

P
JULY 1943
PACIFIC ELECTRIC
Magazine





HONOR ROLL



PACIFIC ELECTRIC EMPLOYEES ENTERING ARMED SERVICE OF NATION IN JUNE

ENGINEERING DEPARTMENT

Donald E. Cobbs
George W. Curtis, Jr.

Donald Earl MacPherson
Jack Weston Meadville

Aaron Steinberg
Vicente Talamantes

MECHANICAL DEPARTMENT

Lester C. Rumfield

Claude H. Stout

Mark R. Wells

PASSENGER TRAFFIC DEPARTMENT

Franklin S. Reed

TRANSPORTATION DEPARTMENT

Bernhard T. Albertson
Edward Avory, Jr.
Edwin A. Basore
Edward A. Bischoff
Charles H. Bott
Wallace E. Brown

George H. Byler
Harold G. Fuqua
James C. Garrison
Jack E. Nulton
Arnold Poitz
Atha Ray Richards

Joseph S. Rothman
Carleton C. Scott
Earl E. Stanley
Glenn J. Taylor
Gerald D. Tripp
Bill C. Von Esch

RETURNED FROM SERVICE

ENGINEERING DEPARTMENT: Lockwood Gail, Willi N. Hustrei, Pedro Marin, Ned Erskine Rich, Alfredo Romero.
TRANSPORTATION DEPARTMENT: G. H. Dillenbeck, Arthur C. Hart.

AS OF JUNE 29, PACIFIC ELECTRIC HAS 611 EMPLOYEES IN THE ARMED FORCES



OUR VITAL PART ON THE HOME FRONT

By H. L. Young
Personnel Manager

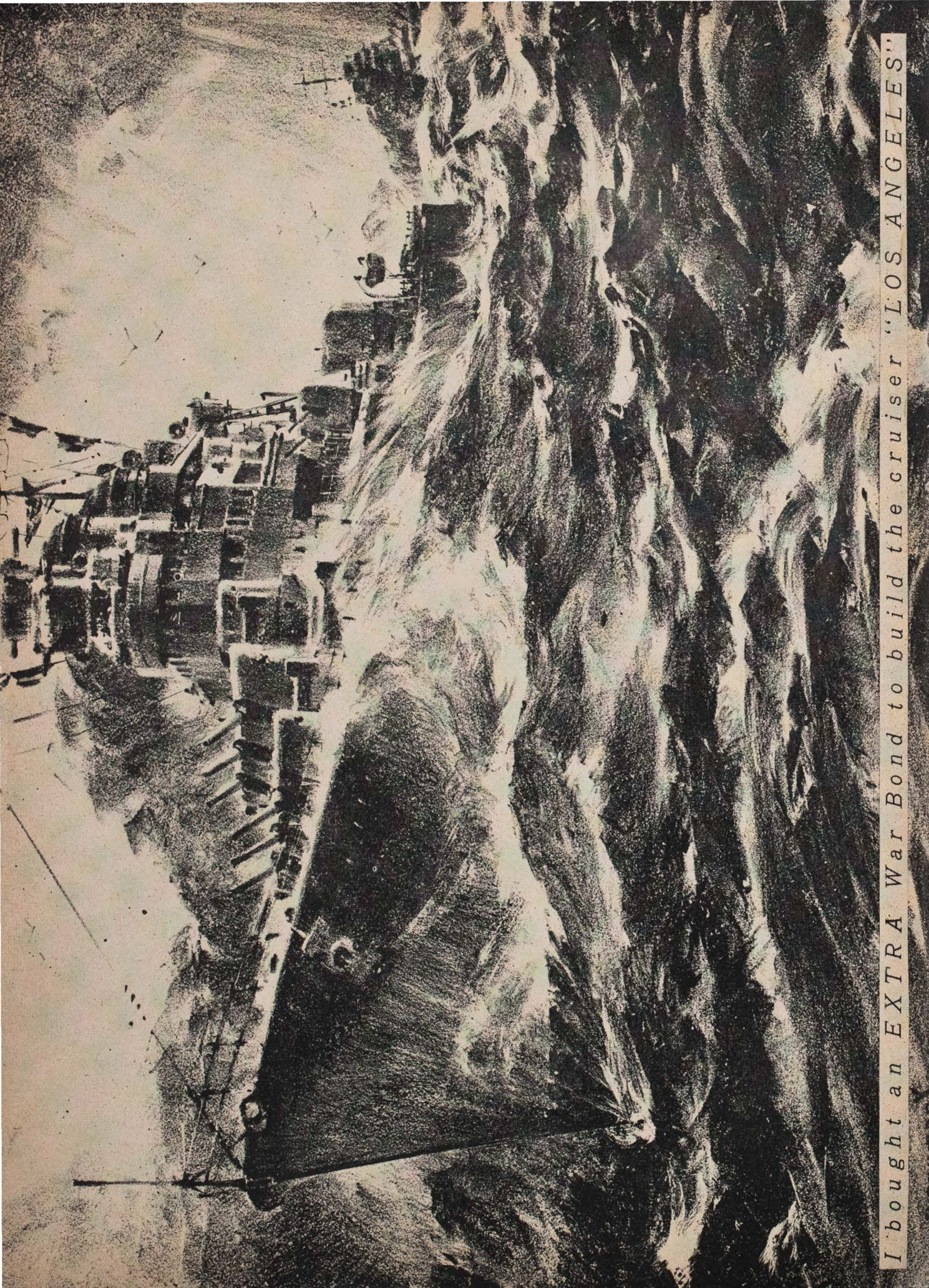
To select the best men and women for available jobs on Pacific Electric is the chief duty of the Personnel Bureau. The task is no easy one, for the unstable conditions created by war have precipitated a heavy labor turnover on Pacific Electric lines as well as on those of every other railroad in the country, and new recruits are far from plentiful.

That the turnover on Pacific Electric compares favorably with the changes on other roads of the Pacific Coast is due to the loyalty of Pacific Electric employees. Much credit is due our men and women for their extraordinary spirit.

One of the finest indications of loyalty is that every day new applicants who come to the Personnel Bureau tell us that Pacific Electric employees have urged them to apply for work with our company. Many new employees are now helping to keep the wheels of transportation rolling because of your solicitation. Among

them are some with considerable experience in the jobs which they now fill. Others, less experienced, go to work with an eagerness and vigor that soon gains for them the necessary skills and knowledge.

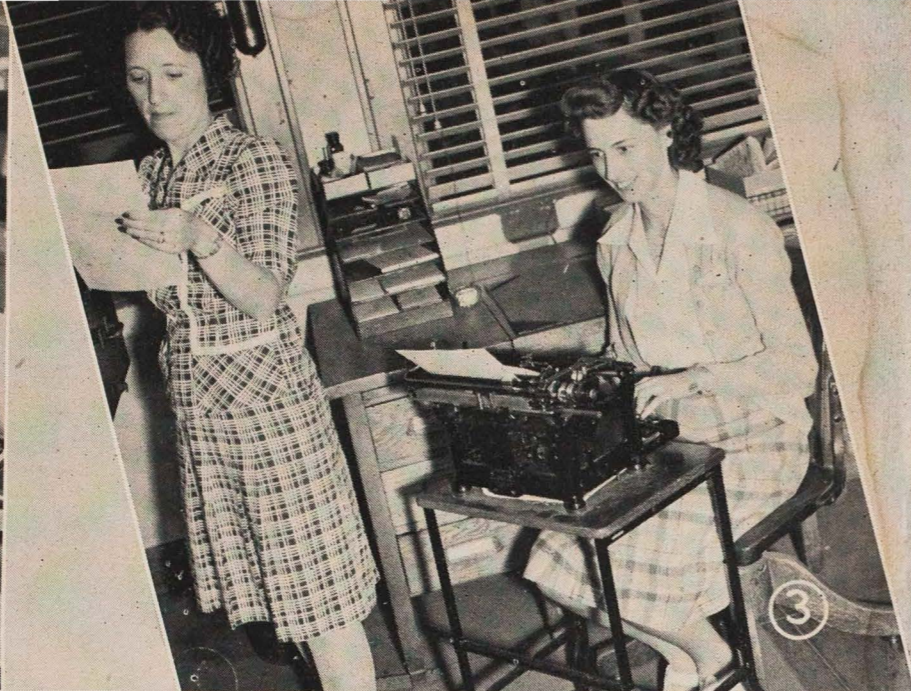
Yet as each day passes, the job of supplying the demand from the various departments for more help grows increasingly difficult. Many vacancies remain to be filled daily, even after all available and eligible candidates have been employed. Advertising via newspaper and display sign has been of some benefit, but our source of the best help is most frequently *you*. I should like particularly to appeal to the newer employees, whose friends may never have been approached, to urge eligible men and women not already working in essential industries to apply at the Personnel Bureau for possible employment. But all, old or new, may help in this important job of salesmanship. Talk to your friends today about a job with Pacific Electric!



