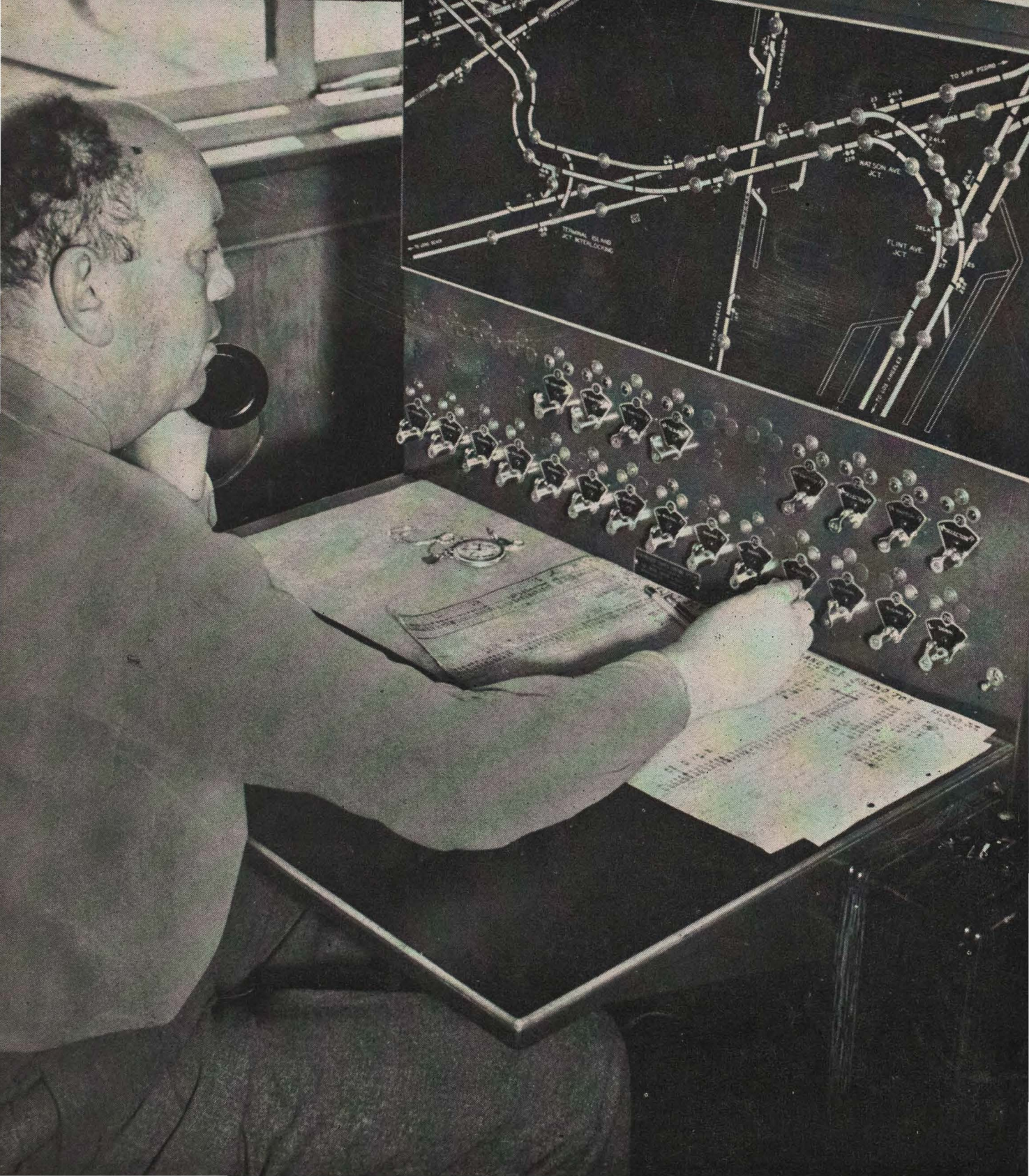


JUNE 1943
PACIFIC ELECTRIC
Magazine





HONOR ROLL



PACIFIC ELECTRIC EMPLOYEES ENTERING ARMED SERVICE OF NATION IN MAY

ENGINEERING DEPARTMENT

Earl A. Lycett
Harvey P. Moore

Raymond R. Munoz
Francisco Serrano

PASSENGER TRAFFIC DEPARTMENT

Richard H. Burns

Cyril V. Meinert

TRANSPORTATION DEPARTMENT

Donald L. Anderson
William N. Birch
Shelby M. Collins
Stewart F. Dispennette
Manuel Estrada
Lewis P. Gappae
Bert A. Guerrero
Donald G. Halloway

James I. Haugen
Lewis H. Hunter
William Levak
Frank F. Martine
Martin H. McGinnis
Carney Wilson Neel
William A. Pottorff
Herbert K. Reed

Theodore S. Rew
Donald J. Richardson
Charles J. Sanford
George A. Shively
Edwin J. Sieben
Murl L. Stiles
Loren E. Todd
David Weishar

RETURNED FROM SERVICE

MECHANICAL DEPARTMENT: Victor H. Johnson. TRANSPORTATION DEPARTMENT: Joseph D. Danaher.

AS OF MAY 28, PACIFIC ELECTRIC HAS 580 EMPLOYEES IN THE ARMED FORCES



RESOLVE TO ACT!

Buy War Bonds! Take your change in War Stamps! Spend less money! Help stop inflation! Give your blood to save a soldier's life! Give your leisure time in Civilian Defense! Help produce more planes and tanks! Don't talk; the enemy is listening! Take a fighting man's place! Join the WAAC's! Be a Marine! Buy War Bonds! Give to the blood bank!—Work! Fight! Sacrifice!

Via radio, newspaper, magazine, and billboard comes an ever-growing clamor of calls for help in carrying on the war effort. And just as the noise of a foundry finally dulls the hearing of its workers, so the constant barrage of appeals for money and service tends to dull our nobler senses. Even stories of the magnificent heroism of American men and women at the front have somehow lost some of their power to move us; we hear so many.

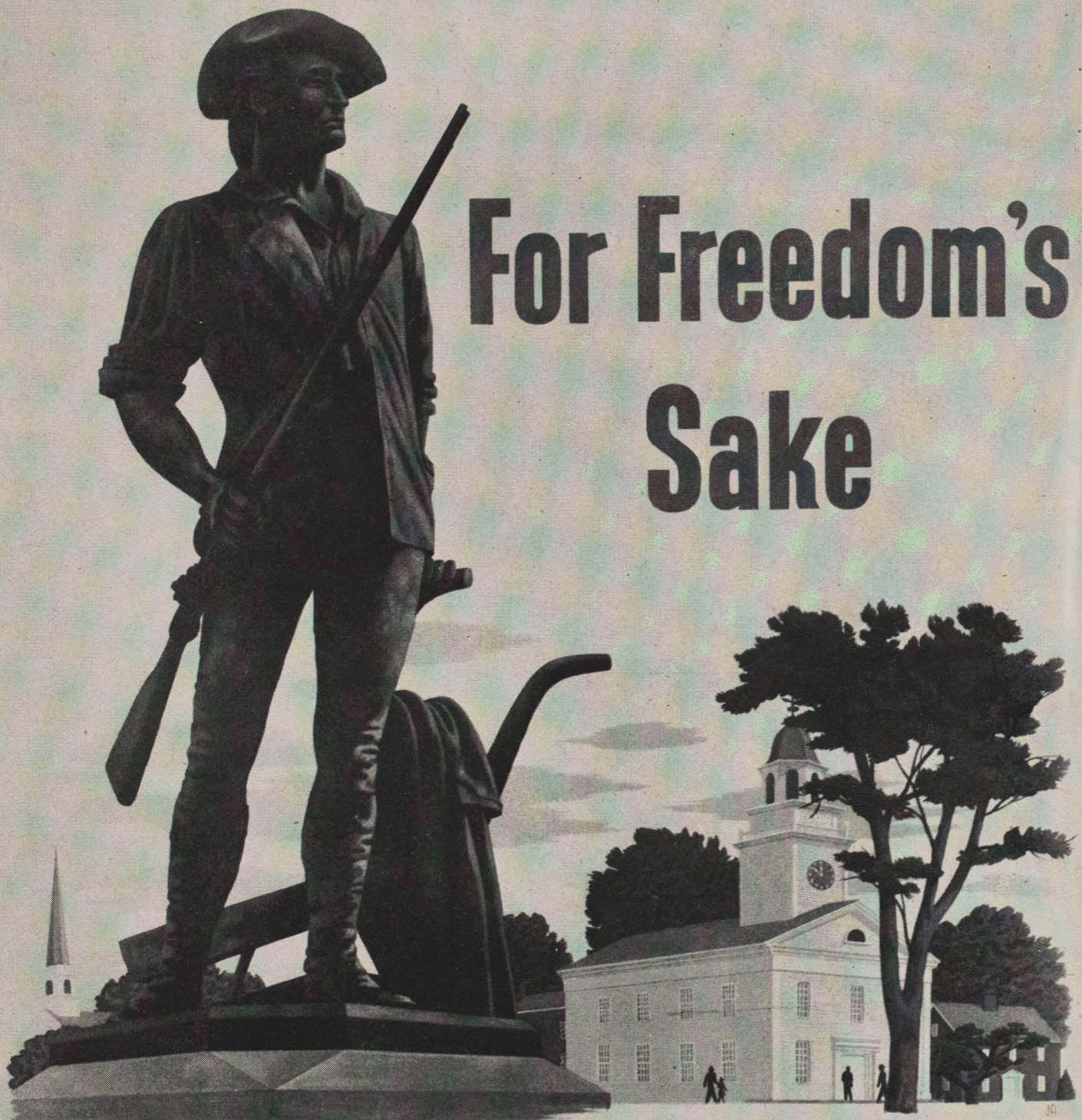
Emotional satiety amounts to the same thing as emotional lethargy—which is merely a state of indifference to stimuli that formerly moved us to action.

And indifference is, of course, the broad highway to failure—failure individually to cooperate in the war effort, and resultant failure collectively to win the war.

It is time to take stock of ourselves. Critically and objectively we must ask: "Have I fallen asleep at the switch? Do I care enough about my own freedom and the other fellow's to *do* anything about it? Am I trying to pull the wool over my own eyes by assuring myself of the insignificance of my little part in this whole world affair? Would I be satisfied if *I* were running the war with a lot of people like me to work with?"

