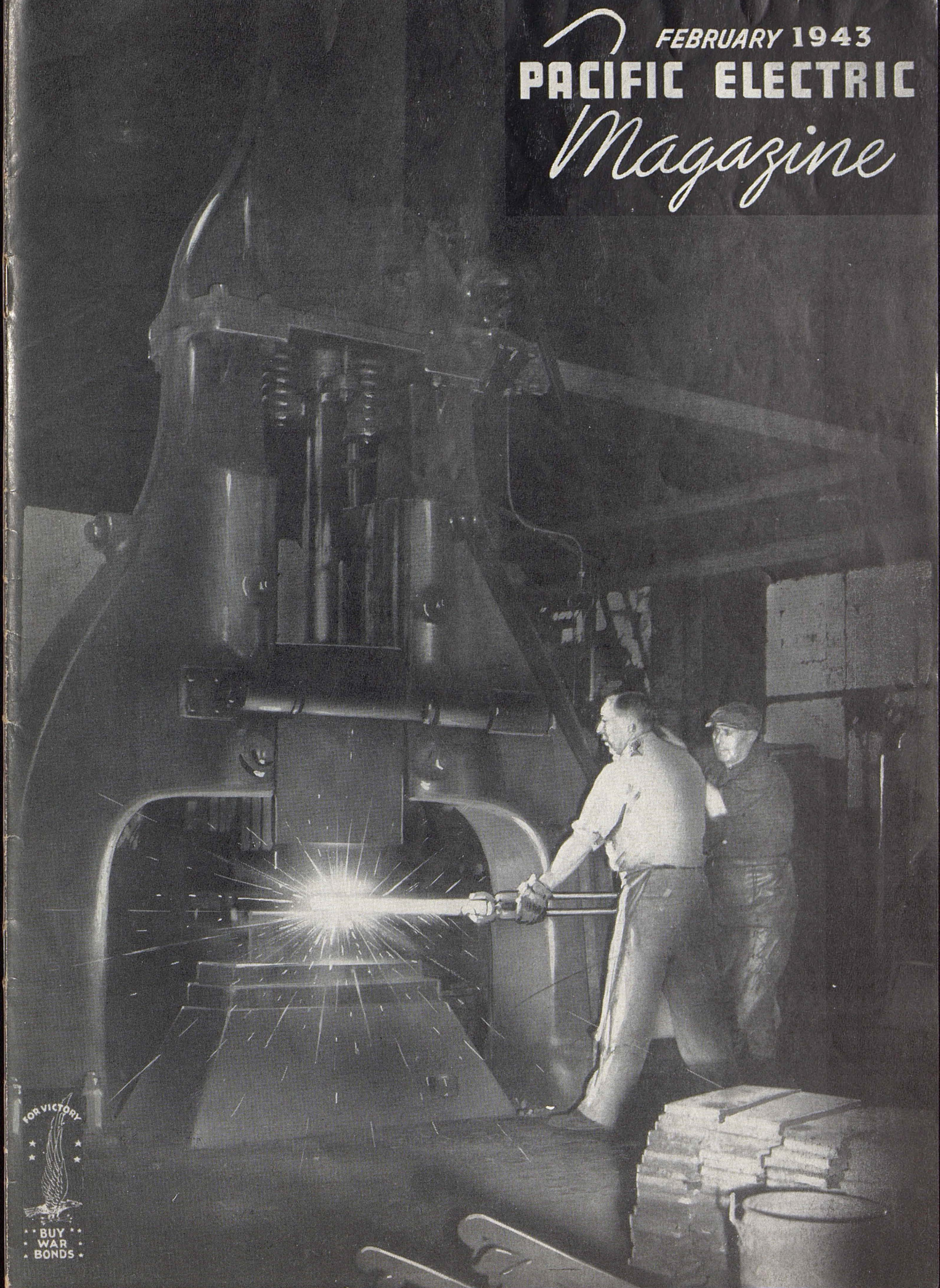


FEBRUARY 1943
PACIFIC ELECTRIC
Magazine

FOR VICTORY
★ ★ ★ ★ ★

★ ★ ★ ★ ★
BUY
WAR
BONDS



TILL WE MEET AGAIN



BUY WAR BONDS

... HONOR ROLL ...

PACIFIC ELECTRIC EMPLOYEES ENTERING ARMED SERVICE OF NATION IN JANUARY

(So large has the Honor Roll become that limitations of space make it impossible longer to print the entire list of names in the magazine. Hence, the names which appear below are only those added since publication of the last *P. E. Magazine*. The list is corrected to February 2.)

CLAIMS DEPARTMENT

William Pollack

PASSENGER TRAFFIC DEPARTMENT

Bill C. Murray

Walter B. Accardo

MECHANICAL DEPARTMENT

Roland S. Anderson

Floyd E. Wheeler

William B. Ballard
Gerald H. Brewer

ENGINEERING DEPARTMENT

Bennie Chavez
Norse C. Click
Eusebio Gurule

Joseph F. McCardle
Fred E. Simmons

TRANSPORTATION DEPARTMENT

Douglas D. Carlson
Arley B. Carter
Kenneth C. DuVal
Meekly E. Goble
Loren D. Ice, Jr.
Ray R. Killion
Jack H. Krafft

Walter E. Lohman
Jack M. Mallory
Robert J. Mallory
Gerald P. Nance
Vincent J. Patti
Russell M. Peterson
William O. Powell

George Martin Prato
John A. Rice
Richard W. Rouse
John G. Smith
Floyd M. Toliver
Warren Malcomb Welch
John C. Worthington

PACIFIC ELECTRIC NOW HAS 485 EMPLOYEES IN THE ARMED FORCES OF THE NATION

GIVE BLOOD FOR VICTORY!

For the first time in history, the people who stay at home can donate some of their blood with the knowledge that it may save a life on a battlefield thousands of miles away. There are few, if any, true Americans who do not have the desire to help in the winning of this war. In its urgent appeal for 4,000,000 pints of blood, the American Red Cross offers a splendid opportunity to all of us for the fulfillment of that desire.

While the Red Cross issued the appeal, it actually came from thousands of American soldiers, marines, and sailors lying wounded and bleeding on some foreign soil. Those boys are enduring hardships and privations and, in many instances, agony which we at home will never have to experience. They are giving everything they possess so that we may continue to have the way of life which we believe to be the best. It is a privilege for us to donate our blood to replace that which they shed for us.

One hundred sixty-four Pacific Electric employees have visited the Red Cross blood bank, some of them several times. These people have been well repaid by the deep sense of satisfaction

which they experience in having given of their blood to help some wounded man—to save a life.

The entire future of almost 6,000 Pacific Electric employees is dependent upon the winning of this war.

Every one of us is obligated to do *all* within our power to help. There is no excuse for any of us not to offer a pint of our blood to save the life of an American at the front.

Let us have other days set aside as "Pacific Electric Days" at the Red Cross. If you are willing to help save the life of some fighting American, telephone T. E. Dickey, Chief Clerk, Medical Department (TU 7272, Extension 2967) and tell him that you want to be included in Pacific Electric's "Blood for Victory Day." He will make all arrangements and will notify you of the time scheduled for your visit. The Company will furnish transportation to and from the Red Cross.

Let's make this an ALL OUT proposition. Not for Pacific Electric—not for ourselves—but for the benefit of our American boys whose wounds have been received that America might live.

DON'T WAIT . . . TELEPHONE TODAY . . . LET'S ALL OF US GET INTO THE FIGHT.

WE KEEP 'EM ROLLING

By Fred E. Geibel

Superintendent of Equipment

It is only natural that we think of Pacific Electric in terms of crowded street cars, speeding motor coaches and busy terminals. Too few of us

stop to realize that behind this equipment, the continued operation of which is so vital in these days, is a vast organization of service and maintenance. All equipment **must be kept running**. Just as an individual's private automobile needs servicing and repairs, so do the hundreds of pieces of mobile equipment of the Pacific Electric need constant inspection and mechanical attention. This task is the function of the Mechanical Department and its thousand employees headed by the Superintendent of Equipment.

This department is responsible not only for the repairs but also for the design, construction, maintenance and servicing of all passenger, freight, combination and service equipment, both rail and automotive including both steam and electric locomotives.

Design involves not only the original specifications and drawings but the continual study of performance to improve the life and dependability of wearing parts. Operating requirements also demand changes from time to time which must be worked out in keeping with good mechanical and electrical practices, as well as the proper and economical use of materials. This latter feature is of particular importance in these days of critical materials. It is now not a question of getting the best material to do the job at the lowest cost but to take what may be had at any price and adapting it to the need.

The general details of the operations of the Mechanical Department such as labor relations, distribution of labor and the work program, are handled by Mr. E. A. Stevens, Assistant to the Superintendent of operations. Management of the office is in charge of Mr. W. G. White, Chief Clerk, while the principal maintenance and manufacturing point, the Torrance Shops, is under the supervision of Mr. George Evans, Superintendent of Shops.

The outside work, consisting of running repairs, inspection and servicing, is divided into three groups.

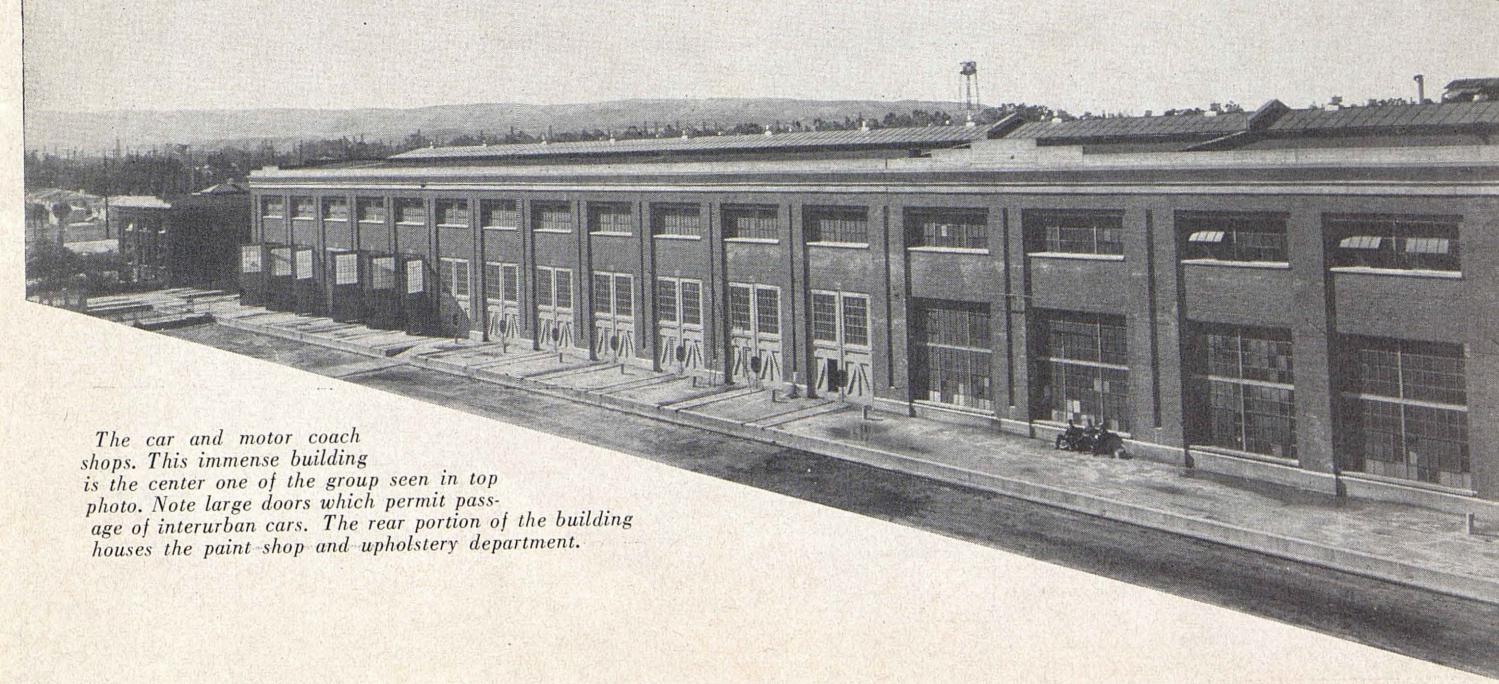
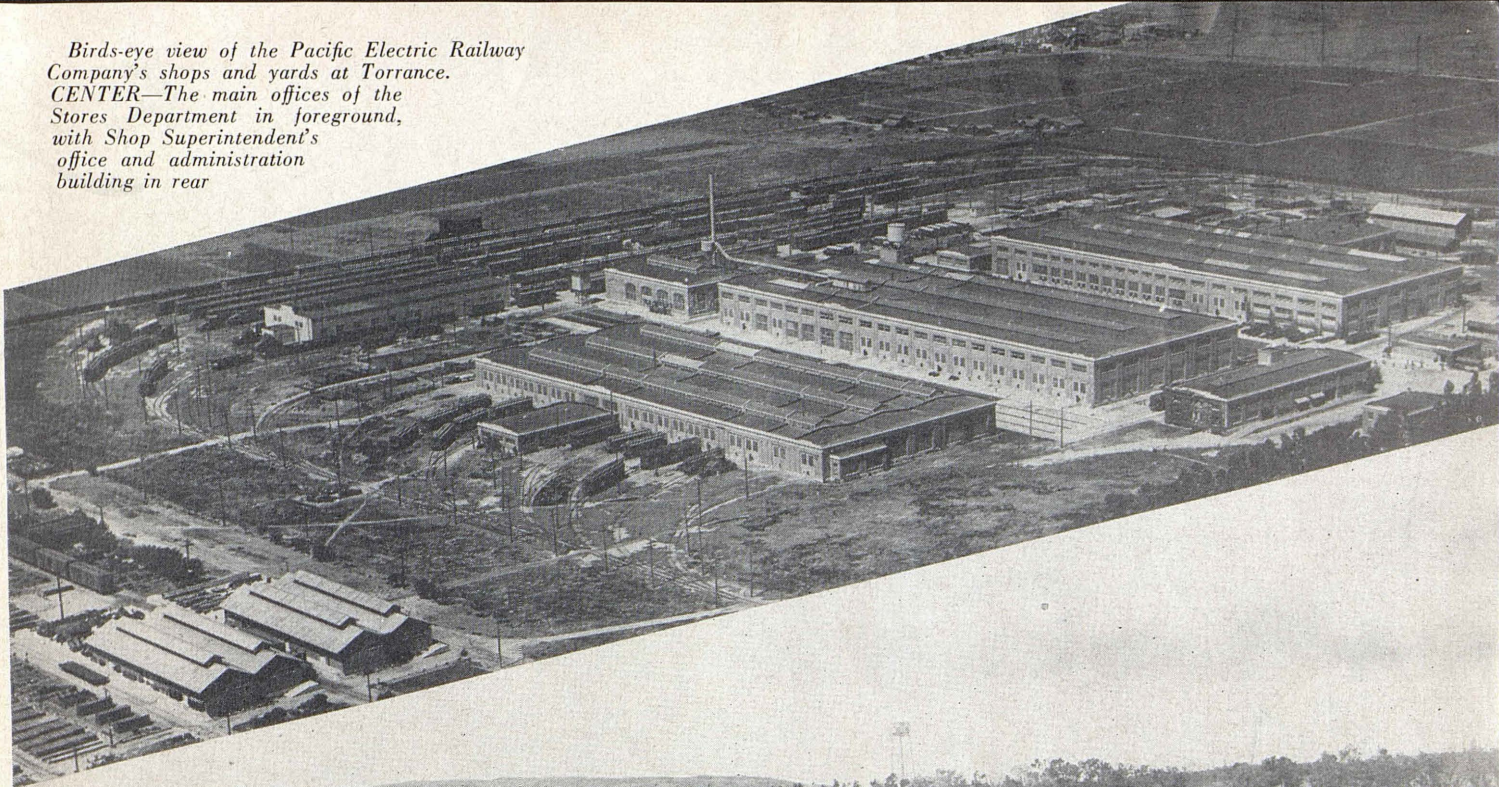
The locomotive, passenger, express, and miscellaneous rail cars are supervised by Mr. James F. Briggs, General Foreman, Macy Street Car



LEFT—top to bottom—Fred E. Geibel, Superintendent of Equipment; E. A. Stevens, Assistant to Superintendent of Equipment; George Evans, Shop Superintendent.

RIGHT—C. Thorburn, General Purchasing Agent; C. C. Fenimore, Assistant Purchasing Agent; G. W. McCall, Torrance Storekeeper.

Birds-eye view of the Pacific Electric Railway Company's shops and yards at Torrance. CENTER—The main offices of the Stores Department in foreground, with Shop Superintendent's office and administration building in rear



The car and motor coach shops. This immense building is the center one of the group seen in top photo. Note large doors which permit passage of interurban cars. The rear portion of the building houses the paint shop and upholstery department.



CENTER—(top)—Car and motor coach erecting shop; (center)—overhauling an electric locomotive; (lower)—Phil Osborne, power-house engineer, makes some adjustments. TOP—(1-4)—Rewinding and banding armatures is intricate work; LEFT (5-6)—overhauling and testing motors for coaches; (7-10)—some views in the blacksmith shop. RIGHT—(11-15)—Car wheels and trucks are removed and renewed, axles turned on lathe, wheels pressed on axle under mighty pressure, wheels are turned on giant lathe. (16)—Babbitt is poured for axle journals at Torrance shops.