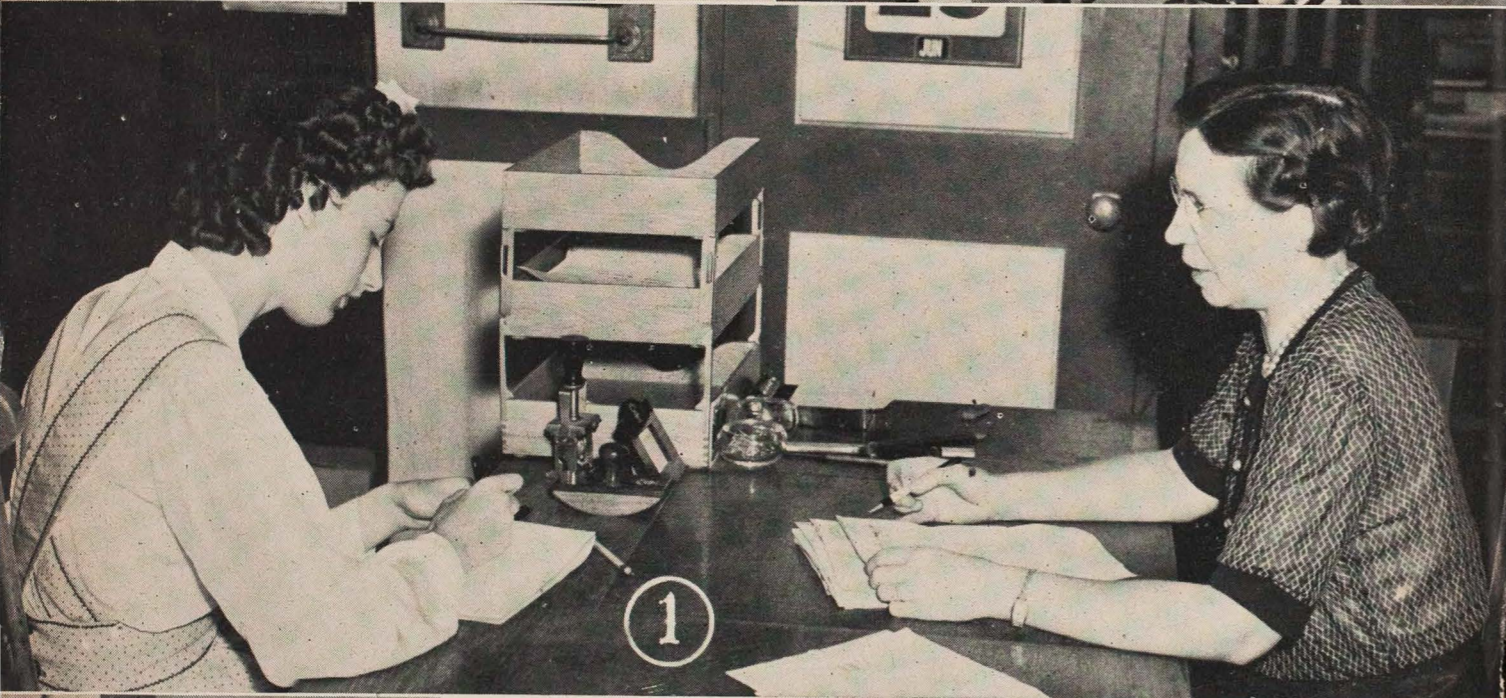
I bought an EXTRA War Bond to build the cruiser "LOS ANGELES"



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THE FEMININE INFLUENCE prevails at the Personnel Bureau. (1) Miss Helen M. Freedle, Head Clerk, dictates to Bonnie Pomerenk, Steno-Clerk. (2) Patsy Reyngoudt, Typist-Clerk. (3) Irene Schwertfeger, File Clerk (left), and Bonnie. (4) Marie Shaw, Typist-Clerk. (5) Dorothy Bailey, Receptionist.

WANTED: MEN and WOMEN!

Pacific Electric's Personnel Bureau Is Doing a Grand Job of Hiring and Keeping Workers During War Time's Unstable Conditions

"WELL, if you put it that way, I can't do anything else." The speaker, a youngish man, raised his head, which had been hanging dejectedly, and smiled. He was feeling better about the whole affair. An hour ago he had entered the office of Harry Young, Personnel Manager for Pacific Electric, with the firm intention of quitting the job as conductor on which he had been breaking in for the past five days. He had realized—or thought he had—the importance of the job, not only to himself and his family, but also to the entire war effort; yet he had felt unable to cope with the situation and had wanted to get away from it all.

But somehow, things looked brighter to him now. He had found that Harry Young wasn't the kind of fellow you could quit on so easily.

"Now, let's talk this thing over, Bill," Harry had said, after listening gravely and attentively to the tale of woe. Bill's troubles had been brought to a head the day before because he had not thoroughly understood instructions regarding transfers.

"Look: You couldn't learn what they told you about tickets and transfers all at once, so your mind's befogged—bewildered. Yet you've gone through the worst in the past few days. It's gradually getting easier. You've been defeated only in your own mind."

"But I've made a lot of mistakes," Bill had objected. "Nobody's said anything about them, have they?" Harry had countered persuasively. "Let's look at this thing squarely, Bill," he had gone on with added emphasis. "Is it too much to ask you to go back two more days to finish breaking in, and to prove to yourself as well as to me that *you* can master things that others are mastering every day?"

That was when Bill raised his head and smiled. Harry Young had given him a new grip on himself.

This story is typical of many that happen every day in the Personnel Manager's office at 216 Pacific Electric



HARRY L. YOUNG

Building. Trying to hang on to men—and women—employees is as much a part of Young's job as hiring them. And it isn't just because the company needs men—though men are needed. Any employee who has been through his office will tell you that Harry Young takes a personal interest in the individual. That's a main reason why he was pulled off his job as Trainmaster last August to head Personnel. He had shown an understanding of people and their problems that cannot be obtained merely by "taking courses" in psychology or personnel work.

When a man comes to see Mr. Young about a

TYPICAL OF MANY men who have left peacetime industries to enter essential transportation service, Martin William ("Mac") McBrayer, the beginning of whose career with Pacific Electric we follow with the candid camera this month, found that business was NOT as usual during the war. He had been for 15 years a wholesale salesman moving meat packers' surpluses for such companies as Swift and Wilson, with territory in the Middle West—and then, suddenly, there were no more surpluses to sell.

With a wife, a widowed mother, and an adopted boy to support, Mac had to keep the pot boiling. After a brief and unsatisfying attempt at police force work in San Francisco, he decided to give railroading—long a repressed hankering of his—a fling. So he applied for a job with Pacific Electric, with results which are pictured on the following pages.

In the picture at the right, Receptionist Esther M. Lane is putting Mac's name on a list of those who will interview the Personnel Manager.





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job, he is immediately put at ease by the quiet smile, kindly blue eyes and genial personality of the rather small man with iron-gray hair and horn-rimmed spectacles who engages him in conversation. Yet, during the interview, Young is feeling out the applicant's aptitudes and personality, observing his general appearance, and absorbing impressions of virtues, weaknesses, and possibilities too numerous and too subtle to be recorded on the application blank.

In the office adjoining that of the Personnel Manager is his assistant interviewer, Josephine Hollebaugh—"Miss Holly"—who interviews all prospective women employees and all men under the age of 21. She also acts as relief interviewer for Mr. Young. To list merely a few of her responsibilities is sufficient to indicate her versatility. Interviewing is only one of her duties. Besides that, she sees that applicants for jobs in the Transportation Department fill out their employment forms correctly, makes out personal records for each such candidate, issues all original equipment to trainmen and motor coach operators, maintains a daily chart of personal requirements and the total number of applicants accepted each day—and, withal, maintains a sense of humor that helps applicants to feel at ease.

After their interviews, all applicants except those seeking jobs in the Transportation Department go to Room 203, the Record Room, which is presided over by a rather small, dark-haired lady probably known to more employees, old and new, than any other individual in the company—Helen M. Freedle, Head Personnel Clerk, with thirty years of service to her credit. Miss Freedle is a veritable encyclopedia of information concerning nearly everything connected with the company. She has to be, in order to answer the questions asked by applicants and to keep proper records. She knows trainmen's rules and company rules backward and forward. She supervises all the clerical work of the Personnel office, in which all personal records of Transportation Department employees are filed and kept up to date. (Records of other employees are sent to the proper department head.) She notifies the Auditor when trainmen are due for a pay rise. She

1. Mac sits and waits with other applicants until —
2. In his turn he is interviewed by Harry Young about being a conductor.
3. The interview successful, Mac gets application in adjoining office from Josephine Hollebaugh, Assistant Personnel Clerk, who handles all applications for Transportation Department jobs.

issues the merit and demerit bulletin, showing the names of trainmen who have merits and demerits ("brownies") for the previous month; and suggests how the recurrence of demerits may be prevented. Annually she issues the Seniority Roster, which shows trainmen's seniority dates and bidding rights. This roster she checks daily in order to keep it up to date. In addition to all this checking, she sends out 200 to 300 letters daily to references named by applicants.

All candidates, regardless of classification, come sooner or later to Miss Freedle's office. Here they are taken under the wing of her efficient young receptionist, Dorothy Bailey, who sits at a desk in a doorway to the right of the office entrance. Applicants for work in the Transportation Department, having filed their applications with Miss Hollebaugh, ask Dorothy for an appointment for medical examination. Candidates for work in other departments get from Dorothy their employment application blanks. Once these have been approved, she issues slips for medical appointments. Candidates then go to see the examining physicians, Dr. A. C. Willmott and Dr. Hugo Schlaeger, whose offices adjoin that of Miss Freedle. If approved by these gentlemen—and all must be—applicants for work in the Transportation Department return to Miss Hollebaugh, and the rest to Miss Bailey, to fill out more record forms. This done, successful applicants are now employees of the Pacific Electric Railway Company. They receive duty passes, and are referred to the head of the department for which they have been employed.

Station and yard employees get at this time a book of safety rules. Trainmen are given badge numbers and working equipment on Mondays and Thursdays in Miss Hollebaugh's office, Room 216, and go to training classes the following day for a two-week period. Once their period of instruction has been successfully completed, they receive orders for uniforms and for watch inspection. Prospective motor coach operators, before making application for employment, and before taking their physical examination, must pass a driving test given by

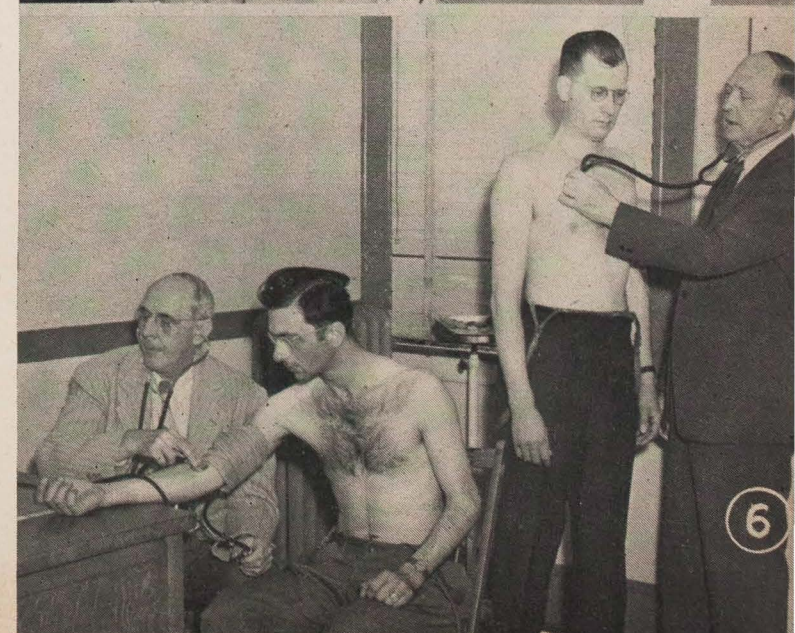
4. He sits down, fills it out, and returns it to Miss Hollebaugh, who checks it over.
5. Goes to office of Head Personnel Clerk Helen M. Freedle in Room 203, where Dorothy Bailey, Receptionist, gives him an appointment for physical examination.
6. Dr. A. C. Willmott, in the course of the examination, checks Mac's lungs and heart, while Dr. H. H. Schlaeger observes the blood pressure of Gilbert Saulque, applicant for lineman.