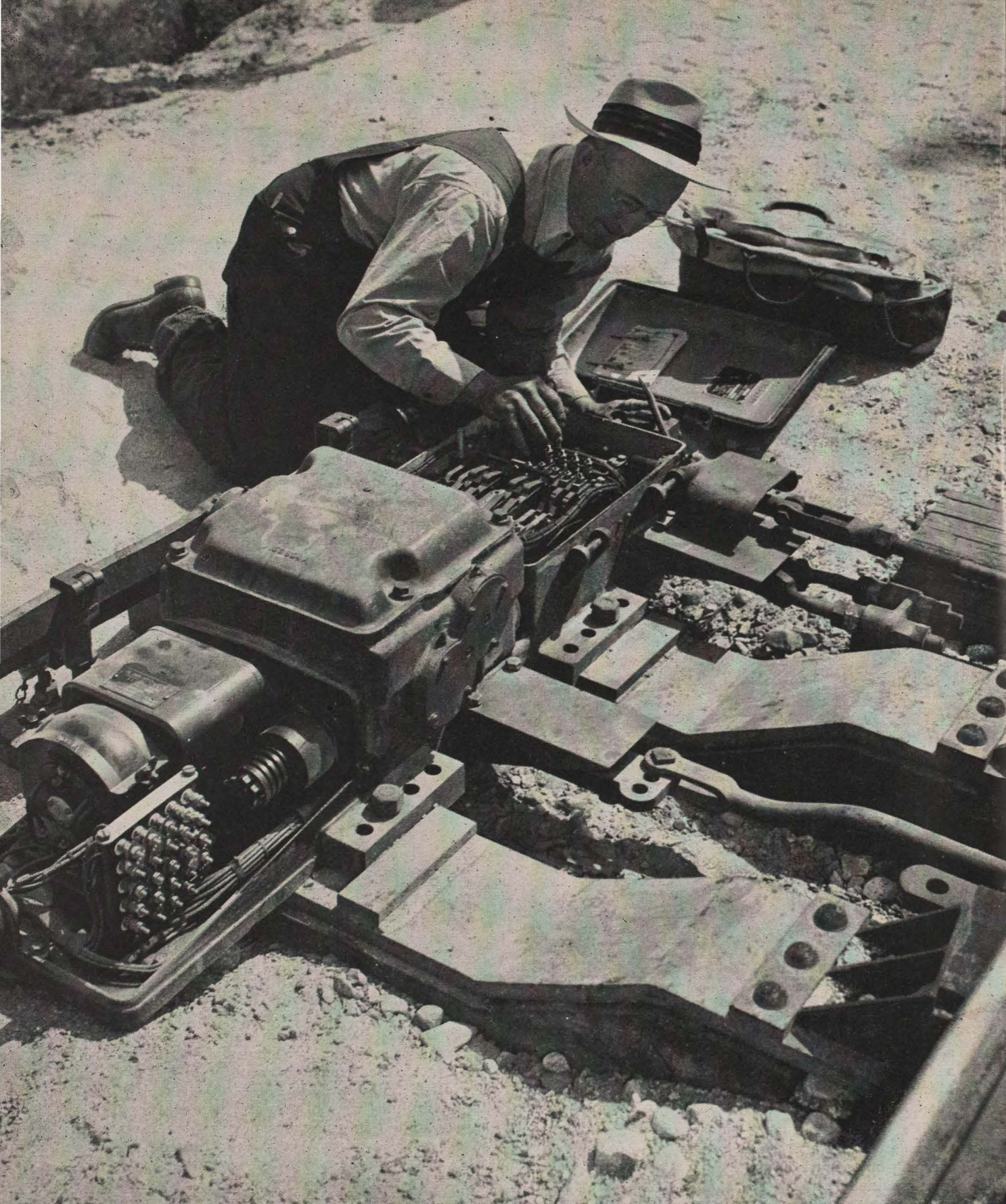
If our answers fail to please us, then we must resolve to act on our conclusions, and our resolution can be only to take hold of our own bootstraps and pull ourselves out of the mire of indifference. . . . If we have the *will* to resolve it, and the courage! And God help America if we haven't!

"THEY CAN CONQUER WHO BELIEVE THEY CAN."



For Freedom's Sake

BUY WAR BONDS



**PICTURE
OF THE
MONTH**

The latest in power-operated switch machines are in use on the Terminal Island Line. Bert Evans, Signal Maintainer, is here shown adjusting switch and lock movement after removing cover. This movement shuts off electric motor (at left) and controls movement of switch and signals at junction. Electric motor drives gears (in covered box) that move switch. Entire unit is controlled by Towerman through relay house. Switch may also be operated by hand.

CALSHIP SPECIAL

An Unfinished Story

**Pacific Electric Builds a Rail
Line for the United States
Maritime Commission**

THE STORY of the new Terminal Island Rail Line, opened on March 19 by the coordinated efforts of the U. S. Maritime Commission, the California Shipbuilding Corporation, and the Pacific Electric Railway Company, has not been fully told. Nor will it be completed in this issue of the magazine. Engineering difficulties had to be surmounted, time had to be reckoned with; supplies of critical materials had to be obtained on priority.—Banter and general good humor provided the “oil” that eased daily human contacts and speeded up work.

To begin with, the job was a rush affair. This fact does not mean that rapid construction meant poor construction; it means simply that good work had to be done more rapidly than is sometimes necessary. The need for hurry was occasioned by the necessity to conserve tires on the automobiles of those who had to drive to their jobs at the shipyards. Actual construction began about the



PACIFIC ELECTRIC carries the workers down to the sea . . .

middle of last August, and in January of this year, acting on the estimate of H. R. Searing, Pacific Electric's handsome, boyish-looking Resident Engineer, the Maritime Commission set the tentative opening date for March 15. Lack of track crossings from Seattle caused the four-day delay until March 19.

The number of those engaged on the project, including the engineering force, the signal force, the electrical overhead force, the bridge and building force, the accounting force, and the storekeepers, varied from approximately 50 to as many as 300,

depending on the needs of the moment. All were employees of Pacific Electric, which built and is operating the line, though the trains are owned, and the entire service is controlled, by the Maritime Commission.

As we said, the job was a rush affair. And fate takes devilish delight in creating obstacles to delay those whose time is limited. Take the heavy rain in February, for instance. It left a 700-foot stretch of roadbed—that men had surveyed and toiled and sweated over in wind, sun and rain—a miniature lake filled

. . . to build Liberty ships like this.





FIELD ENGINEERING force on the Extension include, left to right: Chainman Ernest L. Hensley, Resident Engineer H. R. Searing, Junior Engineer C. W. Bates, and Assistant Engineer Joe Frownfelter.

with mud and silt. Precious days were required in order to dredge out the silt and replace it with suitable subgrade material.

There was a delay in obtaining critical materials. Twenty-six rail crossing units, for instance. Interlocking equipment. Power equipment, such as wire, transformers, and two mercury arc rectifiers. Some of these essential items, scheduled to arrive in January, failed to arrive until March and April; some have yet to arrive. Meanwhile, operations are being carried on without them or by means of substitutes. The electrical substation, for one thing—now being constructed under the able supervision of Electrical Engineer Julian Adams—cannot be used until the latter part of the month; so a portable unit is industriously giving its all

HEADING THE GANG that laid the Terminal Island track are, left to right: Subforeman J. A. Camarena, Jr., Timekeepers Jose G. Ramirez and Delio Hernandez, Foreman Mike Duffy, Subforemen Castulo Aguilar and Carlos Alvarez, Truck Driver Robert Clark. In the rear the gang is working.



ACCOUNTING FORCE on the Island job are, left to right: John J. Mulvehill, U. S. Maritime Commission representative; Earle Moyer, General Accountant for Pacific Electric; and Mr. Moyer's assistants: Mary Jane Reno, Steno-Clerk; P. M. Still, Statistician; May L. Boughton, Steno-Clerk.

until that time.

Another difficulty was underground installations, such as pipelines and conduits, which insisted on crossing the right of way in awkward places and at awkward times. At one point (we are purposely being mysterious, because Terminal Island is rated by the Army as hush-hush), the engineer ran into four pipelines, from 6 to 10 inches in diameter, that absolutely had to be moved before the track could be laid. So there was another delay, while the owners of the pipes telephoned around and got the proper parties to take care of the situation. Result: the pipes were lowered six feet by the use of elbows.

One of the big problems of the whole project was how to suspend trolley wire across the span of the big drawbridge. And that's where Structural Engineer Albert de Pfyf-

fer, of the Bridge and Building Department, Signal Engineer Albert Oren Smith, and Design Engineer Reuben F. Gies comes in. Together they worked out a unique method, which with diagrams and technical language, is finding its way into engineering journals. The difficulty lay in the fact that, when the bridge sections were lifted, the crossbrace between the counterweights, in their descent, would cut the trolley wire unless some provision were made to change the position of the wire. The essential principle of the arrangement finally devised—after correspondence with operators of electrified railways with lines over drawbridges in various parts of the country had proved fruitless—is that as the bridge sections rise, two low-hanging loops are formed in the trolley wire which prevent it from

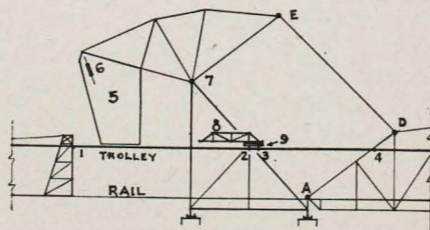


FIGURE I - DRAWBRIDGE CLOSED.

Trolley wire is taut in positions 1-2-3-4. Counterweights, 5, are connected by steel crossbrace, 6, which would cut trolley wire unless provision were made to loop wire below orbit of crossbrace as counterweights move downward. Counterweights rotate about point 7. Steel counterweight link, DE, connects counterweights with top of bridge. Truss, 8, supports traveler, 9, which operates like sliding barn door. To each end of traveler the trolley wire is attached.

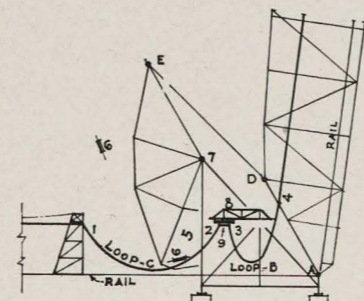


FIGURE II - DRAWBRIDGE OPEN.

As span rises, turning about point A, trolley wire 3-4 (Fig. I) gradually slackens to looped position (Loop B). Weight of trolley wire 1-2, greater than weight of Loop B, causes traveler, 9, to move to left, forming Loop C. Loop C misses steel crossbrace, 6. Because there are two loops instead of one, both loops hang clear of track.

being cut by the crossbrace. At the same time, the wire is held clear of the rail and any other object tending to entangle it.

Another interesting feature of the new project is the centralized traffic control system, a thoroughly modern and efficient device whose heart is in the tower at Island Junction. In the tower are (1) the traffic control box, shaped somewhat like a kitchen cabinet, (2) a loudspeaker, and (3) a single operator, who, with a few flicks of the finger, handles, at peak hours, as many as nine trains at once on six different railroads.

The operator goes into action when he hears the whistle of a train over the loudspeaker. The sound is trans-

mitted through microphones located beside the track at certain junctions. The operator knows by the whistle what routing is wanted by the motorman. (For instance, the signal indicating a need for a track to the Island is one long and one short.) By observing the small red and green lights on the control board, the towerman knows which buttons to turn. The turning of a button operates a relay, which causes an electric motor to operate a switch. Another set of buttons controls the block signals.

A unique feature of the project is the building of a wooden curb along Henry Ford Avenue by the Bridge and Building Department. Railroad ties, for a distance of one mile, were installed by grouting bolts to the pavement. The purpose of the curb is to protect the right of way from damage by automobiles, and to help retain the ballast.

So much—or rather, so little—for the work of the Engineering Department. But let it not be forgotten that the engineers and their crews are not the only heroes of our story. They are accorded the center of the

WORD OF THANKS

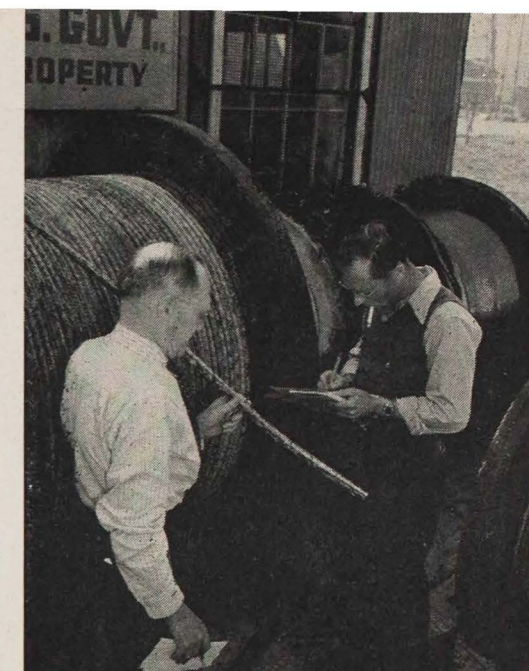
Wish to thank all involved in the Terminal Island Project for their co-operation, and for the opportunity of working under **Mr. E. C. Johnson**, our Chief Engineer, who, of course, was the "man behind the gun."

H. R. SEARING
Resident Engineer

SIGNALMEN, back row, left to right: F. A. Benoit, Milo Stoll, F. J. Emerick, E. D. Burnett, C. B. Elkins, J. L. Doolan, C. P. Stinson, B. W. Evans, G. P. Wurtz, Emil Herr, B. R. Miller.

LINEMEN, middle row, left to right: Ygnacio Delgadillo, E. P. Crettol, L. E. Whipple, G. B. Pfeil, E. J. Haase, Roy E. Long, H. N. Hammero, A. H. Brainard, Albert Kirk, Thomas M. Kilgore.

THE FOUR MEN in the front row are, left to right: W. E. Stratman, Signal Foreman; Jim McAllister, Bonder and Welder; E. B. Hargreaves, Leading Bonder and Welder; L. H. Cash, Assistant Signal Engineer.



