

MARCH 1943

PACIFIC ELECTRIC
Magazine





BUY WAR BONDS

... HONOR ROLL ...

PACIFIC ELECTRIC EMPLOYEES ENTERING ARMED SERVICE OF NATION IN FEBRUARY

ENGINEERING DEPARTMENT

James F. Hamilton
George E. Hill

Agustin Plascensia
Luis Bolanos Saldivar

Everett E. Travis
Frank Villalobos

MECHANICAL DEPARTMENT

Gerald F. Blatchford

George C. Hicks, Jr.
Laurence C. Mann

Everett H. Morley

TRANSPORTATION DEPARTMENT

James D. Blake
John G. Echland
Jack H. G. Edwards
Ernest F. Eggeman
Elma R. Griffin
Edward P. Gwin
Robert E. Hartl
Thomas B. Hays

Marston W. Klein
Harry E. Macia
Regis J. McMullen
William Warren Moore
George S. O'Leary
John W. Olson
Maurice E. Perkins
Fred Roth
Edward M. Sheperd

Henry Smith
Kenneth L. Sondag
Charles A. Stein
Hewie C. Torry
Leonard A. Waters
Robert J. Watson
William R. Worthington
Richard Zochol

(Through error, the name of Fred E. Simmons of the Engineering Department was reported on the Honor Roll last month.)

PACIFIC ELECTRIC NOW HAS 519 EMPLOYEES IN THE ARMED FORCES OF THE NATION

A MESSAGE FROM THE SOLOMONS!

Three campaign ribbons adorned the chest of the Chief Petty Officer of the United States Navy. Upon inquiry it was learned that they stood for the Philippines, the Solomons and North Africa.

He was a likeable chap, possibly 28 years old, although we have found that war does things to a man which makes it difficult to judge his age. He was quiet and unassuming and told of the landing on Guadalcanal and of the exploits of the Navy with some hesitation. It was when we mentioned the Marines that an indescribable expression came into his eyes. They seemed to glow with the pride of the Marine's accomplishments and, at the same time, smolder with hatred for the treacherous Japs ("yellow rats," he called them) who had made the job such a bloody and costly one. He mentioned incidents that made our blood run cold—he told of Jap atrocities and treacheries that made us see red—he told of brave men fighting and dying in a hell-hole beyond description—men who but a few hours before had talked longingly of home and family and friends. Men who gambled their lives and lost—but lost in the firm belief that the folks back home would never let them down.

Then, when we asked him what getting back to the mainland meant to him, another indescribable expression clouded his eyes. Quietly, but with sadness and a trace of resentment in his voice, he said, "The boys I knew on Guadalcanal would give

a lot to be in a position to buy bonds and carry on business as usual."

He said some other things too, which made us realize that *if we gave everything* we own we could not begin to match the sacrifice so freely but fiercely given by the boys who are doing our fighting. This quiet and unassuming man had *proven* his Americanism—in deeds accomplished and dangers challenged. The Americanism of many of those he left behind at Guadalcanal was expressed in crude wooden crosses and mounds of jungle grass.

All of us cannot prove our Americanism by charging unafraid into the blistering hell of Jap or German gunfire—but—we can at least back up those who are doing it. We can buy War Bonds and MORE WAR BONDS and THEN MORE WAR BONDS. We can buy until it hurts and then hurts some more.

WE, TOO, CAN PROVE OUR AMERICANISM. Our dollars will never replace the son or brother or husband or father who has been murdered by our enemies, but they will buy the equipment necessary to keep others from having to make this supreme sacrifice—they will buy our right to face those boys when they return victorious—and face them with conscious pride in the knowledge that we *did* back them to the limit.



J. R. WORTHINGTON
Superintendent of Passenger Service

Mr. Worthington came to Pacific Electric as Office Assistant in the Transportation Department, was made Assistant Research Engineer upon the inauguration of the Research Bureau, appointed Assistant Superintendent of Transportation Department in 1941 and promoted to his present position on January 1, 1943.

L. J. McGRATH
Chief Supervisor of Schedules

First employed as a conductor in 1919, Mr. McGrath was promoted to Terminal Foreman in 1922, Dispatcher in 1923, Trainmaster in 1937, and was made Chief Supervisor of Schedules on June 1, 1940.



ON SCHEDULE!

TIME TABLES ALL IMPORTANT IN PUBLIC TRANSPORTATION

Every day more and more Americans join the throng who glance at the clock, hastily grab their hats and rush to "their" corner to catch the 6:17 or 4:15, or whatever street car or motor coach happens to be the one that fits into their daily schedule. Once aboard, they breathe a sigh of relief and proceed to digest the contents of the daily newspaper. It is safe to say that not one in a million ever stops to wonder just why the 6:17 arrives at that odd minute, rather than a few minutes earlier or later. The thing that is important to American workers is that they are on the car—and that if the time were to change and the car should run earlier or later the transportation company would give them a revised schedule telling them which one to take in order that they might keep their own daily schedule intact.

The transportation company would give them a schedule! That isn't as easy as it sounds. Many man-hours of work and thought and literally thousands of detailed figures go into the making of the schedule which those commuting Americans will receive. All of these details must be worked out to the most minute degree, in order that the hundreds of schedules, both rail and motor coach, operated each day, will dovetail smoothly together. They must be arranged so that needed equipment will be available at the peak rush hours and will be off the streets during the slack hours. They must be arranged so that the public is given the maximum of service with a minimum of inconvenience. At the same time all equipment must be operated as efficiently and economically as possible.

The schedules, or public time tables, which our Pacific Electric patrons receive, originate with a hard-working group of men and women in the Transportation Department's schedule bureau.

The Transportation Department, headed by Mr. G. H. Squires, General Superintendent, maintains a large Schedule Bureau with offices located on the fourth floor of the P. E. Building at Sixth and Main Streets in Los Angeles. This Bureau is under the direct supervision of Mr. J. R. Worthington, Superintendent in Charge of Passenger Service, and is managed by Mr. L. J. McGrath, Chief Supervisor of Schedules. In addition to Mr. McGrath, the staff of the bureau consists of four Supervisors of Schedules, three Assistant Supervisors of Schedules,

a Supervisor of Public Time Tables, and a force of eight clerks, typists, and stenographers. That Mr. Worthington and Mr. McGrath have gathered about them a competent, efficient group is best indicated by the fact that all four of the Supervisors of Schedules have been in the employ of the Pacific Electric Railway Company 19 or more years, have actually been in train service as conductors or motormen, and as train dispatchers and have an intimate knowledge of what makes trains operate on time.

The making of schedules is not confined to the preparation of those small leaflets which are distributed to the public. It is the trainman's working time table which is the key to the operation of all rail movements on Pacific Electric tracks. This schedule or time table is prepared for the special use of all trainmen, dispatchers, and others who have jurisdiction over or are involved in the operation of trains over the Company's rail lines. It is a book 15½ inches long and 9 inches wide and contains 146 pages. Its pages contain information needed in the operation of trains on the Company's lines. Not only are all train schedules, both daily and Sunday, in this book; there are also instructions, such as the train number, the trainman's assignment number, and many special instructions relative to the operation of such trains, as well as any special or extra trains which do not appear on the time table. Such instructions and information consist of detailed locations of company telephones, staff machines, register stations, track scales, railroad crossings (with rules governing operations over them), light circuits, automatic block signals, rules covering all "limited" trains, and general instructions covering the regulated speed between various points or over certain roads or highways in order that all trains may conform with city ordinances or special regulations made by the Company to cover unusual conditions which may exist.

"Safety first" is uppermost in the minds of those who prepare the working time tables. Extreme care must be used to see that all regulations governing operations are followed.

Each trainman and motor coach operator in the employ of the Company has an assignment prepared for each day's work. These assignments are prepared by the Schedule Bureau.

(Continued on page 8)



"MAKING CONNECTIONS"

Note time table posted for convenience of public.



FRED D'ARCY
Supervisor of Schedules



EVA MAE ASHLEY
Typist-Clerk



CARL E. HASKIN
Supervisor of Public Time Tables



C. J. KIMBALL
Assistant Schedule Supervisor

FRANCIS G. WAKEFIELD
Schedule Clerk



THE WORKING TIME TABLE prepared by the Schedule Bureau.
This 146-page book is the key to all rail operations on Pacific Elec-

THELMA HANCOCK
Typist-Clerk



JOE HENRY
Schedule Analysis Clerk





WM. D. PINKSTON
Supervisor of Schedules



EMMA BRUSASCO
Typist-Clerk



LOUIS TAYLOR
Assistant Schedule Supervisor

TIME TABLE NO. 25
In effect 3:00 A.M. Monday to 3:00 A.M. Sunday
Effective 3:00 A.M. Wednesday, July 16, 1947
(Continued from Table No. 24)

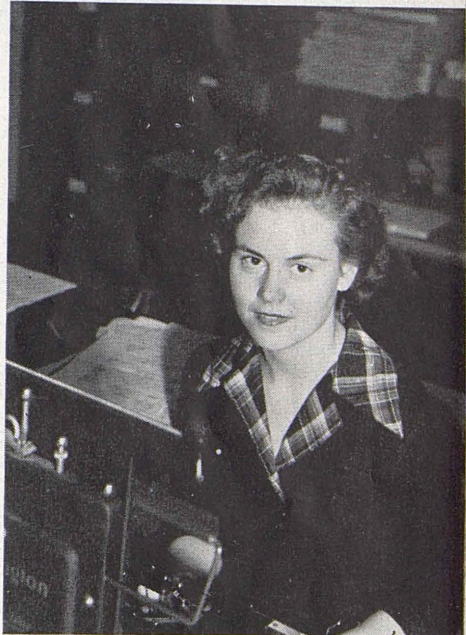
SANTA MONICA BOULEVARD, WEST HOLLYWOOD-VAN NUYS LINES-(3)

OUTBOUND Read Down

STATIONS	222	226	228	230	232	234	236	238	240	242	244	246	248	250
LOS ANGELES	19:46	2:24	2:31	2:44	2:54	3:04	3:14	3:23	3:32	3:41	3:50	3:58	4:06	4:15
HOLLYWOOD JUNCTION	19:48	2:26	2:33	2:46	2:56	3:06	3:16	3:25	3:34	3:43	3:52	4:00	4:08	4:17
N. M. BAY & WESTERN AVE.	19:50	2:28	2:35	2:48	2:58	3:08	3:18	3:27	3:36	3:45	3:54	4:02	4:10	4:19
N. M. BAY & HIGHLAND AVE.	19:52	2:30	2:37	2:50	3:00	3:10	3:19	3:28	3:37	3:46	3:55	4:03	4:11	4:20
N. M. BAY & FAIRFAX AVE.	19:54	2:32	2:39	2:52	3:02	3:12	3:21	3:30	3:39	3:48	3:57	4:05	4:13	4:22
WEST HOLLYWOOD	19:56	2:34	2:41	2:54	3:04	3:14	3:23	3:32	3:41	3:50	3:59	4:07	4:15	4:24
CARDENIA PARK	19:58	2:36	2:43	2:56	3:06	3:16	3:25	3:34	3:43	3:52	4:01	4:09	4:17	4:26
UNIVERSAL CITY	19:59	2:37	2:44	2:57	3:07	3:17	3:26	3:35	3:44	3:53	4:02	4:10	4:18	4:27
NORTH HOLLYWOOD	19:59	2:37	2:44	2:57	3:07	3:17	3:26	3:35	3:44	3:53	4:02	4:10	4:18	4:27
ROSEBUD	20:00	2:38	2:45	2:58	3:08	3:18	3:27	3:36	3:45	3:54	4:03	4:11	4:19	4:28
CIRCLE DRIVE	20:01	2:39	2:46	2:59	3:09	3:19	3:28	3:37	3:46	3:55	4:04	4:12	4:20	4:29
CALVERT STREET	20:02	2:40	2:47	3:00	3:10	3:20	3:29	3:38	3:47	3:56	4:05	4:13	4:21	4:30
NORTH SHERMAN WAY	20:03	2:41	2:48	3:01	3:11	3:21	3:30	3:39	3:48	3:57	4:06	4:14	4:22	4:31
ASSIGNMENTS		1412	1396	1380	1364	1348	1332	1316	1300	1284	1268	1252	1236	1220