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a supervisor of the Motor Transit District. If test, application, and medical examination prove satisfactory, candidates are issued badge numbers and equipment for student break-in trips (motor coach operators do not attend training classes). Upon the completion of the trips they receive orders for uniforms and watches. Operators who do not possess a chauffeur's license must, of course, obtain one before they may handle a bus.

Such, except for one important step, is the procedure for getting a job with Pacific Electric. This step has to do with the Availability Certificate which all who apply must present, unless they can conclusively prove that they have not been employed for at least the last thirty days in an essential industry. The certificate must be surrendered before application for work may be filled out. It is returned, of course, if the applicant is rejected.

What kinds of jobs are open? Well, two weeks ago the company needed 70 skilled workers, 130 track laborers, and 45 other helpers in the Engineering Department; 82 men and women, including car repairmen, car cleaners, mechanic's helpers, car inspectors, and auto repairmen, in the Mechanical Department; and 75 trainmen—a total of approximately 400 vacancies. Boys of 16 or over are often hired for such work as mail handling, freight handling, or messenger service, upon proper authorization from their parents. Women are constantly needed for jobs which do not involve hard physical exertion, such as yard clerks, trucker clerks, mail handlers, ticket clerks, cash receivers, clerk warehousemen, typists, and comptometer operators.

With such a variety of types of work to choose from, members of the Personnel staff make every effort to find the right job for the right person. They know that to start a man or woman off on the wrong track causes discouragement, disappointment, and feelings of inadequacy—a dangerous emotional combination in these times when help of any kind is hard to find, for it leads the employee to take the easy way out by resigning. If a worker proves unsuccessful in one job, the Personnel

7. With the doctor's O.K., Mac returns to Room 216, where he receives his conductor's cap, badge number, keys, and trainman's box from Miss Hollebaugh.

8. Frank Farnum, Chief Train Service Instructor, happily greets the new trainman, whom he will enroll as a classroom student for two weeks.

9. J. B. Thompson, Train Service Instructor, explains train rules and tariffs to Mac and other students.



Bureau tries to find another job which fits his or her capabilities. If a man cannot pass the physical examination for trainman, he may be found useful in some other kind of work.

The story would not be complete without mention of the capable young stenographers, typists, and file clerks, who take much of the detail work out of the hands of Miss Freedle, Miss Hollebaugh, and Mr. Young. In Miss Freedle's office, besides Receptionist Dorothy Bailey, are Bonnie J. Pomerenk, who takes all of Miss Freedle's dictation and sends out letters concerning references; Irene Schwertfeger, who maintains all personal record files for the entire Transportation Department; and Marie Shaw, who types personnel records. In Mr. Young's office, Esther M. Lane acts as receptionist, takes all of Mr. Young's and Miss Hollebaugh's dictation, and writes part of the reference letters for new employees in the Transportation Department. Patsy Reyngoudt assists Miss Hollebaugh in general clerical work, answers the telephone, and sends out most of the reference letters for new Transportation Department employees. Space does not permit listing all the duties of these efficient young women; it must suffice to say that the smooth functioning of the Personnel Bureau depends largely on their efforts.

The Bureau is doing a grand job. Not only is its staff hiring men and women, but they are doing their best to see that those whom they employ want to stay hired. Harry Young urges all those who have problems to solve, or who are otherwise in need of advice, to pay him a visit—as some already have done. He points out, however, that much depends on other employees. "We depend," he says, "on our experienced workers to be patient with those who are learning. Trainmen, especially, should remember the days when they were students and how much it meant to them to find that the man with whom they were breaking in was patient and tolerant. This attitude on the part of all employees—and most of them have it—is of the greatest value in helping the Personnel Bureau solve our employment problem."

10. COVER PICTURE — At the end of the two weeks, Mac goes out with an experienced conductor, A. G. Short, who watches — ready to correct any errors — while Mac actually starts collecting fares and putting train rules into practice.

11. Mac takes written examination for trainmen after his training and break-in period, and —

12. Assumes the uniform and duties of a full-fledged conductor.





ALL ISN'T GOLD THAT GLITTERS!

Part of the nearly half-million tokens which will replace 4 for 25c tickets on Pacific Electric Lines. The girls seem happy although they face the job of counting them. Left to right — Beth Gidley, Virginia Thompson, Jackie Caldwell, Annabelle Gillian, Agnes Heckman and Cleo Vogel, all with Pacific Electric's Accounting Department.

Tokens Replace 4-for-25c Tickets; Use Expected to Speed Car Loading

Local Pacific Electric commuters still had something to jingle in their pockets after July 1, regardless of the "pay-as-you-go" tax. On that date, nearly a half million metal fare tokens replaced the four-for-a-quarter tickets which have been issued by Pacific Electric for many years.

The new tokens, which are slightly larger than a penny, but smaller than a nickel, are an innovation on Pacific Electric lines and are being introduced to expedite the handling of traffic in Zones 1 and 2 on lines serving the downtown area.

Districts in which tokens will be honored as full fares are the same

as those which applied to the tickets formerly used, namely; east of Vermont Avenue on the Hollywood and Santa Monica Boulevard Lines, the Echo Park Avenue Line, east of Vineyard on the Venice Short Line, north of Florence Avenue on the Watts Line, south of Rosehill Park (Monterey Road), on the Sierra Vista Line, and west of Eastern Avenue on the Los Angeles-Covina Line.

It is believed that the use of tokens will materially assist in speeding up traffic through more rapid loading of cars in the downtown area and at the same time will be a convenience to the public.

Use New Zone Numbers In Addressing Mail

Do you like to have your mail delivered promptly? Do you like to get your mail on time? Of course you do.

Then please use the new zone numbers in addressing your mail, and inform your correspondents of your own zone number.

Postmaster Mary D. Briggs of Los Angeles is so concerned over the problem of getting people to cooperate with the new system that she has sent a representative to discuss the matter with newspapers and company magazines. The reason for the concern is that 30,000 postal employees have entered the armed forces, with thousands more entering war industries, and their leaving has created the problem of obtaining speedy and accurate distribution of mail by inexperienced replacement clerks.

The new zone system enables the new clerks to be faster and more accurate in their mail handling.

So won't you help? Get your zone number from your mail carrier, or any post office, and use it in your mailing address. If your zone is No. 27, for instance, use it between the name of the city where you live and the name of the state: "Los Angeles 27, California."

— WORK, FIGHT, SACRIFICE —

HOSPITAL LIST

The following employees were confined in St. Vincent's Hospital as of June 21 according to N. B. Vickrey, Manager of the Pacific Electric Club:

Russell Butcher, Conductor, Western District.

Alfred Carlson, Painter, Mechanical Department.

Alphonse Clenard, Bonder and Welder, Engineering Department.

Lee A. Cole, Brakeman, Southern District.

Andrew Dinsmore, Engineering Department.

Charles H. Dyer, Retired Machinist.

Gordon Jackson, Motorman, Western District.

John Jackson, Retired Storekeeper.

Joseph F. Mallory, Trolleyman, Southern District.

James C. Moore, Brakeman, Southern District.

Bernard Murphy, Car Repairer, Mechanical Department.

George P. Ricks, Conductor, Western District.

John L. Theobald, Mechanical Department.

Wilson E. Voorhes, Brakeman, Northern District.



Lawrence Archer Lovell

Faithful custodian of Corporate records, loyal guardian of a great utility's resources, loved friend of all your co-workers:

Your voluntary retirement on April 1st, 1943, from active service, even though dictated by the need to safeguard your health, brings not only a deep sense of regret but also a feeling of very real personal loss to all of us who have served you, or with you, for so long a time.

Know that you carry with you, as you leave us, our earnest wishes that all of the good things you so richly deserve will be yours in the rest-time you have earned. Your forty-two years of service to the Pacific Electric— one-half of those years as Secretary and Auditor— have borne abundant fruit, and the influence for good you leave behind shall be a continuing influence.

Come back to visit us often, we'll welcome your kindly presence; we stand in need of your wise counsel and advice.



RETIREE AUDITOR (seated) looks at inscription while smiling friends look over his shoulder. Left to right, Suman, Knight, Uecker, Hollinger, Hinckle, Haldeman, Knowlton, Grenke, Perry, Dale, Stewart, Becker, McNelly, Watson. — Note special "E" (efficiency) in emblem on cover of book.

Book of Friendship Presented L. A. Lovell, Retired Auditor

A testimonial of friendship, in the shape of a volume containing an inscription and the autographs of all general office employees in the P. E. Building from the President down, was presented to L. A. Lovell, retired company Auditor, by the supervisory force of the Accounting Department at an informal gathering in the office of J. J. Suman, new Auditor, on Thursday afternoon, June 10. Mr. Suman made the presentation.

Mr. Lovell's surprise was complete. He had been asked to come to the Auditor's office on the pretext of

business, and was taken so much off guard that at first he could scarcely find words. Finally regaining some of his customary presence of mind, however, he expressed his appreciation of the thoughtfulness behind the gift, and spoke of the pleasure he had had through the years in his long association with members of the Accounting Department and the company.

"It certainly affects me to receive such a tribute," he said semi-privately, after the gathering had dispersed. He was visibly moved. "I hardly know what to say. I'm

going to sit down, though, and read through every one of those names."

The idea of the book originated in the Accounting Department, which sponsored the preparation of the gift. U. G. Perry, Disbursements Bureau head, was in general charge. The parchment pages, with hand illuminated margins, were bound in black morocco stamped in gold. C. K. Bowen, Assistant to the President, expressed the sentiments contained in the inscription.