MATERIAL CLERKS Harry C. Cranston (left) and Arthur J. Bufano keep careful record of material used on the Terminal Island project.

stage, because their "imagineering" act is the most spectacular. But away from the spotlights, the Accounting Department, under the direction of Earle Moyer, General Accountant, manages the props, which in this case are dollars and cents.

On the Terminal Island project, Harry C. Cranston and Arthur J. Bufano keep accurate track of all material taken from their store by the construction crews, and make reports to Mr. Moyer. He, in turn, has his assistants keep records, so that he can tell John J. Mulvehill,

RANDOM THOUGHTS of an Engineer

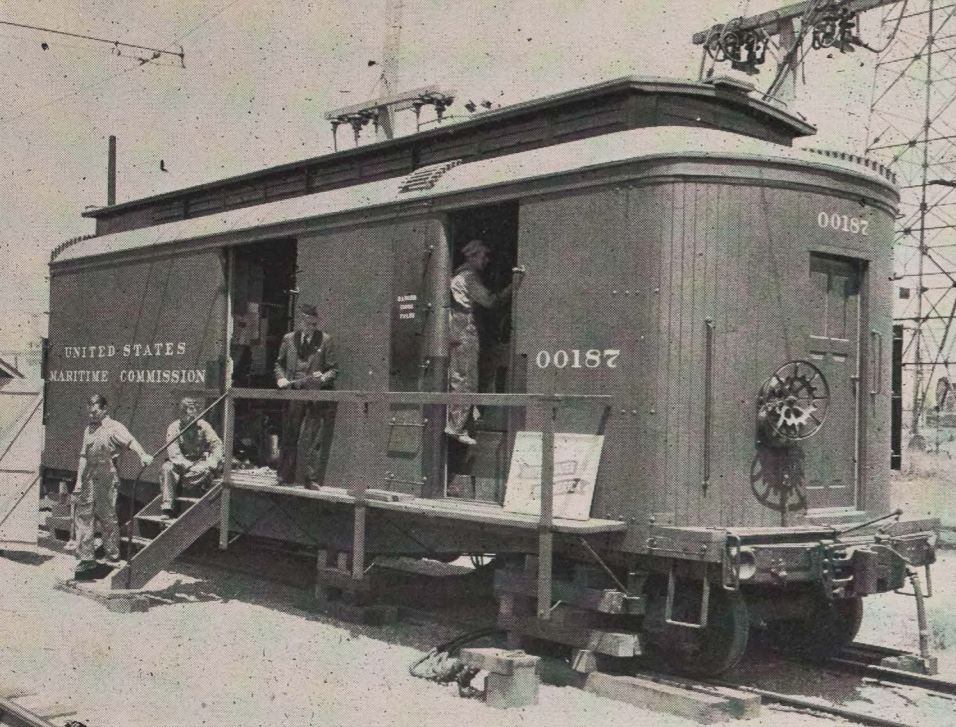
By H. R. Searing

(With annotations in brackets by
C. W. Bates)

As we pack our pencils to leave the quaint surroundings of the Field Office at Terminal Island, memories of the Project are brought to mind:

1. Culinary delights at the Don Hotel—enhanced by “Miraculous.” [“Miraculous”—colored dining room helper, so named by CENSORED for her remarkable profile.]

2. Pilgrimages to Moyer’s Galley. [“Moyer’s Galley”—combination bar and cafe, the latter a dark room in rear. Moyer ate there most of the time.]

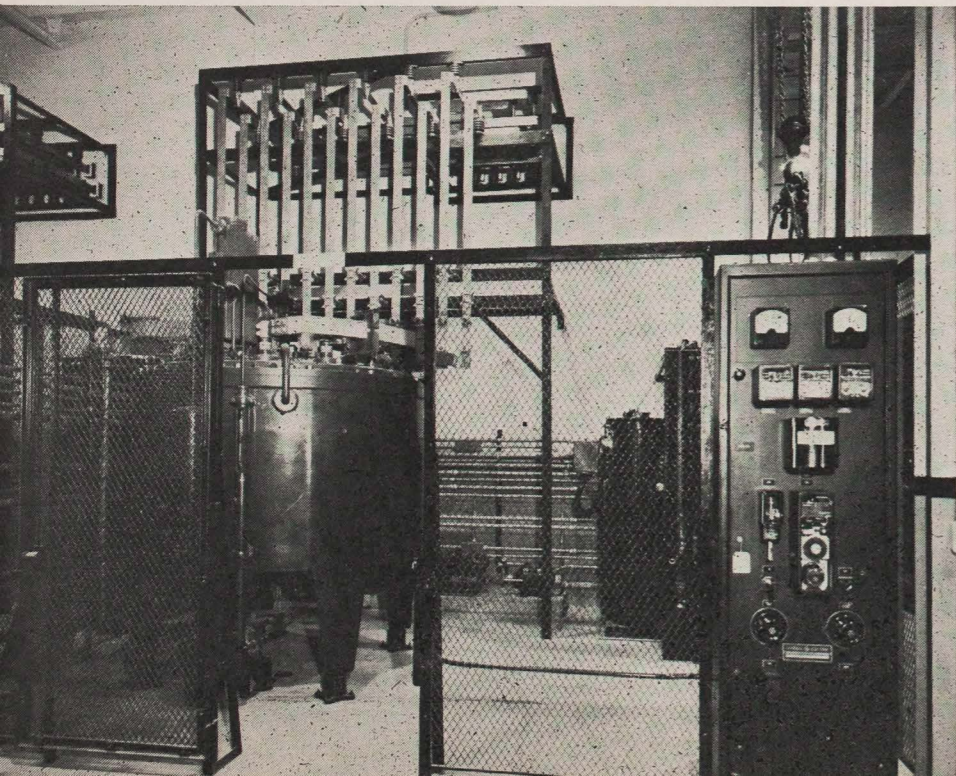


SUPPLYING CURRENT, until the permanent station is finished, is this portable substation. Earl L. Morrison, its operator, is sitting on the steps chamfering topsticks of a D. C. armature. I. J. Williams, Maintenance Foreman, carries the rule. Carrying a big jack is Jack Nielsen, Electrician, Second Class. Going through the door is Louis Zezula, Electrician, Fourth Class.

the Maritime Commission representative, how much money, to a penny, the government owes Pacific Electric for the company’s expenditures. It is the province of John R. Jago, U. S. Maritime Commission’s Resident Plant Engineer at Calship Corporation, to approve that expenditure.

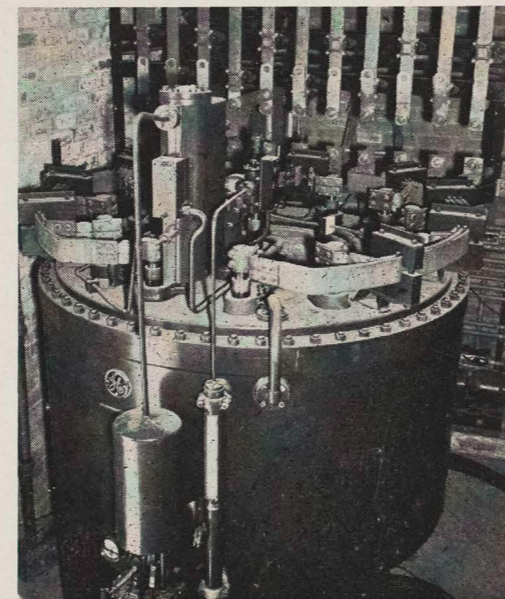
We began by saying that the story

THE TERMINAL ISLAND SUBSTATION will look about like this when finished. This is a picture of the substation of the Interurban Electric Railway in San Francisco from which Pacific Electric obtained the mercury arc rectifiers.



of the new Terminal Island Line has not been fully told. Nor at this date can it be, since the permanent substation is not yet in operation.

But the important aim is already accomplished: Shipyard workers no longer have to wear out their tires driving from home to their all-important job of building vessels to carry war supplies to the boys over there.



MERCURY ARC RECTIFIER in permanent substation now being finished. This device eliminates the need for huge motor-generators to produce D. C. current and there are no moving parts to wear out. A similar rectifier has been installed at Watts.

3. Mystery of the missing key, by C. W. Bates. [No comment. Why give myself away?]

4. Strutting on the shore of Duffy’s Lagoon. [Refers to section of right of way which was converted into small lake by heavy rain. Title disputed by those who preferred “Searing’s Lake.” Water hurdle finally drained and dispute thereby settled.]

5. Drawing straws for choice seat in “Earle’s Flyer.” [“Earle’s Flyer”—Maritime Commission auto used by office force to commute in. Six usually ride, including two ladies who always sit in rear seat. Straws are



COVER PICTURE
Jack Caplan, Towerman, operates the Centralized Traffic Control System at Island Junction. At the top of the cabinet is a diagram of the various crossings handled from the Island Junction Tower. The two groups of four handles control the automatic switches. The lower row of handles operates the signals.

drawn to see who will sit in center of rear seat. I need not incriminate myself, though.]

6. Mr. Moyer in a tailspin and successful three-point landing. [Re-

RELAY HOUSE, showing W. E. Stratman, Signal Foreman, testing relays that control signals and switches. Without these relays, the centralized traffic control system would not operate. A relay house is located at each junction and each crossing.



fers to fact that he is always in a hurry.]

7. Discovery one morning by feminine members of staff of short cut to Wilmington via Bellflower. [Refers to fact that both ladies erroneously took Santa Ana train one morning, because it left at same time as San Pedro train. They rode as far as Bellflower before catching car back to Watts, where they could get San Pedro train.]

8. Mr. Mulvehill, U. S. Maritime Commission, lending an air of dignity to our field office. [Self-explanatory. See picture of office force.]

—BUY WAR BONDS—

'Tell Friends Not to Send Personal Mail to Offices,' Urges P. E. Bldg. Manager

“Tell your friends and relatives not to address personal mail to you at the Pacific Electric Building if it can possibly be avoided,” urges H. G. McDonald, Building Manager, of P. E. employees and all others concerned.

To Mr. McDonald comes ultimately all mail, both U. S. and company, on which the address is incomplete or incorrect. He has to try to find the proper recipient; or if that is impossible, he has to return the mail to the sender.

If it is absolutely necessary for civil or military workers in the building to receive mail at their offices, he added, they should be sure to tell correspondents to put the room number, or at least the name of the department, on the envelope.

The turnover in the 2000 military and civil personnel in the building is so great nowadays that it is frequently impossible for the Mail Bureau to know where mail should go unless the address is complete, declared Mr. McDonald. Much mail is addressed merely to “610 South Main Street,” and returning it to the sender, as is frequently necessary, causes embarrassing delays and disappointments.

—BUY WAR BONDS—

Pedestrian Defiance Sabotages War Effort

Pedestrians who defiantly cross intersections against “stop lights,” justifying their illegal acts by reasoning that an automobile is not approaching within striking distance, are sabotaging our war production by increasing the pedestrian-accident hazard. Other citizens, mentally or physically incapable of exercising necessary caution, are inclined to follow their example. In addition, open defiance for one traffic law develops into a growing tendency to disobey all traffic laws.

25 YEARS AGO On the Pacific Electric

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

WILMINGTON SUBSTATION

The great increase in travel to San Pedro during recent months has loaded the substations on that line to such an extent that the assistance has been required of two 600 kw. portable substations at Wilmington and one at San Pedro.

A new 1000 kw. permanent substation has now been placed in operation at Wilmington to take the place of the portable substations there. The building is made of brick with plastered exterior and it is fire-proof throughout. The substation equipment consists of a Westinghouse motor generator set of the most improved type capable of carrying continuously a load of 1000 kw. and capable of carrying momentary swings of 3000 kw. This machine receives electrical energy in the form of three-phase alternating current at 15,000 volts from the transmission line and delivers the energy to the trolley in the form of 600 volts direct current. To protect the substation equipment against lightning or other high voltage swings, an electrolytic lightning arrester is installed in the 15,000 volt A.C. line entering the station. A lightning arrester is also installed in the D.C. feeder entering the station.

—PE—

PACIFIC ELECTRIC WAR SAVINGS SOCIETY

At the last meeting of the Society, held June 3, the several vice presidents reported total thrift and war savings stamp sales of \$5625.50.

Particular attention is called at this time to President Wilson’s proclamation setting aside June 28, 1928, as “Thrift Stamp Day,” at which time all who have not already made purchases will be given an opportunity to purchase.