INBOUND Read Up

STATIONS	252	254	256	258	260	262	264	266	268	270	272	274	276	278	280
LOS ANGELES	19:57	2:35	2:42	2:55	3:05	3:15	3:24	3:33	3:42	3:51	4:00	4:09	4:18	4:27	4:36
HOLLYWOOD JUNCTION	19:59	2:37	2:44	2:57	3:07	3:17	3:26	3:35	3:44	3:53	4:02	4:11	4:20	4:29	4:38
N. M. BAY & WESTERN AVE.	20:01	2:39	2:46	2:59	3:09	3:19	3:28	3:37	3:46	3:55	4:04	4:13	4:22	4:31	4:40
N. M. BAY & HIGHLAND AVE.	20:03	2:41	2:48	3:01	3:11	3:21	3:30	3:39	3:48	3:57	4:06	4:15	4:24	4:33	4:42
N. M. BAY & FAIRFAX AVE.	20:05	2:43	2:50	3:03	3:13	3:23	3:32	3:41	3:50	3:59	4:08	4:17	4:26	4:35	4:44
WEST HOLLYWOOD	20:07	2:45	2:52	3:05	3:15	3:25	3:34	3:43	3:52	4:01	4:10	4:19	4:28	4:37	4:46
CARDENIA PARK	20:09	2:47	2:54	3:07	3:17	3:27	3:36	3:45	3:54	4:03	4:12	4:21	4:30	4:39	4:48
UNIVERSAL CITY	20:11	2:49	2:56	3:09	3:19	3:29	3:38	3:47	3:56	4:05	4:14	4:23	4:32	4:41	4:50
NORTH HOLLYWOOD	20:13	2:51	2:58	3:11	3:21	3:31	3:40	3:49	3:58	4:07	4:16	4:25	4:34	4:43	4:52
ROSEBUD	20:15	2:53	3:00	3:13	3:23	3:33	3:42	3:51	4:00	4:09	4:18	4:27	4:36	4:45	4:54
CIRCLE DRIVE	20:17	2:55	3:02	3:15	3:25	3:35	3:44	3:53	4:02	4:11	4:20	4:29	4:38	4:47	4:56
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NORTH SHERMAN WAY	20:21	2:59	3:06	3:19	3:29	3:39	3:48	3:57	4:06	4:15	4:24	4:33	4:42	4:51	5:00
ASSIGNMENTS		1412	1396	1380	1364	1348	1332	1316	1300	1284	1268	1252	1236	1220	1204



LILLIAN OLSON
Typist-Clerk

tric lines. While it is not available to the public, every trainman in the employ of the company is well acquainted with its contents.

T. H. WOLFE
Assistant Schedule Supervisor

MARJORIE VENEMA
Steno-Clerk

PAUL E. DURBIN
Time Table Clerk





LAUREL S. JONES
Supervisor of Schedules

ON SCHEDULE—

(Continued from page 4)

That job alone is one of great magnitude, as may be noted from the fact that each assignment sheet for each individual shows the sign on and sign off time at the terminal, the scheduled leaving and arriving times at various line terminals, the lunch period provided, time allowance according to the classification of work performed, relief day from duty, and other special instructions pertinent to the man's tour of duty.

That this preparation is really a

CHARLES P. HILL
Supervisor of Schedules



prodigious task is readily recognized when we consider the fact that there are in effect 681 regular rail passenger, motor coach, box motor, and line car assignments on the system every day and that 997 men are required to fill these assignments. In addition, there are 3744 pieces of work which must be written up as extra assignments each week. This is the equivalent of 535 extra assignments every day of a seven-day week.

A change in schedule in the operation of a street car, interurban car, or motor coach brings about a complete revision of all of the schedules of operations of the line on which the change is made. That there are many such changes may be realized when it is noted that an accurate check of traffic is made during one week of each month on motor coach lines. From this check a load factor is determined which is used as a guide in making new schedules or rearranging those in operation so that they will best serve the traveling public. The simplest change in a schedule makes it necessary to prepare and distribute a new working time table and bulletin, the preparation and printing of a notice to the public announcing the change, a revision and distribution of public time tables, posting of public schedules at all points along the line affected by the change, and a revision, typing and distribution of the trainman's or motor coach operator's changed assignments. Recently, three changes made effective on lines in the Northern District required 34,000 printing press impressions on working time tables and 75,000 impressions on public time tables.

During the year 1942 there were printed or reprinted, on the order of the Schedule Bureau, 54,550 copies of Time Table Bulletins, 131,250 copies of Employees' Working Time Tables, 2,603,000 Public Time Tables, and 4,000 Public Notices announcing changes in service. These staggering figures indicate to some extent the volume of work done by the Schedule Bureau in order that Mr. and Mrs. John Public may be advised either to reach for their hats a few minutes earlier, or to indulge in a few "extra winks" of sleep, when a change in the operating schedule on their particular line takes place. The Public Time Table division of the Schedule Bureau, in addition to publishing and distributing the pocket size time tables, has charge of the typing and posting of the large and small poster cards bearing the time schedules of many different lines. The large posters are displayed at 774 locations convenient to the traveling public along the Pacific Electric lines and the smaller ones are prominently displayed in 132

communities in the southland. A special billing machine is used in typing them and a weather resistant solution is applied to them before posting.

The Schedule Bureau is a mighty busy place with the Supervisors of Schedules and their assistants constantly making revisions, special assignments, and new schedules to be placed in operation; and with the clerical force turning out the voluminous amount of work necessary to carry on the functions of the bureau.

During these trying days, when passenger travel is heavier than ever before in the history of public transportation in Southern California, it is vitally necessary that schedules shall be made which will furnish adequate service for the traveling public, and at the same time conserve all possible equipment. Government priorities make it impossible to secure new equipment and, in many instances, new parts for old equipment. The scheduling of every car or motor coach for needless operations lessens the life of that unit by many miles. One of the major functions of the Superintendent of Passenger Operations and the Schedule Bureau is to build these schedules with that thought among the first to be considered.

Mr. Worthington, Mr. McGrath, and their staff are doing a job of tremendous importance, not only for the Pacific Electric Railway Company, but for all of Southern California's war effort, by their conscientious endeavor to transport as many of our people as possible with the equipment which is available, and at the same time to conserve that equipment.

It is the Schedule Bureau of the Pacific Electric Railway Company, and other schedule bureaus in countless other transportation companies throughout the nation, which make Mr. and Mrs. America confident that the car will arrive at "their" corner at 6:17, and that their own personal contribution to the war effort will remain "on schedule."

—BUY WAR BONDS—

Minister: "I touched them rather deeply this morning, don't you think?"

Deacon: "I don't know yet. I haven't counted the collection."

—BUY WAR BONDS—

Customer: "Call the manager. I've never seen anything as tough as this steak."

Waiter: "You will, sir, if I call the manager."

—BUY WAR BONDS—

Teacher: "What's a Grecian urn?"
Pupil: "What kind of business is he in?"

Treasury Representative Addresses Management-Labor War Committee

Advises Buying War Bonds to Prevent Inflation and Provide Cushion to Ease Expected Hardships of Post-War Period

Mr. Harry Van Cleve, representing the United States Treasury Department, addressing the meeting of the Management-Labor War Production Committee at its semi-monthly meeting held on February 24, told them of the necessity for employees to increase War Bond purchases. Mr. Van Cleve presented some splendid ideas which were enlightening to the committee and should be of interest to all Pacific Electric employees.

"Under normal conditions the national income is approximately 55 billion dollars per year, but under present conditions wages and salaries will total 110 billions of dollars, thereby creating an excess of 55 billions in the pockets of America's workers. The government is in dire need of this money to finance the war effort and will get it either through taxation or war bond sales," he stated. Mr. Van Cleve then explained that the only reason we now have the Victory Tax deducted from our wages is that we failed to purchase war bonds in a sufficient quantity to finance the war effort as the money was needed.

PREVENT INFLATION

It was also shown that the purchase of war bonds **now** will eliminate the possibility of inflation after the war, as well as at the present time when the germ of inflation has already been planted and would flourish and grow upon the slightest provocation. As an example it was pointed out that, with but 55 billions of dollars worth of commodities on the market in 1943 and 110 billions to spend for them, unless the government does take our money either through taxation or war bonds, prices of commodities will double and the 110 billions will be spent for 55 billion dollars worth of goods.

Since it is a foregone conclusion that the government is going to get a large proportion of those funds in excess of normal wages, it is only sound common sense to invest as much money as we possibly can into war bonds so that we can get it back after the war is over when the government's need for cash in such large quantities will no longer exist. We know that we will never have our tax money rebated to us.

LAY AWAY FUNDS

Mr. Van Cleve also pointed out the fact that now is the time to lay away money with which our children may be educated, our homes refur-

nished or that long planned trip taken. If we buy war bonds we invest our earnings—if we do not, we spend them for taxes which will never be returned.

A series of pictures was projected upon a screen for the committee, pictures which had been prepared and released by the Coca-Cola Company with the cooperation of the Treasury Department. These pictures were based on the complete obliteration of the Slovakian town of Lidice (Lee-da-chay) by the Nazis. The committee is investigating the possibility of having the pictures shown to various groups of employees.

Committee members were urged to redouble their efforts to increase purchases of war bonds by employees. It is hoped that the month of March will see every employee become the owner of at least one more war bond.

More than a quarter of a million Pacific Electric public time tables are distributed yearly over the counter of the Information Bureau in the Sixth and Main Street Station.





H. G. McDONALD, JR., son of P. E. Building Manager, poses (third from right) with some of his buddies beside their twin-motored training plane at Williams Field, Chandler, Arizona.

Son of Manager P. E. Building Wins Wings

H. G. McDonald, manager of the Pacific Electric Building at Sixth and Main streets, is mighty proud of his son, H. G. Jr., pictured here with some of his buddies at Williams Field, Chandler, Arizona.

Young "Mac" was air minded even before this country entered the war, in fact had spent many hours in the air as a commercial student. It was only natural that after Pearl Harbor he should leave Lockheed, where he was employed as magnafflux inspector, and enlist in the Army Air Corps.

While graduation dates of Army fliers are no longer made public, it is quite probable that by this time McDonald, as well as the other young men pictured, has received his First Lieutenant's wings.

His brother, John S. McDonald, enlisted in the Army Air Corps Service Group more than a year ago and is at present taking training in the Government Finance School at Wake Forest, North Carolina.

CARELESSNESS and SABOTAGE

All of us hear and read a lot nowadays about sabotage, and it is well for us to stop and consider that carelessness which destroys equipment or causes personal injuries which temporarily or permanently destroy the productive value of the individual, is, after all, sabotage. A cigarette flicked carelessly, which starts a fire and destroys essential material, is sabotage. **THE ONLY DIFFERENCE IS THE MOTIVE.**

If a locomotive were rendered useless as a result of action by someone in the pay of our enemies, you would undoubtedly insist upon his paying a penalty for sabotage, but "A Useless Locomotive" is just "USELESS" even though there is no malicious enemy-promoted motive, the result having been attained through carelessness.