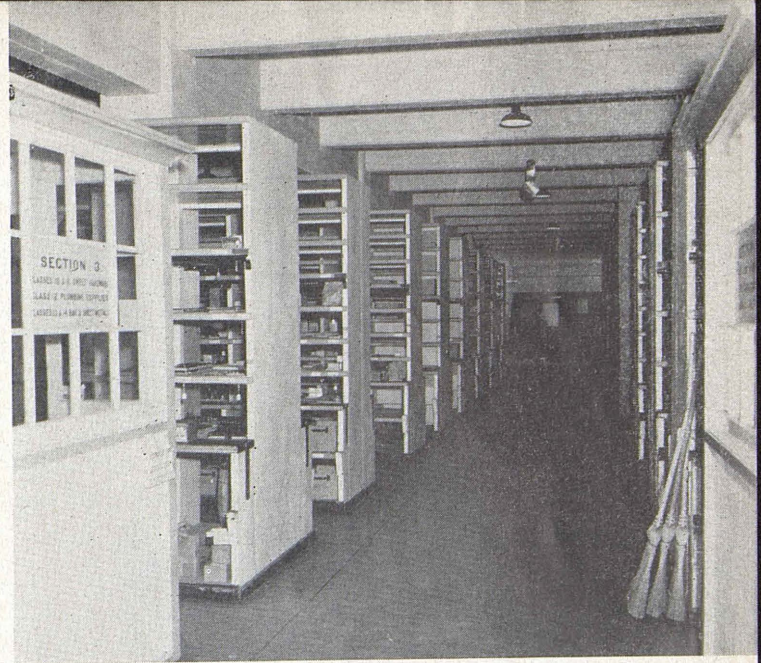
House; the motor coach and automotive equipment by Mr. Jesse B. Green, General Foreman, Macy Street Garage; and freight cars by Mr. William Fisher, General Foreman, Butte Street Yards.

Since this story will deal only with the Torrance Shops, the outside operations of the Mechanical Department must necessarily be covered in a future issue of the magazine.

The Torrance plant includes the Stores Department's main warehouses and material yards. The Stores Department under the capable management of Mr. C. Thorburn, General Purchasing Agent, and Mr. C. C. Fenimore, Assistant Purchasing Agent, have the responsibility of securing the materials needed for the construction, repair and maintenance of all Pacific Electric equipment. Mr. George W. McCall, Storekeeper at Torrance, has an efficient organization which services the needs of the Mechanical Department at Torrance as well as various other departments.

This main plant at Torrance, including the Store material yard, occupies 61 acres and represents an investment of over \$2,000,000. The Shops comprise three main buildings, each of which is 183 feet wide and more than 400 feet long. One houses the paint shop, another the erecting shop, and the third, the machine shop. Great, movable transfer tables connect the three buildings to allow for the transfer of the longest cars from any bay or track in any one

Numberless neatly arranged bins contain literally thousands of different parts needed in repairing and rebuilding rolling stock. This picture was taken on the first floor in the Stores Department building.



of the three to any track in the other two.

In addition to these three main buildings, there is a blacksmith shop, welding and babbitt shop, power house, oil house, lumber shed, two large warehouses, the Stores Department building and the Administration building.

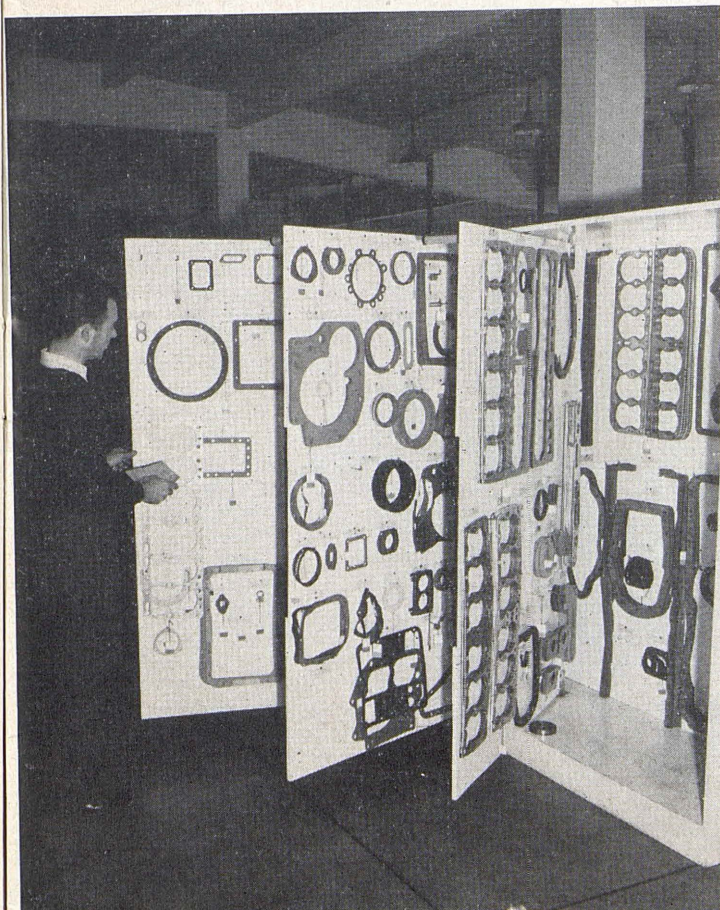
The plant was completed and placed in service in 1918 when the old shops at Seventh and Central streets, Los Angeles, were vacated. While the shops were designed primarily for the repair of equipment, they are also well equipped for the manufacturing of parts and new construction work. As an example, on one occasion 13 of the heavy type

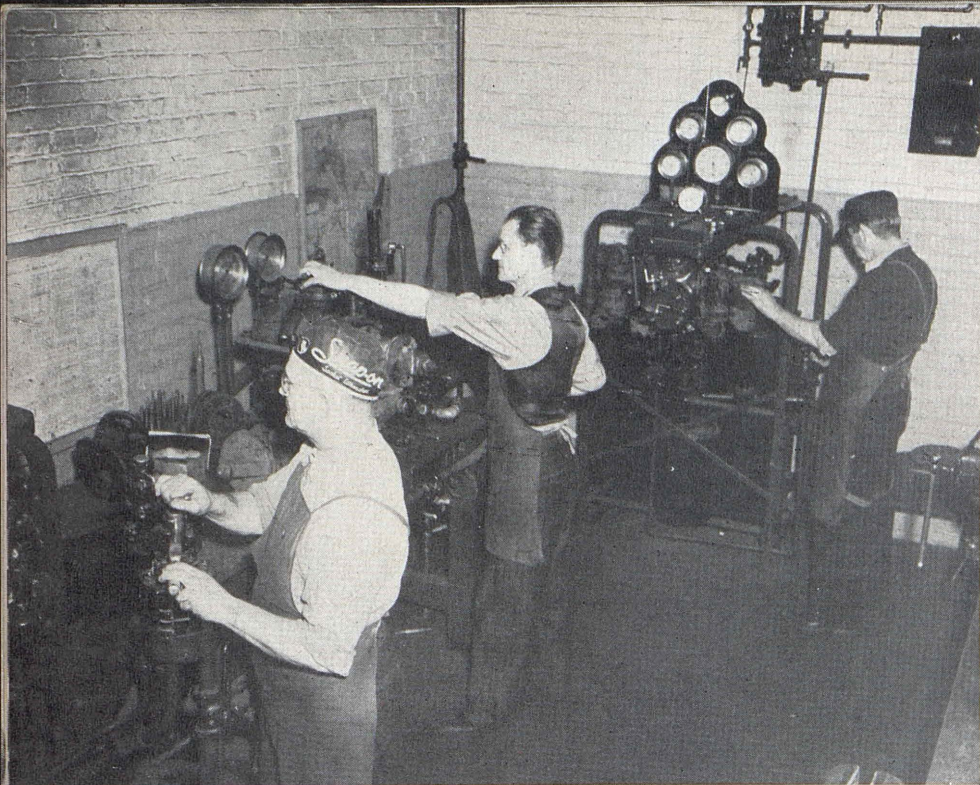
locomotives were assembled and equipped there and, in the early days of our motor coach operations, sixty motor coach bodies were built at the rate of five per week. The last few years have seen the construction of caboose cars, cars for portable substations and the conversion of many of the steel passenger cars to full express cars. So has the character of the work changed in both freight and passenger cars from a preponderance of wooden equipment in 1918 to steel and metal alloys in 1943. During this period Torrance Shops have also passed through the stage of riveted steel fabricated parts to the more modern welding methods.

At Torrance they not only handle

LEFT—Frank Winterburg fills a requisition for gaskets from a specially designed cabinet. This cabinet has received favorable comment in nationally known Transportation magazines.

RIGHT—Women have their place in the Stores department as may be seen in this photograph, taken on the second floor of this complete and modern building.





O. Chicoine, A. Zahradnik and A. Kelly, all in the employ of the Pacific Electric for more than 20 years, test air brake equipment.

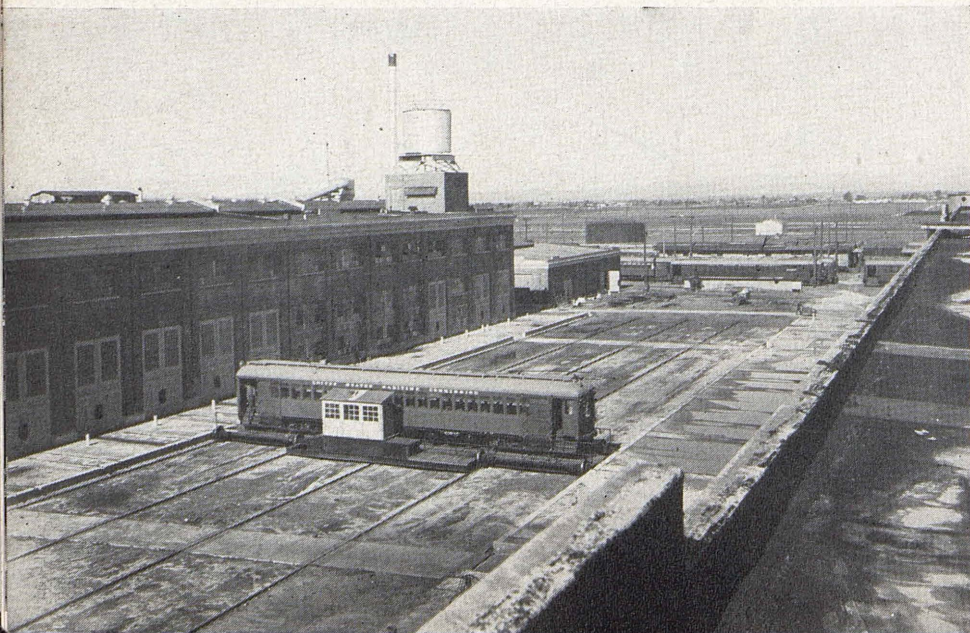
general overhaul on cars, locomotives, motor coaches and repairs to unit parts of this equipment but they also devote much space to repairs to unit parts and miscellaneous equipment for other departments. The mill, for instance, is equipped with machines for handling giant bridge timbers as well as the smallest mouldings for the interior finish of cars or buildings. The Engineering Department is furnished many of the finest finished materials needed in building work, materials which have been fashioned from rough lumber in the mill at Torrance.

The armature winding room is a maze of machinery and gadgets to one who visits Torrance for the first

time. Here armatures from the smallest fractional horsepower to those of the largest motors on the 60-ton locomotives are wound and repaired. A special section is also devoted to the rewinding of field coils as well as many special coils for the wigwags and other signal and electric power devices.

The machine and blacksmith shop, including the welding room, devotes much time to reclamation and manufacture of parts and the making and sharpening of tools for shop and other department uses. In the machine shop are many costly lathes, power drill presses, punch presses and other highly specialized machines. Giant electric cranes

Huge transfer table connecting shop buildings makes moving of cars an easy matter.



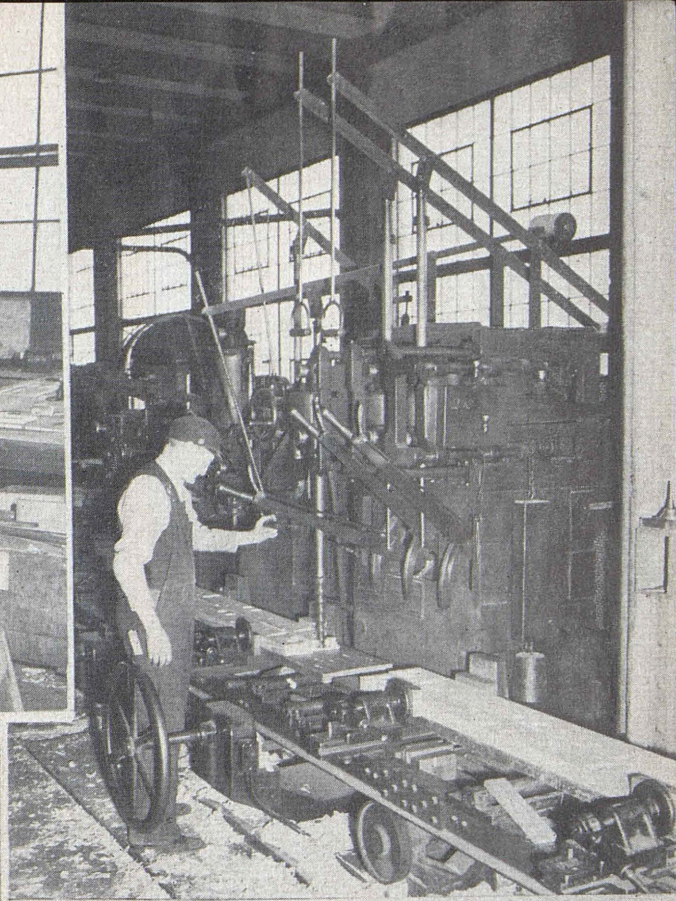
rumble overhead which are capable of lifting and transporting weights of many tons from one part of the shop to another. A hydraulic wheel press exerting the tremendous pressure of 65 tons presses car wheels onto axles—and in another corner of the shop, a scales so delicate that it will record the weight of a pencil mark on a piece of paper.

In the blacksmith shop are men who daily deal with heating and annealing furnaces which maintain a temperature of thousands of degrees centigrade. A two and one half ton steam hammer pounds great metal bars into desired shapes—a bending machine develops the power of a thousand horses in bending white hot metal, and there is a cutting machine which will slice metal as one would cut cheese. In the welding room, in which are used both arc and acetylene gas processes, worn parts are rebuilt and repaired by men trained in their trade.

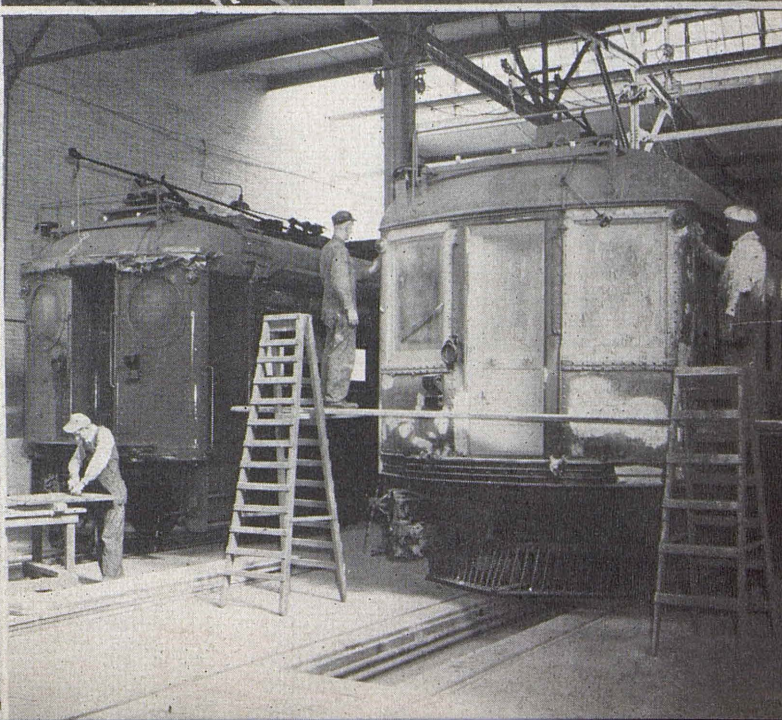
One of the most important units of repair equipment ever used at Torrance has been but recently secured. With this apparatus which cost more than \$5,000, worn metal parts, now unprocurable because of priorities, may be rebuilt and replaced in service. A future article in the magazine will describe this equipment and the tremendous importance which it will assume as available materials become more difficult to secure.

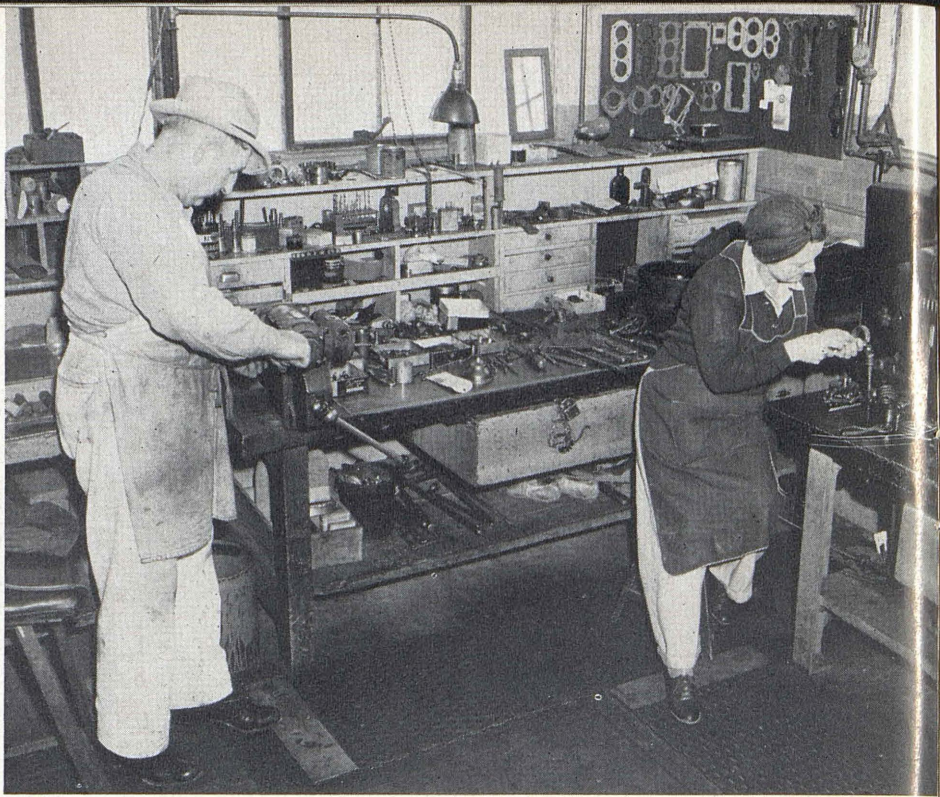
In the upholstery and trim shop, interiors of cars and motor coaches are re-upholstered. Sewing machines hum and needles fly as seats and trim are renewed and repaired.