Mr. Lovell retired April 1, after 42 years with Pacific Electric.

PACIFIC ELECTRIC CLUB CALENDAR

Thursday, July 8: P. E. Women's Club Red Cross Sewing Unit—10:00 a.m. Tuesday, July 13: American Legion Post No. 321—Semi-monthly Meeting—8:00 p.m. Wednesday, July 14: P. E. Rod & Gun Club Monthly Meeting—7:30 p.m. Thursday, July 15: P. E. Women's Club Red Cross Sewing Unit—10:00 a.m. Thursday, July 22: P. E. Women's Club Red Cross Sewing Unit—10:00 a.m. Tuesday, July 27: American Legion Post No. 321—Semi-monthly Meeting—8:00 p.m. Thursday, July 29: P. E. Women's Club Red Cross Sewing Unit—10:00 a.m. Thursday, Aug. 5: P. E. Women's Club Red Cross Sewing Unit—10:00 a.m. Tuesday, Aug. 10: American Legion Post No. 321—Semi-monthly Meeting—8:00 p.m. Wednesday, Aug. 11: P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

PACIFIC ELECTRIC POST, AMERICAN LEGION



By James E. Davis

ATTENTION, ALL MEMBERS OF OUR POST: Our next meeting, to be held Tuesday night, July 13, at 8 p.m. is ELECTION NIGHT, so be sure to be present and help to choose our officers for the coming Legion year.

The following nominations were made June 8: For Commander, First Vice Commander Frederick W. Nichols and Finance Officer Orville R. Newhouse. Both of these Comrades have long been active and efficient officers of this post. Comrade Nichols was our Chaplain for four years before becoming First Vice Commander. During all this time he has been, and still is, very active in hospital work, visiting the West Los Angeles Veteran's Hospital about every other Sunday. Comrade Newhouse served one year as Historian and four years as Finance Officer and has made a record to be proud of. With two such candidates we can feel sure of getting a first-class Commander for the ensuing year.

Service Officer Roy Mead declined the nomination for First Vice Commander. Nominees: Lloyd A. Finley and Alfred W. Bone. Both are active members of this post and either of them would be a good Vice Commander.

Sergeant-at-Arms Orville F. Fackler declined the nomination for Second Vice Commander. Historian James E. Davis was nominated.

Comrade Fackler has been an excellent Sergeant-at-Arms for several years, also Chairman of our Refreshment Committee. He declined a renomination and Comrades Galen F. Michael and Axel A. Malmberg were nominated for Sergeant-at-Arms.

Finance Officer Orville R. Newhouse said that four years was long enough, when he declined a renomination. Junior Past Commander Virgil G. Clemons also declined the nomination. Nominees for Finance Officer are Alfred W. Bone, who has filled many offices in the D. A. V.'s and served on committees for our post, and Service Officer Roy Mead, who has done splendid work in a difficult post for several years.

Comrade H. K. Riordan was nominated for Chaplain.

Judge Advocate Burgess N. Broberg declined the nomination for Historian and Historian James E. Davis was renominated.

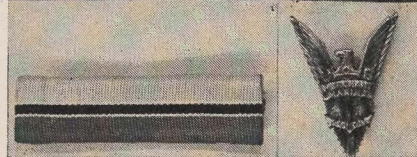
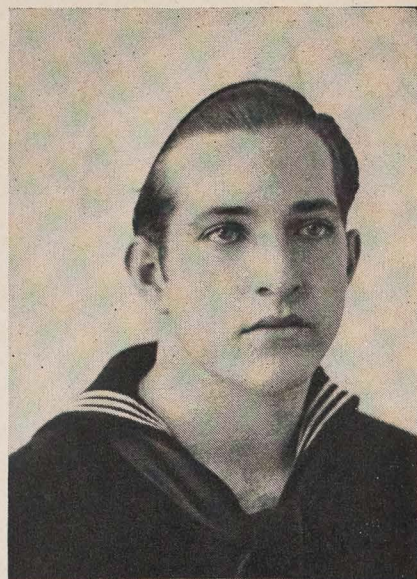
Nominees for Executive Committee: Comrades L. A. Finley, O. F. Fackler, Percy D. Williams, Frank S. Burt, J. H. O'Neill, and John Herbert Shelton. The last four named are new members of this post and three of them are veterans of the present war.

Delegates nominated: A. L. Bone, L. A. Finley, A. A. Malmberg, B. N. Broberg, V. G. Clemons, Roy Mead, O. R. Newhouse, and F. W. Nichols.

Nominations reopened June 22 and final nominations will be made election night, July 13.

Arrangements are being made for joint installation of officers of posts of the 23rd District. As this proposition is just being submitted to the various posts for their approval, time and place for the joint installation is still undecided.

Our post and auxiliary unit held a joint meeting May 25. We held Memorial Service in which our departed Comrades: Harold J. Brinker, Iver Iverson (in active service in the Navy, when he passed away), and former 2nd Vice Commander Ray G. Buford were fittingly mentioned. Comrade William M. Peterson was also deceased at that time, having passed on at Fort Baird, New Mexico, but we did not hear about his death until our next meeting.



BRICE A. FULLER, U. S. Merchant Marine, son of Signalman and Mrs. Harvey W. Fuller, and the decoration (see insert picture at left) he received for facing danger. In right-hand insert is Merchant Marine insignia.

Decoration Received by Son of Signalman Fuller

Son Brice doesn't know it yet, but his mother, Mrs. Harvey W. Fuller, and her husband, the Signalman, know—that Brice, Fireman and Oiler in the U. S. Merchant Marine, has just been awarded a Merchant Marine Service Bar by the War Shipping Administration, Washington, D. C., because he has "faced direct enemy action."

The decoration—a red, white, and blue ribbon—with an accompanying letter was sent to Brice at his home address, 1647 East Century Boulevard, and since her son isn't home to wear it, Mrs. Fuller proudly pins it on her dress.

Speakers at the Memorial Service included Commander K. M. Brown, First Vice Commander F. W. Nichols, and Junior Past Commander V. G. Clemons. Also Mary Gates, President 23rd District Auxiliary, Lorena Glanzman, Vice President 23rd District, and others.

One visitor at this meeting was from Ogden, Utah: Gertrude Wilkinson of Herman Baker Unit nine.

Legion Sponsors New Record Drive

Last year the American Legion collected approximately eleven million old phonograph records to be sold as scrap so the companies making records could use the shellac in making new records. The proceeds of the sale of these old records was used to purchase 370,000 new records for distribution to the Army, Navy, Marines and Coast Guard.

Requests from these armed services for new records, however, totaled 3,823,797, or more than ten times the number available. Therefore, the American Legion is sponsoring another record drive, which began July 3 and will end July 31. Anyone having old records please turn them over to the American Legion. This call is intended to include any records you are no longer using.

Whether you turn your old records over to P. E. Ry. Post 321, or to some other post, does not matter as long as our fighting men get the benefit of their sale.

— WORK, FIGHT, SACRIFICE — AMERICAN LEGION AUXILIARY



By Mrs. Martha Harper

WHEN A TELEGRAM COMES

Now more than ever the ring of a telegraph messenger causes the family immediate concern, so by way of preparing a mother or wife for the blow which so often falls when an official message comes from the War Department, the American Legion

and the Auxiliary are assigning some of their own members to accompany the messenger boy or themselves to deliver these casualty telegrams.

The movement started in a middle western city and has rapidly spread across the country, even to the Pacific Coast where a Gold Star mother serves as the intermediary between the War Department and the family of a son in the fighting forces who is reported missing or dead.

This Gold Star Mother understands what the family has to face. She is sympathetic, helpful, and not obtrusive. She wants the family to feel that they can call on her for help when they have recovered from the first shock occasioned by the bad news.

In other places a Legionnaire accompanies the messenger boy and stands ready to help in various ways, providing funds if needed, giving legal advice, and offering to serve in any capacity.

If there are children left fatherless by the war and needing help, the Auxiliary will supply food and clothing and will provide scholarships for grammar and high school. If later they want to enter college, the Auxiliary will help them through provided they are college material.

NEW OFFICERS

The new officers for 1943-44 are as follows: Martha V. Harper, President; Myra Belle Clemons, First Vice President; Nellie Mead, Second Vice President; Mabelle Smith, Junior Past President; Kathryn Brown, Secretary; Alice Newman, Treasurer; Nellie Riordan, Historian; Cora Newhouse, Sergeant-at-Arms; Wanda M. Stewart, Marshal; Bernice Nichols, Chaplain.

On the Executive Committee are Maple Malmberg, Kathryn Steinnueller, and Bessie Fackler.

Convention delegates are Martha V. Harper and Mabelle Smith, with alternates Alice D. Newman and Myra Belle Clemons.

DEATH CLAIMS

Vital statistics for the period May 21 to June 20 reveal the death of seven Pacific Electric employees and the wife of one employee. Their names follow:

Table with 5 columns: Name, Occupation, Died, Group, Insurance Mortuary. Rows include Speake, Lee W.; Bonney, Carl F.; Parrish, A. Earl; Hughes, Frank; Meraz, Rafael; VanOrdstrand, Carl N.; Scatcherd, William F.

EMPLOYEES' WIVES' DEATH BENEFIT FUND

Table with 4 columns: Name, Died, Wife of, Department. Row: Kelley, Madge; 5-27-43; Brown, Kelley; Mechanical.



JAP VICTIM—1st Lt. Jack E. Post, son of J. E. Post, retired P. E. Carpenter, dies in Jap prison camp.

P. E. Carpenter's Son, Corregidor Hero, Dies In Jap Prison Camp

First Lieutenant Jack E. Post, Coast Artillery, son of J. E. Post, retired Carpenter in the Mechanical Department at West Hollywood, died in a Japanese prison camp on June 11, 1943, according to a telegram from Washington dated June 15. Lt. Post was made a prisoner at the fall of Corregidor. He went through the entire Corregidor campaign after having volunteered for overseas duty.

The telegram states: "Report now received from the Japanese government through the International Red Cross that your son, First Lieutenant Jack E. Post, previously reported a prisoner of war, died eleven June nineteen forty three in Japan. The Secretary of War shares your grief and extends his deep sympathy. Letter follows."