T. L. WAGENBACH,
Asst. General Superintendent

**KEEP YOUR MIND ON YOUR
WORK AND KEEP SAFETY
ON YOUR MIND!**

Returns Wallet; Builds Good Will

Another conductor, this time Alexander Reid of the Newport Line, has added another stone to the foundation of good will that our blue-uniformed Pacific Electric salesmen are building in the minds of the Southern California public.

Ticket Agent H. Eggert received the following letter, dated February 10, from Aviation Cadet Arnold Freed of Santa Ana Air Base:

Dear Mr. Eggert,

I wish to express my extreme gratitude to all those people of the Pacific Electric who were involved in the return of the wallet which I lost on one of your cars a few weeks ago.

I would like to compliment and thank the person [Conductor Reid] who turned in the wallet especially. I also feel that your office staff or whoever was involved in sending both the billfold and its contents to me were as considerate and courteous as anyone could possibly have been.

I will always remember how swell you have been to me and when I get to Tokyo or Berlin I will drop a bomb or shoot down a fascist plane to thank you for this.

Gratefully yours,

A/c ARNOLD FREED
Squadron 28
Pilot Pre-Flight School
Santa Ana Army Air Base
Santa Ana, Calif.

— BUY WAR BONDS —

Millions of Wrecked Lives Cry for Help!

Send in today your MECCA contribution card authorizing payroll deduction of 30c a month—one cent a day—for the Charity and Relief Fund.

The American Red Cross, the United Nations Relief Fund, the U. S. O., and Community Chests have contacted MECCA for employees' contributions for the year 1943. The pleas of these organizations cannot be answered until the total amount of your contributions to the MECCA Fund is known.

Don't wait for someone to ask you for your authorization card. SEND IT IN AT ONCE.

We can all do our bit for the millions of war-shattered men, women, and children depending on charity, and relief at home and abroad, by joining MECCA immediately.

Write to Service Men! They're Letter Hungry

The boys at camp, on shipboard, or on foreign shores long so much for mail that they'd welcome any kind of scrawl from you at any time. But there's a special kind of letter which can do almost as much for a fighting man's morale as a fifteen-day furlough! That letter need not be from his wife, sweetheart, or mother. It can be written by anyone of his acquaintances. It's the cheerful newsy letter that re-creates for him scenes from his home life. It's the letter that makes him feel that he's not just No. 2386154—but that he's John Jones who has a family, friends, and a home . . . that he's an individual who "belongs" somewhere. It's the letter that describes the day-by-day events in his home town, the latest gossip. It's the letter from one of the men who worked with him in the shop or office—with news reports about his former place of employment and about the people he knows there. Or it's a letter from a newer acquaintance which describes experiences and ideas that will establish mutual interests.

P. E. Magazine To Be Issued 5 Days Earlier

Beginning with the April issue, and until further notice, the **Pacific Electric Magazine** will appear on the fifth, instead of the tenth, of the month. The purpose of this change is to enable employees, particularly trainmen, to pick up their copy of the magazine when they get their pay checks.

In order to make the change possible, it will be necessary for our correspondents and contributors to make sure that their material reaches the Editor's desk by the 23rd, instead of the 28th, of each month.

Missionary—Are the natives becoming civilized?

Chief—Gradually. Eighteen of the chiefs played a game of baseball last week, and only four umpires were killed.

—BUY WAR BONDS—

Professor: "What is your idea of civilization?"

Student: "It's a good idea. Somebody ought to start it."

Four Sons in Service of Uncle Sam



The "Fighting Fullers" (left to right) Harvey, Jr.; Thomas, Brice and Richard.

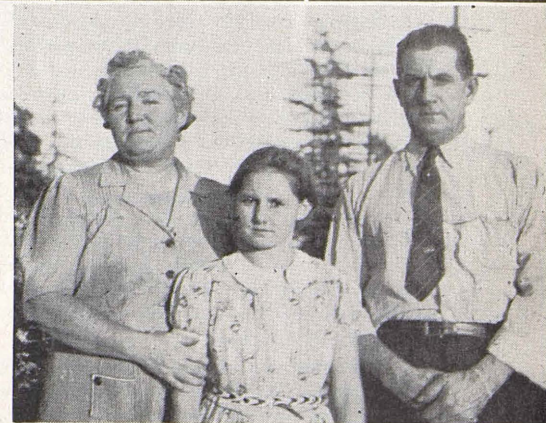
(At right) Signalman Harvey W. Fuller, Mrs. Fuller and daughter Elva Jean.

Entire Fuller Family In Fight For Victory

Signalman Harvey W. Fuller, maintainer of signals at the Subway Terminal, is also maintaining a justifiably proud and erect bearing these days. For—not only is he buying a war bond each month and trying to devise ways and means whereby his bond purchases may be increased—he is spending his evenings writing letters to his four sons who are in the service of their country.

Young Harvey Jr., now a Technical Sergeant in the Army Air Corps, Intelligence Division, was a mischievous youngster of 3 years when his dad started to work for the Pacific Electric in April of '22. His brother Tom, also a Staff Sergeant in the Air Corps and an aerial gunner now overseas, was a toddling baby just a year old. Then, Brice, now 21, and Richard, 19, came to the Fuller household and Harvey Sr. was mighty proud of his four fine sons. Bryce selected the Merchant Marine as the service in which he could best do his bit for Uncle Sam, and Richard enlisted in the Coast Artillery.

Harvey Jr. was at home for a few days in February, at which time he quietly stated that he presumed that this was the final furlough before being "sent across." Tom's mail is addressed in care of the postmaster at one of our major ports of embarkation, and Brice, who has made three trips to the South Pacific and sailed on his fourth trip but a short time ago, just cannot be reached by letter. Richard, the Coast Guard Artilleryman, is at camp at Seattle,



where he has won his Expert Rifleman's medal and has also won his sergeant's chevrons.

Here at home is their mother, who proudly wears a service pin with four blue stars on a field of white; wears it at home and while shopping and—while she is doing her bit at the 102nd Street casualty station of the American Red Cross. Yes—Mrs. Fuller is doing her bit too. And there is little 11-year-old Elva Jean, the "fighting Fullers'" only sister, who has traded her first completely filled stamp book for a war bond and will soon have another one full of the stamps that buy bullets for her brothers to shoot at the enemy.

Yes—Harvey Fuller, Signalman, has a right to hold his shoulders just a little more erect and to walk with a little firmer tread, for few fathers can proudly point to the fact that they have four sons who are "in there pitching" for their country.

OUR MARCH COVER PICTURE
Twenty-two-year-old Thomas Fuller, one of the fighting sons of our fellow employee Harvey W. Fuller. "Confidence and determination of fighting Americans" could well be the title of this photograph.

DEPARTMENTAL NOTES

ACCOUNTING DEPARTMENT



By
Marilyn
Hawkins

Our congratulations are extended to several in this department who received appointments during the past month:

H. C. Kuck has been appointed Assistant Freight Traffic Manager. His many friends, who have worked with him during his thirteen years' service in the Accounting Department, feel our loss is another's gain. As a token of our friendship, the department gave Mr. Kuck a brief case.

George Perry is the new Head Clerk of the Disbursements Bureau. Good luck, George! **Louie Tighe**, **L. B. McNelly**, and **Bill Keelin** have all received appointments as Assistant Head Clerks.

Our friend **George Chrystal** is now a Special Accountant. Incidentally, have you noticed the new "Zoot Key Chain" George is sporting? Monogrammed and everything!

Correction: Last month I misquoted **W. S. H. Weeks**, I said he wanted to join the WAAC's—he just wants to enlist them. He feels it would be a patriotic duty to relieve a younger man for active duty. I don't know about that. Are you sure it is all for patriotism?

A group of girls and their friends from the Typing Bureau enjoyed an evening of good food and much fun in Chinatown on the evening of February 25. Those in the group included **Mrs. Belva Dale**, **Emma Lou Berry**, **Dorothy Blackman**, **Harriet Cushman**, **Mary Louise English**, **Jane Hewitt**, **Kathryn Hooker**, **Joan Johnson**, **Dell Martin**, **Elma McElhinney**, **Merle Qualey**, and **Louise Smith**.

Every month our list of new personnel grows. We are glad to see so many new faces. Welcome to you all! **Florence Howard**, **Marilyn Epperson**, **Frances Harvey**, **Evelyn Joquel**, **Elma McElhinney**, **Mary Eleanor Baccus**, and **Joyce Scott**, are the new additions to the Typing and Comptometer Bureaus. **Janet Ray** and **Alice Wiff** are two swell little gals who have joined the forces of the Immediate Bureau. **Jeanne Turner** is the charming new addition to the Miscellaneous Accounts. **Mary Jan Reno**

is a new steno at Terminal Island.

The Navy seems to have "gobs" of love for **Clare Enscoe** or vice versa. You should see her mornings in the P. E. Club Cafeteria, completely surrounded by the Army and the Navy. However, upon investigation, she revealed that the Navy outrates the Army. **Eloise Klages** will argue with her on that point. (Confidentially, so will I, but perhaps we're a little prejudiced on that subject!)

ARMY NEWS

The boys from the Accounting Department, who have entered the service, are now scattered from coast to coast. We all like to keep in touch with them because we're behind them every inch of the way to our ultimate victory. They are doing a marvelous job and we here at home have not forgotten them.

Frank M. Carr is one of our first boys to go across. Frank's father brought me a letter from Frank notifying his parents of his safe arrival somewhere in North Africa. With their permission I will quote some of the interesting passages from his letter:

"I understand that I can now tell you that I am in North Africa. Things look very good for the Allies here, and the consensus is that the Germans will be all run out of North Africa very shortly.

"We had a good trip over and landed safely. Things are very quiet here. There are French Moroccan and French troops here. The French are very friendly and get along well with the Americans. It's hard to talk to them, but after awhile, with the aid of hand signals, we manage to talk.

"Here in North Africa the American soldier is rich—they use francs as the measure of exchange and we get 75 francs for every dollar. The best meal in town runs around 20 francs, or 25 cents.

"They grow thousands of oranges, and good oranges—you can buy a big one for as little as one franc. Yesterday I bought French pastry, and they really know how to bake it.

"We are eating well, here but in town they also have the ration—the restaurants serve meals only during certain hours. They serve only one meal. If you don't like what's being served, you go to another restaurant. Only on certain days do they serve meat or bake French pastry.

"Even now the prices are extremely low, but when the first American soldiers came here they were much lower.

"Most of the days here the weather has been like California. However, the nights get pretty cold. We are sleeping in pup-tents, but we have plenty of blankets and manage to keep warm.

"Today I got to take a shower, the first since I left the States! I was as black as some of the natives. It sure feels good to be clean again!

"I'm going to try to get into town tomorrow and go to the Coiffurer's where I can get a hair-cut, shampoo, and some of the sweetest smelling hair tonic for 35 f. or about 47 cents.

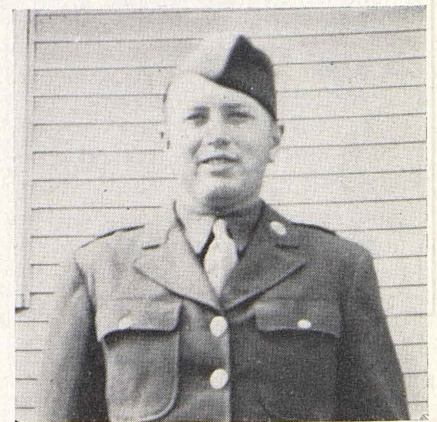
"I'm glad I'm getting to see the places I've heard so much about, as I find them very interesting.