Rail cars coming in for overhaul first enter the scrub room where they are stripped of seats, sash and trimmings and thoroughly scrubbed and all of the old paint removed. Preparatory for painting, they are then moved into the erecting shop for body and equipment repairs. If truck or motor work is required the car body is placed on standees, or stilts as it might appear, and the trucks and wheels then removed. The truck and motor work is done in the machine shop and, when completed, they are returned to the erecting shop for replacement under the cars. When the body and equipment repairs are completed the car is moved to the paint shop, a former sand blast room, where the complete car is painted by the spray method. This system is faster and has proven to be more durable than the paint and varnish method of days gone by. Then—to the trim tracks in the trim room where newly renovated and repaired seats and trim are installed. From the trim shop the car emerges ready to be tested and placed back in service as good as new. All cars are scheduled through the different shops



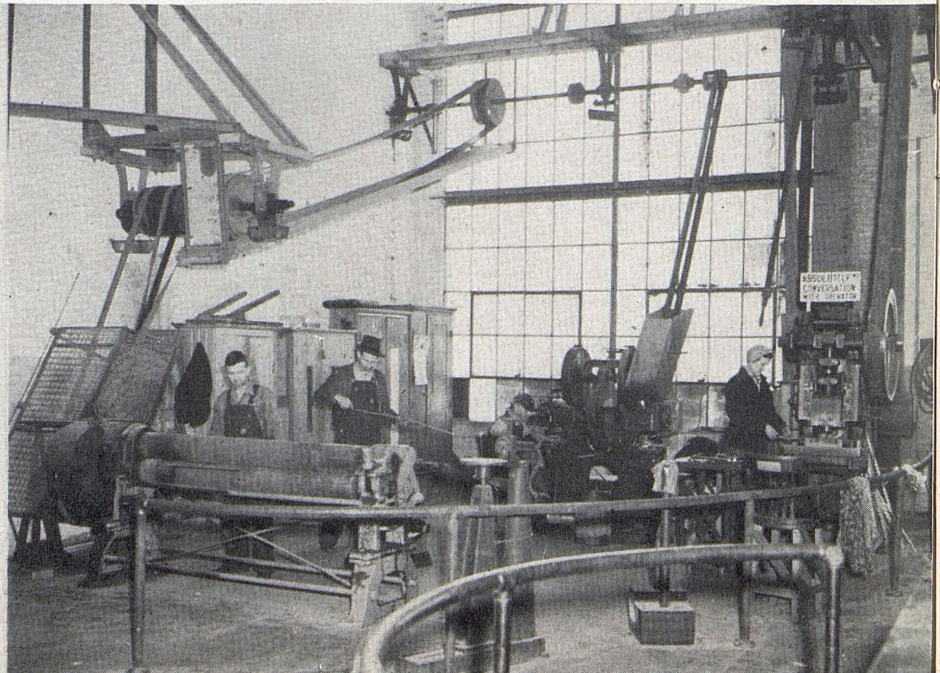
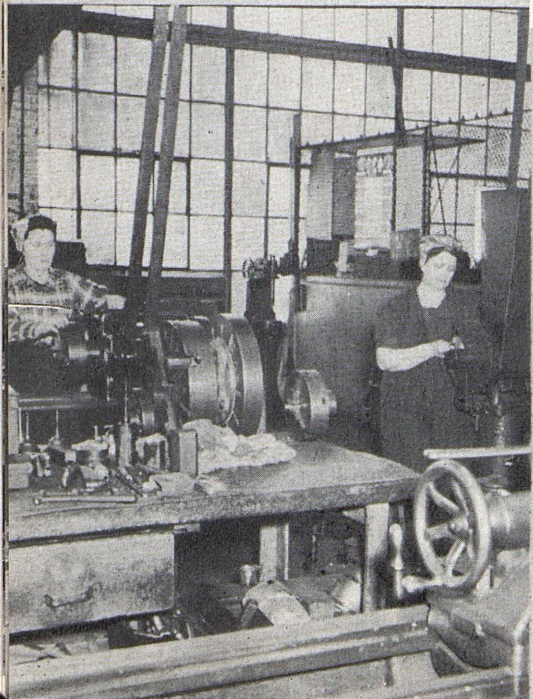
Reading clockwise, top, a portion of the cabinet shop. Bert F. Sherman operates a multiple wood boring machine. Masks artificially supplied with fresh air must be worn when spraying paint on the hundreds of small parts. No overhaul is complete without a new paint job. Finishing the interior of a 4500 class car for the Maritime Commission.





WOMEN AT WORK IN TORRANCE SHOPS

Women workers may be found in nearly every department at the Torrance shops. Mrs. Anita Cline, upper right, pauses long enough to smile and say that she likes her work in the field coil department. Women are working at motor assembly (center) and operating turning lathes (lower left.) Bottom — The sheet metal roller is operated by men but the punch press is handled expertly by Mrs. Mazie Broun. Mrs. Frances Hicks (right) has been on the job two months and "likes it fine." Frank Thompson and Mrs. Agnes Marshall (above) handle the air equipment for motor coaches. Mrs. Marshall has been with Pacific Electric for 16 years.



like clock-work and all departments making repairs on unit parts such as motors, trucks, trim and equipment, know just when they will need the required materials to make their repairs and replacements.

When the shops were moved to Torrance in 1918, most of the men employed moved with them and adapted themselves to the changing conditions and character of the work. The roster of employees in Torrance will show many men who have completed from 20 to 25 years in Pacific Electric service. And there are many new men too, who have brought with them new ideas and new methods. The most radical departure from established precedent, however, has been the employment of women at Torrance. At the present time there are more than 40 women working at the Torrance Shops, women who are doing their full share during this wartime emergency. They have been found to be efficient and quick to learn and Pacific Electric is proud of the job that they are doing. Altogether there are approximately 370 people now employed at Torrance. All trades, including blacksmiths, machinists, auto-mechanics, sheet metal workers, mill men, painters, letterers, upholsterers, welders, seamstresses and laborers are united in their efforts to "keep 'em rolling."

Courtesy and Efficiency of Conductor Praised by 11 Covina Line Patrons

A letter commending the courtesy and efficiency of Conductor **E. H. Nordstrom** and signed by 11 patrons of the Covina Line was received recently by General Superintendent **G. F. Squires**. Mr. Squires replied as follows:

Mr. L. E. Stackhouse
1025 Bannister street
El Monte, California

Dear Sir:

This will acknowledge receipt of letter signed by yourself and ten other patrons, commending Conductor **E. H. Nordstrom**, No. 288, for the courteous and efficient manner in which he has performed his duties on the trip leaving Los Angeles for Covina at 12:25 a.m.

It is always gratifying to learn of employees who are performing their duties in such manner as to merit the commendation of our patrons.

Mr. Nordstrom will be informed of the receipt of your letter, and in his behalf I wish to thank you for your interest in writing.

Yours very truly,
G. F. SQUIRES

P. E. President Elected Director of L. A. Chamber of Commerce

The Los Angeles Chamber of Commerce has announced the election of President **O. A. Smith** to the Board of Directors of their organization for 1943.

The Chamber of Commerce has become universally recognized as the most efficient and productive organization of its kind in America. Through the Chamber of Commerce activities and endeavors literally hundreds of millions of dollars have been invested in Los Angeles County in manufacturing sites, home sites, shipyards and airplane factories. Many thousands of the residents of this county have been influenced to come here to live because of the industries which have been induced to locate here by the Chamber of Commerce. Naturally the influx of new citizens has meant new patrons for Pacific Electric.

Both Pacific Electric and the Los Angeles Chamber are to be congratulated upon President Smith's election as his vast experience will be of great help in the many vexing problems which face us in the immediate future.



O. A. SMITH
President, Pacific Electric Railway

District Agent Foote Retires

Was With Pacific Electric
33 Years; in Pomona Since '11

After 41 years of railroad service, **W. B. Foote**, District Agent at Pomona, retired December 31 from active service with the Pacific Electric Railway Company. Thirty-three of the 41 years were spent in the employ of this company.

According to the Pomona **PROGRESS BULLETIN** for December 31:

"It was September 6, 1909, that Mr. Foote began work for the Pacific Electric, in Los Angeles. Prior to that he was with the Memphis Street railway in Memphis, Tenn., from November 1, 1901, until August, 1909, when he resigned and came to California.

"He came to Pomona in September, 1911, and was with the Ontario and San Antonio Heights Railway Company, which became a part of the Pacific Electric April 1, 1912. On that date the office was moved from Ontario to Pomona.

"In the fall of 1912, the Southern Pacific line from Pomona to Line Hill was electrified so cars could be run from Los Angeles to Line Hill via Pomona, and then two years later Mr. Foote saw the Pacific Electric line built from Pomona to San Bernardino.

"These were days of expansion for the rail transportation system in the local area, and Mr. Foote saw many changes in the appearance of this city as well as other communities in this section of the Southland.

"Mr. Foote stated he had no plans for the future other than 'take it easy and stay in Pomona.' He married after he came here and has a son and daughter who were educated in local schools. Both subsequently were graduated from college.

"W. A. Turner, agent for the Greyhound, Union Pacific and Motor Transit bus lines prior to consolidation of the Pacific Electric and Motor Transit stations, will become agent succeeding Mr. Foote."

The **PACIFIC ELECTRIC MAGAZINE** extends best wishes to Mr. Foote for a life of health and happiness.



Enlarged Timekeeping Bureau Moves to 7th Floor to Gain More Room

Swing Shift Inaugurated as Result of Added Duties Imposed by Victory Tax and Company Payroll Increase

So greatly has the Central Timekeeping Bureau expanded that on January 9 it moved from its cramped quarters on the third floor to more commodious quarters on the seventh. The new entrance is room 748.

Fifty per cent of the present staff, according to **H. R. Grenke**, Head Clerk, was added to the bureau in 1942. Two reasons were given by Mr. Grenke to account for these additions to the staff: first, the fact that the company payroll has been increased by 1400 in the past year to a present total of approximately 5700 employees; and second, the need for expediting the calculation of the new Victory Tax.

A swing shift, from 4 p. m. to midnight, has recently been inaugurated in this department. It was necessitated by a lack of calculators and comptometers, which the company has not been able to buy since about the first of August, on account of the Government freezing order. Yet since that time every department has grown in numbers and in its need for machines. The supply on hand has therefore had to be "spread thin" in order to keep the various departments going, and as a result, the Timekeeping Bureau has been unable to supplement the number of machines already in its possession. In order to get out the increased volume

Books for Service Men Wanted by P. E. Club

The Victory Book Drive, which began January 5 and will continue till March 5, has for its purpose the collections of books—good, readable books—contributed by civilians all over the country for the use of the men in the armed forces. Sponsors of the campaign are the American Library Association, the Red Cross, and the United Service Organizations.

Give your books for this worthy purpose. Give good books, not junk. What kinds of books? Humor, fiction, verse, mystery, biography, essays, up-to-date technical books, adventure, picture books.

Bring your books or send them by company mail to N. B. Vickrey, Manager, Pacific Electric Club, 917 P. E. Building.

Books taken in at the club will be collected by the Los Angeles Public Library and sent where they are most needed.

of calculations, therefore, a nucleus of workers has had to keep the machines hot from dawn to deep night.

Women Urged to Assist Victory Book Campaign

If every woman in the nation aged 20 or over would make it her job to turn in just one book to the 1943 Victory Book Campaign, scheduled for January 5 to March 5, more than 43 million books would immediately be made available for the entertainment of our armed forces in their hours of leisure.

Moreover they would make much easier the task of the 5 million women, members of national women's organizations, who have pledged themselves to work actively in this campaign and on whose shoulders rests much of the responsibility for its success.

Through the efforts of these women, collection containers for the books will be placed in stores, offices and factories, and the books thus obtained will be taken to local libraries. From the libraries the books will be shipped to all camps, naval stations, merchant marine libraries and USO centers.

The campaign is being undertaken at the request of the Army and Navy under the joint sponsorship of the American Library Association, the American Red Cross and the United Service Organizations.



Drivers Should Not Pass Cars Stopped at Crosswalk

A traffic law states that a car must not overtake and pass another car which has stopped to allow a pedestrian to cross a street in any marked or unmarked crosswalk.

"If there is any doubt in your mind why a car is stopped in the street, make the appropriate arm signal and stop before passing," advises the Los Angeles Police Department.

Urges Care Off Job To Avoid Accidents

L. A. Safety Council Warns All Workers
Carelessness More Deadly Than War Foes

By Ralph W. Robinson, Secretary-Manager
Greater Los Angeles Safety Council

In cooperation with the War Production Fund to Conserve Manpower, and the National Safety Council, our organization, the Greater Los Angeles Safety Council, is extending its program to assist in carrying out the mandate of President Roosevelt when recently he gave his executive approval to the present nation-wide movement designed to stimulate the national war effort through more intensive application of sound measures for reduction of accidental deaths and injuries.

"Extension of accident prevention work is a national necessity at this time," President Roosevelt stated to Mr. W. A. Irvin, National Chairman of the movement.

Every worker, whether producing material of war, or whether employed in a factory, shop, office, on the farm, or in the schools and homes, can contribute much towards combating the high and rising tide of accidents which is delaying our war effort and threatens to become a serious menace to our armed forces throughout the world. Every worker can aid in the movement which is now getting under way and which will continue far into the future.

Careful study of the program shows that living safely and acting safely and not taking chances after leaving the job are matters of tremendous importance. Last year 280,000,000 man days were lost through off-the-job accidents, as compared with 180,000,000 man days lost on the job.

While our armed forces are pressing the enemy into oblivion, another enemy, more deadly, is causing worry and concern on our home battlefield. Last year the lives of 102,500 were victims of accidents; more than twice the 49,475 killed in the ranks of the A.E.F. during the First World War. And tragically it left 350,000 persons permanently disabled and inflicted some 9,000,000 other less serious casualties.

In our factories alone we suffered the loss of some 50,000 workers who were killed either while at work or at home or other places away from their places of employment. The place is unimportant as the war production effort was reduced by their removal.

Summarized, an analysis of statistics showed:

Last year accidents killed or disabled every fourteenth person in the U. S.

They cost \$4,000,000,000—enough to pay the running expenses of New York City for six years.

They were the first cause of death among all males from 23 to 38 years of age.

They cost production 480,000,000 man days of labor time.

Today we have new men, new machines, longer hours of operation and a faster work pace. All these, and the other added pressures of wartime mean more hazards, more mishaps to workers, more skilled hands swept from the lathe, the press, the forge, the drill—all priceless in irreplaceable time needlessly lost.

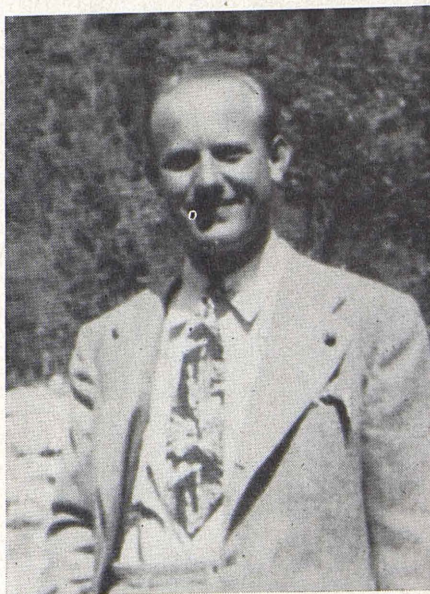
Therefore with new workers coming on the job, the older worker can be helpful in acting as an adviser to the newer employee and cautioning him or her against the taking of needless chances. A worker through carelessness might suffer a severe injury on some machine, causing the plant to lose valuable production effort and perhaps even causing a temporary shutdown. This worker could not be considered as dangerous as an alien enemy saboteur, but his or her carelessness has set up the same result. Experienced workers can be of great value to our entire war effort by helping the newer and less experienced workers.

Heading the Nation-wide program is Mr. William A. Irvin, former President of United States Steel Corporation. He has on his National Board of Directors many of the great industrial leaders of the nation whose keen insight into industrial affairs has led them to accept added duties, and who have contributed largely to the \$5,000,000 to carry on the two year program. The program is being financed solely by business and industry. The public's share in the program is in aiding in carrying out the plans and studies of the National Safety Council and local safety units now established or soon to be formed in practically every one of the 92 cities of the nation having a population of 100,000 or more.

Former Assistant Agent Sets Attendance Record

Some kind of record for faithful attendance was made by Fred C. Pittenger, former Assistant Agent at El Segundo who passed away last October 19, having been with the Pacific Electric since March 30, 1920.

According to Charles P. Hill, Schedule Supervisor, who is in charge of the annual banquet of the Agents' Association, Mr. Pittenger had not missed a single monthly meeting of the Association for seven years, from 1934 up to January, 1942, when he missed because he failed to receive notice of the meeting. At the annual banquet free tickets are given in recognition of those who have missed no meetings during the year. Seven free tickets were received by Mr. Pittenger.



WILLIAM POLLACK
Claims Investigator

Inducted into the Army January 29, 1943, after nine years with Pacific Electric. He began as stenographer, January 12, 1934, and had been investigating claims seven years.

Cashier at S. P. Fountain Undergoes Operation

Iva Lou Gibbs, cashier at the candy and cigarette counter of the S. P. fountain in the lobby of the Pacific Electric Station, underwent an operation in the S. P. Hospital in San Francisco Friday, January 19, and is recuperating there.

Her many friends wish for her a speedy recovery.

During her absence, Mrs James J. Adams, wife of the well-known columnist, is fulfilling the duties of cashier.

DEPARTMENTAL NOTES

ACCOUNTING DEPARTMENT

By Marilyn Hawkins

"Why no article last month?" That is the question so many have asked your correspondent. Gosh! I didn't realize so many actually read this column! I'm honored! The only excuse I'm able to offer is, when deadline approached, yours truly was enjoying a holiday vacation—not suffering from the after effects of New Year's, as so many have insinuated.



With the holiday season only a pleasant memory, the Accounting Department has settled down to grinding out the heavy work that comes with the New Year. However, in spite of the grind, careful investigation reveals quite a bit of news. So here's what's knittin', Kittens!