—PE—

SERVICE CHANGES

Owing to change of schedule of the Southern Pacific trains, new timetable was placed in effect May 29th for connecting service with the Southern Pacific between Pasadena and Shorb.

—PE—

Southern Pacific change of schedule made necessary timetable of connecting trains on the Pacific Electric between Riverside and San Bernardino, and the run changed to extend through to Redlands to take care of service discontinued by the Southern Pacific on their line between Redlands Junction and Redlands.



PART OF new Pacific Electric Motor Transport Unit. Urgent regular transportation needs of the day made it impossible to photograph the entire 48 busses and 172 volunteer operators.

Pacific Electric Cooperates with OCD in Formation of Bus Transport Unit

172 Men of P. E. Motor Coach Form Volunteer Battalion Handling 48 Busses for Emergency Evacuation of City or for Transportation of Troops and Supplies in Crisis

Proving once more its eagerness to cooperate with the government in all war measures and its alertness to current need, Pacific Electric, under the general supervision of the Los Angeles Office of Civilian Defense, has now completed the establishment of a Motor Transport Unit of busses and volunteer personnel from the Motor Coach Division of the Transportation Department. Purpose of the unit is to transport troops, supplies, and evacuees during an emergency.

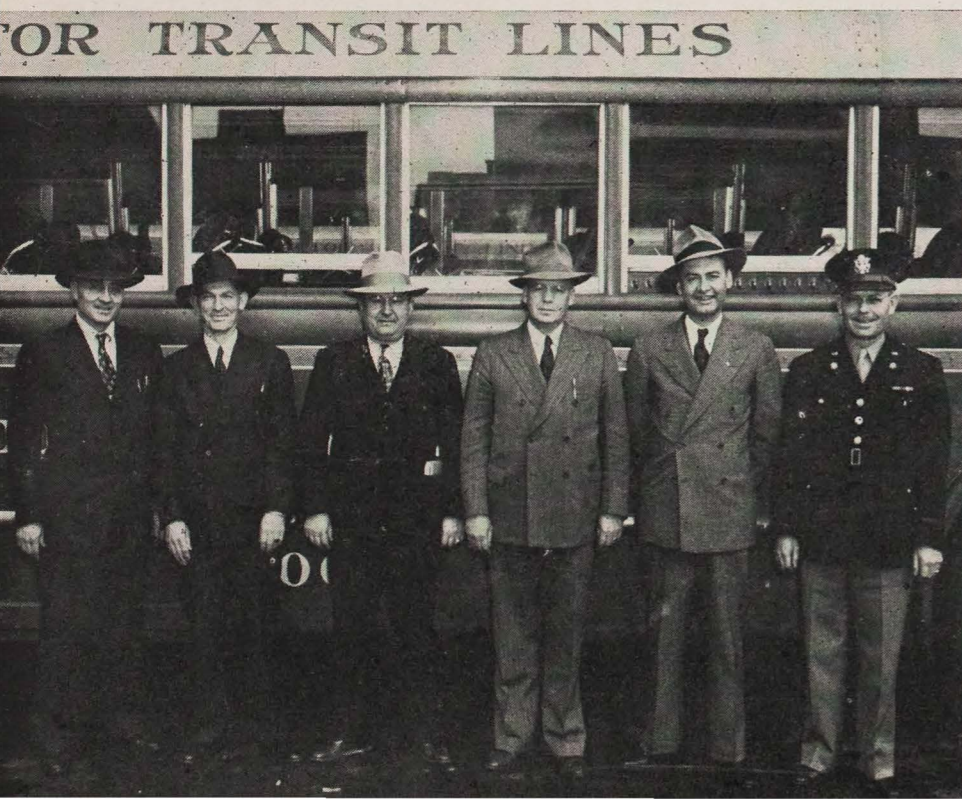
C. M. Allen, Assistant Superintendent of Motor Coach Operations, organized the group with the assistance of Capt. Lorel I. Mosier, then

Supervisor in the Motor Transit District. Captain Mosier was author of the mimeographed manual of instructions in convoy technique given to those who volunteered for the service.

The unit includes the Pacific Electric Motor Transport Reserve Battalion of 172 persons and the necessary busses and other equipment. The battalion, of two companies, is commanded by Maj. C. M. Allen, with Captain Mosier as Adjutant. Capt. L. E. Netzley, Chief Supervisor, Motor Transit District, commands Company A; Capt. E. E. Jarvis, Supervisor of Motor Coach Operations, Western District, commands Company B. The unit operates under a modified military method, while observing, at the same time, existing Pacific Electric operating and maintenance rules. Each company will handle twenty-four 41 or 45-passenger busses.

At various points of the Pacific Electric system is given class instruction in driving under convoy conditions, particularly during blackouts. Verbal instruction in convoy march technique is also part of the training. In addition to these classes, the volunteers receive regulation infantry drill. Meetings are held on the motor coach lots at Ocean Park, Los Angeles (Flower Street, and

ALL OFFICERS of the Motor Transport Unit could not be present for this picture. Left to right: 1st Lt. E. D. Sale, 1st Lt. J. C. Davidson, Capt. E. E. Jarvis—all Supervisors on the West; Maj. C. M. Allen, Assistant Superintendent of Motor Coach Operations, Battalion Commander; J. R. Worthington, Superintendent of Passenger Transportation; Capt. Lorel I. Mosier, former Supervisor in Motor Transit District, Battalion Adjutant.



Chief Clerk W. M. Brooks of Torrance Shops Passes May 15

After 25 years of loyal service with the Pacific Electric Railway Company, Willis M. Brooks, 61, Chief Clerk at the Torrance Shops, died of a heart attack on Saturday night, May 15, at his home, 1238 Portola Avenue, Torrance.

Funeral services were held at St. Andrew's Episcopal Church on Monday afternoon, May 17, with Rev. Paul M. Wheeler officiating. Cremation followed the services.

Mr. Brooks' work with Pacific Electric began on June 18, 1918, when he came to work as a Truckman at the Seventh and Alameda Freight Station. He served in various capacities in the Mechanical Department, including work as Armature Winder,

Star. He was also active in P. E. Club work.

His close associates report that he was possessed of a keen sense of humor and a kindly and accommodating nature. He went out of his way to extend kindness to all, whether he knew them or not.

According to the Torrance Herald of May 20:

"Mr. Brooks was born at Binghamton, N. Y., Oct. 6, 1881, and was educated at Washington, D. C., and Georgetown University. He was associated with the Federal Weather Bureau for a number of years as an observer. His uncle, Willis Luther Moore, was chief of the weather bureau and assistant secretary of agriculture.

"He married Minnie A. Singlaub, May 19, 1907, at Independence, Calif., when he was serving as a special weather observer there. In addition to his widow, he leaves two sons, Dr. Phillips Moore Brooks and J. Comet Brooks; his father, Frank DeForest Brooks of Cincinnati, and an aunt, Mrs. Flora Smith of Binghamton."

The staff of the Pacific Electric Magazine extends sympathy to Mrs. Brooks and the family in their loss.

— WORK, FIGHT, SACRIFICE —

HOSPITAL LIST

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

Olin W. Auld, Lineman, Engineering Department.

Russell Butcher, Conductor, Western District.

Alfred Carlson, Painter, Mechanical Department.

Lee A. Cole, Freight Motorman, Southern District.

Eugene Hicks, Operator, Motor Transit District.

John Jackson, Retired Storekeeper.

Frank W. Johnson, Brakeman, Southern District.

Otto Johnson, Relief Agent, Transportation Department.

Robert E. Labbe, Accounting Department.

George L. Leete, Freight Motorman, Southern District.

Dennis McGrath, Conductor, Southern District.

Arlliss Parrish, Substation Operator, Engineering Department.

Frank Ryan, Motorman, Northern District.

Albert Silverman, Conductor, Southern District.

Wilson E. Voorhees, Brakeman, Northern District.



WILLIS MOORE BROOKS

Clerk, and Accountant, before reaching his position as Chief Clerk in the Torrance Shops in 1933.

Of versatile talents, Mr. Brooks was keenly interested not only in scientific matters, but also in the arts. He directed plays, was possessed of a fine tenor voice, played the violin well, and read omnivorously.

He was known as one of Torrance's most distinguished citizens. He had served for three years on the City Council, 1924-1927, had been Master of the Torrance Masonic Lodge in 1937, and was in 1933 Patron of the Order of the Eastern

Sixth and Main Streets), Sunland, El Monte, and Long Beach. Preparations for similar meetings are being made at Santa Ana and San Bernardino.



C. A. WOOSLEY, Baggage Agent, has been on the job with P. E. for 30 years.

Baggage Agent C. A. Woosley Ends 30th Year With Company

June 5 marks the end of his thirtieth year of service with Pacific Electric for C. A. Woosley, Baggage Agent at 208 East Sixth Street. He has held his present title since the day the Baggage Room opened at this address, on April 27, 1917. The fact that he has been sole ruler of this domain is a source of no little pride.

"He is a grand fellow," declares a spokesman for his mail crew, "and loved by everyone under his wing."

When he first entered the service of the company on June 5, 1913, he took a job trucking freight at the Los Angeles Freight House, then at Eighth and Hemlock Streets. The present Freight House at 1390 East Seventh Street was not then in existence.

When is he going to retire? Well, he hasn't thought much about that. He doesn't want to retire. He looks good for another 30 years, anyhow. But when he does, he has a nice little two-acre place in Lawndale—15300 Osage Avenue—where he figures he can carry on one of his hobbies—vegetable gardening. His other hobby is deep-sea fishing, about which he is a bit discouraged because of war restrictions on fishing grounds.

Congratulations from the P. E. Magazine staff on your thirtieth anniversary of service with the company, Mr. Woosley!

— WORK, FIGHT, SACRIFICE —

First Rounder: "Who was that lady I saw you with last night?"

Second Rounder: "That wasn't no lady. That was your wife."

PACIFIC ELECTRIC CLUB CALENDAR

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

Wednesday, June 9:
P. E. Rod & Gun Club Monthly Meeting 7:30 p.m.

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

Saturday, June 12:
P. E. Agents' Association Meeting—7:30 p.m.

Thursday, June 17:
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.

Tuesday, June 22:
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit No. 321. Semi-monthly Meeting—8:00 p.m.

Thursday, June 24:
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.

Thursday, July 1:
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.

Thursday, July 9:
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.

— WORK, FIGHT, SACRIFICE —

HERE AND THERE WITH THE WOMEN'S CLUB



By
**Mrs. Lon
Bishop**

The first meeting in May is always given over to the election of officers and the reading of annual reports.

The list of elected members follows: **Mrs. Howe** of Torrance, president; **Mrs. Kitto** of Torrance, first vice-president; **Mrs. Hart**, recording secretary; **Mrs. Hendrick**, corresponding secretary; **Mrs. Hasenyager**, treasurer. Directors: **Mesdames Hasty, Fisher, Childs, Columbus, and Johnson**. We are very confident that the new line-up will prove another winner for the organization.

It's pretty hard these busy days to find any woman who isn't already up to the limit in war work and other responsibilities but the nominating chairman, **Mrs. Oriva**, and her co-chairman, **Mrs. Murphy**, persuaded the above members that our fifteen-year-old needs right and careful supervision now more than ever.

So it's congratulations and best wishes for a better than ever year. **Mrs. Columbus**, Red Cross chairman, gave the annual report on her work and it is really almost unbelievable that her small group could send out the finished work they have. We don't suppose there is space to print all, but this is a part of the year's work: 901 garments, 19 quilts, 68 robes, 300 ditty bags, 185 sweaters,



MRS. FLORENCE JOHNSON is the efficient Chairman of the Hospital Committee of the Pacific Electric Women's Club.

54 mufflers, many children's garments, baby clothes, blankets, and so on. The unit was organized in '41, and up to the present time has finished 3153 garments. Pretty good, don't you think, for a group of about twelve or fifteen regulars? Mrs. Columbus has plenty of work and room for more help in the nice airy rooms on the eighth floor. Bring your sandwich; tea is furnished every Thursday morning at ten.