"A couple of things which are scarce here are American cigarettes, candy and soap. I have a stock of soap and cigarettes but would appreciate some once in a while. We are rationed on candy, cigarettes, and gum by the Army. I think ordinarily this ration would be sufficient. Yesterday I received a pack of cigarettes, package of lifesavers, and a stick of gum. This is supposed to happen every day, but sometimes they are unable to get them for us.

"Guess that's all for now, except that I'm well and there is no need to worry. Love, Frank."

Thank you, Mr. and Mrs. Carr, for sharing Frank's swell letter with his many friends here in Accounting Department. In case anybody wants to drop Frank a letter, here is his present address:

Pvt. Frank M. Carr
A.S.N. 19160569,
38th. A.D.G. Hq. Sq.
U.S. Army,
c/o Postmaster, New York.



PVT. FRANK M. CARR
Formerly of the Accounting Department, now serving with the U. S. Army in North Africa.

Ronald Moyer, son of **Earle Moyer**, is now a cadet in the Air Corps.

Cpl. Noble E. Cates is now at Camp Butner, North Carolina.

FREIGHT STATIONS AND YARDS



By
Arden
Nasher

Up at the freight house we observed an old face in a new surrounding the other day. Wally Lichty, our old friend of the sheds and an occasional inspector for the Freight Claim Department, is now full-fledged file clerk and book binder. Boy! does he have fun with the machinery in the old file room, and we understand his new books are second to none.

Our last recollection of the filing job was when one **Tommy Gibson** used to buzz around, a mile a minute, reminding us of a swarm of bees. So, when we saw Wally at the old stand it developed that Tommy is on the mailing job — no mean accomplishment. Understand that he has been on that job some time, but your correspondent is usually 'way behind the times, and sometimes never gets there at all.

In a previous brief we mentioned that **Jim Bauer** was in Salt Lake, flat feet, bad eyes and all. **Joe Peeler** in the Freight Claim Department tells us that he is now at Tucson, and is a Radio Instructor. Jim really should get ahead; he tried so long and determinedly to get into the Army when Uncle Sam didn't seem to want him.

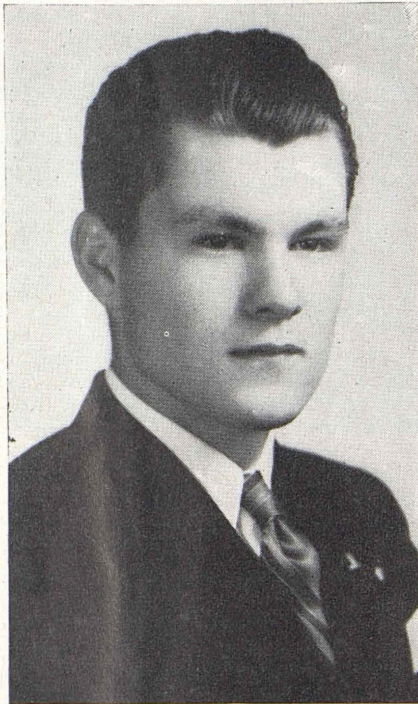
Flash! Little "**Ginny Sims**" (Virginia, to you) **Bowles** is the answer to a tired Chief Car Clerk's prayer. Yep, she's the new Jumbo at Butte St., and the boys say she's doing a whale of a job. If you see a cute 100-pound gal trudging around the yard looking at operations, it's not a new student Switchboard Footmaster; it's Ginny the Jumbo.

Now that the Subway Trainmaster's Office has attached itself to Roster No. 3, we look across town more often, and it now develops that Mr. Douglas has gone feminine in his office force 100 per cent. Meet **Sonia Stock**, successor to **Milo Seiglar**.

— BUY WAR BONDS —

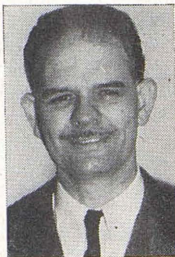
HARRY NORTON WIDRIG

Friends mourn the untimely passing of Substation Operator **Harry Norton Widrig** on Wednesday, January 24, 1943. Funeral services, followed by interment in Live Oak Cemetery, were held on Thursday, January 28, in Monrovia.



FRED SWEATT, JR.
Aviation Cadet

WEST HOLLYWOOD DISTRICT



By
G. R.
Stevens

Early spring gives promise of wonderful victory gardens this year, and they will come in handy.

Trainmen at West Hollywood are going to plant them in a big way this month. Every space possible will be utilized. There was keen interest last year, but this spring, because of the rationing, everyone is planting.

February has been a history-making month. Let us not forget Lincoln's and Washington's Birthdays. These great men fought in their era to keep America a land of freedom just as we are fighting today to keep America a land of free people.

We want to say something fine about the new man out our way, and report that **Joyce Johnson** is the new typist in the Terminal Foreman's office. She's a right nice one, too.

Motorman W. E. Mohan spent his vacation at home. **A. E. Einert** leaves for a nine-day vacation.

Good news! Congratulations of the boys at West Hollywood go to **Mr. and Mrs. Johnny Johnson**. They are the proud and happy parents of a baby boy (8 lb., 11 oz.) born Febru-

ary 17. Mother and baby doing fine. Johnny is a Motorman on the West.

Into the Army: **J. Danhar**, March 6; **M. L. Stiles**, March 12; **E. R. Griffin**, February 24; his brother, **T. D. Griffin**, has been called up. **Bus Driver J. M. Turchin's** son, **M. V. Turchin**, goes into the Aeronautics branch of the service soon. Young Turchin is 20 years old.

Motorman Bert Gabbard has two nephews in the service. Bert, the younger is now in Africa. Good luck, fellows.

Conductor F. J. Tannehill of Hill Street Station is now at West Hollywood on Run 1233.

Conductor L. E. Koch has been on vacation. **A. A. Bullington** and **C. I. Hood** have been on leave.

Funeral services were held for **C. E. Beale** at Steen Mortuary in North Hollywood on Wednesday, February 24, at 3:30 p.m. Mr. Beal had many friends and will be missed. He came to work on the P. E. as Motorman November 21, 1924.

We are sorry to report the passing on February 24 of **Mrs. Nellie Brown**, wife of **Ben R. Brown**.

Conductor L. P. Gappae reports that his mother is coming out here from Denver to live with him since his father passed away.

Fred Sweatt, Jr., son of **Motorman (West Hollywood) and Mrs. Fred T. Sweatt, Sr.**, enlisted in the U. S. Army Air Corps and left Los Angeles February 6 for Sheppard Field, Texas, to be an aviation cadet. Fred writes that he likes it fine, but says there is plenty of work to be done. From there he will be sent to college — destination unknown. Formerly Fred worked at California Shipyards as a marine electrician. He is a graduate of Fairfax High School and was in the R. O. T. C. for one year at Los Angeles City College. He plans to be married on his first furlough to **Miss Vera Hendrick** of West Hollywood.

— BUY WAR BONDS —

SOUTHERN FREIGHT DISTRICT



By
J. E.
Neville

Earl Altenberger is now Assistant Trainmaster.

At the Harbor Belt, **Charles**

Monroe, M. P. Stevens, Whitey Prim, Roy Soule, M. A. MacLean, and Jesse B. Gayer are now Yardmasters.

The South Freight District wishes them the best of luck.

WALTER WATCHALL TAKES OVER THE MIKE

With the world turned upside down and everyone's life changed by the big struggle, we take our microphone to the lobby of the P. E. Bldg. to interview prominent P. E. people on the questions of the day. So, here we go.

This is Station W O W, folks, bringing you the Man in the Lobby. Our first victim is **Ernie Stevens**, big Mechanical Man. "Mr. Stevens, what do you think of Sugar Rationing?" Mr. S.: "It has changed my life. I used to call the little lady Sugar, but now I call her 'Honey.'" Here is **Mrs. Stewart**, head of the Calculating Bureau. "What do you think of point rationing, Mrs. Stewart?" Mrs. S.: "After figuring all day at the office, I go to the grocery store and start figuring all over again." Well, meet **Vic Westerburg**, Company Chauffeur. "What do you think of rationing, Vic?" V.W.: "For twenty years I have been in the driver's seat, but now I am the one that is being drove."

Ha! ha! "**Right-of-way**" **Schaeffe** is next. "What do you think of the ceiling on corn, Russ?" R.S.: "I am glad to hear of that—I thought it might limit your activities." Ouch! Now, my old pal **Frank Patterson**. "What is your opinion on shoe rationing, Pat?" F.P.: "I don't like it but I can't kick—that would wear your shoes out that much faster." Here is a prominent citizen of Long Beach, **Herman Grenke**. "When do you think the war will be over, Herman?" H.G.: "To me, everything is just a matter of TIME."

Now, meet **Gus Guercio** of Boyle Heights. "What do you think of the meat shortage, Gus?" G.G.: "Where I live meat is not so important. We just hope they do not ration pickled herring." Here is a swell girl, **Gladys Sondag**. "Does the sugar shortage bother you, Gladys?" G.S.: "With 'Double Sugar Sharp' around

It's a far cry from 19 to 109, but that's how much the joint P. E.-S. P. operating force at the Port of Long Beach has grown since the peak year of 1929. The picture below represents most of the first and second tricks. . . . Yes, it's the war; and in the closest cooperation with the

I had not noticed it." Of all people, **Clarence Swartz**. "What do you think of the twenty per cent tax on salaries, Clarence?" C.S.: "Congress' slogan is like the walnut grower on way to market: 'NUTS TO THE PUBLIC.'" Here is one of our Accountants, **Mr. Bob Labbe**. "What do you think of all these young girls taking the men's places, Bob?" B.L.: "With all these cute young women around, figures are givin' me more trouble than ever before."

Now here is **George McClure**. "Is there a meat shortage out your way, George?" G.M.: "Why, yes, Walter. What ever became of El Portal?" Here is **Carl Hill**, the big Restaurant Man. "Did the egg shortage bother you, Carl?" C.H.: "There never was an egg shortage in the P. E. Bldg." And now that football fan, **Ernie Hayward**. "What do you think will become of football, Ernie?" E.H.: "It looks like the Trojan War Horse has really gone to war." Here comes a cute number with a nice figure—**Clare Enscoe**. "Now we know how Little Red Riding Hood felt—nothing but wolves around."

Here is **Earl McCall**, an Air Warden. "Do you carry a gas mask, Earl?" E.M.: "No, but with you around it is an idea." Well, my friend, **Charlie Sein**! "Do you think they should stop baseball, Charlie?" C.S.: "My team, the angels, stopped playing ball years ago." Now, meet **George Chrystal**, prominent Auditor. "Are you growing a Victory Garden, George?" G.C.: "Yes, I am growing a garden and you better be careful! I will have a lot of vegetables!"

Now, **Nancy Kelly**. "What do you think of the man shortage, Nancy?" N.K.: "That has been my trouble for years." Last, but not least, is our good friend **Walter White**. "How do the dimouts affect you, Walter?" W.W.: "My Air Raid Warden is so strict he makes me change my name to Black from sundown to sunup."

This is Station W O W signing off.

TRUE STORIES FROM THE INFORMATION DESK



By
**Deane H.
Aspelmeier**

At the counter a clerk was asked, "Can you tell me how I can find a certain attorney in the city directory if I don't know his name or address?" "That's hard to say," was the answer. "How did you learn of this attorney in the first place?" "You see, I saw him in court trying a case one time and thought if I ever needed an attorney, he would be the man I would have. I never knew his name."

Doris Burden was approached by a man who must know of coffee rationing and had found something else for his stimulant. "Young lady," he said, "You won't get mad if I ask you something will you?" There was a rather skeptical negative reply. "You're sure it won't hurt your feelings if I ask you a question? You know I have daughters of my own, and I wouldn't want to hurt you, young lady." Still rather skeptical, Doris asked him what he wished to know. "Well, I wonder if you could tell me the way to the Union Depot."

