YOUR MAIL—————

Dad—Son, I never knew what it was to kiss a girl until I courted your mother. I wonder if you will be able to say the same to your children?

Son—I think so, dad, but not with such a straight face as yours.

—————ZONE YOUR LETTERS—————

Lady—Have you any invisible hair nets?

Clerk—Yes, ma'am.

Lady—Let me see one, please.

—————ZONE YOUR MAIL—————

A kind old gentleman, noticing a small boy carrying a lot of newspapers under his arm, said:

"Don't all those newspapers make you tired?"

"Naw," the lad replied, "I don't read them."

—————ZONE YOUR LETTERS—————

Prof. (irritated): If there are any morons in this class will they please stand up."

A long pause and then a lone freshman slowly rises to his feet.

Prof.: "What! Do you consider yourself a moron?"

Frosh (hesitatingly): "Well, not exactly sir, but I do hate to see you standing up there all by yourself."

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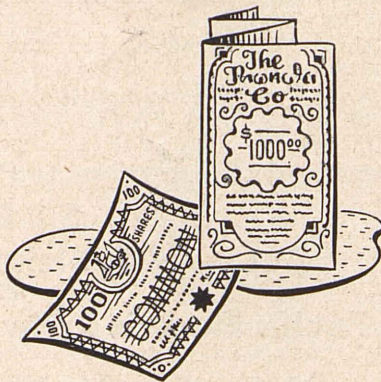
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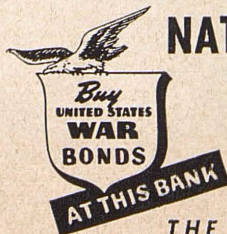
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