Office Changes

Our office has undergone a drastic change in appearance. The Typing and Comptometer Bureaus have moved from the main office to a private room. The Freight Accounts and Miscellaneous Accounts have thus acquired a few more feet. We were all settling back to enjoy the peace and quiet, when our peace was shattered by the pounding and crashing of carpenters, mixed in with the delightful aroma of turpentine and paint! However, it was worth it, because our office now boasts a large vault, in place of a row of unsightly safes.

Cupid At Work

Dan Cupid has certainly been working overtime in this department. **Adaline Smith** is sporting a gorgeous diamond given to her by her fiancé, **George Ward**. **Betty Enscoe** became Mrs. Carl Schrey at 8:30 p.m., Saturday, January 23. The nuptials were held at the Wedding Manor on Crenshaw. The place of their honeymoon is a secret; so we'll have to wait till Betty returns, or else bribe Clare into telling us. If I know Betty, I'll bet there was snow enough for skiing wherever they went. **Clare Enscoe** was the maid of honor. A bridal shower was given Betty on Saturday, January 9. A good time was enjoyed by all and the bride received many lovely gifts.



Pictured above are the sons of Charles Ramirez, Record Room Clerk, Accounting Department. To your left is Bobby. The weather-beaten sailor on the right is Charles, Jr.

We welcome the following new clerks to this department: **Nina Mae Keener**, **Merle B. Qualey**, **Betty Merrill**, and **George A. Henley**.

Cute WAAC's

Since the WAAC's have opened their offices in the P. E. Building, **W. S. H. Weeks** has been trying to join up. They are pretty cute.

Army News

Corporal Noble E. Cates has been practicing up on his swimming during the Oregon floods. "Oh, for a taste of Sunny Cal!"

Private Frank Carr was just beginning to enjoy himself amongst those lovely Southern gals in Georgia, when they ups and packs him off to New Jersey.

Private Johnny Thatcher is located at Camp McQuaide, California. Pretty nice, being at a resort all year round.

We find **Private Donald Watson** located at Camp White, Oregon. Report: It rains eight days a week.

Private Charles Escovar is located in Arkansas, dreaming of sweet Isa.

February Birthdays

Happy birthday to:	February
Ed C. Thomas	2
Walter W. Morrison	3
Earl Van Dusen	5

Maye S. Ritterhoff	5
Isa Henderson	11
Thos. Y. Andrews	16
Jess Antista (Serving in the Army)	17
Michael Smith	17
R. W. Evans (Retired)	21
Gleason Humphrey	23
L. A. Lovell	24
Juanita Hoover	24
Earnest A. Stevens	24
Harry Welch	26

Marilyn Jeanne Hawkins is a young lady of versatile tastes, some of which include fashion design, writing short stories, dabbling in science, and taking trips (latterly to Oregon). She probably likes thick, juicy steaks, too, because she came out here from Kansas City, where she was born not long ago. (Decide for yourself whether a comma should be put after "born.") Starting with P. E. December 10, 1941, she is now a Junior Contract Clerk in the Accounting Department, and has been a correspondent since July, 1942.

P. E. MASONIC CLUB

By Ed J. A. Hasenyager

The regular meeting was held at the club rooms on Wednesday, January 20. All officers were present.

After the reading and approval of the minutes of the previous meeting, the reports of committees, and such regular business as the approval of applications for membership, came the election of new officers, which was the most important



new business of the evening.

Following are the new officers and committee members for the year 1943:

W. H. S. Weeks, Accounting Department, President.

Gordon Hall, Assistant Terminal Foreman, First Vice President.

R. E. Labbe, Special Accountant, Second Vice President.

M. J. Davidson, Assistant Freight Agent, Hollywood, Third Vice President.

H. G. McDonald, Manager of P. E. Building, Treasurer.

Ed. Hasenyager, Electrical Department, Secretary.

Membership Committee: **Gordon Hall**, **E. F. Jarvis**, **J. W. Butler**, and **E. J. Barrett**.

Entertainment Committee: **R. E. Labbe**, **J. J. Staddon**, **J. L. Smale**.

Degree Committee: **I. J. Williams**, **T. H. Ewers**, **Hugh Moor**.

Auditing Committee: **R. E. Labbe**, **James Gould**, **Wm. E. Reed**.

Board of Directors: **W. S. H. Weeks, F. F. Willey, L. H. Appel, J. E. Douglass, T. H. Ewers.**

If all of us get behind our officers and do our share, we can make 1943 a successful year in our club activities—war and gas rationing notwithstanding.

By-Laws Amended

After discussion, it was decided to amend the by-laws and reference to the time of meetings. **Brother Ewers** presented a motion, seconded by **Brother A. C. Smith**, that future meetings should be held at the discretion of the President. The motion was carried.

Houge Fund

The officers having been installed, **Brother McDonald** offered a motion, which was duly passed, to appropriate \$25.00 for the Melia Houge Memorial Fund.

Next Meeting

The next meeting of the club will be held on Wednesday, April 21, at 7:30 p.m. Make a date with a fellow member for that evening and help the new officers get a new start.

Foots Retires

Brother W. B. Foots, Agent at Pomona, retires. We extend congratulations and good wishes to Brother Foots on his retirement, and hope that he enjoys many years of pleasure with his hobbies, flowers and chickens.

Membership Cards

New 1943 membership cards are being issued now. If you haven't signed a dues deduction card, send in your dollar and be among the first to get yours.

Old Officers Greet New

The officers of 1942 wish to send greetings to all the members of the club, and as your retiring President, I wish to thank you for having had the honor of serving you, and to thank the other officers for their willing assistance in carrying on the activities of the club during the past year. I should also like to take this opportunity to wish you all a most happy and successful New Year.

—T. H. EWERS

Edward Joseph Alexander ("Alphabet") Hasenyager—hadn't you been curious about those initials "E.J.A."?—blames his grandparents for that staggering weight of names. After spending his early years on a Nebraska farm and trying out various kinds of jobs, he came West and entered P. E. service in the Electrical Department, where he is now Electrical Clerk. Secretary and "Tyler" of the P. E. Masonic lodge since 1936, he has written up the Masonic news for about two years.

Restaurant Cook—Yes, sir, I was officers' cook for two years in the last war, and was wounded twice.

Diner—You're lucky, man. It's a wonder they didn't kill you.

PURCHASING DEPARTMENT NOTES

By Ray Cragin

Some have no Coca Cola, but we have a couple of Pops. Yes, two members of our Department became proud fathers last month. **Adelaide**



Sorenson checked into the Sorenson home in Alhambra and said she was one relative who had come to stay. The date was January 10. **Jimmy Bruce Nicolay** signed his name on the register of the

Nicolay Hotel and said his stay would be indefinite. Mothers, Fathers, and new arrivals all doing fine. When the two fathers found that a majority of the girls did not smoke cigars they passed around the candy.

Dorothea Shafer brings us word that our old sparring partner and common enemy, **Roy Swanson**, is also a proud father. The young man arrived on January 19 and his identification card read "**Peter Glen**." When the young man was only three days old, Roy took him into his arms and said, "My son, let me tell you of this life's pitfalls." After the father had told his story, the son looked up into his father's face and said, "Yes, Daddy, I see life has its handicaps."

George Quesenbery is not a cake eater but he eats pies that **Diana Graf** brings from Monrovia. Diana says Mother makes them but we understand they come from the Monrovia Bakery. Diana attended the New Year's game, spoke with a Southern accent, and rooted for Georgia.

Mrs. Olive Moore was a caller a few days ago. She had her new daughter with her and introduced her to all the folks. The Dad is still on the Atlantic side of the world, fighting for Uncle Sam's Navy.

Marion Cronshey up and left us for the Duplicating Bureau. **George Brown** gave her a sales talk and she fell for it. George is getting himself a harem with all the boys going to war. When Marion left she had plans of going to the altar in the near future.

I can not vouch for this story, but a young man who lives in Venice told me that **George Seitz** was stranded in that City the other night when it was raining hard. Some one came along and carried him through the water to safety. When they got under a street light, George

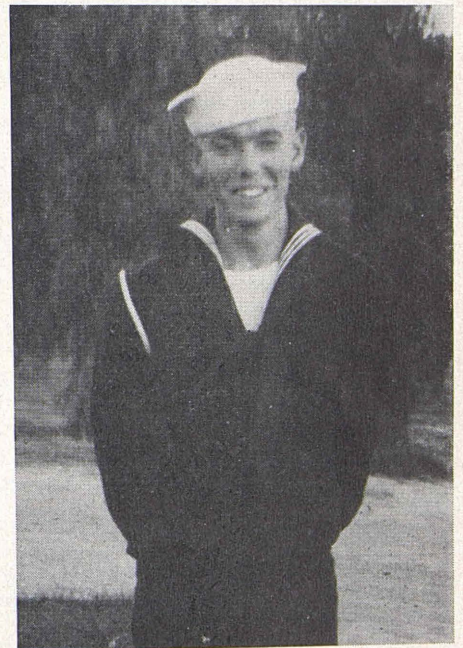
found it was a Girl Scout doing her daily good deed.

Speaking of the Ewings, **Margaret Ewing** was recently elected to the office of Vice President of the Venice High School, much to the delight of her Dad and Mother. We understand Junior was her campaign manager and did a good job.

Mozelle Maxwell, who is the athletic type of girl, was reported swimming the river daily during the recent washout on the Monrovia Line. Maybe **George Seitz** should take swimming lessons from her.

Jimmy Livermore's daughter, **Margorie Adelene**, will be a married woman by the time this is printed. The young lady was scheduled to be wed to **Mr. Ernest Venema** of Uncle Sam's Navy on February 6 at Torrance.

And speaking of Uncle Sam, here is a picture of my own **Jimmy** who is now serving in the Navy, having entered the service in November and at present attending Radio School at San Diego. Yes, his Dad and Mother are very proud of him.



JAMES W. CRAGIN
Seaman, Second Class

Raymond Walter Cragin, better known as "Walter Watchall," has been a correspondent for the magazine since 1934, he thinks. His memory is too shrouded by the mists of antiquity for him to be certain of the date, but he also thinks he started the Walter Watchall column about 1935. His column for last May on pensions at 21 was snatched from the magazine by the January issue of RAILWAY CLERK, a nationally read publication. 1920 was the date he began work for the company, as store-keeper's clerk.

MANAGEMENT AND LABOR

100% Support of All Employees Urged

Joint Committee of Standard Railroad Labor Representatives Pacific Electric Lines

714 Central Bldg.
Los Angeles, Calif
Michigan 7689

January 21, 1943

To All Members of
Brotherhood of Railway and Steamship Clerks,
Freight Handlers, Express and Station Employees
Brotherhood of Railroad Trainmen
Order of Railroad Telegraphers
Brotherhood of Railroad Signalmen of America
American Train Dispatchers' Association
System Federation No. 159, Railway Employees' Dept., A.F.L.
Brotherhood of Maintenance of Way Employees

Dear Sirs and Brothers:

The undersigned representatives of your organizations have approved the budgeting of charitable contributions of Pacific Electric employees under the plan of the Management-Employees' Charity Chest Association - MECCA. The plan was devised by cooperative action through the Management-Labor War Production Committee and is similar to plans now in effect in many other companies.

MECCA will help you while you're helping others. While it will remove the nuisance of a multiplicity of individual contributions to several agencies throughout the year - it will do even more than that. It will provide a means of your supporting, in an organized manner, those charities and agencies which are deserving of your help.

MECCA, with the support of all employees, will provide a greater amount than has heretofore been given. Needless to say - the need now is greater than ever before.

We, therefore, request that you sign the payroll deduction card and become a member of MECCA - your help is needed.

Sincerely and fraternally,

By R. V. Rachford
R. V. Rachford, V. Div. Chmn., B.R.C.

By W. P. Nutter
W. P. Nutter, Gen. Chmn., B.R.T.

By L. McKeane
L. McKeane, L. Chmn., O.R.T.

By C. P. Stinson
C. P. Stinson, L. Chmn. B. of R.R.S.

By F. L. McCulley
F. L. McCulley, Gen. Chmn., A.D.T.A.

By L. E. Brown
L. E. Brown, Pres., Sys. Fed. 159

By D. G. Foyle
D. G. Foyle, L. Chmn., M. of W.E.

PARTICIPATING ORGANIZATIONS—Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees • Brotherhood of Railroad Trainmen • Order of Railroad Telegraphers • Brotherhood of Railroad Signalmen of America • American Train Dispatchers' Association • System Federation No. 159, Railway Employees' Dept., A.F.L. • Brotherhood of Maintenance of Way Employees



The Story MECCA

War has increased the need for charity to carry on charity work. The agencies of the U.S.O., the various V. Cies, and the March of Dimes for these charities are now being organized. The contributions will be made this year. Realizing the large number that will be made of the Management of Railway and Represented Labor Organizations. Electric sat down to develop the MECCA.

Membership in MECCA is encouraged by a Member. It permits an orderly budgeting of contributions to charity. Requests made upon source may be referred to the committee.

The Administrative Committee of MECCA will consider contributions from community organizations throughout the country.

The drive for MECCA is under way. Already many reports have been received (first to report), Executive Department, Research Bureau, and the Department and the Public Manager's Office.

Management and employees wholeheartedly in and urge the 100 per cent support of all employees.

Assistant to

JOIN MECCA NOW -- THE DRIVE

FOR ENDORSE MECCA PLAN

ed As Beneficial Drive Gets Under Way

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J. C. ...

t to the President

Local 1420

(PACIFIC ELECTRIC LOCAL)

United Electrical Radio and Machine Workers of America

(Affiliated with the Utility Workers Organizing
Committee of the C. I. O.)

Room 314, Currier Bldg.,
212 West Third Street,
Los Angeles, Calif.



Please refer to

File No. W-12

TO MEMBERS OF PACIFIC ELECTRIC LOCAL 1420 UER&MWofA (C.I.O.)

SUBJECT - MECCA

This organization is a member of the Management-Labor War Production Committee which is sponsoring MECCA, and recommends that you read carefully the pamphlet issued by the Committee and join MECCA.

MECCA is a charity fund, the membership in which provides an orderly method of budgeting your contributions to worth-while charity and relief funds. A contribution to MECCA of thirty cents a month through payroll deduction, only a cent a day, is an amount so small that it will not be missed by anyone, but collectively the amount will be larger than heretofore available for support of the organized charity and relief funds.

In the past, there have always been a number of drives each year for charity and relief funds, each requiring committee work. The embarrassment to committeemen having to ask brother members for contributions, the embarrassment to our members who do not have the cash in their pockets although they would like to make a contribution, will stop with this drive for MECCA. This is a "Drive to End All Drives"

Will you sign your authorization for payroll deduction of thirty cents a month as your contribution to MECCA? You will receive a membership card and thereafter will not be asked to subscribe to charity or relief funds through a railroad committee. The Committee will report to you disposition made of MECCA funds.

Carl Magill

Carl Magill
General Chairman

DRIVE TO END ALL DRIVES

SUBWAY TERMINAL NOTES

By W. F. Servranckx

Sorry to be a little late, but as the old saying goes, better late than never.



On December 15, 1942, ye scribe was invited to the P. E. Club Cafeteria, 8:00 a.m. (bankers' hours, a far cry from 5:00 a.m.), and was met by Mr. Ed Thomas, the brains of the P. E. Magazine, who introduced all of us scribes to each other.

Yours truly has been sending bits of scandal from here and there for several years, but was astounded by the beauty and smart personages present.

There were "Winchie," "Walter Watchall," Mrs. J. B. Green, Grace Bishop, Jimmie Adams, Ed Hasenyager, G. R. Stevens, Marilyn Hawkins, Neal Vickrey (the old war horse and billiard champion). Real eggs, coffee, sugar, cream, and toast were served by Uncle Thomas, for a last get-together breakfast to the assembled co-editors.

Having known Ed for some 16 years personally, naturally I was sorry to hear of his retirement, and yet glad to see him go on a well-deserved rest. Good luck to you, old boy, and I know that we will miss you.

★ ★ ★

And then there is that Minister of good will at the Subway, who can explain anything, anytime, anywhere. I mean our good friend **Nathan Miller**. Contact him, boys. Gosh, we sure have talent!

★ ★ ★

Louis Gorlin can hold 1000 aces, double run, or triple pinochle more often than anyone, to the surprise of **H. H. Yeager**, who can't understand it.

★ ★ ★

Conductor Studer would be the head man at the pool table if it were not for the eight ball, he says. The Three Musketeers have been around again — the supermen, who know everything from the Civil War onward. They know when the War is going to end and what will happen afterward, but not being able to have an interested audience, they beat it back whence they came.

★ ★ ★

Supervisor L. H. Newport tells us he is receiving news from his son, **Second Lt. L. H. Newport**, somewhere in the South Pacific. Look at his picture elsewhere on this page, boys. Is he not handsome? Just like papa L.H.N.



LT. LOUIS H. NEWPORT, A. A. F.

Now on duty somewhere in the South Pacific, he received his wings November 21, 1942, at Mather Field, Sacramento. His father, Louis Newport, is a Motorman on the West.

W. E. Brown, that Beau Brummel of the Subway, wanted to know what I knew about horse meat. Does that guy think that I am hoarding meat? What we want to know is why he is so interested in that certain girl at the Interstate. One of our reporters saw him looking at some diamond rings at the jeweler's.

★ ★ ★

We have been informed that **E. W. Pont** and **Axel Malmberg** are seriously considering going back on the Hollywood Line. Better stay on Echo Park, boys; the Hollywood Line runs on time now. Besides, Supervisor Eaton has enough trouble.

★ ★ ★

"Where is King?" is a very usual question at Hill Street. Wonder what makes him so popular? Must be the machine. We are informed that our good friend "**Gopher**" **Homer Miller** is about to transfer his victory garden from Wilmar to Burbank, and as he is known as a man of few words and much speed, did not take the understanding lightly. So he ordered one of our 5000 P. E. tanks, and started to plow, superman fashion, all to the surprise of **Jack Hugenott**, who could only say, "What next?"

★ ★ ★

Why holler about freezing orders, when we have a lot of frozen assets at Subway Terminal?

★ ★ ★

We had a visit from **R. L. De Moss** — "Baldy" to you—who is about to become Terminal Foreman one day a week at Hill Street. Welcome back,

Bob, but keep that head of yours covered. We have enough light here.