"ULIO The Adjutant General" Lt. Post, 29, was a nephew of W. C. White, former Superintendent of the Western Division. He is survived by his father.

The staff of the Pacific Electric Magazine extend their sympathy to the young officer's father.

U. S. Treasury Praises P. E. 2nd Loan Support

The Secretary of the U. S. Treasury in June presented Pacific Electric a certificate of appreciation for our employees' support of the Second War Loan.

PACIFIC ELECTRIC MASONIC CLUB



By
Ed. J. A. Hasenyager

Twenty-one today: invested with the full heritage of American Citizenship. On this day also you have become a full partner in the United States.

Guard your heritage as your heart jewel, exercise it always for the best; never forget its priceless value nor suffer any selfish engrossment whatever to prevent its full and intelligent exercise.

In your pride of maturity, do not forget that it is by law only that you are declared to have reached manhood's estate, and you have some way yet to go before you are in deed and in thought a man.

Select an occupation that your most intelligent advisers consider an advantageous one, and be sure it is one you will like. Do your work better, and do more of it, than any one has done before you. Don't change occupations in an impatient search for quick success. Substantial and permanent success is always slow.

Make friends by deserving them; that is, by being genuinely friendly to them.

With these thoughts and with the admonition that good health is all-important to real and happy success; with genuine confidence in your ability, and great hopes for your future, I wish you God-speed in the attainment of your heart's desires, not doubting that your actions through life will reflect honor on those whose every wish is for your success.

FLASH

Brother Tom Mellow, Transportation Department, Western District, was no doubt glad that a large number of his co-workers visited John Marshall Lodge on June 28. We shall be glad to welcome him to membership in our club.

HERE AND THERE WITH THE WOMEN'S CLUB



By
Mrs. Lon Bishop

The second meeting of the Club on May 27 marked the final one of the year. Everything was cleaned up with a nice fresh slate handed to the new President, Mrs. Ralph Howe, along with a neat little bank balance.

Treasurer Mrs. Hasenyager's report shows a careful guardianship with nary a red pencil mark on her books in three terms of office.

Mrs. June Rambo, popular card chairman, kept the interest up in the card parties (not easy these days), and turned in a tidy sum to the treasury.

Mrs. Crunk, Ways and Means Chairman, realized most of the "means" in a dozen different "ways" and truly deserved to hold the winning ticket on the lovely satin spread raffled during the afternoon.

Mrs. L. Murphy, Historian, made an interesting story out of the past year's events; and incidentally, she designed and made the coverlet won by Mrs. Crunk.

Mrs. Clifford Curle takes care of the sick and those in sorrow, and her well-chosen cards are deeply appreciated.

Mrs. Harold Johnson reported on her work at the surgical dressing table. Her group have already put in several hundred hours. There is a steady call for more workers. The Pacific Electric group meet on Wednesdays from ten to three-thirty at the Gas Company on Flower at 8th Street. (Wear a wash dress, have a covering for your hair, and bring your lunch.)

President Mrs. Hasty reported on her stewardship for the year, regretting deeply that circumstances had arisen which kept her from doing many things she had planned. Every member knows her devotion to the Club and all hope that next year will be an easier one.

Mr. and Mrs. Jack Childs are celebrating their golden wedding anniversary and during the afternoon the Mrs. was presented with a gift from the Club, along with loads of best wishes for many more happy years together.

And now for a word about the installation ceremony, with Mrs. F.

Miller as installing officer. The new President was informed of her duties, duly installed, and handed a ribbon. Then the Vice President was installed, and so on down the line, each one being given a ribbon closely connected to that of the new leader. Then the ribbons reached out and tagged all the Past Presidents, and the next thing we knew, a wide ribbon just simply enclosed the whole group.

Even Mr. Vickrey got himself all tied up with the gals (he has had the strings to all our hearts anyway, so it wasn't anything new). He later graciously offered his congratulations and a promise to stand by as always.

The installing officer spoke of how easily one of the ribbons could be broken, but when joined as they were, well, it just couldn't happen (only she worded it much more adequately). Then the little ceremony came to a close with the group singing "Blest Be the Tie That Binds." It was sweet and simple, yet carried a meaning that hundreds of words couldn't have expressed as well.

It was the last meeting of a year that has had both very happy and very sad memories.

We know every reader of the Magazine will be saddened at the news that Tommy Fuller has been reported missing in action. Tommy was the fine-looking young Staff Sergeant, now an aerial gunner overseas, whose picture was printed on the cover of the March issue. His courageous mother, one of the Club's most popular members, is keeping her chin up and holding a strong faith that sometime, somewhere, somehow, her boy will be found; and her many friends are holding to that same faith.

— WORK, FIGHT, SACRIFICE —

PACIFIC ELECTRIC ROD AND GUN CLUB



By
Arlie Skelton

Greetings, P. E. Rod and Gun Clubbers, from Valparaiso, Indiana!

Your correspondent is a very happy man today after journeying across the country with Mrs. Skelton and meeting our son, Cpl. Arlie D. Skelton, on our arrival in Chicago as planned.

A very pleasant day was spent taking in the sights of the Windy

City until it was time for our soldier boy to report back to his camp here in Valparaiso, Indiana. Of course Mama and Papa took a hotel just as close to camp as one could be had so as to be able to spend every moment possible with our son the following week.

Contrary to reports heard before the trip was started, our train was not over-crowded, and meals served on the train were ample. We were fortunate in procuring lower standard pullman accommodations with the upper remaining vacant all the way to Omaha, Nebraska. Services on the train were very good and far better than we had anticipated. The weather was also ideal; so a very pleasant vacation is started.

Congratulations of the month go to Scott Braley, who was the lucky member to draw our first War Bond offered as a door prize. Scott has been doing a lot of work for the Club, trying to keep it alive through these trying days; and so long as I did not win it myself, I'm very glad to congratulate him on his success with Lady Luck.

The second Bond will be drawn at our July meeting, and it is sincerely hoped a larger crowd will turn out for this drawing. Judging from the few members present at our last meeting, it's going to take more than bank nights to get the boys out. It's your Club. Won't you please come out and tell us what you want? Your Rod and Gun Club is one of the finest organizations you have left, but unless more interest is shown than in the past it, too, will die a natural death. The so-called clique is holding it up, and at times they get pretty much disgusted. When they start staying at home, as most of you are now doing, your Club will just naturally fold up.

There is a prize offered for the most new recruits, but it doesn't seem to help matters any. Instead of dozens of new members coming in to our Club each meeting night, it's just one or two, and there are usually enough going out to offset any gains. So down, down goes our membership.

Members to be congratulated for their faithful attendance and their untiring efforts to keep the Club going despite their many other duties are W. G. Knoche, E. L. H. Bissinger, B. F. Manley, H. P. Bancroft, J. B. Rogers, F. B. Patterson, J. S. Harris, K. L. Oefinger, Robert Dornor, C. G. Gonzales, President L. L. Lloyd, Scott Braley, A. C. Smith and Johnny Johnston—and, of course, several more whose names space does not permit mentioning.

Apologies go to Robert Dornor, whose name was left off the list of prize winners for the opening of

trout season May 6. Mr. Dornor won first prize for the opening day, instead of L. L. Todlam, as stated in the June issue of the P. E. Magazine. While yours truly took the criticism for this error, the error was really made on the list as handed to me by the Special Prize Committee.

Our sympathies to the Harvey Fuller family, who recently received word their son Tommy was reported missing in action overseas. Tommy was the dashing young bombardier whose picture was on our magazine cover a few months past. It is sincerely hoped young Fuller will be found safe in the near future.

The next regular meeting of the P. E. Rod and Gun Club will be held Wednesday, July 14, in the Club rooms of the P. E. Club. Come to the meeting and encourage a fellow member to accompany you. One of you might go home with a \$25.00 Series F War Bond.

ALFRED H. BALLARD

Although they knew he had been suffering from heart trouble for a year or more, the many friends of Alfred H. Ballard, retired Chief Substation Operator, were nonetheless conscious of a keen sense of loss upon learning of his death June 25. He had retired on August 1, 1935, after serving Pacific Electric since January 1, 1903, and over the years had made an unusually large circle of friends. His home was at 1259 Carmona Street, Los Angeles.

Funeral services were held Monday, June 28, at 2:00 p.m. at the West Hollywood Presbyterian Church.

Mr. Ballard is survived by his wife, Mrs. Emma F. Ballard, and his own son, Paul F. Ballard. To them is extended the sympathy of the Pacific Electric Magazine staff.

"Halt. Who goes there?"

"American."

"Advance and recite the second verse of The Star Spangled Banner."

"I don't know it."

"Proceed, American."

— WORK, FIGHT, SACRIFICE —

After all, an unborn moron is only a little inside dope.

Card Parties to Continue Through Summer Months


The P. E. Women's Club will continue its card parties through the summer on the first and third Thursdays of each month, according to Mrs. June Rambo, Card Club Chairman.

The public is cordially invited. Prizes will be given.

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



PACIFIC ELECTRIC BOWLING LEAGUE



By
Charlie
Hill

Although the summer season has just about got under way, there is already apparently some interest manifested in the forthcoming fall and winter bowling season. Plans have been started in a number of the bowling houses about town toward the formation of leagues, which usually get going during the month of September, and prospects appear bright for a very successful season for the outstanding war-time recreation.

The first get-together meeting since the close of the past season will be held by the Pacific Electric Bowling League on Friday evening, August 6. Vice President **Les Lutes** announces that the meeting will be held at the Pacific Electric Club, 7:30 o'clock, when officers for the ensuing year will be elected, and plans formulated for the organization of the league for the coming season. It is the general opinion that the decision will be made in favor of a handicap league, along similar lines as prior to the past season. It is felt that such a contest would re-create and regain some of the former interest, which was somewhat lacking during the last season, as the handicap basis places all bowlers practically on an equality; and after all, we should all be in there for the sport and fun to be derived from this recreation. It is hoped that there will be re-organized several of the teams composed of lady bowlers, as their charming faces have been badly missed. Please take note, **Bessie Chobotsky**, **Marion Lutes**, **Mrs. Roy Wilson**, **Odessa Carter**, **Mrs. Ralph Cobb**, **Dot Barenek**, and all of you girls; make plans for your teams, and make it a special point to be present at the meeting on August 6. It is true that many of the bowlers have left the company to perform service for Uncle Sam; yet many new faces have been recently employed, among whom there should be some who would like to join the league. We can promise them plenty of fun. Let's have a big meeting on August 6.