To those of you who are not acquainted with the lady in the picture above, let us present **Mrs. Florence Johnson**, the club's Ambassador of Friendship to our sick employees at St. Vincent's Hospital. Florence is the wife of **Clarence Johnson**, who had a twenty-one year service record as motorman on the Western division, and who passed away two years ago. She is making quite a meritorious service record for herself, having visited 380 patients in the past year, and goes into her third year as Hospital Chairman. Every Wednesday of the year, she makes her visit to the "boys" with cigarettes, candy, magazines, etc. You've often heard it said that men prefer blondes. Well, all we know is that out at St. Vincent's, there is always a group that call her a mighty swell gal—more power to you, Blondie!

Mrs. Frank Miller is membership chairman of the club, and her annual report shows she "never forgets to remember" the birthdays of every member. Even though they haven't been with us for some time, she still holds on, hoping some day to bring them back.

The annual picnic of the organization is usually held in June at Echo

Park, but a definite date as yet has not been set. If you are interested call the club office and the information will be given you.

Adios until July!

— WORK, FIGHT, SACRIFICE —

Seaman, Former Clerk, Writes He Enjoys Mag.

Seaman Second Class **George E. Roberts**, former Trucker-Clerk at the Freight Shed and Mail Bureau, appreciates getting the **Pacific Electric Magazine**, according to a letter written to the Editor from the U. S. Naval Training Station at Farragut, Idaho.

The letter, dated April 27, runs, in part, as follows:

"I wish to request a change of my address, you see the magazine is reaching me a week later than it has been. So to start off with my name and address is

George E. Roberts S2/c
Radio Patrol C/o Brig. Bldg. 9-0-4
U.S.N.T.S., Farragut, Idaho.

"I enjoy getting the P. E. Magazine from my old Company, for which I worked, before enlisting in the U. S. Navy. The magazine keeps me posted on my old buddies that I worked with at the Freight Shop and Mail Room.

"I've been here on the Base since October 17, 1942. Was put on Ship's Co. for Duty in the Security Dept., doing Police work (S.P.). Keeping all men on the base in line, looking for men going or trying to go over the hill. In which you'd be surprised at the amount of younger men that do not cater to the training they are now giving all new recruits, try to dismiss themselves from the Navy. I don't know how much longer I'll be stationed here, but will be here long enough to answer letters from my ex-mates. So will close with thanks for reading my letter and for the P. E. Magazine."

— WORK, FIGHT, SACRIFICE —

The Army Emergency Relief May Help Solve Your Problem

If you have a problem arising from the fact that you are in the Army or a dependent of a man in the Army, you should apply to the Army Emergency Relief. This organization has been formed by the War Department to insure prompt financial aid, to refer you to the proper source of legal advice, and to handle problems of morale.

The Los Angeles section of the Ninth Service Command Branch, Army Emergency Relief, is located at 1170 South Hill Street, and may be reached by telephone at PRospect 3124.

PACIFIC ELECTRIC ROD AND GUN CLUB



By
**Arlie
Skelton**

The P. E. Rod and Gun Club went into action at Lake Arrowhead May 1. The day of days finally arrived and the same old gang, generally speaking, were at the scene of action.

Blue Jay Camp was the place of assembly where Mr. and Mrs. DeMint had cabins and hotel rooms ready for **B. F. Manley** and his special committee to assign and bed the boys down as they arrived at the camp. Sam Wager, Blue Jay Coffee Shop proprietor, and his efficient staff of waitresses, really did themselves proud taking care of feeding the wolves. The Reception Committee was on hand in the Fire Hall to entertain the boys that couldn't seem to quiet their nerves to sleeping.

Breakfast was served at 3:30 a.m., and after it was wolfed down and drowned with black coffee, the race was on for the lake and boats to meet the wily trout on his own grounds. When daylight finally came, our boys were scattered about all over the lake. Pretty soon trout began taking boat rides as they had never done before. Twelve o'clock noon was the closing time for the contest, and three hundred seventy-four trout were counted and registered at the Blue Jay Camp.

Luncheon was served and some of the boys headed for home, while others, not contented, went back for another fling in the afternoon. Some of the boys stayed over for Sunday fishing, with good results, but of course fishing was somewhat slower than it had been on the opening day.

Largest trout, 14 $\frac{5}{8}$ inches, was caught by **L. L. Todlam**. Second prize, for 13 $\frac{3}{4}$ inches, was won by one of our associate members, **Richard Oefinger**. Our own President, **L. L. Lloyd**, came in for third money with 13 $\frac{5}{8}$ inches. Fourth and fifth prizes were tied for by **A. C. Smith** and **Roger Le Melle** with 13 $\frac{3}{8}$ inches. Everybody seemed to have a good mess of trout to bring home, and a good time was had by all.

You fellows that missed out on the trip this year better think it over for next year. While we have been reserving accommodations for forty

members, this could be increased to whatever is needed if we know far enough in advance. These reservations are made in January.

Just as a reminder, the drawing for the first War Bond will be held at the June meeting. You have to be present to win.

The 1943 year book has gone to press—a little early as compared with past years. Prizes have been purchased and are being placed on exhibition in our new cases in the P. E. Club rooms.

NOTICE: Registering fish for record only does not necessitate having



CPL. ARLIE D. SKELTON—son of the author of the Rod and Gun Club news, is now attending school at Valparaiso, Indiana.

witnesses sign the registration cards. Just mark them "For Records Only"; then the Executive Committee can pass them without the usual examinations of information. This is important, to give the Club a general idea on the number of fish taken by our members.

Remember, there is a prize offered this year to the member who gets the most new revenue members. Better start selling your Club to these new employees. There are, no doubt, a lot of good sportsmen among them.

June is approaching, and that means vacation time. Yours truly hopes to write your next column in Chicago.

Cpl. **Arlie D. Skelton** is attending school near there. From what he says

PACIFIC ELECTRIC POST, AMERICAN LEGION



By
**James E.
Davis**

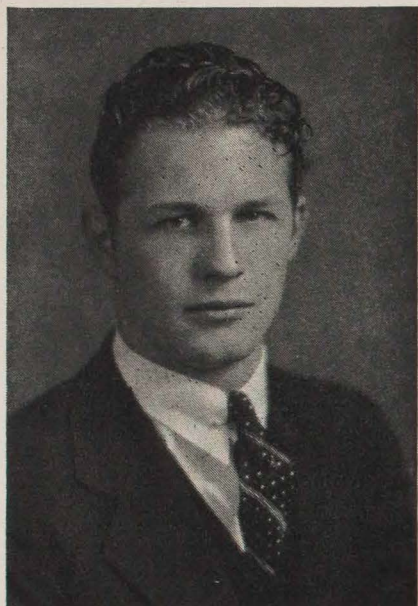
Ye Scribe has received positive proof that someone read at least part of what was printed in last month's **P. E. Magazine**. The following extract was taken from this writer's comments, on **Adjutant Newman's** change of jobs, from his inside job, as Dispatcher, to his outside job, as Supervisor: "As Dispatcher, his night off was Tuesday, our regular meeting night. Now it is Thursday; so he too—" Comrade **R. C. Milnes** pretended to think that "Now it is Thursday" was an announcement of a change of meeting dates, instead of a change in Comrade Newman's night off.

Regular meetings of the Pacific Electric Railway Post 321, and Auxiliary Unit 321, are held at 8 p.m. the second and fourth Tuesdays of each month, in their meeting rooms, at the P. E. Club, P. E. Bldg., 610 S. Main St., Los Angeles. Use the elevator, near the Main St. entrance, to the end of the line. When you get off at the ninth floor you will be in front of the entrance to the P. E. Club. Go through the main lobby and pass the pool tables to a stairway leading down to the meeting rooms on the eighth floor, used by the American Legion, and various other organizations, for their regular meetings. Comrades turn to your right; ladies turn to your left.

Several years ago, this post started a door fund, hoping that the possibility of winning the door prize might help us to increase the attendance

about the beautiful women, Papa just couldn't think of a better place to spend a vacation. This of course, combined with the fact that we haven't seen the "brat" since he went into the armed service in January.

The next regular meeting of the Club will be held in the Club room of the P. E. Club on Wednesday, June 9, at 7:30 p.m. Appoint yourself a committee of one to bring along another member that hasn't been attending these meetings. We are expecting a big crowd out for the War Bond drawing.



IMPRISONED IN PHILIPPINES — Radioman First Class J. M. Williams, U. S. N., is the son of I. J. Williams, Past President of the P. E. Masonic Club.

at our meetings. Now we have an additional prize. The post will provide two and one half dollars worth of War Stamps, to be given away at each meeting.

We use a similar method for awarding these prizes, to that used by the War Department, when they decided which selectees should be called first. Numbers, the same as those on our membership cards, are placed, in capsules, in a gold fish bowl. However, nobody is blind-folded.

Numbers are drawn until someone present at the meeting gets the prize. Sometimes a good many numbers are drawn before the lucky number comes out. Past **Commander W. E. Sames** has the unique distinction of having had his number drawn twice in one evening. But Comrade **Axel A. Malmberg**, who was present for the first time in, lo, these many moons, won the 25 ten-cent War Stamps, while Comrade **Roy Mead**, who is almost always present, won the door fund.

First Vice Commander **F. W. Nichols** made his usual visits to the Veteran's Hospital. He reported that Comrade **William Getz** is in a serious condition at the hospital. He has water in his lungs. Comrade **Tonks** is also in the hospital and we believe that Comrade **C. C. Carney** is still at Sawtelle.

Chaplain **Walter L. Hume** reminded us that it will soon be School Award time again and got the go

ahead signal.

The May 25 meeting (which, of course, will be over before you read this) is scheduled to be a joint meeting of the Post and Auxiliary in honor of Memorial Day, although held several nights in advance of the date. Meeting followed by refreshments in charge of our very efficient Sergeant-at-arms, **Orville Fackler**.

Correction: Comrade **Galen F. Michael** is not an extra Dispatcher; he is a regular Dispatcher.

New members: Comrades **John Herbert Shelton**, Conductor Southern District, formerly of the 10th Bn. 165th Depot Brigade Police Officer (P. E. Bldg.) **W. D. Flanagan**, branch of service unknown to me at present. Motorman Southern District **Wooder**, transferred from Vallejo Post.

Our paid up membership May 11th was 94.

— WORK, FIGHT, SACRIFICE —

PACIFIC ELECTRIC MASONIC CLUB



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

We are exceedingly happy to report that **James Morgan Williams**, son of **I. J. Williams**, past President of our Club, who had been reported "missing in action" at the fall of Corregidor, is now reported by the Red Cross from Tokyo to be a prisoner of war in the Philippine Islands. James had been on active duty in the Far Pacific when Pearl Harbor was attacked on December 7, 1941. He is Radioman 1st Class in the U. S. Navy.

IN MEMORIAM

Brother **Willis M. Brooks**, Mechanical Department at Torrance, member and Past Master of Torrance Lodge No. 447, passed away on May 15. We extend sincere sympathy to his family and many friends.

HOSPITAL NEWS

Brother **Ralph Cobb** is still absent from his duties. He has been spending some time in the desert and hopes to be back soon.

Brother "**Bob**" **Labbe** was rushed to the hospital for an emergency operation on May 13 and is doing fine but will no doubt welcome a short visit from his many friends.

LODGE

A Mason's Lodge is not a place
To while the time away;
It's more than just a meeting hall,
Attractive for a day.

It's not a place for villainy,
Nor plans of dark deceit,
Nor petty schemes of discontent.
With which the world's replete.

It's not a place to blow the horn
And shout the bombast wide;
To profane ears there's not a sound
Of what goes on inside.

The Lodge is something else for us,
Where you and I were raised.
The worth of it cannot be sung
Nor quite enough appraised.

The builders gather in the Lodge
To work upon the plan
Of setting up the Temple walls;
They're working man to man.

And every stone that's lifted up
From out the quarry silt
Is squared and cut and ready
And in the Temple built.

The Lodge is, then, a meeting place
For craftsmen, strong and true,
Who read designs and journey forth
And find their work to do.

And every worthy act that's done
Within the Lodge or out,
Becomes a perfect ashlar for
The Temple walls about.

Then every Mason has a place
To raise a lofty spire,
For simple deeds of truth and worth
Will build the Temple higher.
—Robt. W. Tarbell, P. M.

Doctor: "Congratulations, old man. Your wife has presented you with quadruplets."
Victim: "Honest, doc? Four crying out loud!"