★ ★ ★

Join the 10 per cent club and help us get that coveted minute flag from the U.S. Treasury Department.

★ ★ ★

O. B. Glandon became a grandpappy the other day, and has been walking on air since.

★ ★ ★

Conductor Joseph D. Damaker returned to work after a short leave, and his motorman, **D. E. Davis**, is proud to be working with the best-natured guy out of North Hollywood. Glad to have you back, Joe.

★ ★ ★

"Jug Head" **Jardell** enjoys riding the side of a box car, especially when it rains. Are you kidding?

Buy war bonds and stamps.

★ ★ ★

William Frank Servranckx was born in Antwerp, Belgium, came to the United States in 1912, worked for the New York Railways Company, New York City, from 1914 to 1921, and then decided to come to California to see the orange blossoms. He has been with P. E. ever since 1921 as passenger and freight motorman. He's been writing the Subway Terminal notes for going on five years. You can still detect that Belgian accent.

ENGINEERING DEPARTMENT

By Vic Labbe

Betty Enscoe is now known to her many friends as **Mrs. Carl Schrey**. They spent their honeymoon at Big Bear, skiing, skating, etc. Lots of luck to you both.

As usual, **Jean Fogarty's** date—and this was blind—did not show up. She's such a sweet thing, too.

It's a baby boy for the **Nicolays**, born January 10 at the California Lutheran Hospital. Weighed only 9½ pounds.

Our old friend, **Pete Schambers**, born June 29, 1868, in Prussia, rail-roaded for Union Pacific, C. B. and Q., and then P. E. Railway from 1919 to 1937—father of 11 children—five sons and 11 grandchildren are in the armed service. Something to be proud of, Pete!

I omitted **Betty Fischer** from the harem last month, and, as she is one of our cuties, certainly made a mistake. Her spare time is spent writing to the Army; so anyone interested should get in touch with her.

Two new additions to the harem: **Helen Sandlin** from Belleville, Illinois; and **Helen Wagstaff**.

Frances Spicer is old-maiding it since her mother left town and Bill has to work overtime. Better watch her, Bill!

Who is the girl from the Legal Department that always has a body-guard from the Subway? Could it be "B"?

Received a nice long letter from **Albert Akers, Jr.**, Jr. 2nd Class Radio Material School, Treasure Island, San Francisco. Says to say hello to all his friends and would be glad to hear from his former friends in the P. E.

Why was **Bill Bailey** so worried that **Grey Oliver** didn't show up?

Understand **Nancy Kelly's** sister is sick, and here's hoping for a speedy recovery.

Eunice Fischer certainly likes to hold **Harry Gorman's** hand while telephoning.

Marty Henry is happy again. She finally got the ring back.

Jimmy Foster finally came through with a nice lunch at Philippe's. **Gus Guercio** and yours truly were the lucky ones, and did it taste good!

Lillian Olson, the pretty redhead, is now in the Schedule Bureau.

Our very good friend, **Roy Swanson**, is another proud papa of a baby boy. And is Roy tickled!

Did you know that **Joe Henry** was an accomplished jitterbug and ballet dancer? No wonder he gets around so fast.

STATION STATIC

By **James J. Adams**

We just found out a way to tell if anyone reads this stuff or not. All we have to do is to spell someone's name wrong or make some other error, and—lo and behold!—we have a new reader. Last month we had two, but when they see the heading on this month's column we shall probably have lost them. So throw away the classics, folks,



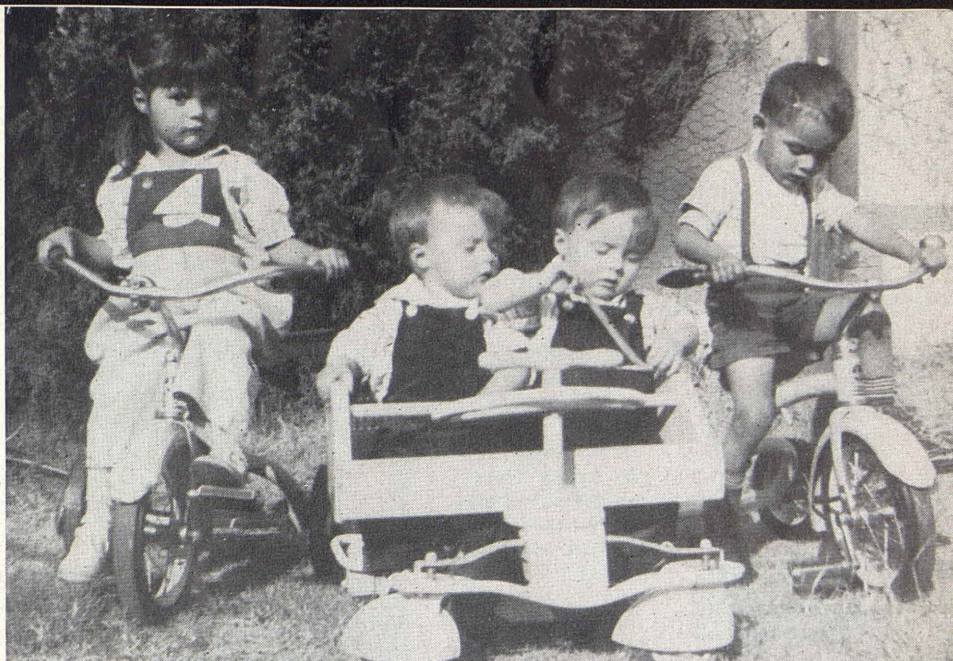
and stick to Adams, and maybe you'll get your name in the paper, too (even if it is misspelled).

We are happy to report that **Minor Musick** is now home from the hospital and getting better. Here's hoping he will soon be back on the job.

Dave Martin has been assigned to the Report Clerk job at Sixth and Main Station. That's what we call a real break! No more of the dear, dear public to worry him!!

Filling in on the Cashier job is **Norman T. Sewall**, for many years Assistant Agent at the Subway Terminal. Welcome home to the main office, Norm! How did you leave everything at the branch?

Transferred to Assistant Agent at the Subway was **Harry Dietsch**, who says he likes it fine and don't call it the branch!



ABOVE, four reasons why **Joe Hernandez**, Ticket Clerk, is frozen on the job.

AT RIGHT, a "bathetic" view of the twins in their bathinette; in fact, a picture for posterity.

We were surprised to see two old-timers back at work: **June Woods** and **Charles Randolph**. Both have been away several years, and it seems natural to welcome them back on the job.

The way things are moving around here, it is impossible to keep track of the new employees. So we will try to include all of them in this issue. **Herbert Mayer**, Ticket Clerk; **Franklin Reed**, Collector; **Claude Baxter**, **Sidney Netzer**, **E. R. Archuleta**, **James B. Whitehead**, **Arthur Le Duc**, and **Cecil Hall**, Cash Receivers. A hearty welcome to each, and let's all cooperate and give them a helping hand!

Another old-timer known to many of us is **Harvey J. Sperry**, who is now in the night ticket job at Main Street Station. He operated the newsstand in the station for many years.

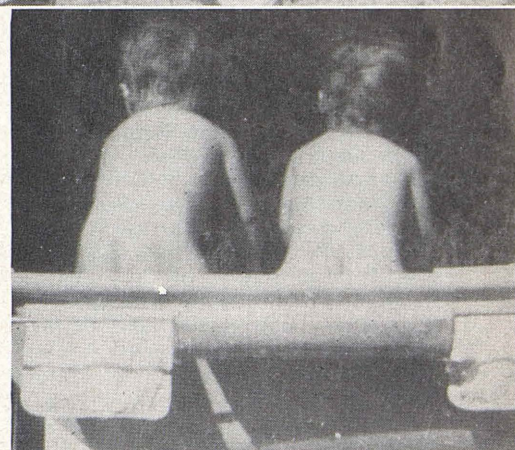
We received a post card from **Howard C. ("Pappy") Strong**, now in the Merchant Marine. He sends his best regards to the boys and to that "sweet little girl in the back office." (**Odessa Carter**. Vic Labbe please note.)

We also received a letter from **Corp. J. H. Doherty**, former Conductor on the West, who offers to swap us his picture for a subscription to the magazine. He says we'll get the best of the bargain! (Ed. please note.) Here is the letter:

Corp. J. H. Doherty
804 S.S.R. Co. I.
Camp Crowder, Missouri
Jan. 11, 1943

Hello, Jimmie:

Hope everything is going good for you. Came here two weeks ago after being at Miami Beach for a month. Like the Army fine.



Wish I had been in sooner. Am doing all right, too. Am here taking some special training. Regulations prohibit telling what it is. Expect to get overseas as soon as I complete course. Would you please send a copy of the P. E. Magazine each month? I will send you the postage. In return for this favor, I will send you my picture so you can put it in the Magazine. Believe you would be getting the better of the deal. Say hello to the boys; also to my attorney Mandell.

Good-bye,

DOHERTY

We appreciate the efforts of the Special Agents' Desk in appointing Officer **Jack Baldwin** to the all-night post in the Sixth and Main Street Station. He is doing a fine job.

James Joseph Adams has the imposing title of Night Supervising Ticket Clerk and Relief Cashier, but seems to be bearing up well under it despite his 22 years with the company. He fortifies himself with plenty of sleep, though, which he claims as his favorite hobby; it supersedes on his list even fishing, eating, and sleeping. **Jimmy** has been a correspondent for two years, but has still had time to raise a husky boy and girl.

SOUTHERN FREIGHT DISTRICT

By J. E. Neville

My regrets at being unable to furnish items for the January magazine on account of illness; but, fully recovered, I have to talk English with a French accent



Answering a Long Beach phone call from the "Four Horsemen," may I give them the answer through our magazine columns? "Horses always walk on their toes, and that's why the nags

they bet on always tiptoe in."

We are informed that Brakeman **Sam Claassen** of Long Beach Freight Yard, after many years of service, most of it done in Wyoming, has been honored. "One Shot" Sam—he never misses them!

It is with pride that we present our sincere congratulations to **Mr. and Mrs. E. R. Myers** (Conductor, Long Beach switching) on their thirty-seventh wedding anniversary. May they enjoy many more years of happiness and health. It might be truly said, "Age does not mar, nor custom stale."

Congratulations also to **Mr. and Mrs. C. O. Pearson** (Brakeman, Long Beach) on their fourteenth wedding anniversary. We wish them long years of happiness, health, activity.

The other night **Kirby Bordelon** bumped into **Roy Downs**.

"From the looks of you," said Kirby rather belligerently, "there must have been a famine."

"And from the looks of you," replied Roy, "you're the guy who caused it."

Condolence

Our sincere sympathies are extended to **Mr. and Mrs. H. G. Woodworth** and family in their great loss

of Engineer Woodworth's mother, who passed away Sunday morning, January 24, in Marshfield, Oregon.

Joseph Edward Neville's dog understands French, and so do his (Joseph's) children, because as much French as English is spoken in his household. He has been with P. E. since 1917, is now a brakeman, and says that before then he was a hockey player. That's natural—who ever heard of a French-Canadian that didn't skate? He's been a correspondent for eight years.

LAND AND TAX DEPARTMENT

By Bill Clarke

During the past several months your correspondent has neglected his public, not purposely, but because press of work made it impossible to spare the time for the column.



Christmas has gone, the girls have exchanged their presents for things their husbands preferred, Georgia won the New Year's game—I didn't win any pools, the Housing Control

situation has been taken care of, Gas Rationing is in full operation, there is nothing more left to worry about except our continual search for a good large, thick, juicy piece of New York Cut Steak.

During the latter part of 1942, this department lost **Bill Todd** to the Radio Division of the U. S. Army. Understand he is going great guns and will be a specialist very soon. He has our best wishes and we are all pulling for him.

Because of this vacancy a young lady has entered the department. **Beatrice Rumelle** is her name and she says she is learning all about work from us. Does she think we are specialists along that line? Anyway, as she is willing to learn, there is

an opening for some young man who is handsome, snappy dresser, has a "C" card, and some money in his pocket. To anyone interested, Bee is 5 feet, two and one-half inches tall, green eyes, dark brown hair, weighs 124 pounds, is single and has no relatives out here to bother her. Get in line, boys, don't push.

Of the twelve people in this office, we find that practically each one has a birthday in each month of the year. During January we have had two birthdays, therefore two celebrations. **Ethel I. Merriam** checks January 4 as hers and this year the poor girl was forced to hire a truck to get all her presents home. Between Christmas and her birthday the apartment must have looked like a storage vault. Wonder what she did with them all. Bee, our newest Deb., says January 25 is the day of days for her. The presents she received were towels, soap, toilet water, and more soap. If I didn't know her I would conclude certain things, but then we know it isn't so. Ethel says she has stopped counting her years, but Bee says she has just reached the charming old age of 27—at least that's how the subject was ended.

Noted that in **Vic Labbe's** column last month, he raved about his girls. We'll have to agree he is right but can't let our girls take a back seat. Could write a lot about our girls but space is limited and while we could use a few more in this office, Vic would have to trade two of his for one of ours. Maybe we would insist on three for one.

The Timekeeping Department has returned to the seventh floor and is located directly across the lightwell from this department. From such a distant inspection there seem to be new faces. Glad to see the old standbys back again and hope they will be able to stay up in this altitude where the air is clean and pure.

Our eagle's eye in scanning the department the past month has no-

DO YOU KNOW THESE MEN IN SOUTH FREIGHT?

Reading from left to right, the identity of these pictures (sent in by Correspondent J. E. Neville) is as follows: **F. W. Anders**, General Yardmaster, Butte Street (7 a.m.); **C. E. Noonan**, Yardmaster, Butte Street, top end (7 a.m.); **A. M. Tang**, Yardmaster Long Beach-Watson (8 a.m.); **Brooks Allan**, Yardmaster, Butte Street (3 p.m.); **C. C. Welch**, Yardmaster, Graham (3 p.m.); **W. W. Braley**, Relief Yardmaster.



ticed several fellow employees not in the best of health.

Florence Gretz has been bothered with a lumbago back.

Cecil Bordner is teething—wants them all pulled out.

Eunice P. Fischer ate some sausage meat and well . . .

Ethel I. Merriam had a bad night with asthma.

Dorothy Pearson has cold feet—note the rubber boots.

Perhaps a phone call from you-all would ease them over this troubled period.

Funniest saying during the past month came from **Cecil Bordner** the morning after our first cold night when he reported that his "Hibiscus was frozen."

Our congratulations to **Harold Kuck**, Auditing Department, who we understand is to transfer to Freight Traffic Department as Assistant to W. G. Knoche, Freight Traffic Manager.

William Clarke proved that there's something in a name by starting with P. E. as Bill Clarke, Bill Clerk, back in 1923. Now Assessment-Lease Clerk in the Land and Tax Department after 19½ years, he thinks he may have a steady job. Was Rental Clerk and Lease Clerk before he reached his present job. He's been a correspondent only since about last September.

NOTES FROM PASADENA

By M. J. Freeman

J. G. Sprowl of Sierra Vista is shopping for the latest fashions in baby clothes and the dainty furnishings of a nursery. You guessed it: it's a blessed event due at the Sprowl home in the near future.



Louie "Tony" Taylor has forsaken the cars and Pasadena for a position in the Schedule Bureau in Los Angeles. We all miss him, but wish him the best of luck.

Motorman Dave Coleman has been sick with a throat infection, but is better now and back on the job with the old grin still working.

Jasper Marino, a new addition to the Pasadena family, is just a newlywed, and is he in love! Whee-e-e-ew!

The good old P. E. is not such a bad company to tie your lucky star to, after all. It's a tradition in the Hawes family to work for the Pacific Electric. **O. H. Hawes** (uncle) started in December, 1920; **L. F. Hawes** (dad) started in April, 1923; and **W. C. Hawes**, the youngster of the family, started in May, 1937. Won-

der how long it will be before we can add another member of the honor roll of contented employees?



PVT. ROBERT L. DORNOR

Former Mechanic at Ocean Park, now at Boeing School of Aeronautics, Oakland Airport, Oakland, California. Father is Robert Dornor, Estimator in Valuation Department.

The signing off day for Conductor **Fletcher H. White**, of the Sierra Madre Line, who is retiring after 25 years of service, was December 31, 1942. He is better known to many friends as "Oscar" or "Steve," and he knows everybody in Sierra Madre by the first name. He expects to spend his time between Sierra Madre and Vista, San Diego County, on his ranch, playing with avocados. All the boys wish you the best of health and happiness now that you don't have to chase trains any more!

Conductor **R. N. Penny**, who lived in Mexico City for ten years, thinks some of the boys who call streets and stations around these parts might like to know what some of the streets they call really mean. Below is the Spanish, followed by its English equivalent:

- Aliso—alder tree
- Alameda—the wall
- Arroyo Seco—dry wash
- Alta Vista—high view
- Bolso Chica—small pocket
- Corona—crown
- Casa Grande—big house
- Del Mar—of the sea
- Dos Robles—two oaks
- Del Campo—of the plain
- El Sereno—the serene place
- El Segundo—the second one
- El Monte—the foothill
- El Molino—the mill
- El Camino—the road
- La Senda—the path
- La Mesa—the table land
- La Cresta—the crest

- Laguna—lagoon
- Las Lunas—the moons
- Las Tunas—the prickly pear
- Linda Vista—graceful view
- Los Angeles—the angels
- Los Robles—the oaks
- Loma Vista—hill view
- Mar Vista—sea view
- Playa del Rey—king's strand
- Puente—bridge
- Palo Verde—green stick
- Redondo—curved
- Rio Hondo—deep river
- Sierra Madre—mother range
- Sierra Vista—range view
- Serrano—mountaineer

Wanted: Information on how to tell when a box of caramels is not a box of caramels. A lady presented us a box of candy marked "Caramels," and as we don't like them, gave same to our agent's wife, only to be informed later they were luscious chocolates! Gr-r-r-r!

After riding around for some 25 years on the front and back of the P. E. cars, **Frank Breen** and **Lou Bowers** decided to call it a day and retire. They are now taking life easy here in Pasadena with not a care in the world except maybe a sick chicken or running out of gas.

Talk about smudges! We sure have them out here these days, with black smoke rolling around and bringing with it dirty curtains, dirty faces, dirty shirts, and all the fun of the smudge pots burning merrily away in our groves. Durn the cold snap!