In order that an "inquirer" may receive the correct information we must be attentive to such replies as, "You say the trains leave every half hour? That would be 10:25 and 11:55, wouldn't it?" A favorite expression of any number seems to be "round trip and back." A recent call came from a man who wanted to go from Pasadena to "La Sienda." After trying unsuccessfully to send him to the La Senda stop, we finally found he wanted to go to La Crescenta.

armed forces, the Long Beach railroad crowd is working as a unit to bring it to a successful conclusion as quickly as possible. (Picture below and on page 15 submitted by J. E. Neville.)



ENGINEERING DEPARTMENT

By Victor P. Labbe

Betty Fisher received a large picture from her lieutenant boy friend. Although not actually engaged, looks like a future blushing bride. This will break the spell for the Engineering Department Harem.

Jean Fogarty pls. note: Understand **Evelyn Tenny** from Passenger Traffic, formerly of the Engineering Department, is leaving the service. Everyone who knows her will miss her greatly—and good luck, wherever you are Evelyn!

Talk about your lucky girls! Three pairs of shoes a year, and **Frances Spicer** claims ownership of 16 pairs. Imagine!

If you have something to swap, see **Clara Doll** and **Adele**, in the Mechanical Department.

Seen lunching together: None other than **Jean Fogarty** and **Leo J. Bush**.

Fred Bixenstein has been off sick for several days. Better get well and come back on the job, Fred!

Hear that **Bill Nicolay** is going in the Army and will be located at Fort MacArthur for awhile.

Al Smith is getting along very nicely and will leave the hospital shortly. Here's for a speedy recovery and an early return to work.

Suggestions for paying your income tax: **L.B.D.:** No more loud ties. **E.R.H.:** No golf, football, or shows. **Gus G.:** Fewer tips to blonde waitresses. **M. Harvey:** Skip the dance lessons. **Evelyn Bolz:** No trips to Laverne. **Nancy Kelly:** Vacations taboo. **Betty F.:** Let Helen pay your way. **Helen Wagstaff:** Skip San Diego. **F. Spicer:** Stay out of shoe stores. **J. Fogarty:** Cut the three packs of cigarettes a day. **G. McClure:** Smoke cheap cigars. **Marty Henry:** Less U.S.O.

What makes **Swartz** so excited these days?

Terminal Island is really going to town these days, under the able command of **H. Searing** and **E. Mayer**.

Three gorgeous creatures, **Diana Graff**, **Peggy Cherrier**, and **Mozelle Maxwell**, dressed to kill on the evening they were to attend Bob Hope's show at Santa Anita, were informed at the last minute their dates were quarantined. Well, the proud beauties settled themselves down—was it a cocktail bar?—to drown their sorrows in . . . when, lo and behold! believe it or not, a gentleman approached their table to inquire the cause of their sorrow. When told what had happened, he informed Bob Hope himself, who happened to be in the same cafe with his party of movie queens. At once Bob Hope himself invited them to join the



DAY SWITCHING FORCE, LONG BEACH FREIGHT YARD

The force consists of three tricks. In the first row, left to right, are W. M. Spann, J. Schermerhorn, C. H. Spence, P. Hendricks, M. Shelby, Dutch Wagner, C. Ronco, M. Peters, M. Greco, M. Clark, J. E. Neville, J. A. McCarty, C. O. Peirson, H. P. Clark, A. Tang, E. R. Myers, R. E. Hilburn. Others, left to right, are M. Shafer, Charles Shean, H. C. Woodworth, W. A. McNeilly, M. Humphrey, Ed. Cupp, S. W. Claassen, H. Swanson, W. G. Lutes.

party, consisting of Paulette Goddard, Veronica Lake, Dorothy Lamour, Jerry Colonna, Skinnay Ennis, Frances Langford, etc.

The thrill of the evening was walking up the grandstand steps in a flood of lights with Bob. The girls have done nothing since but rave about what a swell fellow he is and the wonderful time they had. They wound up at the Officers' Club as guests of the Colonel and three Lieutenants.

Understand **Claire Enscoe** is very fond of the Navy, but it's supposed to be a secret.

Her sister, **Betty Enscoe**, is learning to cook, as all new brides do, and she brings samples to try out on sister Claire, who refuses even to smell the samples. What a shame! Wonder if her husband refuses also?

MORTUARY FUND CUTS RED TAPE AT LITTLE COST

If you knew that approximately \$500 would be received by your beneficiary a few hours after your death, would the satisfaction of knowing it be worth \$1.06¼ a month to you?

Though in some months the cost of membership in the P. E. Mortuary Fund was slightly more than that, the total cost for the year 1942 was \$12.75, or an average of \$1.06¼ a month, according to N. B. Vickrey, administrator of the Fund. The Fund paid \$595.50 to each beneficiary in the month of January.

See next month's magazine for further details.

PURCHASING DEPARTMENT

By
Ray
Cragin



Time marches on and the help marches out of this department. The last member to join the Armed

Forces was the one and only **Bill Nicolay**. Bill was scheduled for induction March 2. So take your time going, Bill, but hurry back.

Bob Johnston, who left to join the Navy last November, called on us. At present Bob is stationed in Idaho and was home on leave for a week. The young man looks swell and says Uncle Sam is the first one who he found that could put out enough grub to fill him up.

Another one of our boys who left to work for Uncle Sam and made good was **Ed Morris**, or I should say First Lieutenant Morris. Yes sir, the last time he was in he was a second lieutenant and now he is a first. This time he brought along the Mrs., and we must say the boy did well for himself.

Meta Hoogendyk and **Bernardette Gray** went to Balboa for the week-end of Sunday and Washington's Birthday. They said the swimming was fine and you did not have to go into the ocean to get wet. If you remember, it was rather damp all over So. California.

Lois Brown picked Palm Springs to visit. This is the story as told by

Esther Quast, who was an eye witness. Lois was riding a horse down the road. She came to a group of soldiers. The animal, being patriotic, rose up to salute and Lois went head over heels. She stood up and did her filing the first day back.

Heard in the cloak room: **Diana**—"What is a lug?" **Clara**—"A lug is a thing that holds the wheel on a bus."

Eleanor Shimek has joined our department to take the place of **Marion Harrington**, who left to run **George Brown's** Duplicating Bureau. Eleanor is a sweet young lady just a few months out of Fremont High School and a member of the Manchester Avenue Improvement Association.

George Seitz, of the Stationery Store, says he is in the market for a dish-washing machine. When George is not sitting out in front of a certain church in Venice he is washing the dishes after the weekly dinner. An all-round man, so a Deacon of the Church tells me.

The following news from Torrance:

They are at it again. The two grandpappys of the Torrance Store. Yes, **Burt ("Deacon") Ordway** and **Hugh ("Two-Gun") Cain**. They tell me they are both Granddads for the second time and are again arguing who has the smartest grandchildren.

Lorenzo Otto, who was an assistant of **Charlie Stock** at the Track Store, was asked to join Uncle Sam's boys and has left us. That leaves another job to be filled by the weaker sex.

They tell me that **Mr. G. W. McCall**, the head man at Torrance Store, has made several changes since the young ladies have taken over the place. He no longer takes the **Purchases and Stores Magazine**, but in its place puts the **Ladies' Home Journal** and the **Woman's Home Companion**. Sock darning has replaced the 500 game at noon hour. Ward says anything to keep the girls satisfied.

William Jolley, Jr., son of **Bill**, is now working for Uncle Sam and is at Fresno, California. Another one of Uncle Sam's boys who was at Torrance Store, **Elmo McBride**, was a caller a few days ago. He is stationed at Pittsburgh, California, and says he is eating the best food and does not fear rationing.

Ed Glockzein, who was **Cliff Curle's** sparring partner at West Hollywood, is also now on Uncle Sam's payroll and is stationed in Utah. He writes that he is in charge of the billiard tables at that camp in the evening.

Child Training Expert: "If your children become unmanageable, quickly switch their attention."

Puzzled Parent: "Their what?"

WINCHIE AT THE KEYHOLE



By
**Marion
Snowden**

Remember this: "To dodge responsibilities is easy; the hard part comes in dodging the consequences of dodging them."

Greetings to the new magazine, with all its hitherto unheard-of and unsung writers, and those swelligant pictures of our various activities, etc. Our new editors are really going to town—but we still miss **Uncle Tom-mus**.

Have you-all noticed the new helpful signs which have made their appearance in the side windows of the busses? Our appreciative thanks are added to those of the many pay passengers who have commented on them.

And have you heard that soul-thrilling voice on the recently installed loud speaker system, announcing the departure of busses at the several gates? How come **Ruth Fisher** didn't tell us who's the owner of the voice, since it originates in the Dispatcher's Office? Could be "**Dog House**" **Uncle Walter's** or **John Puffer's**.

During our digression from office news in the past two months, two of our old timers have left the service—**Violet Phillips**, to romp in new pastures, and **Dorothy Randolph**, to try Oklahoma City. We're sorry to lose them, and wish the best to both of them. Recent reports are that Violet has been ill in a hospital, but is better now, and will soon be out.

We report with great regret that **Grace Ansted**, veteran retired informationist, is seriously ill in St. Vincent's Hospital. If the loving thoughts of her many friends can help her, she will soon be her old cheerful self.

Just by way of letting our sick-

leave folks know that we haven't forgotten them—hello, **Cy Saunders**, and **Dovie Brown**, and **Mildred Edwards!**

Imagine the embarrassed chagrin of **Madeline Matthews** and **Elizabeth Stoddard** when they marched into the street—duet—against the signal, only to be nabbed and turned back by the dusky cop who guards Sixth and Main crossing!

Down in a window of the former Japanese Chamber of Commerce office at First and Los Angeles Streets is a sign reading, "Somebody Talked." (**Matt Weinstock**, please copy.)

By the way, here's another one for Matt—sign on a liquor lounge on San Fernando Road—"Footsie's—Air-cooled inside."

It's about time we welcomed the many newcomers in the office since our general reporting. With no intention of leaving them out, we'll now belatedly place the welcome mat at the door of Room 235 for the following:

Harriet Cushman, **Lorraine Needham**, **Jane Cason**, **Mary Beth Gidley**, **Imogene Flanagan**, **Fay Cox**, **Lillian Beck**, **Mary Lytle**, **Cecelia Jacobs**, **Hope Solomon**, **Norma Fancler**, **Peggy Hall**, **Betty Sweetland**, and **Helen Richter**.

And so, with that well-meaning welcome, we'll wangle our way out of the March magazine until April.

Retired Railroad Employees to Hold Picnic March 25

The Los Angeles Chapter of the RETIRED RAILROAD EMPLOYEES OF AMERICA will hold its first picnic of the year in

SYCAMORE GROVE PARK
on MARCH 25

Program at 2:00 p.m.

Come and bring your lunch. If restrictions will permit, coffee will be served free. Watch daily papers for further information.

C. H. KNIGHT
Secretary

AUTO INSURANCE

MORE VITAL NOW THAN EVER BEFORE

100% SERVICE at Lowest Possible Rates in Standard Companies Only

See **P. A. DuBOSE** of the
Wm. L. Thomas Agency

At P. E. Club
TU. 7272

Suite 817
Pershing
Square Bldg.
448 S. Hill St.
TR. 3526

FREIGHT TRAFFIC DEPARTMENT



By
Betty
Morrison

Rationing and manpower in the headlines — gardens and volunteer war effort in individual lives—

or, what do you do with that precious thirty-six hours between Saturday noon and Monday morning?