The Pacific Electric team bowling in the Bimini Summer League has

finally got going, and has taken 15 out of the last 20 possible points. The boys showed their first real strength on the evening of May 26, after a rather discouraging finale to the first game against the Army Transport No. 2 Team. The railroaders had matters pretty much in hand until the tenth frame, when an error, two splits, and a final cherry buried them under an avalanche of strikes by the opponents, and when the smoke cleared away, the railroaders were six pins under. It just seemed that old man Jinx was still holding the upper hand, but not for long, as the boys just stayed in there pitching and won the second and third games without difficulty, and came out 265 pins to the good in total pins.

The Schweitzer's Pie and Cake Company was electrified the following week, when the railroaders took all four points, winning the first game by the narrow margin of three pins. In this case it was up to anchor man **Gonzalez**, who came through in the last frame with a mighty double, plus the required number of pins to go over the top.

The next week the Vitapep Products did the best bowling and took three of the four points. The captain of the P. E. team was absent (and that is not why the team lost) and **Archie Brahm** substituted, who rolled a fair series, but the boys generally speaking were not up to snuff. However, the very next Wednesday they came back and took it out on the Army Transport No. 1 Team by walking away with a shut-out series; and then the following week took sweet revenge on the Harold S. Pond Insurance five by nipping them for three points. This team greeted the railroaders in their initial appearance at Bimini by a complete knock-out welcome, so the revenge was sweet.

In the last-named series **Nolan Lambert** pinch-hit for **Cliff Weber**, who was out of town, and did a nice job of it.

Ole Swanson and **Bill Hanratty** have finally located the right spot on the lanes, and are gaining right along.

Our War Bond Picture Free

A handsome print of the cruiser Los Angeles shown on Page 2 will be given to all Pacific Electric employees who buy an extra War Bond for cash during this month, as part of the campaign to sell \$40,000,000 worth of Bonds in July.

TORRANCE TOPICS (STORE DEPARTMENT)

By Fred Hopkins

Well, folks, here it comes time to again chronicle the events that have taken place since we were with you a month ago.

Remember that we told you of our "posie garden" and mentioned **Bette Hay** as the "Kansas Sunflower," and **Gladys Harrell**, whom we "dubbed" as the Gladiolus and whom we know in the Store as "Blondie?"



POSIES

Well, here they are, right in front of our posie garden at the front of the Store, itself.

As to the news concerning our Service Men:

We had a visit from **Jimmie Cragin**, of the U. S. Navy, son of **Ray Cragin**, of the Purchasing Dept., during the past month and at the time he was enjoying a week's leave at his home in Gardena, while he was then stationed at the Naval Training Station in San Diego. Since then he has been assigned to the Navy Operating Base at Terminal Island as a Radio Operator.

Word comes from Corporal **Cliff Ruppel**, who has been stationed at Camp Beale, Calif. (up near Marysville), that he has been transferred to Fort Knox, Kentucky, where after an intensive training in Tank Warfare he will act as an instructor for other recruits.

David Wilkes, son of **Tom Wilkes**, is now on active duty with the U. S. Coast Guard and has been assigned to the U.S.S. MORRISON.

Tom's other son, **Thomas, Jr.**, is with the Army Air Corps and is still at Roswell, New Mexico, where Tom, Sr. is planning a visit with him during the month of July.

Gene Cain, son of the "Famous Two Gun" **Cain**, is still at Fort Custer, Mich., as one of the Military Police, U. S. Army, and since we last reported events, word has come from him that he has been to New York and Boston.

Another one of our boys now in the Service who called in to see us the other day was: Private **Larry Otto**, now stationed at an Army Camp not far from Nashville, Tennessee, to which point he had been transferred from Fort Warren, Wyoming. Looked in the pink of condition and said "It's just the life." His wife was with him as he visited the Store.

Word comes from **Bill Nicolay** that he is now working in an office at Wright's Field, Dayton, Ohio, in the Procurement Division, at very much the same job that was done by him in the office of the Purchasing Agent, here in Los Angeles.

Bill Jolley, Jr., is now in the Army Air Corps at Eglin Field, not far from Pensacola, Florida. Bill, Sr., his Dad, is right now making plans to visit him in the very near future. Still in Radio business with A.A.C.

John Vander Zee took a part of his vacation the very latter part of May and visited with his son, **John, Jr.**, who is now a buyer for the Consolidated Aircraft Corporation at San Diego. John, Jr. is acting as assistant to Purchasing Agent **James Phillips**, who was formerly a Price Clerk with the Pacific Electric. On Saturday, May 22, when the National Supply Co. at Torrance was awarded the coveted "E" by the U. S. Navy Dept., there was a parade thru the streets of Torrance, which included three Army Tanks, and "Jim" Phillips, as we used to know him, was one of the honored guests that rode in one of them, as acting representative of the Consolidated Aircraft Corporation.

This John learned from Mr. Phillips during his visit with him in San Diego.

— WORK, FIGHT, SACRIFICE —

ENGINEERING DEPARTMENT

By Vic Labbe

Bob Humphries was considering the Army or Navy, but after reading the book on how to get a commission, he figures his place is in the back yard, cultivating the Victory garden.

Jack Meadville left for the Navy—an Ensign to start. Not bad, Jack, and lots of luck!

Frances Spicer decided to end her single bliss, so said "I do" to **Bill Easterman**, who is in the Navy at San Diego. The best of luck and happiness to you both!

Mr. Holler passed out cigars. It was a baby girl.

Marty Henry is displaying a large picture of her future husband.

George Quesenbery says he was sorry to see **Roy Ewing** leave, as now he has no competition among the females.

L. A. Biehler waited too long for his vacation. It's money instead of time. You can't win, Leonard.

Such popularity (**George Quesenbery**) — **Edna Klein** wishes he were 10 years younger, and none other than **Nancy Kelly** wishes he were older.

What deep dark secret is **J. R. Swanson** in the Field Dept. holding?

H. Miller has been off sick for some time. Hope he returns by the time this issue is out.

R. E. Labbe is up and around and has finally come back to work. Although he had a close call, Bob, thanks to our Medical Department, will soon be a new man again. And when I say, "Thanks to our Medical Department," I mean just that. They are tops when you are in need of the best medical care, bar none.

Clare Enscoe, good for the eyes, is not circulating around the offices. Guess she bid in another job. Well, Clare, see us some time.

Bill Hibbard was in looking spick and span in his Ensign uniform. Says

his little boy, 7 months, is taking after the old man.

Evelyn Welch is leaving the President's office to join her husband in Indio. Well, Evelyn, sure will miss you, but wish you lots of luck and happiness and hope you enjoy your leisure time.

George Brown is a grandfather. Three of his boys are in the service and another one will soon be.

Rudy Widman is on vacation at Redondo Beach.

Dick Searing is also on vacation at Hermosa Beach doing painting and yard work.

L. B. Denton is vacationing for two weeks, and as he did not leave word where he went, hope he comes back feeling fit and that he enjoys a good rest.

E. Hayward has found someone who can really play golf. Perhaps now his score will improve on playing with a real golfer. Will give you more later on.

Dave Boyle is now a full fledged Roadmaster. Good luck, Dave!

— WORK, FIGHT, SACRIFICE —

Doctor—What was the most you ever weighed?

Inductee—Hundred seventy-five pounds.

Doctor—And what was the least you ever weighed?

Inductee—Seven and a half pounds.



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SELLING TICKETS seems to be fun for these girls, though it is something of a novelty around Pacific Electric to see women doing what, up to a short time ago, had always been considered a man's job. Fay Cox (left) has been on the job three months at Sixth and Main. LaVonne Nelson (right) has worked at the Subway, both at the Information Desk and at the turnstiles, for about two months.

STATION STATIC



By
James J. Adams

Well, folks, something new has been added! Yowsah, the gals have really taken over, and are doing quite well at it, too. They are **Bonnie Nelson, Fay Cox, Myrtle Coffey, and Anne Rossberger.**

Minor Musick returned to the job June 7, looking like a new man. His prolonged vacation seems to have agreed with him.

The service flag has two more stars

Anne Rossberger (left) has been selling tickets at Sixth and Main since May 11. **Myrtle Coffey** has been at the turnstile over at the Subway since May 3. All four girls are mighty efficient, according to **Jimmie Adams**, one of the still surviving males who exchange pasteboard for money.



now, since **C. V. ("Tommy") Meindert** and **Dick Burns** joined Uncle Sam's Navy.

L. Murray, after reading of the trials and troubles of the Information Desk, was reminded of a couple of trials typical of those the Collector goes through; as follows:

No. 1

Lady: How much is the fare on the Santa Monica Bus?

Collector: Where in Santa Monica did you wish to go?

Lady: About half way.

Collector: That would probably be about Beverly Hills. It's 15c.

Lady: Oh no, it's not that far; I only go to Normandie.

Collector: You probably want the Santa Monica Blvd. car to Santa Monica Blvd. and Normandie, not the bus.

Lady: Well, everybody is not as smart as you. Give me my ticket and let me out. You have probably made

me miss my car with all your silly questions.

No. 2

Lady approached turnstiles. She had no fare or indication of paying any so Collector asked for fare.

Collector: Your fare, please.

Lady: I have no fare.

Collector: Where did you wish to go?

Lady: I'm going home.

Collector: Where is your home?

Lady: What right have you to sit there and ask me all these questions! I'm going to report you!

Many thanks to **Joe Hernandez** for his swell column. The editor could not find space for all of it, so here's the second installment:

Following bus man's idea of a vacation, took a short jaunt up to Frisco—beg pardon, SAN FRANCISCO. True to Railroad Boosters' procedure, made a survey of their transportation and ticket office situation by method of observation and

arrived at conclusion (personal opinion, of course) that we, down at 6th & Main, have the biggest and roomiest ticket office west of Chicago. Especially since the addition of three more booths on side of the old Catalina Island counter. This makes a total of nine windows now, and if anyone cares to come down some Sunday morning and see them in full swing, a line will be found on every one. Said new ticket booths will be manned by "**Slim**" **Madison, Harold Siefried, Jimmy Adams, and L. Murray**, during Sunday's rush, which has grown to a stampede.