Major Charles Schmidt, formerly a clerk in the Passenger Department, has been visiting his father and mother. His father is **George Schmidt**, Passenger Agent at the Pasadena Depot. Major Schmidt has been in the army for seven years.

RETIRING CONDUCTOR FLETCHER H. WHITE



(Ed. Note.) This photo enlarged from a very small snapshot. We hope his many friends will recognize him although we say "we are sorry that it didn't turn out better.")

Marvin Joseph Freeman, ticket clerk in Pasadena, collects the conductors' trip money. Though he came to P. E. only about seven years ago, he has been a railroad man for 23 years. A correspondent for four months, he is really going after the news. He has put boxes up at Macy Street, Sierra Vista, Sierra Madre, and Oneonta Tower, and says he wants "more dope from you guys." How about it, fellows?

HERE AND THERE WITH THE WOMEN'S CLUB

By Mrs. Lon Bishop

The first meeting of '43 was held on January 14 with not a very large attendance because so many members were ill, including **President**



Hasty. But with the cheery, get-well thoughts sent out by those present, everybody should be in tip-top shape ere long.

In the absence of the President, **First Vice President Mrs. Joy Landon** occupied the chair and handled the gavel and the meeting like an old-timer.

South Sea Tale

Mrs. Fuller, the proud mother of four boys in the service, gave some very interesting sidelights on the experiences her boys are having. One of the boys made a short stay on the Island of Tango Tabu (spelling questionable), ruled over by a dusky queen. The natives wear no clothes, and live back in the bushes. What seemed strange was that when our boys landed there, the natives bought everything from them they could—seemed fascinated with the shoes, and when they found they couldn't get them on or wear them for any length of time, they would drape them around their necks and shoulders.

She told some things we were not glad to hear, but her talk did one thing: it made one tighten her lips and firmly resolve to double every effort to win by buying more and more stamps and bonds, and sacrificing in every way possible, cheerfully and faithfully—there's a sense of individual responsibility that arises from within when you hear of the heartless brutality our boys are subjected to.

Singer Presented

After Mrs. Fuller's talk, Mrs. Landon presented the guest of the afternoon, **Mrs. Mary Nordahal**, a lovely singer with a delightful personality. She very thoughtfully dedicated her first number, "Johnny Doughboy," to Mrs. Fuller; others were dedicated to members who still have birthdays but don't count 'em. She seemed to have an unlimited repertoire of songs, and graciously granted many requests. She was assisted at the piano by **Miss Claire Officer**, who is tops as an accompanist. She gave us an hour of music we all loved, and we think she deserves a little free advertising in the most up-and-coming magazine in the country.

Mrs. Nordahal is hostess at the Ross Ballrooms at 54th and Broadway, Los Angeles, and at 6130 Pacific Boulevard, Huntington Park; and her husband is the orchestra leader. She very cordially invites you to bring your own or your neighbor's husband and come down for an evening of old-fashioned dancing, and we assure you that Mary will see that you have a good time.

Families Helped

Mrs. J. B. Green, Welfare Chairman of the organization, announced at the meeting that food certificates had been sent to 15 families during the Christmas holidays. We know this is glad news to all you employees who help the Women's Club so generously by patronizing the bazaar, buying chances, etc. It is really you who should be thanked, for you made those certificates possible.

Everyone was glad to see **Mrs. Harry Thomas** back in her chair as Recording Secretary, and happy to know that Mr. Thomas, who had a bad fall recently, is getting along nicely.

Midnight Mission

The second meeting of the month, held on January 28, found President Hasty back at the head table, and others present who have been on the sick list. After the Pledge and routine business, the afternoon was turned over to Mrs. Joy Landon, who introduced **Mr. Henry Richmond**, for 12 years Executive Secretary of the Midnight Mission. He told of the founding of the organization 25 years ago with Brother Tom—since passed away—at the helm, and of the difference between conditions then and now. A good clean home is provided for down, but not always out, men. The Mission is equipped with a splendid recreation hall, clean beds, baths, and substantial food. Four regular religious services are held each week to which men may go if they wish—and they evidently do, for they have the largest attendance of any mission in the city. They sleep (these days) about 200 men a night, and serve around 1200 daily.

Mr. Richmond's talk was full of human interest stories, and made one realize that the task of rebuilding some of these men until a good repair job is done is a real one and a hard one. The Women's Club is proud to have had Mr. Richmond as its guest.

Later in the afternoon **Frieda Johnson** and **Kathryn Curle** served tea and cookies, adding just that cosy touch that made a nice afternoon just a bit nicer.

February Meeting

Next get-together will be a meeting and valentine party, February 11, when you will give a valentine

and get another. The second meeting will be February 25, with a speaker and a pleasant afternoon.

Mrs. Willis Alonzo ("Lon") Bishop, for 11 years correspondent for the Women's Club, loves Suds—lots and lots of Suds, for that's the name of her wire-haired terrier. Her husband was with the company 35 years, winding up as office Assistant to Superintendent of Equipment Geibel. Mrs. Bishop was the third President of the Women's Club.

PACIFIC ELECTRIC CLUB CALENDAR

- Wednesday, February 10:**
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.
- Thursday, February 11:**
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Program—1:00 p.m.
- Friday, February 12:**
P. E. Bowling League Matches—8:15 p.m. Arcade Recreation Center.
- Saturday, February 13:**
P. E. Agents' Association Meeting—7:30 p.m.
- Thursday, February 18:**
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Card Party—1:00 p.m. Prizes to winners.
- Friday, February 19:**
P. E. Bowling League Matches—8:15 p.m.
- Tuesday, February 23:**
American Legion Post Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Semi-monthly Meeting—8:00 p.m.
- Thursday, February 25:**
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Program—1:00 p.m.
- Friday, February 26:**
P. E. Bowling League Matches—8:15 p.m.
- Thursday, March 4:**
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Program—1:00 p.m.
- Friday, March 5:**
P. E. Bowling League Matches—8:15 p.m.
- Tuesday, March 9:**
American Legion Auxiliary Afternoon Card Party. Prizes to winners—1:00 p.m.
American Legion Post Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Semi-monthly Meeting—8:00 p.m.
- Wednesday, March 10:**
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.
- Thursday, March 11:**
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Program—1:00 p.m.

FREIGHT TRAFFIC

By Betty Morrison

It has been at least a year since the Freight Traffic Department appeared in "Departmental Notes"—a year of changes.

In such a long period ex-Freight Traffickers who've transferred into other Departments have been on their new assignments so long they've probably forgotten they were ever any place else.

There are a few men, however, whose absence from the Freight Traffic Department isn't on the basis of transfer—they saw the sign "Uncle Sam Wants You" and took it personally. **Paul Jacobsmeyer** is in

the Coast Guard and **Roy McClelland** in the Navy. Two service stars.

After many years—you count 'em, this railroad seniority makes me feel too old for many years—**Lon Norbomm** took a look over the fence and decided the grass was greener on t'other side, so he resigned from the Pacific Electric and took another position.

In the new crop of Freight Traffickers, Texas contributed **Bob Lucas**; **Conrad** can give you a pointer or two on Army life in Panama; **Sidney Beer** could, if he would, make travel lecturers sound like "sit-by-the-fires," but he's much too busy concentrating on his Freight Claim work to talk much about his travels. Even after six months, Mr. Knoche's secretary occasionally gets disbelievers on the telephone who deny violently they have the department they want when a feminine voice answers Mr. Knoche's phone.

You may think **Mr. H. C. Kuck** is tucked in the Accounting Department, but he isn't. He joined the Freight Traffic Department as Assistant to the Freight Traffic Manager on February 1. He will be hearing "Congratulations and best wishes" from all sides from the many friends who use the phrase, "Harold's a swell fellow." It's too bad for the Accounting Department, but a nice break for Freight Traffic.

Mr. W. G. Knoche's business trip to the East last fall is still showing the results of the crowded hours he put in meeting people and talking business. A glance at his itinerary is a quick resume of the railroad centers of the East and Middle West, and if there were any shippers at any of those points who were hazy as to the part Pacific Electric plays in moving freight in this area, we know he got them straightened out—just look at the figures.

Betty Morrison, brand-new this month, is Secretary to the Freight Traffic Manager, although she was the first to point out the fact that before August, 1942, she had frequently patronized, but never worked for, any railroad. "Patronized" is right: Born in Portland, Oregon, she went to school in Tacoma, Toledo, Chicago, Ann Arbor, and Detroit—and lived at various way points. There's much more to be told about Betty, but she still feels a little strange and shy.

The Big Swede walked into the ticket station of an eastern railway company and asked for a ticket to Chicago.

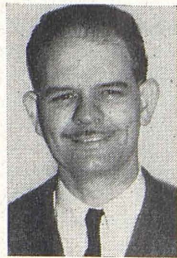
"Do you want to go by Buffalo?" asked the agent.

"My goodness, no," said the Swede. "If I can't go by train, geeve me reindeer."

WEST HOLLYWOOD NOTES

By G. R. Stevens

January has seen again the March of Dimes to the President for the fight against Infantile Paralysis. This fund has meant the restoration of little children to health and happiness, whereas instead they might have remained permanently disabled. Improvements have been effected because of this contribution of the annual March of Dimes.



Sister Kenny of Australia is the most recent contributor in the combat against the disease. She has saved some victims from permanent ill effect, following their recovery from the malady, after her expert treatment. She came to the United States from Australia to demonstrate her system to doctors here, which has been thrilling not only to the victims but to all who witness the transformation which is achieved. Progress continues, but there is a great deal more to be done. So again we are all glad to participate in the March of Dimes to the White House.

William Freeman McAllister, son of Motorman **W. A. McAllister**, is stationed at the Merced Air Base. He is twenty years old and a first class private. In his examinations he made grades of 100 and also 98. He has a high rating as a radio technician.

Mahon Back

Conductor **F. L. Mahon**, released from the army under the new age law, is back on his run again. He was stationed at Santa Anita.

Frank R. Cummings, Baker 3rd Class, who was stationed at Treasure Island, has been transferred to San Pedro.

H. L. Rainey, who enlisted in the Navy and is stationed in Idaho, has been home on leave and paid the trainmen a visit. He tells us that he received word his son, also in the Navy, was killed in action Nov. 8th in the Solomons. Young Rainey was a sailor on the New Orleans, a heavy cruiser. Motorman Rainey visited his daughter while in the Southland.

Colton Visits

Conductor **Bob Colton** was on leave recently and paid the boys at West Hollywood a visit.

Harold E. Lish of West Hollywood, is a composer. He has composed the lyrics and music of a patriotic song which he has had pub-

lished. It's title is "We're the Heroes of the Hour."

Long Vacation

Conductor **W. W. Griffin** had a sixty-day vacation and went to see his son and daughter at Winslow, Arizona. He made the trip by train and reports having a very enjoyable vacation.

Mr. and Mrs. H. A. Green are having a baby shower for their daughter, **Mrs. Bertha Schwenk**. Mrs. Schwenk resides in Torrance and has two other children.

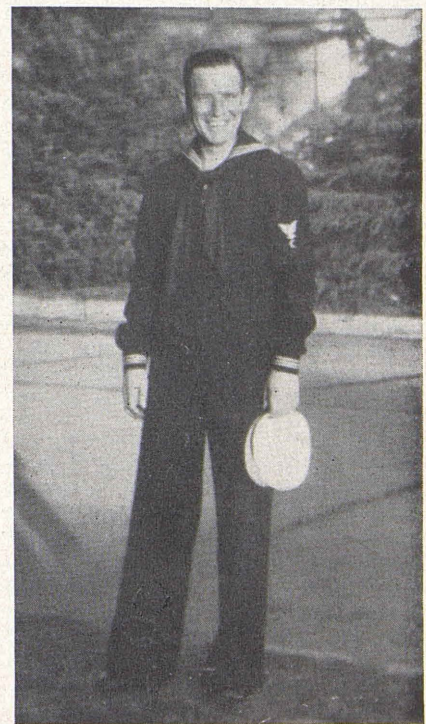
Convalescent

We are glad to report that **H. A. Butcher** is regaining his health in Kansas City at his mother's home.

Fish Story

Conductor **C. H. Butler** says that at his home town down east they catch some big fish. Catfish three feet long are caught in the Mississippi.

Motorman **W. A. McAllister** was off five days sick.



FRANK R. CUMMINGS

Baker, Third Class, U.S.N.

Formerly a Conductor on the West.

Glenhope Russell Stevens says he has been railroading for 25 years, the last 20 of them with P. E., but he doesn't look that old. We guess he's kept himself young by writing, as he has done, stories of the mighty Northwest of the Jack London variety. He goes up to his ranch at Ono, California, to write under the inspiration of huge mountain peaks, and thus to forget a conductor's troubles. Married, he has one daughter, Glenda Florence. He's been a correspondent for nine years.

INFORMATION DESK NOTES

By Adeline McIntyre

Dear Editor:

In your short visit to the information desk, I did not begin to tell you the amusing and amazing questions we have to answer — after we have finally guessed at what our "dear public" really wants. I thought it would be nice to tell you a little bit more, as you seemed interested, and I always like to pass good stories along.



Right after you left, a lady rushed up to the counter, very much out of breath, and shouted, "When do you run?" Between you and me, I do run—like everything, too, but only to catch my car on my way home after duty. However, I really could not explain that to the lady; so I had to start firing questions at her.

That is not unusual, for we are used to such questions as: "When does the last Subway leave for Glendale tonight?" "How early do you run?" "When do you run on Whittier?" "I want to talk to the red bus driver." "Will the driver hold the bus for me?" "When do you operate?" "How do you run?" "Do you have any cars operating now?" "When do I ring the bell to get off?" "What window do I go out from?" "Give me a few cars for Sunday." "How much does it cost from one state to another?" "Give me San Pedro." "When does the 5:62 leave?" "Are you the red bus?" "Where can we mount the bus?" "What does the car say?" "Is the car on the track yet?" "Do your busses make stops?" "How will the bus be running February 1?" "Will you find a man with a black mustache for me in your depot?"

It is fun, and it makes all of us musketeers feel good when we finally pry out of our dear public what they really want to know. They all seem bewildered and confused, as though riding cars and busses were something new and unusual, belonging to another world. We feel like Girl Scouts doing our daily good deed. I sometimes think we are in defense work, especially when the thousands of soldiers and sailors, new to our city, come in and ask to be directed. We find sleeping quarters for them, or locate some long-lost friend—and how they do appreciate it!

Miss Mather, our "boss," tells me that there are approximately 2,000

phone calls daily, besides the counter; so you can imagine the tons of information we give out.

Florence tells the one about the wee voice, very perturbed, asking, "When does my bus leave?" Florence asked back, "Where are you going?" The wee voice replied, angrily, "To see my grandmother, of course!"

Cynthia's pet story: A manly little voice: "Can I take a little dog to Riverside with me? He is very clean and important." "Yes, if he is muzzled," answers Cynthia. "How much will that cost?" the little voice asks. Cynthia suggests calling Germain's for various prices. "Well, who is she?" demands the little voice.

Upon exchanging stories with one of the ticket clerks, I learned of the soldier who had had a few too many drops of "giggle juice," and who, after buying and losing a ticket to Riverside for the third time, came back and offered to pay the clerk if he would insure the fourth ticket against loss.

Doris tells of the very anxious voice: "Will you be sure and tell the driver to pick me up here on my corner?"

And the droll voice: "I want the bus to Livermore and Arrington." (sic) Can you guess what he wanted?

All is fine until some member of our dear public says, "Do you mean my bus leaves from that old red barn on Sixth Street?" Then we want to start a revolution.

Well, Mr. Editor, I could keep on indefinitely. A man who had been standing at the counter for a long time awaiting his turn finally came up and asked, "Have you any information left?" Yes, we always keep some in reserve up our sleeves, so as to be all ready for bigger and funnier questions.

Some time when you are passing by stop for a few minutes and "listen in." You will be most welcome to come in and see our telephone room. It has new lights, you know, thanks to our boss and all concerned. We night workers really needed them.

Sincerely,

ADELINE McINTYRE

Adeline McIntyre gets up at—ho-o-o-o, hum-m-m-m!—noon. But after all, she works the swing shift at the Information Desk; so you really can't blame her. And besides, she's an encyclopedia of knowledge on almost anything in Southern California, having worked as Information Clerk for the All-Year Club, and organized the Shell Touring Bureau. Under such a weight of wisdom, who wouldn't need rest? She's been with P. E. only three months, and is a new correspondent with this issue.

STATIONS AND YARDS

By Arden Nasher

This month, I feel like the fellow who comes home late and throws his hat in first, to see if it's safe to enter. After an absence of several months from the P. E. columns this one reappeared last month, but due to surplus of material it was impossible to print the entire contribution. And have I been getting told off—because this or that important contribution was omitted!* The next eight paragraphs were omitted last month:

Bill Cunningham: Back in the Navy, his old love, and it wasn't hard for Bill, as he's had previous experience. Understand he is a petty officer and will soon be, if he is not already, a CPO. Wish some of these fellows would write and let us know how they're getting along, but we're pretty busy these days running down the Axis, and Bill may be intending to let us hear from him when he gets a few more victims. (Friend **Graham** at Sierra Madre tells us that he is now a Chief Bo's'n's Mate at San Diego.)

Lorenz Newton: Not a word from Newt since our last report, when he was in Hawaii, in the Navy.

Johnny O'Neil: Somehow, Johnny got his signals mixed. When he left, he reported that he was enlisting in the Navy, but since that time the boys at Butte Street have received a letter from him, "Deep in the Heart of Texas," and in the Army. You know, Johnny is an ex-fighter of no mean parts, so this may be just as well. He may get closer to the Japs on terra firma.

Paul Wilson: We haven't much dope about Paul. The writer met him in the hall at Sixth and Main one day, several months ago, and he said he was going into the service in a couple of days. That's the last we've heard of him, but he promised to write, so we may have something later.

Reading over the foregoing, it strikes us that an all-important arm of the service, the Marines, hasn't been mentioned. Ah! but wait—**Charlie Noonan**, Yardmaster at Butte Street, steps up with saving grace, as the proud daddy of not one, but TWO, fighting leathernecks. One of his boys has been through the toughest fighting at Guadalcanal and he will be able to tell us plenty of tall

*The Editors take full responsibility for cuts made in correspondents' copy. Readers should not blame Correspondent Nasher.



stories after the war. His other boy is also in the "Gyrines" and no one can deny that the Noonan family is well represented.