CARD OF THANKS

Donald L. Davison, Auto-Machinist at the Torrance Shops, wishes to express through these pages his appreciation of the sympathy and helpfulness tendered him by Shop employees during the recent illness of his wife, **Katherine**, who died of pneumonia April 27.

PACIFIC ELECTRIC BOWLING LEAGUE



By **Charlie Hill**

It was deemed best by the officers of the Pacific Electric Bowling organization to call off the proposed summer league, due to the fact that the majority of the Company's bowlers desired to take a lay-off until the long autumn-winter season opens. However, a number of the P. E. boys are bowling in summer leagues at the various lanes, and from all accounts are doing fairly well for themselves. Among whom are **Emil Dietz** and **Charlie Gonzalez** at the Western Bowl.

The Pacific Electric is represented in the Wednesday night league at the Bimini Bowling Bowl, competitive rolling having gotten under way on May 5. The league is of an 800-scratch variety, and will run for a 21-week duration. The Pacific Electric team consists of **Charlie Gonzalez**, **Ole Swanson**, **Bill Hanratty**, **Cliff Weber**, and **Charlie Hill** (Captain).

At this writing three weeks of play have passed and the railroaders have not as yet hit their stride. Four of the members had never bowled at Bimini before and it has been difficult for them to overcome the strangeness of its lanes, which has had some bearing on their none-too-good showing. It was the third week before they could break into the "win" column, and then they lost out on total pins by the narrow margin of seven. Besides the unfamiliarity with the alleys, there have been other factors entering the picture, which may have affected the team's rolling. In the first place they were adorned with brand new bowling shirts, and the boys were evidently over-conscious of being very much dolled-up.

Despite the results, all of the series have been closely contested. The team's average, according to A. B. C. regulations, is exactly 800, and it is believed that when the members commence strutting their stuff, particularly "**Gon**" with his dynamic back-up ball, they will furnish plenty of competition to the other seven teams on the floor.

Two other P. E. employes are rolling in the same Bimini league, i.e.,



SUMMER BOWLERS
(1) *The P. E. summer bowling team plays the Harry Gilbert Stars. Left to right are Charlie Gonzales, Bill Hanratty, Ole Swanson, Charlie Hill (Captain), and Cliff Weber.* (2) *Charlie Gonzalez, one of the oldest of the team in point of membership.* (3) *Bill Hanratty reveals the insignia on the back of the new bowling team shirts.* (4) *Charlie Hill looks as if he'd just seen a ghost.*

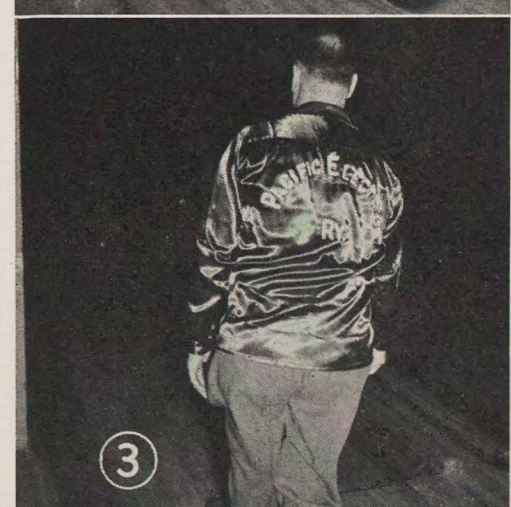
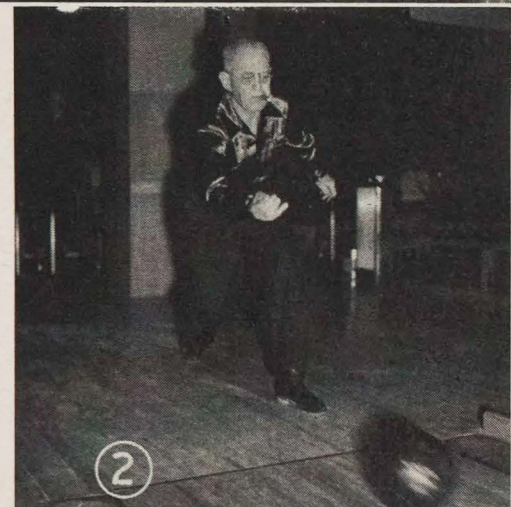
Jim Crow and **Tony Huber**, with the Harold S. Pond Insurance and Paramount Pest Control teams, respectively. Incidentally, **Jim Crow** and **Charlie Hill** are bowling together on the Four Aces team in a mixed four-some league at the Boulevard Bowl on Monday evenings.

The dazzling new shirts of the Pacific Electric team are of satin, deep red or wine colored with orange lettering, carrying out as nearly as possible the Company's color scheme. They are without doubt the most striking uniforms in the league.

BOWLING ETIQUETTE

The following ten points of ten-pin etiquette have been suggested to the participants in the sport, and particularly to beginners:

1. Always observe the foul line.
2. Control your temper. Don't use abusive language. The pins can't hear you and your fellow bowlers do not appreciate it.
3. Don't step in front of a bowler on an adjoining alley. Always give him the right of way.
4. Wait for bowlers on adjoining alleys unless they signal you to bowl first.
5. Confine your "body-English" antics to the width of your own alley.
6. Always walk straight back from the foul line.
7. Don't talk to a bowler who is addressing the pins.
8. Don't moan about your ill luck, nor brag about your accomplishments. If you are good, others will tell you. If you are bad, your score sheet tells every one.
9. Be a good sport. Give credit where credit is due.
10. Keep in mind that bowling is a game of splits and misses as much as one of strikes and spares.



DEPARTMENTAL NOTES

WINCHIE AT THE KEYHOLE



By
Marion Snowden

Did you know that the office of the former Los Angeles-Japanese Chamber of Commerce is now occupied by the Los Angeles-Mexican ditto of ditto? Felicidades, amigos—Brindando por nuestra mutua cooperación amistosa. (Mr. Editor, Mr. Printer, et al, this is correct just as you are reading it, so don't try to improve on it.)

Hm— it seems that **Alice Elliott** removes her left earring to talk on the telephone. (Wonder how **Emma Taylor** would come out with her right hand tied?)

We've discovered that the leather-lunged announcer on the loud speaker system has a little dog house up some iron steps all his very own. It's right across the gateways from **Henry Eggert** and his ilk. Watch sometime when the gatemen are flashing him the 1-2-3 signals. Incidentally, how about a little quicker pickup on the No. 2 signal?

Jimmy Shafer, Navy Recruiting, was in a few days ago looking for WAVE prospects. Had he been in Army Recruiting, and had he come in a week or two sooner, he might

have grabbed off a cute little WAAC. We lost little **Serena Barson** to the Army, and though a newcomer, she really is a loss. If she should see a copy of this magazine—good luck, little one, and give 'em aitch ee double que.

Speaking of losses, we certainly do regret the double loss of **Mr. Lovell** and **Mr. Suman**. Mr. Lovell was the office Father to the Accounting Dept. General Office, the Central Timekeeping Bureau, and our Passenger & Car Service Accounts Bureau—Conductors' Accounts to us—for many, many years. Mr. Suman was office Poppa to our Bureau—and we bet he had his hands full! Congratulations to them both—though late—and we hope Mr. Lovell will enjoy many years of restful loafing, and we hope Mr. Suman will wish he was back to get some of the chocolates his chillen used to pass around. P.S.—Bet he could have moidered whoever made that picture of him last month. (No reflections on the Duplicating Bureau, but look at what they did to US!—***%\$!!!)

Esther Quast and **Gwen Klockers** are three-time losers of blood, with Esther sporting her silver button, and Gwen expecting hers. That's the fighting spirit, gals, and we skinny little runts are jealous.

We hear that **Cliff Ferguson**, "Fergie," has a new kind of salve, ointment, or what-have-you, to spread on the inquisitive public. Wonder if he uses it back of the ticket wicket, when he's dishing out tickets?

—WORK, FIGHT, SACRIFICE—
Salesman: "I sell underthings to nudist colonies."

Miss: "What kind of underthings do nudists need?"

Salesman: "Cushions."

OUR COURTESY

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

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MACY GANG AS I SEE IT



By
Bob Coe

Congratulations, **A. M. Brouwer**, on your new appointment. Let's hope the gravy stays the same for the boys as always.

Understand that **Leo Therolf** has gotten the name of "Leo the Lippy," from the great baseball player.

Is this little guy out Temple City way by the name of **Clyde Hodges** ever going to get married or is he going to carry on the same way again this year? Here is one guy that really goes around on air.

Don't hear so much up Sierra Madre way so I guess **Herman Ruth** must be able to keep everything under control for all the Hill Riders. Here is one man that is really tops in his work, even though all the women do want to go up in the cab of the car and sing to his whistling. Don't ever deny this, Babe, as I know from actual experience.

For the benefit of the newer men, I must tell you that if any of you men felt that you don't understand the Manly Art of Meeting Women, I will tell you of a few of the older men with the company that have had a lot of experience in meeting them. We have men such as **Casey Jones**, **Owen Hale**, **Jack McCracken**, **C. H. Miller**, and, last but not least, our little ex-soldier **R. ("Pat") Yost** with his little bag of tricks. Don't ever hesitate in asking any of these men for advice.

Why is it **D. B. Van Fleet** and **E. C. Fox** seem to have so much trouble answering four telephones at once when telephone operators can answer 10 at one time?

Understand that **T. M. ("Red") Lloy** is getting all the gravy out El Monte way so he can feed all his goats.

G. V. Thompson has been pleading with **J. G. Sprowl** to please make up his mind as to what run and line he really wants to work.

Jack ("Bull") O'Niel has been planning wedding bells around the corner for the coming months. Please take action soon so we can rest!

Welcome back, **T. G. Chapman** and **Clyde Hodges**, to our little Macy Club House. It's about time you fel-

WHYS AND WHEREFORES OF INFORMATION



By
Deane H. Aspelmeier

lows left Temple City, so that our junior qualified man, **L. A. Hanna**, can get on the extra board out there. Nice going, Lou!

Clifford H. Miller has paid me two bits to tell all you guys and gals of the P. E. that he has finally sold his house and has bought a penthouse. I guess we all ought to congratulate Cliff on this mighty move, as he has been going to do this all the years I've known him, and that's about ten.

Now that summer is drawing near, it's about time we start hearing all about Oregon from that handsome brute out Glendora way, **C. G. ("Casey") Jones**.

J. A. Nelson has finally got out of bed from being a sick boy, and is back in the old saddle again. Good thing you got back, Joe, as your little country folk have sure been missing you.

The general conversation down at Macy now is bump, bump, bump. In case you newer men don't know what "bump" means, just bid in on a regular run and after you have it two days you'll know what is meant by "bump."

My mighty good friend, **H. L. Woodford** of Pasadena, sure looked bad the other day when I saw him; and come to find out, poor little Harold just can't get over the way the newer men are getting all the gravy and he's only getting 14 hours a day.

Will all the men of Macy Street, or I should say all the men on the Northern Division, please check the mail box at Macy? The old mail is really stacking up. Who knows? There may be a time correction slip in your mail box giving you an hour more than you really put in for.

—WORK, FIGHT, SACRIFICE—

THE LAST LAUGH

The other day at the railroad depot three young fellows approached the ticket agent with the inquiry as to the time the next train would leave for New York. They were told they had forty minutes to wait. "That gives us time for a couple of drinks," they chorused. So they went over to the saloon and had a few drinks. Returning, they again made the same inquiry and were told they still had fifteen minutes to wait. "That gives us time for another round of drinks." The third time they came back, the train was on its way down the track; so they ran after it. Two succeeded in boarding the train, but the third fellow couldn't make it. He walked slowly back to the depot, where he met the crowd laughing at his discomfiture. Looking at them, he said, "It's funnier than you think it is. Those two guys who boarded the train came to see me off."



FAY PHILLIPS, Lost and Found Article Clerk, has enough merchandise to start a fair-sized second-hand store up in room 736.

In preceding articles we have dealt with humorous incidents and may have given the impression that all the "Can you tell me's?" and "Do you know's?" cause one to smile. Such is not the case, as was the situation not long ago. A boy about fourteen years old landed in our "City of the Angels" from another state, seeking an acquaintance whose last name began with "V" and whose first name was Frank. He lived in the 700 block of a street beginning with "D." Very meagre information, you say! Indeed we thought so, but with the help of the city directory, we were able to send the boy out, telling him if it were not right to come back. We have not seen him since.