— WORK, FIGHT, SACRIFICE —

PASADENA DISTRICT



By
Herb Morin

In giving the address of **Bill Richards**, Gunner's Mate, First Class, former Motorman from Pasadena, we left out, last time, the name of his ship, the U.S.S. Card. Letters should also be sent c/o Postmaster, New York.

And we have **R. L. Ellison**, Electrician's Mate, Third Class, on the U.S.S. Bushnell, c/o Fleet P.O., San Francisco. **Ralph** was a Conductor out of Pasadena. Wonder how many of us write to these old friends of ours? It's the least we can do to drop them a line.

A few of the Pasadena City Lines men are back with us. **J. B. Ickes**, dispatcher of P.C.L., will miss them. Welcome back, Conductors **Bonnie Wells, Bob Crabill, Harry French, Ed Thorne, and Paul Wheeler!** The P. E. can use good men. I ought to get half for them kind words!

We lost **R. J. Weir**, Conductor, back to the butcher trade he once followed. I didn't know there was any meat left. I'll have to look him up; maybe he knows where it is.

Guy Blaine, Motorman, says all you fishermen have to have a Coast Guard identification card. You get them at Santa Monica, San Pedro, or Balboa.

Fred Miller, Conductor, has been off sick for some time. We hope you get well soon, Fred!

The wife of **J. F. Jones**, Conductor, passed away on June 17. We extend sincere sympathy.

Last, but certainly not least, **Sher-**



WILLIAM J. RICHARDS, Gunner's Mate, Second Class, U. S. N., formerly a Motorman out of Pasadena, shown at his home, 915 Boylston St., Pasadena, with his wife just before he left for active duty about four months ago. He was a Motorman with P. E. for 16 years.

man Townsend bid in 4327. You can't do that, Sherman! They'll have you on freight again soon. We're glad to see you back again.

The other night **F. W. Hall**, former Conductor on the North, and now Aviation Machinist's Mate, Second Class, U. S. N., got on your columnist's car in Pasadena and we visited together all the way to Los Angeles. He had flown up to Long Beach with a test pilot, as he often does. Hall had been with P. E. for seven years before he enlisted last October. He had previously been in

the Navy from 1929 to 1934. He said one test pilot he has flown with was on the Lexington when it went down; another saw action over Guadalcanal and shot down some Zeros.

Congratulations to **Louis Taylor** on his appointment as Freight Supervisor.

— WORK, FIGHT, SACRIFICE —

FREIGHT TRAFFIC DEPARTMENT

By
Betty Morrison



"Fathers' Day! Oh! Fathers' Day! What a beautiful day! When new neckties flutter from Papa's hand, What to do with them he may not understand. Oh, Fathers' Day!"

We've borrowed freely from **Mary Livingston's** technique and worse than blank verse, but with 83.33333% of the men in the Department fathers, some such effort seems justified. A Galluping poll of our fathers exposed some variety in celebrations.

Of course, we'll never get the story on two of them—**Mr. Willey** and **Bob Lucas** are both on vacation.

And **Carroll Innes** jumped the gun by a week. He led off the procession of celebrants a week in advance for the very good military reason that otherwise two sons-in-law couldn't have gotten leave from the Army. As it was, he had a full house—all three daughters, his son, and family, two sons-in-law and three grandchildren.

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(CENSOR'S STAMP)

Mr. Glenn E. Collins
Editor, "Pacific Electric Magazine"
662 Pacific Electric Building
6th & Main Streets,
Los Angeles, California.

S/Sgt Milton M. Lips, 39236571
(Sender's name)
8th Serv Sq., 8th Serv Gp
APO 915, 0/0 Postmaster
(Sender's address)
San Francisco, California.

Friday, June 4, 1943.
(Date)

Dear Sir: Somewhere on an Island in the Southwest Pacific

This morning I was fortunate enough to receive the May 10, 1943 edition of the Pacific Electric Magazine. Fortunate because of it's having to "chase" me half way around the world to catch up with me. Believe me when I say that it was the most interesting reading that I've had in quite some time, and if I can help it, I'd rather not have to miss another edition, so will you please change the mailing address that you now have to that shown on the right hand corner above? Thanks!

I was formerly (or should I say on "leave of absence"?) a rate and bill clerk at the Los Angeles Freight Office, so I particularly enjoyed the comments under "Departmental Notes" as written by Arden Nasher. Gosh, but there sure has been a lot of changes since I left.

I don't know who wrote the article headed "Write to Service Men! They're Letter Hungry", but whoever it was, they sure hit the point completely. I'm that way, and I don't know of anything I'd like better than to hear from the boys I've worked with, but are there any of them left in the office? It doesn't sound like it from the reports of those leaving or who have already left. The changes that have occurred should make for interesting reading.

Quite often, on long lonely nights, I sit back and dream of the "old" life and wish that those days were back again. I often wonder whether or not it will be the same when this is all over. What do you think?

I've gotten myself started daydreaming all over again and I find that I can't, for the life of me, think of anything else to write about, so I believe I'm forced to call it quits.

Thank you again for taking care of changing my address.

Sincerely,
Arden Nasher

V-MAIL

"... most interesting reading ..."

Sidney Beer also had grandchildren as dinner guests—if a month-old and a ten-months-old baby can be said to dine. They came bearing gifts too, but no cigars.

It was a gala day for Joe Blackburn—he didn't put in his usual Sunday stint on the Long Beach Line. His small daughter "gifted" her daddy and they all attended a "Contribution Dinner" with Mr. and Mrs. Thomas (isn't that a clever idea for these days of food coupons?).

One of the events of the occasion was the result of a search Joe made for a particular brand he wanted to take Mr. Thomas ("Ed" Thomas to you, even if he is now a Vice-President of another firm). Late Saturday evening Joe found the item for which he'd been searching, but the curfew had already sounded; so he had to wait until Sunday morning and rush back to the store to make his purchase. Upon arriving at the Thomases',

he found he and his brother had the same experience with the same result. Result—two packages for Mr. Thomas of an item very difficult to locate by brand.

Frank Connors celebrated with "the perfect turkey dinner." The only thing that was missing, and Frank emphasizes the word "only," was sweet potatoes, which doesn't sound like too serious a claim for damages.

Horace Brennan's a man who combines his festivities—he had a birthday on Father's Day and received a cable from his son who is with our Army in New Zealand. He followed the current fashion of backyard celebrations by attending a backyard picnic dinner in his honor—add all that to a suitable quota of gifts and the total sounds like a gay day.

Ralph McMichael and Duke Carter represented our followers of custom

and tradition, combining necktie and shirt gifts with family dinners. As Mr. Carter said: "With Father presiding, as usual."

The sharpest contrast in the day's activity was created by Jack Birmingham and Leo Vincent. The former spent ten busy hours on the Long Beach run for Pacific Electric; the latter spent a "busy day doing nothing" and was joined by his small son in this activity after he'd performed the laborious chore of inscribing his name on a gift card while his mother held his hand.

George Meyer's family feted him in truly luxurious fashion with a highly polished aluminum airplane rivet for his watch chain, and a satin longing robe and album of Strauss waltzes for his leisure.

Mr. Dickson, Mr. Kuck and Mr. Layne share the "no hits, no runs, no errors" section—with emphasis upon a good dinner by Mr. Dickson and upon the fact his wife and daughter took him to dinner by Mr. Layne.

Rumor in the Department is to the effect that the roses have dried up and gone in San Fernando and that the citrus crop has fallen off, but we have visual evidence that the plum crop is rosy and can serve the same gift purposes.

— WORK, FIGHT, SACRIFICE —

FREIGHT STATIONS AND YARDS

By

Arden Nasher



We are constantly being accused of loquacity and verbosity in our literary efforts, and it must be true, for once again the Editorial blue pencil caught up with us. Following are a few items deleted from our last contribution due to lack of space:

The mystery of who was to become Terminal Trainmaster's Clerk has been solved. Meet Jimmie Lewis (if you don't already know him; he's been around). Jim is doing a bang-up job for Terminal Trainmaster C. W. Coutts, much to the relief of your correspondent. He has eased right into the swing of things at 8th Street, as though he had been there for years; so if you want any inside information on what's to be done about the clerical end of the Trainmastering business, just call him.

Other recent changes include the ascension of Neil Breese at Butte Street to the position of full-fledged Terminal Foreman. Neil was up to his ears in a mass of detail when we talked to him last, getting his new job set up and operating, but he'll do it if anybody can. Our old friend R. W. Jackson ("Jack" to most of us) is now the Chief Gaffer at Butte Street, and other changes were made at spots along the line. The best of luck to all you folks on new jobs at Butte Street.

The past few paydays at 8th Street have been strangely quiet, and we've just realized why. For a time there would be a great burst of joy and laughter emanating from the Trainmen's room next door to the Trainmaster's Office and investigation proved that our gal, Jinny-the-Jumbo, had come for her paycheck. She hasn't been around lately and we learn that she has gone up into the desert to work for the U.P. at some little place near her folks. Good luck, Jinny, and a warm summer to you.

So much for last time. Things are still moving and we now have a new and interesting personage in our midst: Sung Kook Whang, janitor at 8th Street and Butte Street. Everybody calls him "Sam" for short, and he's about the best-natured and most obliging Oriental we know. By the way, Sam is not Chinese, he's Korean, and as such we imagine he's quite a Jap-hater. He's stood for a lot of good-natured ribbing such as suggestions on how to mend the metal trash-barrel at Butte Street with a needle and thread, but it doesn't seem to bother him a bit—he still has the same good-humored grin.

Since our last issue we've lost Jack Carnegie, the messenger, who left for a \$54.00 a week job at Calship. Pretty good for a 17-year-old, but after the war what? Jack is a good kid and we hated to see him go, but we must admit the scenery hasn't been spoiled on this job, as his successor is a pretty little gal named Dollie King. Dollie handles the old Ford like nobody's business—and don't get in her way. We also have a cute little number as steno to Terminal Foreman Breese now; Marcita Witschy. About all we know of this young lady is that she likes her coffee hot and black.

A couple of month ago we dubbed Virginia Boles "Jinnie-the-Jumbo," as mentioned above, but now that she's gone we have been looking for another catchy title. A few days ago we got it when Sam, our Korean janitor, started to clean up 8th Street. Ann Brookenthal pitched in, and when the job was finished she had a new title: "Annie the Jannie."