We spoke of changes in the ranks. Beside the abdication of **Terminal Trainmaster Blake** for the duration, we have others equally important. **Charlie Coutts** is now Terminal Trainmaster, **Wayne Yeager** is Freight Trainmaster and **Barney Blevins** and **Jim Brock** are Assistant Freight Trainmasters. **A. L. ("Robbie") Robertson** is now an Assistant Supervisor in freight operations, working the desk at Eighth Street, and **G. C. Roeder**, who also came up from the ranks of the Clerks is now an Assistant Supervisor. **Sam McGraw** is Service Director at Sixth and Main, in bus service.

At Eighth Street Trainmaster's Office, we have quite an improvement, also. Meet **Ann Brookenthal**, Steno-Clerk to the Terminal Trainmaster. Ann made such a hit with **Harry Young** at Sixth and Main that he almost refused to let her come down here to work for the rough-necks.

In spite of the many changes, you can still see many of the old heads at the Freight House. **Seymour** is still collecting dues at the old stand, and his brother **Louis** is handing out the paychecks. He saw **Cy Albright** the day before Christmas and he didn't look so good, suffering from a bad cold, but shucks, the holiday season is the best time in the year to cure a cold. We also saw our old friends, **Joe Peeler** and **Fred Leary** in the Freight Claim Department, and got a blurred glimpse of **Irene Cunha** pounding out Western Freight bills at such speed that smoke was pouring out of the machine. Those of you who knew and liked **Louis Rossi** in the PMT office will be sorry to know that he has left the company, for another and more lucrative job elsewhere.

In the "omitted" paragraphs above we mentioned that **Guido Roeder** had been appointed as an Assistant Supervisor, but Guido evidently preferred his last love, Service Direction with the Motor Transit, and a new Assistant Supervisor appears on the scene in the person of **Milo Seiglar**. Milo has been in Mr. Douglas' office at the Subway in the capacity of Trainmaster's Clerk for several years and his experience there makes him peculiarly well fitted for his new position in the Supervisory Staff. We know he'll do a swell job.

Our old friend **Eddie Burke** finally gave up his sinecure at Yorba Linda, and went to work at Fullerton. If the bright lights of the big city don't blind him, we know he'll like the new stand, which compares to Yorba Linda as New York would to San

Diego. He has a cozy place in Yorba Linda where he still pays the landlord on rent day though, and probably had to make a call on the Gas Rationing Board in order to drive to and from the new job. Hope you didn't get drowned on the road last week, Eddie.

Following is text of notice posted at Eighth Street Trainmaster's Office January 25th: "Mrs. Blake phoned this morning and said that **Captain J. G. Blake** has just left for foreign service. He called on long distance to say good-bye and asked her to phone his old office and tender his best wishes to all his friends on the railroad, as well as thanks for past cooperation. He hopes to see everyone again A.A. (after the Axis), and in the meantime says to keep the wheels rolling." We know that Captain Blake has from us all, the heartiest good wishes for his safety and well-being, wherever he may serve.

If anyone reading this column has a pair of rubber boots, a rubber coat, rain-hat, standard watch or brakeman's electric lantern which he doesn't need, he will be doing a real service toward the war effort if he will let someone in the Freight Trainmaster's Office know about it, as these items are no longer procurable on the open market; and, in the case of boots and lanterns, we understand no priorities are being granted. Advise the article, condition, size and price. (Phone Station 2916).

Arden Nasher shoots golf in the low eighties, we understand. Quite an accomplishment for one who has been with P. E. only since 1939. He is now a Freight Terminal Trainmaster's Clerk, and has full charge of all student trainmen—should we add: "Poor fellows"? He's been contributing to the magazine for about two years. One of his hobbies is riding around on the P. E. in his spare time. Explanation: he wants to be a trainmaster.

P. E. POST AMERICAN LEGION

By James E. Davis

Because it was raining Tuesday night, January 26, the attendance at our meeting was small. First Vice Commander **F. W. Nichols** was absent, sick at home. We sympathize with him in the loss of his mother-in-law, Mrs. Caldwell, who died about January 17.



Post Cited

Our post received a citation for turning in our complete membership quota before November 11, fully paid up.

Thursday morning, January 28, at 10 a.m. at the Robert Louis Stevenson Junior High School, our post presented the American Legion School Award to **Donald Stein** and **Wilma Taylor**. Professor Hutt is still Principal of this school.

Terminal Foreman **Frank A. Groft-holdt**, formerly connected with the Headquarters Company of the 160th Infantry, is now a member of this post.

Arrangements are being made for a banquet to be held by our post, sometime soon, the post to pay the bill for all members taking part in this affair, but each member to pay for his wife, or whoever else he may bring with him. It may have been held before this magazine comes out.

From minutes of meeting I missed:

January 12, a letter from **Comrade Weaver** was read, in which he suggested that our post start a movement to have our national government pass a new Registration Law. All persons would have to register the date and place of their birth,

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their physical characteristics, etc. They would be finger printed and all live babies would have their type of blood registered. The post office would keep these records, and every time a change of address was made the records would be sent to the new post office.

Registrant would carry a registration card which he would have to show at each new post office before they would start delivering his mail. The purpose of this registration would be to keep persons not entitled to citizenship, from getting the benefits of it.

A resolution is now being prepared to be presented at an early meeting of our post. All members who are interested in this proposed law should attend our next meetings so they can vote for or against it.

If the resolution is passed, it will be sent to the District, then to the Department of California, then it would be voted on at our next National Convention. If the American Legion asks for such a law, our Congress will likely pass it. Therefore you should come to our next meeting so you can find out about this resolution and vote.

Veterans' Hospital

During the last five or six years, **Comrade Nichols** and his wife have been frequent visitors at the Sawtelle Veterans' Hospital, taking reading matter and other things to the vets. He makes it a part of his work to see that all non-compensated veterans in Ward 3 receive all the cigarettes they want, whether they belong to the Legion or not. Veterans come and go in this ward, but whoever comes or goes, Comrade Nichols keeps up his good work.

James E. Davis, Publicity Chairman, Historian, and Scribe of the P. E. Railway Post, American Legion—and incidentally a motorman on the West—has been correspondent for the magazine most of the time since 1939. Joining the Pacific Electric as motorman in 1915, he interrupted his services to go to France during the First World War with the 55th Ammunition Train—What a "busman's holiday" that must have been!—and returned in 1919 to pick up where he had left off.

CHARLES H. LAY

Friends in the Pacific Electric will be sorry to hear of the untimely passing of **Charles H. Lay**, December 24, 1942. He had been Signal Draftsman and Construction Foreman for this company from November 8, 1920 until September 26, 1930.

Mr. Lay was considered one of the best signal circuit men in the United States, and many of the circuits for automatic block signals and interlockings on the Pacific Electric were designed by him.

—H. K. Nickerson, Engineering Signal Department

WINCHIE AT THE KEYHOLE

By Marion Snowden

Remember this: "Experience is what you get when you are looking for something else."

To keep our magazine ball a-rolling, and to give you all a bird's eye view of army camp life, we'll share with our readers a letter recently received from **Martin J. Creamer**, who will long be remembered as the snappiest writer in the magazine, reporting for Motor Transit. So, consider this an open letter, to all of you.



Quote: Dear Winchie: Thanks so much for the candied nuts and the Christmas greetings. Am wondering if a few of the local (MT)—the ol' regime ticket clerks would be jealous to know I had 'em (2 lbs. worth) all to myself? Well, not quite. Once a package is opened and if it contains cookies or sweets, it becomes community property, so it's "praise the Lord and pass" whatever it is! I've reached plenty, so luckily a few times (thanks to the gang) have been on the receiving end.

Enjoy the P. E. magazines you have sent and note the Honor Roll is rapidly crowding itself off the "one" page. Let's hope OUR roll keeps intact, for there is no sham about war. It is the grimmest kind of reality. Men kill each other. The guns, the tanks, the big guns; they are the weapons of war to kill the enemy. Those of us even in service can pause a few moments and try to visualize what hell must be like—outside the bounds of the U.S.A. Those across the waters like **Roy R. Wilson**, "**Shorty**" **Hall**, and others (unknown) are seeing the real thing. Perhaps "**Hook**" **J. F. Edmondson** is up in a plane as a mighty fine gunner. **W. A. Cunningham**, **Max Hess**, the **McCollum** "boys" and others on the high seas.

Letters of interest from **Guy Rhinard**—the glamour boy of yore, the trained "echelon" of today up Mines Field, Calif. way. He's engaged, ya Jknow — (it's a sleek P-38 he's exchanged vows with). Heard from **Bob Cruson** who is Cpl., Medical Section SCU 1918, working as night dispatcher at Camp Beale, Calif. (He was one of our drivers on MT).

Camp Robinson is 8 miles from Little Rock, Ark. In World War No. 1, it was the bustling Camp Pike. It was renamed for the late Senator Joseph T. Robinson. Many thousand acres were added to the former site.

Little Rock, Ark. is the birthplace of General Douglas MacArthur.

Two replacement training centers occupy most of Camp Robinson—Branch Immaterial and Medical Replacement Training Centers, set up to give the new soldier basic training before he is sent on to the permanent service for which he is found to be best fitted.

Most of the boys enjoy the days on the firing range—to shoot for the highest scores; to be expert, sharpshooter, or marksman. They covet their medals, and get added prizes of cigs usually furnished by the Company Commander. Some get "**Maggie's Drawers**", the red flag that waves—and how haughtily!—when he misses the target. Every shot is accounted for (Maggie's Drawers get a very good showing at previews—the first day on the range.)

There are field fortifications, camouflage, and anti-mechanized measures, elementary map and aerial photography reading, lectures galore, and training films. Digging "fox holes" to furnish protection from tanks, is a **hard** subject in Arkansas—many boulders to be dug! It's all for a purpose though—the training!



CORP. MARTIN J. CREAMER
Former Motor Transit correspondent for the magazine.

Your nice letter is in desk at work, and knowing I'll be swamped when I do get going again, thought I would ramble along while I could. If I recall correctly, you did mention **Unc Thomas** was retiring or leaving the Company. He's been a grand Editor, so DO include my bestest. If had typewriter available and my right sense, perhaps could have worded some copy for magazine, but

am definitely off the beam. Too, if had extra copy of Christmas card print, would have sent that too.

I do appreciate your honorable mention at times in your column—and you do have much to write about. Received a carton of Luckies from the **George Jehls, Swansons'** (Express Office) can of homemade cookies, **Howard Strongs**—cookies, **Slim Siefried** subscription to Reader's Digest and a snapshot of himself and missus, and oodles of cards, which amazed me! I sent out a few, but try as you will, there are always some that you overlook.

Well, I must dry up or shut up. Betcha you're worn out reading this—I betcha. Truly, Marty. Unquote Corporal Martin J. Creamer Hq. BIRTC c/o Correspondence Divn. Camp Robinson, Arkansas.

There you are, folks, — and if Marty had been in his right sense and had had a typewriter at hand, goodness only knows what masterpiece could have been handed down to posterity. Marty with a cold far surpasses a lot of the rest of us with nothing more ailing us than a mean disposition. Well, it takes all sorts to make up the world, and we can't all be bright.

While our mind is on soldiers and Army camps, **Noble Cates** picture-cards his regrets at not having been able to attend Uncle Tommus' going away breakfast. Says he's "a grand old man." Where do you get that "Old," Noble? He's spryer than we are. Salute to you and your Lt. Langhouser, even if he IS from A.T.&S.F., and we're supposed to be rivals. Incidentally, Noble's latest address is as follows:

Corporal Noble E. Cates
Post Finance Office
Camp Adair, Oregon

We have the information that **Roy McClelland** is in the Navy now, in Memphis, Tennessee. No further address is available. Rumor has it that he worked at the Redondo Beach Bath House, in the Passenger Traffic Office, and more recently in Freight. So get busy, all you people who know him, and send him a letter. In fact, how about a nice fat letter to all the boys you know in the service, as a valentine gesture?

Well, so long folks. Happy ground hog, Lincoln's birth, Valentine's, and Washington's birthdays.

Marion Gaillard Snowden has drunk of the fountain of youth — and that's real doubletalk. She used to live in Ponce De Leon's city, St. Augustine, and the fountain is still there. Now Assistant Head Clerk in the Conductor's Accounts Bureau, she has been with Pacific Electric 25 years (who'd guess it?), correspondent for the mag three. She's fond of reading philosophy, doing pen and ink drawings, and writing verse.

P. E. ROD AND GUN CLUB NEWS

By Arlie Skelton

The President's Annual Show and prize awarding was held in the P. E. Club Auditorium, Saturday, January 9. As usual, **A. M. Cross**, Chairman of the Entertainment Committee, gave it his very best, gathering the talent for a fine show. **Doc McWilliams** of Warner Bros. Studio was invited to act as master of ceremonies, but because of matters



over which he had no control, he was unable to attend. So Cross had to do the honors himself, and reserves a lot of credit for his splendid effort. He did a lot better job of it than most of us could have done, and has the job again for next year. Thanks and good luck to you, Mr. Cross, for your 1943 efforts.

Prizes Awarded

For the prizes, top honors go to Motorman Harry W. Polzier of the Sierra Madre Line. Mr. Polzier took first prize on corbina (2 pounds, 10 ounces), thereby winning a Penn Surfmaster Reel plus ten dollars cash donated by President **O. A. Smith**, who is an active member of our club and took top honors in the corbina classification last year. From evidence presented in a photo sent to the magazine (but not suitable for reproduction), Mr. Polzier is also a surf perch fisherman.

First honors in the croaker classification go to our old friend, "**Sitting Bull**" **Scott Braley**. Weight, 7 pounds, 6½ ounces. Looking further, we note that **D. E. Porter** takes place money

with a croaker weighing 7 pounds, 6 ounces, and we know it has been a photographic finish. When they split ounces on the weight of a fish, that's cutting it pretty fine. Third prize goes to **Vincent Viellenave**, 6 pounds, 13 ounces. Fourth prize goes to "**Dad**" **F. L. Manley**, 5 pounds, 12 ounces; and fifth to President **O. A. Smith**, who landed one weighing 5 pounds, 5 ounces. Now we know why it was a driving finish: everybody was trying to beat the boss!

Other Classifications

Yellowfin: One contestant, **George Lallich**, who landed a two-pounder.

Barracuda: One contestant, **Charley F. Estes**, who landed one measuring 44 inches.

Salt water bass: One contestant, **Robert M. Lawrence**, who landed one weighing 6 pounds, 8 ounces.

The largest game fish caught on a line not exceeding nine threads was a 12-pound albacore caught by Motorman **Roy Ratliff**, Western Division.

The absence of such familiar names as **B. F. Manley**, **Harold Smith**, **W. G. Knoche**, **E. L. H. Bissinger**, **K. L. Oefinger**, and several others from the surf fishing prize list shows the effect the war has had indirectly on our ocean sport fishing.

Fresh Water Fishing

Fresh water fishing division fared somewhat better. Prize winners for stream trout caught on the fly included **J. W. May**, first; **Carl S. Weatherly**, second; and **R. M. Lawrence**, third. Prize winners for stream trout caught on bait or lures included **Jerry Willis**, who landed one 23¼ inches long; **Walter Stratman**, 21½ inches; **Cyrus Medill**, 15½ inches.

For lake trout caught on bait or lure, first prize goes to **W. D. Gilbert**, for catching one 21 inches long; second prize, **M. L. Anderson**, 19½ inches; third prize, **H. A. Holmes**,

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18¾ inches; fourth prize, **H. P. Bancroft**, 18½ inches; and fifth prize, **Roy L. Mankins**, 18 inches.

Fresh water bass classification had two contestants: First, **R. B. Hooper**, with 6 pounds; and second, **C. F. Albright**, with 1 pound, 12 ounces.

Hunting Division (deer heads): **W. D. Boyle**; second, **Frank L. Manley**; third, **Arlie Skelton**; and fourth, **B. F. Manley**.

Bounties were paid on predatory animals for one coyote by **George Lallich**, and one weasel each by **James P. Malmbury**, and **J. S. Harris**.

Junior Prizes

A number of junior members also took prizes:

Corbina: first, **Richard Oefinger**, 3 pounds, 10 ounces; second, **Billy Kitto**, 1 pound.

Croaker: first, **Scott Braley, Jr.**, 4 pounds, 12 ounces.

Lake trout: first, **Richard Oefinger**. Stream trout: first, **Gerald Lawrence**.

Fresh water bass: first, **Eugene Lemelle**.

Prizes taken by the ladies included the following:

Corbina: first, **Mrs. B. F. Manley**, 3 pounds, 12 ounces.

Croaker: first, **Mrs. D. E. Porter**, 7 pounds.

Lake trout: first, **Mrs. Edna E. Bissinger**, 14½ inches; second, **Mrs. H. P. Bancroft**, 13½ inches.

Stream trout: **Mrs. Walter Stratman**, 19¾ inches.

Quite a prize list at that, but far short of any previous year in the past 20. Many prizes will be carried over until next year.

Need New Members

Much is being said and done to stimulate interest in the club and attract new members from the great number of new men now in the employ of the company. For their information, meetings are held on the second Wednesday of each month in the P. E. Club. Initiation fee is one dollar, and dues are a dollar a year. That dollar surely buys a lot of pleasure, if you like to hunt or fish or associate with those that do. We solicit your membership and your fellowship.

New Committees

Our new President, **L. L. Lloyd**, took the chair at the proper time last meeting with the good wishes of our retiring President, **J. B. Rogers**, and started the 1943 tournament season off with a bang. Among the committees appointed for the new season were the following:

Membership Committee: **B. F. Manley**, **Jack Quinn**, and **J. B. Rogers**.

Special Arrowhead Committee for May 1: **B. F. Manley**, **Jack Quinn**, **A. C. Smith**, and **J. S. Harris**.

Field Captains: **R. M. Lawrence**,

Fishing Division; **George N. Lallich**, Hunting Division.

Year Book Committee: **F. B. Patterson**, **K. L. Oefinger**, **Scott Braley**, **Arlie Skelton**, and **J. B. Rogers**.