VEGETABLE GARDENS

Our score in the Freight Traffic Department rather surprised us. We find we have nine vegetable gardeners. Of the nine, **McMichael, Blackburn, Vincent, Kuck** and **Conrad** may be counted as the "light" gardeners—from garden patch to table. If you want produce advice, you might talk to the partners **Stockberger** and **Lucas** (who are farming a plot in Alhambra); or you might get some pointers from **George Koltz**, whose acreage includes fruit trees; or **Fred Willey**.

BLACK SPANIEL PUPPY

Of course, in **Mr. Willey's** case, farming is somewhat of a race with a very black spaniel puppy. He doesn't recommend adding a puppy to a family that takes its gardening seriously. A few Sundays ago the Willey garden plot was ready for the planting. Monday-morning-stiffness was sufficient proof that the planting had been done as planned. Tuesday-morning-language was purely a compliment to the digging prowess of the pup. Master Pup hadn't been consulted when the planting was done so he couldn't say that he'd picked the exact center of the nicely loosened soil of the garden for the burying of his favorite bone. Not until the Monday after the planting was that pertinent fact disclosed, without subtlety, by a nice big hole in the center of the carefully laid out and planted garden.

Rumor has it that **Mr. Willey** now contemplates raising duck to combat the snail hazard on his Culver City Estate. We'll have to wait for a later edition to determine how ducks, pups and gardens mix.

CHICKENS AND RABBITS

There's more diversity in our other efforts to meet the rationing problem. That is, there's diversity to the extent of rivalry between the raisers of chickens and rabbit fanciers. The ratio is four to one—**Lucas, Connors, Stockberger** and **Koltz** raise the chickens; **Conrad** fancies rabbits. The result in pounds

of meat produced for consumption is the final test from our point of view.

Getting out of the garden, we find policemen, firemen, wardens and blood donors. **Joe Blackburn**, our lone example of an Auxiliary Policeman, is less sleepy-eyed in the morning now that the beach patrol has been taken over by members of the "Armed Forces." But **Joe** remains a bit of an anomaly to us. He's obviously a very civic-minded young man, a model citizen and an Auxiliary Policeman. Recently, however, we were all a bit puzzled as to how well we do know this young man. A woman, whom we judged to be a stranger, stuck her head in the door marked "517," pointed an accusing finger at **Joe** and exploded,

"He's a wolf; and I'm little Red Riding Hood!"

Maybe you can interpret; we couldn't.

AUXILIARY FIREMAN

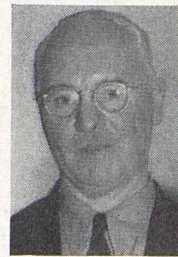
Defense and war skills perfected in working with the OCD can come in mighty handy. Our Auxiliary Fireman, **Harold Kuck**, can prove that. His South Pasadena Fire Auxiliary was practicing the use of fire hose on a Sunday morning. At intervals there was comment on a column of smoke rising in the distance, but no action seemed advisable until the two-way radio on the truck began sputtering, announced there was a fire near them and they were to see what they could do about it. No address was given with these instructions.

Pleased with a practical assignment, the Auxiliary Firemen went hunting and discovered the fire to be in a garage several blocks from where they'd been practicing. And—the garage belonged to **Mr. Kuck's** mother.

WARDENS AND BLOOD BANKERS

By a curious coincidence the Air Raid Wardens and Blood Donors are identical—**Stockberger** and **Vincent** holding both titles. Neither of them has given forth with any anecdotes on his Warden duties, but both of them come back from the Red Cross Blood Bank with more enthusiasm for the whole idea each time they go out. It's a little difficult to decide whether they're most pleased with the efficiency of the staff, the Nurse's Aides, or the coffee (like Mother's having trouble making these days). With most becoming modesty of them even whispers of any satisfaction in the point that appears to us to be most important in thus contributing—the meeting of a need both Army and Navy deem vital to the total war effort.

SUBWAY TERMINAL



By
W. F.
Servranckx

We had a pleasant visit from **J. R. Hollis**. You know—the guy who invites his best friend

over for turkey dinner, saves all the white and dark meat for himself, serves stuffing, if any, and half a cup of coffee—and besides, charges the poor stiff 75c. Well, our good friend says, "Come ye to the valley, boys; that's where you find the best runs!"

Look out, **Tojo** and **Hirohito**! One of our finest American boys is going to pay you a visit—none other than **D. O. King, Jr.**, son of **Conductor** and **Mrs. D. O. King**, our genial secretary of 448. Junior, on February 27, enlisted in the U. S. Army Air Corps. I am sure all the boys from the Subway wish you luck—and let's hear from you.

Our talent scout discovered "Archie Duffy"—not of Duffy's Tavern, but of the Subway Terminal. Guess who: **Archie Dudley**.

Shoe rationing surely showed up during the five-day rain storm, when we noticed all kinds of overshoes, rubbers, boots patched up with all kinds of designs, and that well-known man from Mars, **R. E. Gilbert**, same boots, same coat, same hat, but no face. **Jughead** will get you yet, **Yardbird**!

Have you seen the new buttons for the duration? Where is yours?

Tragedy struck our household on February 23, when our pet dog, **Snoot**, well known to a good many of our friends for his friendly tricks, was run over and killed by a hit-and-run driver on Hauser Boulevard. Needless to say, we were very well broken up and miss him very much.

The grim reaper reached out and took from among us **Chas. E. Beale**, a loyal member of the B. R. T. since 1933, who was laid to rest at Valhalla Park on February 24. Our heartfelt condolence to the bereaved family.

Have you noticed how the switches go flip-flap at the Subway interlocking tower? Well, boys, the reason is, **Archie Skelton** had his pitcher took!

And speaking of pictures, how about some of yourself or your family, or a big fish that got away? Don't let the associate editors take up all the space. Boy! Wasn't there beauty and glamour in the February issue!



ADD STARS TO PACIFIC ELECTRIC SERVICE FLAG

The Red Cross Committee of the Women's Club, here shown at work, includes, left to right: Mrs. Jack Childs, Mrs. Rena McDaniel, Mrs. Anna McKinney, Mrs. W. A. Hasty (President of the Club), Mrs. Edna Roberson, Mrs. Edward Byrne, Mrs. Leo Leasman, Mrs. John L. Columbus (Chairman, Red Cross Committee), and Mrs. Mary Boss.

HERE AND THERE WITH THE WOMEN'S CLUB

By Mrs. Rena McDaniel

(Mrs. McDaniel is pinch-hitting this month for Mrs. Bishop, who is ill.—Ed.)

Owing to a very severe attack of eye-iritis, our dear **Grace Bishop** is confined to a dark room, and is unable to write her usual charming and clever chronicle of events of the Women's Club this month.

So, when she said, "Please, Mrs. Mac, do it for me!" we just capitulated. As a pinch-hitter, we'll do our best to bring you an account of the Club doings—but hardly in her inimitable manner.

Pinch-hitters seem to be prevalent. **Mrs. Helen Miles** conducted the February 4 card party for **June Rambo**, who was ill. A record crowd enjoyed the pleasant afternoon, and voted Mrs. Miles a delightful hostess.

Mrs. Gertrude Columbus, Red Cross Chairman, met with a painful accident and was forced to be absent from her post. **Mrs. Leasman**, her assistant, came to the rescue and took charge of the unit.

The Club was visited by **Mrs. Barbee**, President of the Women's Auxiliary of the Retired Railroad Employees of America. Mrs. Barbee brought several members of the Auxiliary with her. She gave us an outline of the aims and objects of their club, and spoke of the great need for friendship and sociability among re-

tired employees.

We were glad to hear that **Mrs. Fuller** has one of her four fine sons home on furlough, and that **Mrs. Bert Green** has heard from her soldier boy, after so many months.

"Postmistress" **Landon** did an expert job in handling the huge volume of exchange valentine mail. Everyone was remembered—and happy—with Dan Cupid shooting arrows all over the place.

After a clever game, guessing the names of various cakes that were suggested in pictures placed about the room, and causing much merriment when the names submitted nearly equalled the famous 57 varieties, tea was served by **Mrs. Ashcroft** and **Mrs. Hornbuckle**—a perfect climax to any party.

February 18 was the date of another pleasant card party, with our charming hostess, **June Rambo**, able to be out again—and **Mrs. Columbus** was back with the Red Cross. Couldn't keep her away any longer. Is it any wonder we go over the top?

The second meeting, March 25, gives us another chance to meet and greet.

To our sick and shut-in members we extend a very special greeting of good cheer, and best wishes for a speedy recovery. We miss you!

(The Editors wish for Mrs. Bishop a speedy recovery, and thank Mrs. McDaniel for her splendid contribution.)

—BUY WAR BONDS—

TRANSPORTATION DEPARTMENT



By
Josephine Hollebaugh

With crimson face and head bowed in abject mortification, we rush into press with an apology for January omissions. Must have been our editorial subconscious thinking this would make at least Page 2 or 3: **J. R. Worthington** and **E. B. Whiteside** elevated from Assistant to Full Superintendents, **I. W. Erhardt** from Chief Clerk to Office Manager, and **Lonnie Campbell** from Assistant to Chief Clerk. After all, the fall of Tokyo doesn't belong on the Society Page . . .

As for February, **W. O. Baker** was appointed Road Foreman of engines to nurse the messy number of steam engines we are now using . . . **L. H. Lutes** promoted from Car Distributor to Assistant Chief Clerk, with **Paul Campbell** returning from leave of absence to take up Car Distributor job . . . **Virginia Guppy** moved from Schedule Bureau to job of Car and Freight Service Clerk vacated by **Art Westerveld**, who has been transferred for the duration to train service . . . **Eva Mae Ashley** moved in from Mail Clerk, file room, to Typist Clerk, Schedule Bureau, and **Kay Morrow** came in from Conductor's Accounts to Mail Clerk, file room . . . **Esther Lane** moved up from Typist Clerk to Steno Clerk, Personnel Bureau, with **Gretta Patterson** deserting Accounting Department in favor of this opening . . . **Edna L. Greene** is the new Steno Clerk in Trainmaster's office, Sixth and Main Streets.

New assignments reported in freight depots: **James V. Clapp, Jr.**, Mail Handler, Sixth and Los Angeles . . . **Edith Brown**, Expense clerk; **Margaret Seymour**, Bill Clerk, and **Louis Calidonna**, Manifest Clerk, at Eighth and Hemlock . . . **Marion Glasgow**, Ticket Clerk, San Berdue . . . **Anita Carter**, Clerk Warehouseman, Wilmington . . .

Carl Van Ordstrand moved up to Southern Division Terminal Foreman . . . **Fred Sauerwein** and **O. C. Jordon**, Northern Division Freight Conductors, elevated to Assistant Trainmasters . . . **Thomas Bruner** upped to Terminal Foreman . . . **Max Stolpe** retired . . . and several transfers: from Engineering, **Wiley Reed** and **Harold Lish**; from Stores, **Harvey Finglet**; and from Mechanical, **Vergil E. Berry**—all to Train Service . . .

PACIFIC ELECTRIC
ROD AND GUN CLUB



By
**Arlie
Skelton**

The February meeting of the Rod and Gun Club was very well attended. Several new faces were noted among the crowd. **H. P. Bancroft**, Chairman of the Executive Committee, managed to provoke several "growls" by reading the Auditing Committee's report on receipts and expenditures for the year 1942. Somebody seemed to sling about thirty dollars worth of red ink into the report.

However, **B. F. Manley** eased the pain somewhat by calling to the club's attention that three hundred seventy dollars of the club's expenditures had gone for war bonds, which is a darn good investment of any man's money in these times.

Your club now owns and has on deposit in a Federal Reserve Bank, San Francisco, ten Series F one-hundred-dollar bonds. You also have a very comfortable balance of cash on hand deposited in Los Angeles banks.