Any number of little folk who are lost, or perhaps have expected someone to meet them, are brought to us in the hope that we may get them to their right destination. Just a few days ago one of our bus drivers came in with a little girl, six years old. It was at dusk and the dew was falling in a rather "unusual way." In other places than California, such precipitation would have been called "rain." But to return to our story: It seems this child had gone to play with a girl friend after school and had boarded the wrong bus after play time. She knew her address, which was about four blocks from any of our lines in a neighboring town. But since it was after dark and the weather was as explained above, a call from our Special Agent to the Missing Persons Bureau seemed the only solution—one of the few times such a method is used.

Formerly, some of the most puzz-

RETIREMENTS

Employees retired during the month of May, according to Treasurer M. S. Wade, are as follows:

| NAME | DEPARTMENT | OCCUPATION | YEARS OF SERVICE |
|--------------------|-------------|-------------|------------------|
| John T. Davies | Mechanical | Welder | 22 |
| William Griffith | Mechanical | Tinner | 21 |
| Encarnacion Jaime | Engineering | Laborer | 13 |
| Fred J. Miner | Mechanical | Machinist | 25 |
| Abraham Partington | Mechanical | Upholsterer | 24 |
| James Solon | Mechanical | Mechanic | 37 |

a bicycle and a crutch, etc., etc.

Mrs. Phillips tells us she sends on an average of 25 to 50 notices a day to persons about articles which have some mark of identification. Many, many things are never claimed, and after sixty days these are turned over to the finder. It requires considerable time and book-work to keep exact record of each article turned in. With the great increase in traffic, Lost and Found is increasing as well. Another room has been added and Mrs. Phillips, we know, has very few idle moments.

Never in the history of the Information Bureau has work been as strenuous. Even though we are fifteen in number, and each girl does her best, since these are times that try men's souls, why should a "mere woman" be expected to always be sweet and gentle? At any rate we are only human and do like to know that our efforts are appreciated. Consequently, it is gratifying when we frequently receive notes of appreciation from grateful patrons who have been helped in solving some transportation problem.

— BUY WAR BONDS —

UNSUNG HEROES

Among the unsung heroes of this war is the home-front bus driver who must make change, issue transfers, open and shut doors, answer forty questions a minute, never pass up a waiting fare, keep normal schedules, and fight to keep rush-hour passengers out of his lap.—Fullerton News-Tribune.

— BUY WAR BONDS —

Customer: "Are those eggs strictly fresh?"

Grocer (to his clerk): "Feel of those eggs, George, and see if they are cool enough to sell yet."

PASADENA DISTRICT



By
Herb
Morin

This is something new to me, but I'll do my best.

First off, some time ago **Joe Rovai**, Head Switchman at Pasadena, had to make a relay by himself, but that didn't worry him. When he got down the line and met the outbound car, he had a conductor. **Frank Cummings**, formerly a Conductor and now the Navy, was in and brought Joe back in fine shape. Some guys are naturally lucky!

Did any of you guys notice the fancy feather on **Stanley Reid's** hat at Oneonta Tower? It's the envy of all our lady customers. The first time I saw it, I thought we had another coed up there.

We have some new faces in Pasadena now. **J. S. Ryan** bid in as Motorman 4327. **C. M. Brinkman** is working the extra board. We hope you like it over here.

There is one thing we should all do, and that is to write to all the men in the armed forces. We now have Major **H. D. Haverick**, Transportation Corps, in Australia. His address is A. P. O. No. 922, c/o Postmaster, San Francisco. And **W. J. ("Bill") Richards**, Gunner's Mate, First Class, is on an aircraft carrier.

His address is c/o Fleet P. O., New York City.

Drop these men a line and let them know what is going on. They'll get a big kick out of it. I never did mind other people's business before, but if you see me snooping around, it's to get news for the column. I could use a few more ghost writers. I have only one, and ought to have six.

Did you ever notice the gestures and the tone of voice when Conductor-Motorman **D. B. Gardner** tells those fish stories? He ought to be on the stage. He keeps up the morale on the Pasadena lot.



MAJ. HARLEY D. HAVERICK, Transportation Corps, U. S. Army, was a Conductor for 15 years before he volunteered for duty last summer. He attained the rank of lieutenant in the first World War.

Glad to see **O. E. Olafson** back to work after three or four days' illness.

Congratulations to Conductors **D. M. Durkee** and **Bill Hunt**, who became grandfathers on April 19 and May 18, respectively.

Herbert A. Morin knows a lot more than he lets on. For instance, if you wanted to find out why your dichondra lawn won't grow, you wouldn't ordinarily think of asking a Conductor who works the Pasadena Oak Knoll and Short Lines, mostly as a Motorman; but if you asked Herb, you'd likely get the right answer. Or if you had electrical troubles—maybe a dead vacuum cleaner motor—he would be a good man to go to because, in addition to having electricity for a hobby, he was a Navy electrician before he came to P. E. November 5, 1926. He's married and has one boy of nine. This is his first appearance as an author.

Regardless of the ads, it's better to have halitosis than no breath at all.

FREIGHT TRAFFIC DEPARTMENT



By
Betty
Morrison

These changing seasons really get us—now we've gotten into June, that month of anniversaries and awards for this and that. So far as we can learn **Jack Birmingham** holds the record in our Department for the number of events he and his family crowd in to the May 15 to June 15 period. Leading off with **Mrs. Birmingham's** birthday there follow in rapid succession **Patricia's** confirmation, the **Birmingham's** fifteenth wedding anniversary, **Carol's** first communion. Little **Peggy's** participation in all of this family activity spins giddily for her six years around the new dress and shoes.

Then we have a wearer of the silver blood donor pin for a third donation—**Leo Vincent**.

In the form of awards received in the Department we report the presentation of the Johnson Plaque to **Mr. Knoche** by the Executive Committee of the Engineering Department Angling Association for the season of 1942. In the letter of presentation accompanying the pretty, pink perch on the Plaque, the Committee said:

"This Plaque is awarded annually to the Pacific Electric angler of outstanding merit and it is the pleasure of the Committee to present the Plaque herewith." In accepting the Plaque, **Mr. Knoche** expressed his thanks and pleasure in receiving the award and his congratulations on the charm and character of the trophy.

In the anniversaries' column you might count **Leo Vincent's** completion of his first year on the Freight Traffic Department Rate desk. Regardless of whether they'd been in the Department many years or only a few months, several of Leo's associates took occasion during the lunch hour on the day that completed his first year to congratulate him and wish him well.

Quite aside from awards and anniversaries is the story **Mr. Kuck** is telling on the Knit-Wit Shop customer who wanted to buy enough yarn for an "enticer"—could the writers of ads for "fascinators" be missing a bet?

ACCOUNTING DEPARTMENT



By
Marilyn
Hawkins

After gathering all of my stooges together, we finally managed to scrape up the following gossip about our fellow workers:

We hear that **Al Hanna's** wife is stranded in Oklahoma, and is unable to return to Los Angeles because of the terrific floods in that vicinity.

Mary Louise Wells is now visiting her husband, who is located at Camp Maxey, near Paris, Texas. Incidentally Mary Louise acquired the title of "Mrs." the 17th of April. Congratulations and the best to you both.

W. H. Alexander enjoyed a few days' vacation indulging in his favorite pastime—fishing. Suppose he'll come back with tales about the big one that got away. **Dale Hyde** and **Gilbert Lamb** also spent a few days at home.



AIR CADET RONALD E. MOYER
In training as a bombardier

Air Cadet, Son of Accountant, Home for Two-Week Furlough

Air Cadet Ronald E. Moyer, 19, son of Earle Moyer, General Accountant, spent two weeks, April 15-29, home on furlough as the result of a slight streptococcal throat infection contracted while he was in training at Ellington Field, Texas.



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Harold Burleson
J. G. Duesterhoff
C. H. Kissick
P. A. Du Bose at P. E. Club or Phone Trinity 3526



Irene Hurlbert has returned to work after an absence due to the illness of her mother, Mrs. Marley. We are glad to hear she is now much better.

Gertrude Pugh has recently joined our forces as Mail Clerk. Leonell Manhart is our new Record Room Clerk. Welcome to you both!

Florence Sanders, retired clerk, has now decided to go back to work. She is employed at Coulter's on Wilshire. So many people who are retired have now started back to work because of the labor shortage. They are certainly doing their bit.

R. E. Labbe is now confined at St. Vincent's Hospital after undergoing an emergency operation. Maude Bell is also absent because of illness. A speedy recovery for you both.

L. A. Lovell, retired Auditor, has paid several visits to the Accounting Dept. He is looking well and we all enjoy his visits.

Major Charles Schmidt, former employee, is now located at Camp Haan, Riverside. He is the son of Agent Schmidt at Pasadena. He recently visited our office. Seems quite young to be a Major. Could it be a case of the "Major is a Minor?"

A group of P. E. girls recently spent a Saturday afternoon at the Biltmore Rendezvous Room. Because I happened to be one of the party I can truthfully say a marvelous time was had by all. They were Clare Enscoe, Betty Wells, Jeanne Turner, "Tonic" Eggeman, "Molly" Eggeman, Alice Wiff, Betty Schrey, Helen Wagstaff, and Betty Buis.

— WORK, FIGHT, SACRIFICE —

TORRANCE TOPICS
(STORE DEPARTMENT)

By Fred Hopkins

With the many warm days and the advent of Spring, "Old Deacon" Ordway was seen to venture forth from "them thar" Torrance Mountains, where he has been hibernating all winter, hemmed in by the deep snows all around. He observed all the pretty flowers, here, there and everywhere—bouquets in vases, roses of all kinds—but, of course, we told



ORVILLE AND GARY PRATT
Pride and joy of Grandpa Charles Stock, of the Torrance Store.

the Deacon that "them was nuthin'," as we have flowers with us all the year round. There's a Rose (Wiese), and a Violet (Lock) and a Gladiolus (Gladys Harrell) and a Lily (Lorraine Winterberg), but as for Bette Hay, she says she's just a "Kansas Sunflower," born there in the "Sunflower State" on April 17th, 19—, but the name suggested the familiar: "Maud Muller, on a summer's day, Raked the meadow, sweet with hay," etc.

And speaking of names, do you recall: "In my merry Oldsmobile, Come along with me, Lucille, Automobubbling, you and I, Down the road of life we'll fly . . ." Of course, it was Lucille Tiellens who gave us the idea.

DEATH CLAIMS

Death claims for the period April 21 to May 20, as reported by the Auditor's office, are as follows:

| Name | Occupation | Died | Mortuary | Group Insurance |
|-------------------|----------------------|---------|----------|-----------------|
| Reynolds, Carl A. | Retired Car Repairer | 4-25-43 | Yes | Yes |
| Heller, Peter W. | Laborer | 4-26-43 | Yes | Yes |
| Zamarripa, Martin | Retired Janitor | 4-26-43 | No | No |
| Babich, Blas | Retired Foreman | 5-2-43 | No | Yes |
| Parker, Perry | Clerk | 5-1-43 | Yes | No |
| Brooks, Willis M. | Pipe Fitter | 5-15-43 | Yes | Yes |
| Blume, Eaton B. | Substation Operator | 5-16-43 | Yes | Yes |

No deaths are reported among members of the Employees' Wives' Death Benefit Fund.

And Genevieve Fattler brings to mind another familiar song of the Gay Nineties:

"Oh, Genevieve—sweet Genevieve,
The years may come—the years
may go . . ."

And Josephine Rieber reminds us of:

"Come, Josephine, in my flying
machine . . ."

And Lucy Pierson:

"Never mind, Miss Lucy,
Never mind, Miss Lucy Long,
Bring along your banjo
And we'll have another song."

"Two Gun" Cain's youngest boy, Gene, is now in "Uncle Sam's Army, too, having been inducted into the Service on March 24, and after many weeks of anxious waiting for news, word comes from him at Camp Custer, Michigan, that he has been assigned to the Military Police. He says that one thing is different from California. Where he is there's lots of snow and ice, but one thing nice about it is, that "he doesn't have to wait" for his meals. Having already received a proficient education concerning fire-arms from his dad, the famous "Two Gun," it is expected the enemy will be in for some tough handling and one of these days you may expect to hear of Gene's taking prisoners by the dozens. He has just left the Army Hospital and is well on his way to recovery from a serious injury to his leg and knee cap which laid him up for three weeks.