Entertainment Committee: **A. M. Cross**.

Refreshment Committee: **C. G. Gonzalez** and **Jack Quinn**.

Publicity Committee: **Arlie Skelton**, **H. P. Bancroft**, and **A. M. Cross**.

Tournament Season Committee: **Scott Braley** and **J. Sam Harris**.

Nominating Committee: **E. H. Pierce**, **J. B. Rogers**, **Jack Quinn**, and **A. C. Smith**.

Legislative Committee: **E. L. H. Bissinger**, **W. G. Knoche**, and **B. F. Manley**.

Now the question is, Shall we carry on as a hunting and fishing group with prizes offered as in the past, or shall we devote our time and finances to entertainment for the duration of the war? Sports afield, in our former easy-going way, with high-powered cars, and plenty of tires and gas, are becoming more difficult. Yet where there's a will there's a way. Ask **B. F. Manley** about how he managed to go deer hunting in the early days.

Well, we don't have time or space to go on with that. Next regular meeting is February 10.

By the way, fellows, the Editor wants more pictures of your hunting and fishing trips. Make them plain enough so that after reproduction you can tell what the subjects are. We are glad to publish them and return the original to you if you will put your name and address on the backs of each picture.

Arlie Skelton, Towerman, who has been a faithful purveyor of Rod and Gun Club gossip for six years, says he really enjoys writing the news. He has a good chance to get it as secretary of the Club. **Arlie** has been with the company since 1920, having started as a towerman down at Watts. His real name is "Arlie," too. Those readers who know **Arlie's** fish stories will also know how much reliability can be placed on the stuff in his column.

MECCA COMMITTEE APPOINTED

The Administrative Committee to handle the disbursement of MECCA funds has been appointed by the President of the Pacific Electric Railway and the Labor Organizations interested in furthering the MECCA plan.

This committee is comprised of the following:

B. A. Collins, Chairman
H. W. Jenkins, Secretary
R. C. McPherson
C. E. Collins, Vice Chairman
M. S. Wade, Treasurer
Frank Karr

TRUE STORIES

By **Deane H. Aspelmeier**

After expounding so freely last month about why hair turns gray, we were greatly surprised and deeply touched that Mr. Collins would want to hear from us again. Thanks to you, James Adams, for telling us what we had written. Perhaps "Brain-child" was all right last month, but here we are again, after some thought and more gray hair, still unable to think of a title. One thing is certain,—this cannot be called "Idle Prattle," for Information Clerks never have an idle moment these days.



In addition to our many daily problems, we have been compelled to fight the "Flu" bug or some other such injurious microbe. Our co-worker, **Catherine Rebold** is back on the job after several weeks' absence following an operation. Others who have been somewhat "under the weather" are **Florence Chapman**, recovering from a sprained knee, **Evelyn Cook**, **Thelma Bell**, **Neva Cooper** and yours truly, from bad colds. At present writing, **Helen Drew** and **Bess Bundy** are confined to their homes by illness. (P.S. Came to work this morning to find our chief, **Miss Mather**, croaking in very strange tones. What a calamity for an Information Clerk to lose her voice!)

It seems that from day to day we get busier by the minute, telling folks "where to go." And what self-control we exercise sometimes to keep from expressing our real desire as to their destination. Patience works wonders sometimes, they say.

Some of the outstanding requests of the month were from the man who wanted to go "to the 1300 block in Burbank"; the lady who wanted to know "if the 5:35 car will be on time tomorrow morning"; "Will this bus continue on this same schedule for the duration?" "When I want to get off the U car do I pull or push the bell?" All true inquiries, believe it or not!

Upon another occasion a call came from a lady asking for the time that a defense plant bus would be at a certain corner. Realizing this was not one of the busses from the Sixth and Main, the clerk answered, "The bus you want is for employees of that plant and all information is given by the Company." "Oh, but I am trying to help an old man who can't walk very far and can neither

see nor hear very well," came the reply. "Well, the bus you are asking for is for employees of the defense plant only and no one else can ride on them." "That's all right," was the rejoinder. "This man works out there." A true American doing his part, we take it!

So the days go by, as we explain that the trains for Pasadena do not leave from inside the station any more but from across the street on the north side of Main Street; that there is no depot at Fifth and Los Angeles any more; when the next trains for San Pedro or Long Beach will leave; that you get your tickets at the ticket windows; etc., etc. But of the seven days in the week, Sunday is the worst "nightmare" of them all. We sometimes wonder why they sent the entire United States Army to the Pacific Electric Depot. Therefore the amusing things that happen serve as a welcome relief to taut nerves for those who are able to see the humor of the situation.

Deane Aspelmeier's name, which appeared in a by-line for the first time last month, might have left you wondering whether it's a boy or a girl. Hard to believe that she has a grandson three years old. Although Mrs. Aspelmeier has been with the company less than a year, she has already collected from the customers a goodly stock of anecdotes, humorous and pathetic. Not exactly a correspondent, she is going to write some special features for the magazine from time to time.

TRANSPORTATION DEPARTMENT PERSONALS

By Josephine Hollebaugh

When January dropped a period on the last working day, the Transportation Department had chalked up a record short-term cloudburst of changes and promotions rivalled only by the local rainfall compiling a season record in a single storm:



O. C. Angle from Conductor North Division to daytime Depot Master and Dispatcher; **James**

Brock from Conductor to Assistant Freight Trainmaster, South Division; **Elze Butler** from Conductor to Supervisor, North Division; **Donald Davidson**, **Leorie Fortner**, **Lewis H. Newport**, Motormen, to Supervisors Train Service, West Division; **Benjamin M. Gilliam** from Motorman, South Division, to Instructor, Train Service; **O. C. Jordan** to Relief Assistant Freight Trainmaster North Division; **Kenneth Leonard** from Con-

ductor to Supervisor Passenger Service West Division; **R. Nywening** to Conductor Instructor, North and South Divisions; **Fred J. Sauerwein** to Assistant Train Master Freight and Passenger Service, San Bernardino; **Robert A. Shaw** from Motorman to Assistant Passenger Trainmaster, North Division; **L. Somerville** from Motor Coach Operator to Supervisor Motor Transit; **Urban Troxel** from Conductor to Supervisor Train Service, North Division; **Walter Wainwright** from Conductor to Supervisor Passenger Service, South Division; **W. W. Wherry** from Motorman to night Depot Master and Dispatcher, North Division; **Donald W. Yeager**, Passenger Conductor to Freight Trainmaster, South Division.

Virginia Bowles from File Clerk, Sixth and Main, to Jumbo Freight Clerk, Butte Street Yards; **Jeannette Everson** from Claim Department to Steno-Clerk Office of General Superintendent; **Suzanne Jacquemin** from Steno-Clerk, Personnel Bureau, to Accident Clerk; **Karalein Nulton** from Mail Clerk, Sixth and Los Angeles, to Jumbo Freight Clerk, Butte Street Yards.

That's just a last-minute pick-up, and if any names have been missed, it's wholly without prejudice on the part of a new correspondent. Next month, we'll have more time to catch our editorial breath.

Josephine Anne Hollebaugh is new this month. She's an honest-to-goodness reporter, with a degree in journalism and two years' experience working on the Kansas City POST. Besides that, she has edited several house organs. Before entering the service of Pacific Electric last July, she had done considerable research work, having been for two years State Research Chairman of the California Federation of Business and Professional Women's Clubs. Miss Hollebaugh is now a Service Clerk in the P. E. Personnel Bureau.

Huntington Library Wants Back Issues of Magazine

The Huntington Library, San Marino, will welcome our readers' sending them back numbers of the P. E. MAGAZINE so that a complete file may be secured.

According to Eleanor Pitcher, Executive Assistant of the library, the staff there is "attempting to acquire and preserve historical material relating to organizations and industries which have had a part in the economic and social development of the state."

The library has only the following numbers: Vol. I, No. 1, 3, 4, 5; Vol. II, 1, 2; Vol. XXII, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12; and Vol. XXIII, 1-5. If you have other issues, send them to the Editor, 682 P. E. Building.

MOTOR TRANSIT DISTRICT

By Ruth Fisher

No doubt you've heard of Uncle Walter's Dog House. It's the Dispatcher's Office on the viaduct where Head Service Director **Walter E. Deal** reigns supreme. Uncle Walter is noted for his growling but he hasn't bitten anyone yet, really.

We miss the gay air of **Charley Cooper**. He left us to become a Supervisor. He'll do well, we know, because he's got what it takes. . . . We're missing **Benny Kimball** too.

A hearty welcome to M.T.'s new students. **Messrs. Sommerville** and **Westphal** are doing a swell job.

Signs are plastered all over the place and still people persist in coming back to the Dispatcher's office and asking where they can get the car to Pasadena. This repeated question is causing us to tear our hair out and it's worrying us because **Uncle Walter** and **John Puffer** are 'kinda' sparse on top.

Blessed Events are—a girl at the **Giffins'**, a boy at the **Sandgrens'**.

"Romeo" they are calling him now. He helped a lady in distress when her car broke down during one of California's heaviest fogs. She was none other than Ginger Rogers and her gratitude will be shown by an autographed photo to Operator **D. S. Hill**, who has been in the fog ever since.

YOU SHOULD SEE: **Hank Stone's** new mustache. . . . **John Puffer** and **Lloyd Irby** as the Scott's Emulsion boys, in their rain togs. . . . **Woody Ablott** keeping 'em rolling from 2 p.m. on. . . . The Dispatchers loving their work so much they won't even take their regular day off. . . .

Supervisor **Jack Butler** was in Riverside the other day looking for a speeding operator. He asked Operator **Sears** if he had seen Mr. Blank pass, to which Operator **Sears** replied, "No, but something just whizzed by flying awfully low."

AMERICAN LEGION AUXILIARY

By Mrs. Martha Harber

Mrs. Patricia Post has been appointed as Marshal to succeed **Mrs. Braley**, who resigned. Mrs. Post has also been appointed as Community Service Chairman and Salvage Chairman.

Sympathy of the Unit is extended to **Mrs. Bernice Nichols** for the death of her mother.

Best wishes for a speedy recovery to **Miss Regina Bryant** (daughter of **Mrs. Ellen Bryant**), who was operated on recently.

Birthday greetings to several members, who have just passed another milestone.

Mrs. O. Jacot announced that the

regular card party will be held on the second Tuesday at 1 p.m. in the club. Come and bring a friend.

Making the memorial poppies has begun again in the government hospitals where men who have served for America are under care, **Mrs. K. Brown**, Poppy Chairman of the Pacific Electric Ry. Unit of the American Legion Auxiliary, has announced.

The little red memorial flowers are being made for the Auxiliary by disabled veterans of the first World War and will be worn in honor of the dead of both conflicts, said Mrs. Brown. Millions of the flowers, shaped in replica of the poppies of Flanders' Fields, will be made before Poppy Day next May.

The work provides earnings during the winter and spring for men so badly disabled that they are unable to undertake other employment. It gives them interesting occupation to speed the long hospital hours and is a valuable occupational aid to their recovery. Men disabled in the present war also will be employed in the poppy program if any are in need of the financial and therapeutic benefits of the work.

The poppies will be distributed throughout the country by volunteer workers from the Auxiliary on Poppy Day, May 29. Auxiliary women expect them to be more generally worn than ever before, exceeding even last year's display when more than 12,000,000 were worn to "honor the dead and aid the disabled." Contributions received for the flowers will be used in the relief and rehabilitation work which the American Legion and Auxiliary are conducting for the disabled veterans of both wars, and for the families of the dead and disabled.

Ranks of the American Legion Auxiliary are now open to a new group of American women, explained **Mrs. C. Newhouse**, membership chairman of the local Auxiliary Unit, as the Unit continued enrollment of members for 1943.

Opening of Legion ranks to veterans of the present war will bring eligibility to membership in the Auxiliary to millions of additional women. Many already are eligible and will be enrolled in the Auxiliary this year, Mrs. Newhouse said.

Mothers, wives, sisters and daughters of men who have given their lives for America in the present conflict are now eligible for Auxiliary membership. They become Gold Star members, especially honored because of their loss and their burden of grief. Auxiliary Units everywhere are inviting them into membership, hoping that the service activities of the organization will help ease their sorrow.

Visiting Nurse Service Available If You Have P. E. Group Insurance

Costs Nothing for Policyholders to Get Service Maintained by Metropolitan Life Since 1909; Benefits of Plan Explained

Skilled nursing service for employees who are ill at home is available, free of charge, if they are holders of Metropolitan group insurance policies. The service is maintained, not by Pacific Electric, but by the Metropolitan Life Insurance Company, under the title of "Visiting Nursing Service."

In order to secure this benefit, all that is necessary is to call the Pacific Electric Club between the hours of 8 a.m. and 10 p.m. The fact that a call by the patient is needed before a visit is made was stressed by **N. B. Vickrey**, club Manager, who stated that many policyholders do not seem to know of the service, and that he is anxious for it to be given deserved publicity.

Besides giving nursing care directly

to the afflicted person, the nurse also teaches members of the family how to take care of him between her visits, and gives instruction in how to preserve good health. One of her most valuable helps is in explaining to the family how to prevent the spread of communicable diseases. She takes a personal interest, according to Mr. Vickrey, in each of her patients.

Service Not New

The Visiting Nurse Service is not new: "Founded in 1909, Metropolitan Visiting Nursing Service annually makes more than 3,000,000 visits to sick or injured persons," states the insurance company.

When the nurse arrives at the home, patients should show her their group certificates.

Betty Enscoe Postpones 5th Trip to Blood Bank For Trip to Altar

Miss Betty Enscoe, popular Register and Analysis Clerk in the office of Mr. L. A. Lovell, postponed her fifth trip to the Red Cross blood bank on Saturday, January twenty-third, so that she could keep a most important engagement at the Wedding Manor on Crenshaw Boulevard. It seems that that was the date when

she was to assume her new duties as "manager" of a brand new husband. So—it was Mrs. Carl Schrey, née Miss Enscoe, who made the fifth trip to the blood bank on February fourth.

HISTORY REPEATS

The blue car with white lettering, "Fly for the Navy," reminds one of those good old days, 25 or 30 years ago, when the P. E. operated several big, blue cars, with gold letters and luxurious red plush seats, on their personally conducted sight-seeing trips, viz: "The Balloon Route," "Old Mission," and "Triangle Trip." Each an all-day trip, for only \$1.00 per person; and tourists from all parts of the world clamored for reservations. They realized they were getting good value for their money, and that's just why thousands of men and ladies of discriminating taste are now wearing NASH Custom Made Clothes, smartly tailored to individual measurement by J. B. SIMPSON, INC. They, too, realize they are good values at a reasonable price. Hundreds of attractive new spring fabrics to choose from—Worsted, Tweeds, Cheviots, Doekin, Coverts, Gabardines, and Tropical Worsted—100% virgin wool. Samples, styles, etc. brought to your home, office, or wherever most convenient, on request—no fuss or bother shopping around. Just phone TUCKER 8957, or, if you prefer, call at show rooms, 415 Broadway Arcade Building, and I'll greatly appreciate your asking for

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BETTY ENSCOE

Now Mrs. Carl Schrey since her marriage of January 23. She is five times a blood donor. Lucky transfusees!

- - GRINS AND CHUCKLES - -

TWO NICKELS

A little boy about seven years old boarded a bus and gave the operator a dime to be changed into two nickels. When the little boy received the two nickels (both alike) he asked:

"Which one shall I put into the box?"

Actual experience, according to **Paul R. Hanna.**

Balloonist, lost in fog at maneuvers, as he hears noise in farmyard: "Hello, down there, where am I?"

Farmer: "Don't try to fool me, young feller; you're right up there in that balloon."

They asked Jeb Taylor what his boy was agoin' to be:

"Wa'al," answered Jab. "I'm going to teach him to be a lawyer. He's naturally argumentative an' bent on stickin' his nose into other folks' troubles, an' he might as well get paid fer it."

He: "Yep, by looking into a girl's eyes I can tell exactly what she thinks of me."

She: "That must be very discouraging."

Captain: "Sentry, if anything moves you shoot!"

Sentry: "Yes, sir, and if anything shoots, I move."

"If your motto was 'love 'em and leave 'em,' how come you got married?"

"I didn't leave soon enough."

"So Phoebe has returned to her husband!"

"Yes—she couldn't stand his havin' such a good time."

Doctor: "You should take a bath before you retire."

Patient: "But, doctor, I don't expect to retire for 20 years."

Teacher: "Why is our language called the mother tongue?"

Pupil: "Because father never gets a chance to use it."

Teacher: "Johnny, explain to the class what a hypocrite is."

Johnny: "A hypocrite is a kid what comes to school with a smile on his face."

Doctor: "How often does the pain come on?"

Patient: "Oh, about every 30 minutes."

Doctor: "And how long does it last?"

Patient: "For hours, doctor."

Teacher: "Nobody will kiss you, Jimmie, with that dirty face."

Jimmie: "That's what I figured."

Doctor: "I feel I should tell you the truth. You're a very sick man and I doubt whether you'll live long. Is there anyone you'd like to see?"

Patient: "Yes, please."

Doctor: "Tell me and I'll call him."

Patient: "Another doctor."

Golfer: "I'm certainly not playing the game I used to play."

Caddie: "What game was that?"

Wife: "This insurance pamphlet says that a large percentage of the accidents occur in the kitchen."

Husband: "Yes, and what's worse, we men have to eat them."

Teacher: "Now, which boy can name five things that contain milk?"

Freckled-faced Jimmie: "Butter, cheese, ice cream, and two cows."



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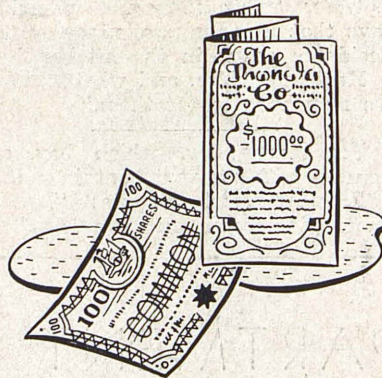
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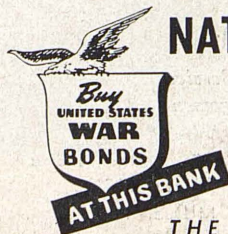
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