She's the best dang janitress we ever knew—a cinch for the job any time.

Asst. Trainmaster Jim Brock vacationed in Salt Lake City first and then returned to L. A. and set forth for other points. Trainmaster D. W. Yeager promises to bring us some trout from Utah when he returns from his vacation June 28, while Terminal Trainmaster C. W. Coutts will probably bring some tall corn from the old homestead. He and brother Clyde, Yardmaster at El Segundo, are going home to attend their parents' Golden Wedding anniversary.

That just leaves a few of us still to go, and more about that later.

— WORK, FIGHT, SACRIFICE —

MOTOR TRANSIT DISTRICT

By Ruth Fisher

Well, my friends, here's what you've been waiting for—a picture of Uncle Walter's Dog House! Walter E. Deal, Head Service Director, better known as Gilmore, is centered among his cohorts who are from left to right: Hank Stone, John Puffer, Sam McGraw, and Forrest Hughey. The likeness of Uncle Walter is very good, don't you think? To say nothing of the others.

Operator C. E. Barnum's step-daughter was Maid of Honor at the christening of the Cruiser S. S. Glendale on May 28. Needless to say how proud he is of her.

Ummmmmmmm . . . did you see Jack Burgess, former Service Director, when he was here on leave? The picture shows that the Army agrees with him. Jack can be reached at: Corp. John H. Burgess, AAF Room 308 Hotel Sylvania Philadelphia, Penn.

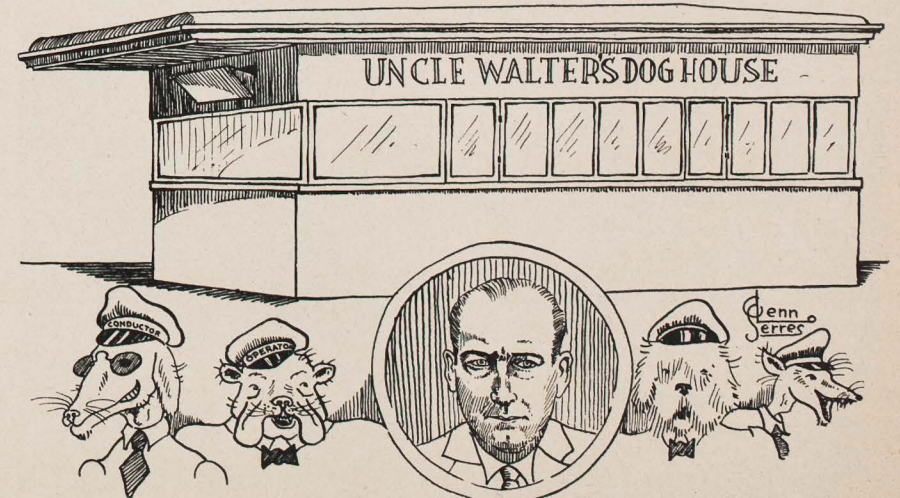


FORMER SERVICE DIRECTOR— Corp. Jack Burgess, Army Air Force, recently home on leave.

Congratulations to Glenn Asher for his skillful operation of coach, when the tire blew, sending the bus reeling to the left into an approaching auto. Operator Asher, seeing that he could not straighten the vehicle, leaped the curbing, sheared off a telephone pole and crashed into a garden before coming to a stop. Thirty passengers escaped serious injury.

We are boasting V MAIL from Herb McCollum, who is now in parts unknown. If you are interested you'll find it posted on the M.T.D. Bulletin Board.

Harold W. Pickler, Dispatcher, on his two-weeks vacation, covered a lot of territory. He spent a day with his father in St. Louis. Then on to Jackson, Tenn., where he spent a week. From there to Memphis, and on to New Orleans, where he spent a day with Capt. Lee Mosier, traveling around the camp and the town in style in a Jeep—chauffeur and all the trimmin's.



'UNC' WALTER (CENTER) AND A FEW OF THE BOYS



Came across **Joe Walden**, retired, the other day. Those who remember Joe know he is a real old timer and hasn't lost a bit of the old "zip."

Remember **John A. Davies**, retired switch tender up on Hill Street? He hasn't forgotten the boys.

For the Trainmen's Safety Advisory Committee, **R. S. Disney** and **J. W. Gerhardt** were chosen to serve during the month of June.

Father's Day was June 20, when Dads were kings for a day.

Charles E. Mack is our new night cashier at West Hollywood.

Glenda Florence Stevens, 8½ months daughter of G. R. Stevens, was christened on June 13 by **Rev. Mr. Rust** with **Mrs. Mary Hendrick** as Godmother, and **Mr. Henry Hannell** as Godfather. Eleven guests attended.

Joyce Johnson, Terminal Foreman's typist, gave a pint of blood to the blood bank recently. When sufficient time elapses she contemplates giving another pint.

Glenn Banta has been working nights in Hanselmann's place as Terminal Foreman at Hill Street. Mr. Hanselmann is vacationing at his cabin near Lake Arrowhead for a few days.

— WORK, FIGHT, SACRIFICE —

BROTHERS UNDER THE UNIFORMS have furloughs together at home. **Jess (left) and Jack Spence**, sons of **C. H. Spence**, brakeman at Long Beach yards, have been in service a year and like it fine. **Jess** is in the submarine service at Miami, Florida; **Jack** is stationed at Camp Berkeley, Texas, in the Hospital Corps.



SOUTHERN FREIGHT DISTRICT



By
J. E. Neville

At 4 P.M. on June 15th, the Southern Pacific, Pacific Electric and Pacific Motor Trucking Company employees in Long Beach were assembled for the purpose of honoring the 12,000 Southern Pacific Lines' employees in the Armed Services. Over one hundred were present.

The assembly was opened with a salute to the flag, speeches were heard from **E. R. Muse**, Revising Clerk and **E. S. Woodward**, Driver of the Pacific Motor Trucking Company, and as no employee of the Pacific Electric would volunteer or would be drafted and the Officer of the Pacific Electric designated to represent that Railroad was unavoidably detained in Los Angeles, it was thus necessary to press **V. L. Arenth**, District Freight Agent, into service as a pinch-hitter.

The assembly was closed at 4:15, with a one-minute prayer for all men and women in the Armed Services of the United States.

Many employees have volunteered information that the assembly was a success.

We regret the unfortunate accident to **Joe Mallory** in 8th St. Yard, and hope for his speedy recovery.

Louis Leck and **M. Greco** are recuperating at home, and we wish them also speedy recoveries. **Engineer Johnson** is back on the the job again.

IN MEMORIAM

Our sincere sympathies to **R. Radcliffe** and his family in the great loss of their son, **Sergeant Roger Ray Radcliffe**, who was killed in action three weeks ago. He had been decorated several times for bravery.

GOOD NEWS

Many thanks to the officers of Pacific Electric for their good will and prompt action in providing trainmen's quarters at Long Beach Yard with all facilities, including lockers, washroom, and drinking fountain.

WEST HOLLYWOOD DISTRICT



By
G. R. Stevens

Billie Jo Baird, granddaughter of **Motorman** and **Mrs. J. Crawford**, was among those graduating from Hollywood High School on June 24. The exercises were greatly curtailed because of wartime conditions; however, the diplomas were presented to graduates at the Hollywood Bowl. The seniors have been active in selling War Bonds. **Billie Jo** is a well-known and accomplished pianist, having graduated from music school two years ago. She plans to take a special musical course this summer for certificate to teach music. She will be eighteen years old this fall.

Motorman Carl Ogden and party took a few beautiful days off to fish at Lake Henshaw, down near San Diego, and boy! does he report good fishing! **Mr. Ogden** and **Mr. Lundy**, real Isaac Waltons, claim they caught the limit in no time at all.

- - GRINS AND CHUCKLES - -

A prominent clergyman had his name left out of the telephone book because he received so many calls. A merchant of the same name in the neighborhood began to be pestered with calls asking him to officiate at funerals, speak, etc. He went to the rector and asked him to have his name put back in the book. The rector refused.

The merchant determined to complain to the phone company and was writing a letter one Saturday night when his phone rang and the timid voice of a young man asked if he would marry him at once. A happy thought came to the merchant.

"No," he said, "I'm too damned busy writing my sermon."

* * *

A kindergarten teacher smiled pleasantly at the gentleman opposite on the trolley car. He did not respond. Realizing her error she said aloud, "Oh, please excuse me. I mistook you for the father of two of my children."

She got out at the next corner.

* * *

A fellow got on a London bus with a hundred-pound bomb under his arm and sat down.

"What's that you've got on your lap?" asked the conductor.

"It's a delayed action bomb I'm taking to the police station," came the answer.

"Lumme," said the conductor, "you don't want to carry a thing like that on your lap. Put it under the seat!"

* * *

Collector: "We can't give you any further credit, sir. Your bill is bigger now than it should be."

Customer: "I know that. Just make it out for what it should be and I'll pay it."

"Zeke," ordered the farmer, "all the clocks in the house have run down. Wish you'd hitch up and drive down to the junction and find out what time it is."

"I ain't got a watch. Will you lend me one?"

"Watch! Watch! What d'ye want a watch fer? Write it down on a piece of paper."

* * *

The policeman's son was learning music:

"How many beats are there to the bar in this piece of music, dad?"

"Fancy asking a policeman a question like that," said the boy's mother. "If you ask your daddy how many bars there are to the beat, he may be able to tell you."

* * *

Friend (visiting patient in hospital)—"Say, Fred, that's sure a swell-looking nurse you've got."

Fred—"I hadn't noticed."

Friend—"Great Scot! I had no idea you were that sick!"

* * *

The Lord gave us two ends to use, One to think with; one to sit with. The war depends on which we choose—

Heads we win; tails we lose!

* * *

Judge—"This man says that after he fired a shot he saw you running from his chicken coop."

Rastus—"Jedge, Yo' Honor, Ah don' mean to be callin' him no liar, but—fast ez Ah was runnin'—it mout easily have been som'un that jest faintly resembles me."

* * *

Old Lady: And how were you wounded?

Soldier: By a shell.

Old Lady: Did it explode?

Soldier: No, it crept up close and bit me!



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