The outing to Lake Arrowhead for the opening of trout season May 1 is planned very much as usual this year. Twenty boats have been reserved for the opening day; also, meals and lodging for forty members have been reserved at the Blue Jay Camp.

How you get there is your business. Whether some arrangements can be made for transportation in a group remains to be seen. After all, patriotism is a part of good sportsmanship. In the event the trip will interfere in any way with war regulations, it will be cancelled.

Rental on boats will be the same as last year. Two dollars per person, two men to a boat. Cabin rental will be one dollar per person. Meals will probably be a little higher this year, because our committee is making its own menu.

The opening day falls on a Saturday this time, and in the event any member wishes to stay over for Sunday fishing he will have to make his own arrangements for the extra day. The club only concerns itself with the opening day, which is over with at noon.

Associate member **Arlie Don Skelton** is now Private Arlie D. Skelton of the Army Air Force, and is sojourning in Florida for the winter. This is just another reason why the Axis cannot possibly win the war.

Pvt. A. D. S. is expecting to be shipped out shortly to a radio training school.

Roy Battersworth and yours truly tried their luck fishing at Lake Henshaw recently. It just happened to be one of those days when an east wind was blowing and nobody caught any fish. There are days like that.

The next regular meeting of the Rod and Gun Club will be held Wednesday, March 10, at 7:30 p. m. See you then.



**PVT. ARLIE DON SKELTON,
U.S.A.A.F.**

Now with the Army Air Force in Florida. Private Skelton, son of Towerman Arlie Skelton, is 18 years old, a graduate of South Gate High School.

AMERICAN LEGION
AUXILIARY

By
**Mrs. Martha
Harper**

The members of the Auxiliary joined the Post at a dinner at the Hayward Hotel. Twenty-third District Commander **Dr. Hammer** was the guest speaker, and every word of his talk is to be remembered and well thought over, as are also the remarks made by our own comrade of the Post.

Everyone had a good time and enjoyed a hearty meal.

* * *

We missed the cheery smile of

our own **Bernice Nichols**, who is still ill and unable to be out. We hope that she will soon be about again. Let's not forget to remember to drop her a card.

* * *

Mrs. Roland Phillips is also reported ill at the home of her mother, **Mrs. K. M. Brown**. And word comes from **Helen Brinker** at Riverside that she is just recovering from a severe illness. We hope they, too, will soon be well.

* * *

The unit is planning a rummage sale in the near future. Anyone having odds and ends should call a member and we will be glad to pick up the contributions.

* * *

Several members have added making surgical dressings for the Red Cross to their war activities. And some are planting victory gardens, too.

* * *

The unit extends deepest sympathy to **Mrs. Myron Turner** in the loss of her husband, who met an accidental death recently.

* * *

We are in line again for a membership citation for having obtained our 1943 quota before January 31.

* * *

A word to the new Post members: Bring your wives in to get acquainted—any meeting. We will do the rest.

* * *

A vigorous program of training for peace-time citizenship will be carried forward by the American Legion Auxiliary this year, side by side with its war efforts, according to **Mrs. M. Malmbore**, Americanism Chairman of the Pacific Electric Railway Unit of the Auxiliary.

"Women of the Auxiliary are determined that this time the peace shall be won as well as the war," said Mrs. Malmbore. "They can envision the vast difficulties that will face our nation once the fighting stops and the work of reorganizing the national life on a peace-time basis begins. They know that the solid principles of American democracy must be dominant in the minds and hearts of Americans if we are to be victorious over the problems of peace.

"The Auxiliary has no patent program for repairing the world. We believe there is no quick, easy way. We know that the same principles essential for successful living, for a successful and happy nation, which ruled before the war, will still have to be followed. America will have to have intelligent citizens who understand and are devoted to the ideals of democracy and who are willing to serve unselfishly in peace as in war, no matter what program the nation follows.

PACIFIC ELECTRIC MASONIC CLUB



By
Ed. J. A.
Hasenyager

THE PRESIDENT'S MESSAGE

To the members of the P. E. Masonic Club—I appreciate the honor of being elected President of your organization, and will do my utmost to be worthy of your trust.

Our club has a corps of good officers, a goodly membership, and is financially solvent, but lacks an interesting incentive to bring the Brothers to meetings. This being wartime, our semi-annual dinners are banned by food conservation, and entertainment is difficult to procure. As a means of coping with war restrictions, and complying with recent changes of by-laws, I have changed the regular meetings to four per year (the next meeting being in April). Won't you come out then and help us? If you can't come, send in your suggestions.

We could secure movies or speakers, or could entertain ourselves with forums, debates, or humorous initiations of new members. There must be some way of prolonging interest in our organization. Our lodges are confronted with the same wartime conditions. We should solve our problem. We cannot let go an organization which has been so thoroughly enjoyed for the past twenty years. Let me urge again—come out to this next meeting on April 21.

—W. S. H. WEEKS.

HOSPITAL NEWS

Brothers **Fred Harper**, **Ben Jurdan** and **Oren Smith** are temporarily sojourning at the St. Vincent's Hospital, and no doubt would enjoy a short visit from any of the Brothers.

DEGREE WORK

The Degree Corps made no visits during the past month, but several members of the Club visited John Marshall Lodge and South Pasadena Lodge, and assisted in conferring the Master's degree; pins were presented in each instance. If any member knows of instances when fellow employees are being raised, the Secretary will be glad to get in touch with someone to present our pin to the Brother. I'm sure it will be appreciated by the Brother receiving it.

Membership cards for 1943 are

now ready for mailing, and will be distributed as soon as possible. If you haven't made arrangements for yours, do so at once.

E. L. Morrison, Substation Operator, is seriously ill at home, 601 West 112th Street, Los Angeles.

Brother C. C. Carney is still confined in Veteran's Hospital at Sawtelle.

—BUY WAR BONDS—

MOTOR TRANSIT DISTRICT



By
Ruth
Fisher

Welcome to our midst **Service Directors Sam McGraw and Lee Cary.**

Operator T. J. Bailey of Santa Ana is confined to his home with the flu. A speedy recovery, T. J. B. We all miss you.

'Twas a sight to behold to see **Charles Hatfield** and **Tom Daiker** sorting destination signs as punishment for missing their schedules.

Ira Jenkins, after spending eight months with Uncle Sam's Army as First Sergeant, is now back with us. He is among the "old timers," having been with the Pacific Electric since 1923. He's still afraid of Uncle Walter because he told **Ed Morgan** that "**Walter Deal** doesn't care who he bawls out." Nevertheless, Ira is still seen each morning in the Dog House under Walter's feet.

Paul Stoner's hobby is archery, and being an enthusiast he has organized the Montrose Operators' Archery Club. Members so far are: **B. L. Mutz**, **M. D. Sandgren**, and **Frank O'Haver**. Understand they are natural-born Indians. They are in search of a modern William Tell. Who will volunteer?

Uncle Walter sez, "You know, I believe if Mr. Roosevelt keeps on, he's going to build himself an army." Judging from the selectees, we're thinking he has something there!

Isaac H. Stone is bemoaning the fact that his electric ice box hasn't given service. So what? He's only had it ten years! And because he couldn't get anyone to fix it, he endeavored to fool 'em, by finding out what made the wheels stop goin' 'round. Now it is strewn all over his kitchen—no ice—no box—no fun on his day off! Cheep, Cheep!

After a two-day vacation in Tia Juana, **H. W. Burton** is nursing a headache. Could it be that he par-

took of too much cactus juice?

Paul Stoner wants Sundays off, now that his children have a pony. Picture him with feathers, a bow and arrow on a pony? Wahoo!

It's catching, that mustache of **Hank Stone's**. **A. G. Wiseman** is now running keen competition. Before long we will have our own Monty Woolleys!

Operator F. H. Schenck is showing a twin wedding ring set! It will be some time next summer. Congratulations.

Operators who left this division in February for the U. S. Army are **R. J. McMullen** and **Tom Hays**. **H. C. Halpin** goes in the Navy this week. Write to us boys; no military secrets, of course, but keep us posted as to how you are. We ARE interested.

Ruth Gregg Fisher knows the Hollywood Hills like a book. "Give me all outdoors and I'm happy!" she exclaims. That's why one of her pet peeves is doors that won't open. Even in the MT District Dispatcher's office down on the P. E. Station bus deck, where she is steno-clerk (P. E. idiom for "Step lively, men!") she is enclosed only by glass. New to the mag last month, Ruth began with P. E. last September. She has a 16-year-old son.

—BUY WAR BONDS—

PACIFIC ELECTRIC CLUB CALENDAR

- Wednesday, March 10:**
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.
- Tuesday, March 11:**
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Meeting & Program—1:00 p.m.
- Friday, March 12:**
P. E. Bowling League Matches—8:15 p.m. Arcade Recreation Center. Spectators invited.
- Saturday, March 13:**
P. E. Agents' Association Meeting—7:30 p.m.
- Thursday, March 18:**
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Card Party—1:00 p.m. Prizes to winners.
- Friday, March 19:**
P. E. Bowling League Matches—8:15 p.m.
- Tuesday, March 23:**
American Legion Post Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Semi-monthly Meeting—8:00 p.m.
- Thursday, March 25:**
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Meeting & Program—1:00 p.m.
- Friday, March 20:**
P. E. Bowling League Matches—8:15 p.m.
- Thursday, April 1:**
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Card Party—1:00 p.m. Prizes to winners.
- Friday, April 2:**
P. E. Bowling League Matches—8:15 p.m.
- Thursday, April 8:**
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Meeting & Program—1:00 p.m.
- Friday, April 9:**
P. E. Bowling League Matches—8:15 p.m.
- Saturday, April 10:**
P. E. Agents' Association Meeting—7:30 p.m.

NOTES FROM PASADENA



By
M. J.
Freeman

The blessed event has arrived at the Sprowl household. It's a bouncing 7½-lb. girl. Mother and daughter are doing fine. Father is getting along as well as could be expected.

Another blessed event came to Pasadena February 18. That bird they call a stork stopped to rest on Conductor P. J. Zook's chimney and left an 8-lb. girl. Mother and daughter are getting along fine, and Zook will recover, too.

If anyone has any vitamins to spare, they are wanted in Pasadena to give our boys strength for the trip to the bank. Silver! Whe-e-ew!

What Don Juan on the Alhambra bus has all the ladies agog in South Pasadena? The rest of us don't stand a chance any more.

Del at Sierra Vista is still putting out coffee, and what the heck would the boys do if it weren't for Del? Seems like all the wives out here sleep in now. Um-m-m-m-m . . . Del's coffee shop looks like a homecoming in the station every morning. Empty cups all over the place and Del washing 'em as fast as she can. But the demand for coffee is too great.

Wanted: A good reliable compass for the front end of Motorman Gardner's car, to guide him to Los Angeles. Seems that after leaving the barns in Pasadena he started north instead of south. A sense of direction is a wonderful thing—Or is it?

If this meat shortage gets any worse, we may be able to eat at George Harris's house. He is the lucky owner of a dandy little farm with chickens, rabbit, and garden—and is he happy!

George Stewart is still the champion nickel collector in South Pasadena. That guy can get 'em out of thin air.

Bill Windsor, who has been helping Pasadena City Lines out, is coming home to roost on the front end of a P. E. car again. Bill has been with us since 1917. Welcome home, Bill!

PROMOTIONS

The following promotions are announced by the Management:

Lonnie A. Campbell, formerly Assistant Chief Clerk, in the Transportation Department, has been appointed Chief Clerk of that department, the effective date having been January 7. Mr. Campbell has served Pacific Electric since April 22, 1927.