Our "ex-Siberian Hero," Bill Kitto, known around these parts as the "Big Russian" (during the last war, Bill served in Siberia, fighting the Bolsheviks) says that "it won't be long now." Bill's son, William, Jr., will be in another contingent if the war lasts much longer.

Then Tom Wilkes, Jr. was home on furlough recently from Roswell, New Mexico, where he is with the U. S. Army Air Corps. Just after returning to Camp following the furlough, he received his second stripe, which now makes him a Corporal.

And David, Tom's youngest boy, is with the Coast Guard, stationed at Santa Catalina Island, where he has been undergoing intensive training. David has now finished his "boot training" and is home on leave. Then Tom's son-in-law, William Hedrick, who up till recently was stationed at Denver, Colorado, with the Army Air Corps, has now gone to Atlantic City, New Jersey—and maybe "across."

Word came last month from Bill Jolley, Jr., that he was at camp

**MOTOR TRANSIT
DISTRICT**



By
**Ruth
Fisher**

Glenn Serres, Operator on the Temple City Line, will contribute a cartoon a month for the M. T. column. Cartooning is Glenn's hobby, although he was a portrait painter back in the good old days in Chicago. We're proud to have Glenn's contributions of humor.



**Blacksmith's Son
Says Army Food Good**

Army chow is good, says Pvt. Edgar M. White, son of Earl R. White, blacksmith at the Torrance Shops. Private White came home March 30 from Camp Berkeley, Texas, for a week's visit. He is in training there for the U. S. Army Medical Corps.

PVT. EDGAR M. WHITE
U. S. Army Medical Corps

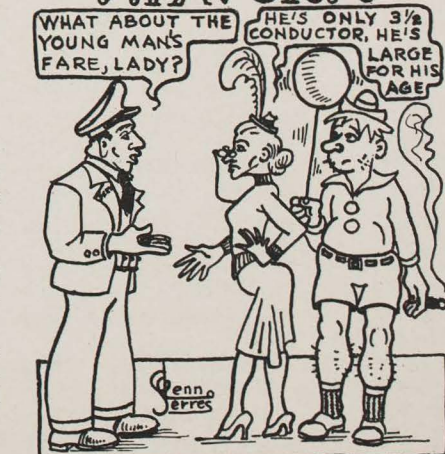


Kay Marie and Marvin Charles are the children of Mr. and Mrs. Marvin Fisher. Aren't they precious?

Lem Sommerville wants to know if anyone can tell him how to make a windmill pump pump water?

The dog house is still doing a howling business. Uncle Walter keeps giving Sam McGraw the needle and now will start in on Forrest Hughey, who is new to the dog house.

**THE PUBLIC
AND HOW THEY WIN OUR
FAVOR.**



Here's Gary LeRoy Larson, 22-months-old son of Mr. and Mrs. L. S. Larson. Isn't he sweet?

When regular passengers on the El Monte Line learned that Eugene Hicks was in the hospital, they took up a collection on the coach and sent him flowers.

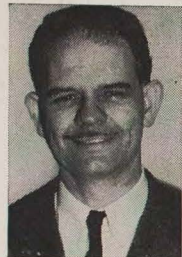
Pop Reynolds was 63 years young on May 5. We've already congratulated Pop.

Harold Hays, former Operator, visited us this week while on leave. He wants to hear from the gang and can be reached at

HAROLD HAYS, EM 1/C
Treasure Island
Barracks F-3-5
California

**NEVER CONTEST A CHILD'S
AGE. AFTER ALL, MAMA KNOWS**

WEST HOLLYWOOD DISTRICT



By
G. R.
Stevens

Reports from fishermen who were lucky enough to get away this month in these troubled times say big trout are plentiful, and by the lightness of their creels fishermen remind us that the speckled rainbow beauties can still put up a good fight, and that it still requires an expert to bring them to net. According to novices and enthusiasts, it is not necessary to make long trips, as both bass and trout fishing are good in lakes and streams close to home.

WEDDING BELLS

Motorman **C. J. Geisegh** was married on May 9 at his home at 9004 Dick Street to **Anna May Salisbury** of Salt Lake City, Utah! The happy couple plan to spend their honeymoon at Big Bear Lake.

Miss Marjorie Lamb, talented daughter of Motorman **G. G. Lamb** of West Hollywood, will play several piano selections at a recital to be given at the Wilshire Ebell Theater, June 20.

Carol Henry is breaking in as Cashier at our terminal.

Good news — Motorman **Gordon Jackson** recently was appointed Train Service Instructor, Western District, and will work out of room 208, P. E. Building.

CONGRATULATIONS

Motorman **W. H. Lyon** of West Hollywood is the proud grandfather of a baby girl, **Sharon Doralenone Bard**, weight 6 $\frac{7}{8}$ lbs., born Feb. 16 to his daughter, **Gertrude**.

We are happy to announce another new baby, **Peggy Sharon Carpenter**, born May 14, weight 6 lbs., 2 ounces, to **Mr. and Mrs. Wm. Carpenter**, of Burbank.

Motorman **J. W. Clay** of Hill Street is the proud grandfather. Congratulations and best wishes go to the happy parents.

On May 2 **Conductor Kinney** joined the Navy.

Conductor Carney Wilson Neel also has gone into the Navy.

Private **L. P. Gappae** of West Hollywood writes all is O. K. at Camp Haan, California—he is in the anti-aircraft battery.

Former Conductor **E. H. Dicker-**

son is now 3rd class cook in the navy, stationed at San Diego.

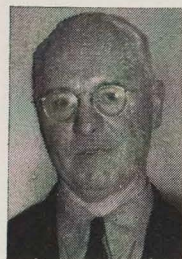
RETIRING SOON

Cashier **W. A. Gibbons**, grand old man of West Hollywood for more than 23 years, plans on retiring to take a job with the Government. Well known here among the boys, Mr. Gibbons richly deserves any rewards that come to him. Many fine things have been said about "Gibby" during his long and active career of service. Every trainman wishes him luck, and just as many more successful years.

We are sorry to report the passing of Motorman **C. O. Sullivan** on Tuesday, May 2, enroute to Santa Monica. He had been employed by the P.E. for the past 1 $\frac{1}{2}$ years. He leaves a wife and one child.

— WORK, FIGHT, SACRIFICE —

SUBWAY TERMINAL



By
W. F.
Servranckx

Depot Master **C. Snodgrass**, looking fit as a fiddle, reported back for work after spending some weeks at St. Vincent's Hospital and convalescing at home. Glad to see you back, Clarence.

E. M. Adams paid us a visit in the uniform of Uncle Sam's Navy, and looks good. Says Navy life agrees with him.

Don H. Sheets paid us a visit, and was welcomed by the Article 2 boys. Call again, Don; always glad to see you.

Another visitor during the last 2 weeks was **Dr. I. Q.**, who knows all the answers and never gets excited—except when someone gives him a compliment, says Dr. I. Q. The day of reckoning is near.

Have you sent that fragmentation bomb to Hitler? If not, do it now—and sent it "right in der Fuhrer's face!"

Charlie Estes paid us a visit—just a little stopover, he called it—on his way to Lake Arrowhead. Seems he is enjoying his well-earned vacation, as he looks younger every day. Don't forget, Charlie, many of us like fresh trout.

Henry Gerlach is at St. Vincent's Hospital having his tonsils treated. Hurry, Henry, and get well..

C. C. Carney would like a visit



SEAMAN AND MRS. WARREN J. STEWART, JR. His father is Leader Switchman at the Subway Terminal.

from the boys at the Veteran's Home in Sawtelle.

Chas. D. Hunt is back again on the morning shift.

C. G. Studer bid in the graveyard shift on the S. F. Valley. We know what he wants—advice from that genial conductor, **Dr. H. Jay Hamilton**. A very good choice, C. G.; we know Doc. can straighten you out quicker than any other Doc we know.

We are informed that our well known friend "**Archie**" **Duffy** had quite an experience at Kalamazoo, when he agreed to have **Dan McGrew** shoot a cigarette out of his mouth with a .44 pistol. "Gosh!" sighed the anvil chorus, "Weren't you scared, Duffy?" "No," replied our hero. "You see, I never inhale."

Fred B. Cutler is well on the way to recovery after a severe case of appendicitis. Here is hoping for a speedy recovery, Fred.

Subway Terminal has been painted, and the Trainmaster's office has been remodeled in an up-to-date fashion, as supervised by our genial Trainmaster **Jas. E. Douglas**. Assistant Trainmaster **A. W. Day** is beaming all over.

CORRECTION

Through error, the January issue of the magazine was numbered 6, the same as the December, 1942, issue. The error was discovered only this month, the June issue always being number 12.

- - GRINS AND CHUCKLES - -

"Madam," said the street car conductor, "this transfer has expired." "Well, what more could you expect with the cars so poorly ventilated?"

— WORK, FIGHT, SACRIFICE —

"I'm so sorry," said the woman mixed up in an accident. "It was all my fault."

"Not at all," the driver of the truck responded with a gallant gesture. "I was to blame myself."

"But I insist the fault was mine. I was on your side of the highway."

"That may be true," the truck driver replied, "but my dear madam, I am responsible for the collision. I saw you coming a quarter of a mile away, and had ample opportunity to dart down a side road."

— WORK, FIGHT, SACRIFICE —

It was one of mother's busiest days. Her small son, who had been playing outside, came in with his pants torn.

"You go right in, remove your pants and mend them yourself," his mother ordered.

Some time later she went to see how he was getting on. The torn pants were lying on a chair. The door to the cellar, usually closed, was open and she called down, loudly and sternly, "Are you running around down there without your pants on?"

A deep voice answered, "No, madam, I'm reading the gas meter."

— WORK, FIGHT, SACRIFICE —

"Dear Colonel (writes Captain Chagrin): At my hospital I am rooming with a fellow medical officer who, after being introduced to my fiancée, took her out one night when I was on duty and made love to her on Mount Airy, a few miles away. What do you think of a punk like that?"

Preacher: "If there be anyone in the congregation who likes sin let him stand up."

Sister Virginia stood up to the astonishment of all and the preacher exclaimed: "What's this, Sister Virginia, you like sin?"

Sister Virginia: "Pardon me, I thought you said gin."

— WORK, FIGHT, SACRIFICE —

"Waiter, these are very small oysters."

"Yes, sir."

"And they don't appear to be very fresh."

"Then it's lucky they're small, ain't it, sir?"

— WORK, FIGHT, SACRIFICE —

"A man who makes love to another man's girl on a hill is strictly not on the level."

— WORK, FIGHT, SACRIFICE —

"My friends," said a preacher, "you will remember that I promised to speak to you tonight on 'The World's Greatest Liars,' and that I asked you to prepare your minds by reading the seventeenth chapter of St. Mark. Kindly raise your hands if you have done so." All hands went up.

"Thank you," continued the preacher. "As there are only sixteen chapters in St. Mark, my subject will not be entirely inappropriate."

— WORK, FIGHT, SACRIFICE —

Pedestrian (to boy leading a skinny mongrel pup): "What kind of a dog is that, my boy?"

Boy: "This is a police dog."

Pedestrian: "That doesn't look like a police dog."

Boy: "Nope, it's in the secret service."

PACIFIC ELECTRIC Magazine

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O. A. SMITH, President

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

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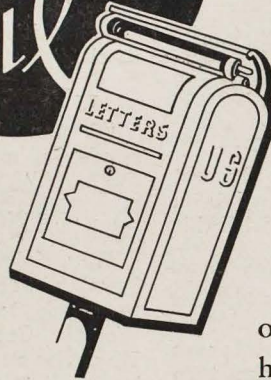
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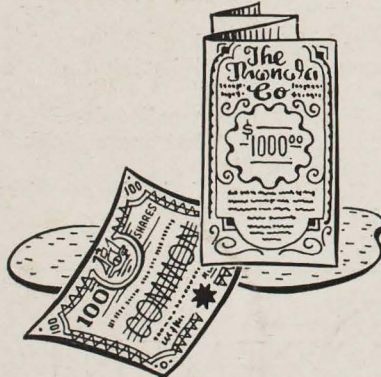
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