Ivan W. Erhardt, formerly Chief Clerk in the Transportation Department, has been appointed Office Manager, the effective date having been January 7. Mr. Erhardt began with the Motor Transit Company May 16, 1933, and came with it to the Pacific Electric. He had previously been a dispatcher for Southern Pacific and had held various positions on other roads.

Harold C. Kuck, formerly Special Accountant and Head Clerk, Disbursements Accounts Bureau, has been appointed Assistant to the Freight Traffic Manager. The promotion was effective January 7. Mr. Kuck has been with Pacific Electric since January, 1920, in various capacities. Before that time, he worked for about three years for several railroads in the Middle West.

Lester H. Lutes, formerly Car Distributor in the Freight Transportation Department, has been appointed Assistant Chief Clerk, the effective date having been January 7. Mr. Lutes has been with the company since July 1, 1925.

William C. Scholl, formerly Chief Clerk in the Medical Department, has been appointed Assistant Research Engineer, the effective date having been January 1. Mr. Scholl has been with the company since October 7, 1925, during which time he has had considerable statistical experience.

John R. Worthington, formerly

Assistant Superintendent in charge of rail and motor coach passenger service, Transportation Department, has been appointed Superintendent in a similar capacity. The promotion was effective January 7. Mr. Worthington was with the Southern Pacific 19 years before coming to the Pacific Electric six years ago.

—BUY WAR BONDS—

PACIFIC ELECTRIC POST,
AMERICAN LEGION



By
James E.
Davis

Last month we told you our post was planning to have a banquet, at which members would be fed by the post, but that if they brought their wife, or anyone else's wife, they would have to pay for said wife, or whoever they brought. Well, as one of our neighbors used to say: "They done done it." Ye Scribe has no wife. He did not know whose wife to take, nor how to go about taking her, without getting in bad with her husband, so he stayed at home.

However, he was informed that he had missed something. It being meatless Tuesday, they had TURKEY. After the turkey had disappeared, came the speaking.

Twenty-third District Commander **Dr. Hammer**, P. E. Railway Post Auxiliary President **Mrs. Smith**, Adjutant **C. A. Newman**, First Vice Commander **F. W. Nichols**, and Junior Past Commander **V. G. Clemons** each had something to say. We are sure it was interesting, but we can only judge by past experience.

OUR COURTESY

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



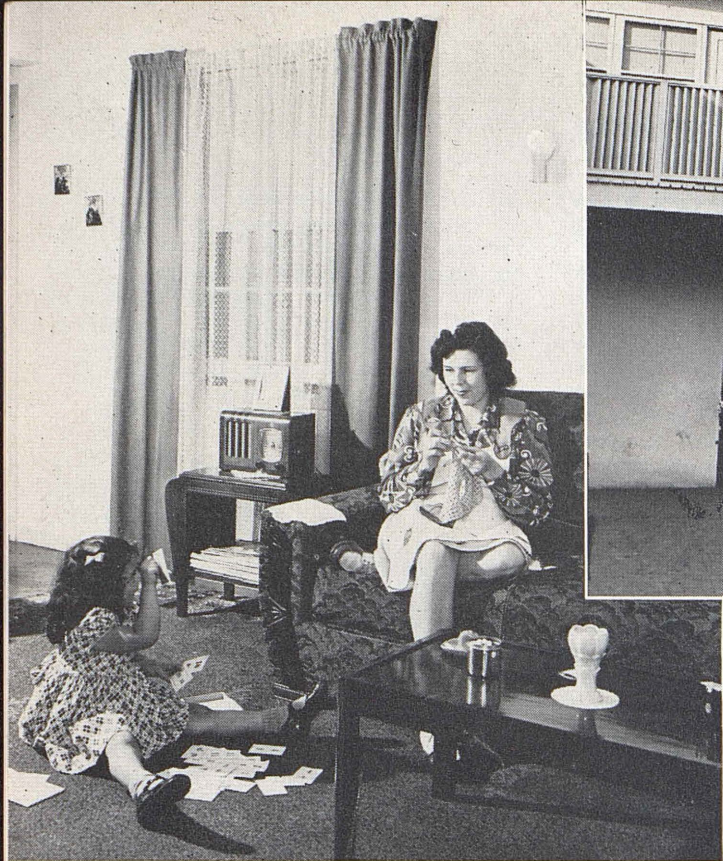
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MORTUARY

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Phone
PR-5501



TYPICAL VIEW of Beautiful Aliso Village homes which are opened by the L. A. City Housing Authority to employees of war industries. Announcement made today invites S. P. employees to apply for one of these low-rent apartments.

INTERIOR of living room in an Aliso Village home. Applications for rental are received daily at the Central Office, 1401 East First street, from 8:30 a.m., to 6 p.m.

Pacific Electric Employees May Live In City Housing Authority Homes

Low-Rent Developments Available at Aliso Village and Wm. Mead Homes; Conveniences Include Stoves and Refrigerators

The Housing Authority of the City of Los Angeles announces that Pacific Electric employees may live in the new low-rent housing developments now open for occupancy at Aliso Village, 1401 East First St., and Wm. Mead Homes, 1306 North Main St., where inspection is invited.

Aliso Village, largest of all the war housing projects, has 802 apartments, while Mead has 449 one to four bedroom homes. Each dwelling consists of a bedroom, living room, dinette, kitchen, bath and toilet. Gas, lights and water, together with numerous facilities for the convenience and pleasure of residents, are all included in the low rent which ranges from \$11 a month to \$40, according to income.

Central application offices for rentals are located at 1401 East First Street, and are open every day, including Saturdays and Sundays, from 8:30 to 6:00 P.M.

Other homes of the above mentioned types in the Harbor area are also available. Information will be gladly given at 435 Neptune Avenue, Wilmington.

These Housing Authority-operated homes offer many attractive features in community activities to the residents.

There is provision for Nursery School care of children between the ages of 2 and 5 by well-trained teachers under the supervision of the Board of Education. Fully equipped playgrounds and supervised play, along with movie shows, arts and crafts classes, and indoor and outdoor recreation are provided older children after school hours.

A large community hall in each development is open to tenants' organizations, social gatherings and any special events they wish to present.

Meantime, living in Aliso or Mead allows every privacy to be found in privately-owned developments, according to the Authority program. Widespread lawns and an abundance of shade trees and shrubbery gives a park-like appearance to the development.

Private paved parking space and room for individual victory gardens surround each home area.

The homes are furnished with cooking ranges, refrigerators, clotheslines, and window shades.

— BUY WAR BONDS —

Barber—You are getting bald, sir. Do you know what is causing it?

Customer— I don't know, but I suspect that my hair falling out has something to do with it.

How Rent Rules Affect Workers

In every city above 150,000 except Miami and New York, rents of houses, apartments and rooms are already under Federal control. Highest legal rent in general is the rent a given house or apartment brought on the Maximum Rent Date. The date fixed for Los Angeles and Orange counties is March 1, 1942. A tenant will know what the rent was on that date because he will have a copy of the statement filed by the landlord or he can ask the Area Rent Office.

If the rent has been increased, next time the rent falls due the tenant need only offer the landlord the legal amount. If the landlord refuses, the Office of Price Administration urges that the tenant wait a few days and then offer the legal rent again. That will give the landlord a chance to study the regulations. But a tenant, if necessary, can sue the landlord because of an illegal overcharge.

A man can't be put out of the house for offering the legal rent, or for going to court over the rent. This is true whether or not he has a written lease.

New houses that weren't rented till after the Maximum Date are under rent control too. The landlord sets a price but if the person renting thinks it's too high he can ask the Area Rent Office to cut the charge back to what the same kind of houses were costing on the Maximum Date.

- - GRINS AND CHUCKLES - -

Breathless Visitor: "Doctor, can't you help me? My name is Jones."

Doctor: "Sorry, sir; I simply can't do anything for that."

— BUY WAR BONDS —

He wanted a horse and at last found one that took his fancy.

"That's a nice-looking animal," he remarked. "Is he a good jumper?"

"Jumping, is it?" exclaimed the dealer. "My dear sir, if you want to keep that horse in any field you'll have to put a lid on it."

— BUY WAR BONDS —

"Stella, I wish you wouldn't sing at your work."

"I wasn't working sir; I was just singing."

— BUY WAR BONDS —

"There I was, forced down on a desert island with a lovely girl."

"What did you do for food?"

"Gosh, I don't remember."

— BUY WAR BONDS —

As a rookie, Abraham was a total flop. Efforts to teach him anything of warfare, battle tactics, even drill, were entirely in vain. He was, however, included in the division when it went overseas.

The first day of action, he was outstanding. For his courage in successfully wiping out six machine-gun nests single handed, he was cited for a decoration. The captain was amazed and called Abraham's sergeant for an explanation.

"What did you do to him to make such a good soldier in such a short time?"

"Darned if I know," said the sergeant.

"You must have done something," according to the Captain.

"All I did," reported the sergeant, "was stick a machine gun in his hands, just before the battle, and say 'Abe, now you're in business for yourself.'"

When newlyweds Cora and Bill boarded the train the embarrassed bridegroom tipped the porter liberally not to reveal the fact that they were just married.

On the way to breakfast next morning the couple was the object of many grins, stares and craning of necks. Furious, the groom upbraided the porter.

"Nossuh, boss," George defended himself. "Ah didn't tell 'em. When dey asked me if you was jus' married Ah says 'No, suh, dey is just chums.'"

— BUY WAR BONDS —

Willie: "Pop, there's a man at the circus who jumps on a horse's back, slips underneath, catches hold of its tail and finishes up on the horse's neck!"

Dad: "That's easy. I did all that the first time I ever rode a horse."

— BUY WAR BONDS —

A man bought a canary from an animal dealer.

"You're sure this bird can sing?" he said, suspiciously.

"He's a grand singer."

The customer left. A week later he reappeared.

"Say! This bird you sold me is lame!"

"Well, what did you want—a singer or a dancer?"

— BUY WAR BONDS —

Bill and Stan were seated on a crowded street-car. Bill had his eyes closed.

Stan: "What's the matter, Bill? Don't you feel well?"

Bill: "Oh, yes, I feel all right. But I hate to see ladies standing."

— BUY WAR BONDS —

1st Private: "Why did you salute that truck driver?"

2nd Rookie: "Don't be so dumb! That's no truck driver, that's General Hauling."



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PACIFIC ELECTRIC
Magazine

Vol. 23, No. 8 March, 1943

Published monthly by
PACIFIC ELECTRIC RAILWAY COMPANY
208 East Sixth St.
Los Angeles, California
O. A. SMITH, President

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

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

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

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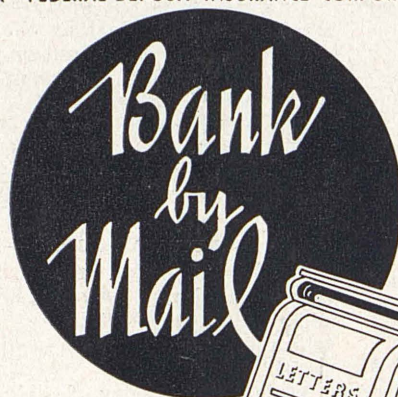
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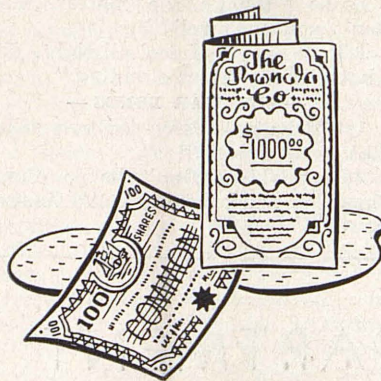
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