



MAY 1943

PACIFIC ELECTRIC

*Magazine*



1778

1943



**AMERICANS**  
**will always fight for liberty**

**BUY WAR BONDS**



# HONOR ROLL



PACIFIC ELECTRIC EMPLOYEES ENTERING ARMED SERVICE OF NATION IN APRIL

## ENGINEERING DEPARTMENT

Willi N. Hustrei  
 Antonio Madrigal

Henry C. Mendoza

Pete Perez  
 Thos. S. Sharp

## MECHANICAL DEPARTMENT

Henry Cendejas  
 Raymond R. Cox

Osborne E. Howard

Raymond S. Nolan  
 Melvin L. Sampson

## TRANSPORTATION DEPARTMENT

William E. Adams  
 Lawrence E. Allen  
 Merle C. Brandrup  
 Charles J. Bruce  
 Joseph D. Danaher  
 John DeGoede

Edward DeMascio  
 Albert S. Edinger  
 Robert Paul Horn  
 James T. Kelly  
 James J. McCullough

Herman Moonitz  
 L. I. Mosier  
 John H. Oates  
 Robert C. Rupe  
 Floyd R. Scott  
 Marvin F. Siders

## RETURNED FROM SERVICE

ENGINEERING DEPARTMENT: Walter Buchanan, Aurelio Medina. MECHANICAL DEPARTMENT: Eddie Daniels.  
 TRANSPORTATION DEPARTMENT: P. H. Padden, Richard W. Rouse, R. A. Yost.

AS OF APRIL 26, PACIFIC ELECTRIC HAS 552 EMPLOYEES IN THE ARMED FORCES



## FOR WANT OF A NAIL . . . .

Who understands the meaning of salvage?

Private Ross Gallegos, P. E. carpenter's son, understands it. He won the army's Silver Star for bravery when he went back at night into enemy territory in Tunisia to regain a "disabled vehicle" on which was mounted a valuable machine gun he had used that afternoon to hold at bay, single-handed, an enemy force while his comrades reached a place of safety.

Lieutenant (now Lieutenant Colonel) Frank Kurtz understood it when he patched up three desperately needed Flying Fortresses from the usable parts of two dozen the Japs had bombed into twisted, smoking ruins at Clark Field, Manila, just after Pearl Harbor.

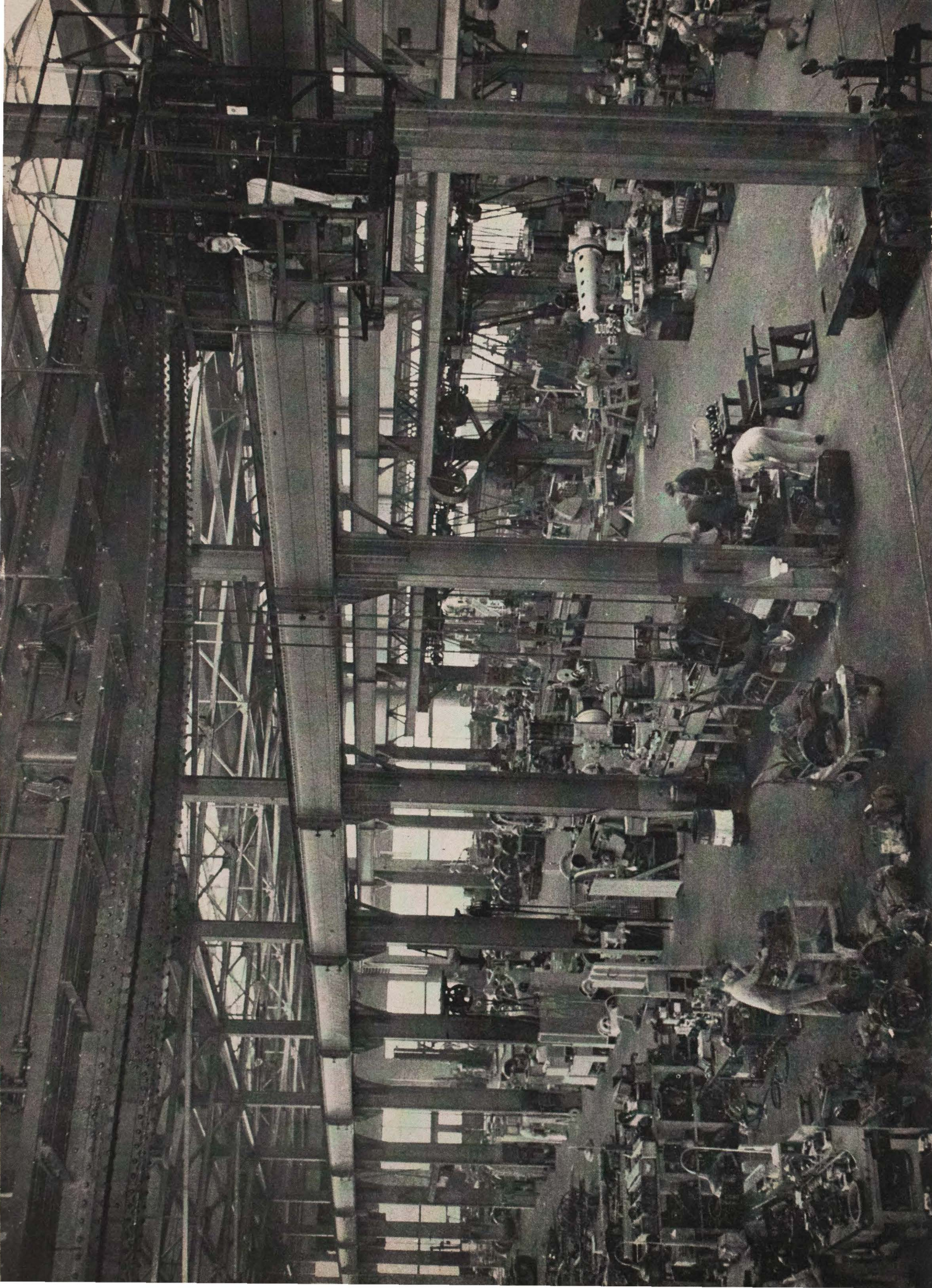
Employees of Pacific Electric, too, are beginning to understand the importance of salvage. It took many of us time to learn to save, for, like any other people

who have never truly felt want, we have found it hard to realize that the horn of plenty could ever grow empty. Some of us laughed jeeringly at first, when word came that scrap rubber, scrap tin, scrap lumber, rusty bolts, corroded copper, scrapped rail cars, must be carefully conserved and reclaimed.

But the jeering laugh soon faded completely. In its place has come an understanding smile. Almost automatically now, we reach down to pick up even the smallest bit of metal or rubber that drops at our feet; and if we do not at once *see* it, we get down on our hands and knees and *search* for it.

Pacific Electric employees understand now what wise Ben Franklin meant when he said: "For want of a nail . . . the battle was lost." We know that SALVAGE MEANS VICTORY.





↑ SCRAP

SALVAGE ->

## SERVICE THROUGH SALVAGE

Pacific Electric Meets Doubled Demands for Transportation by Combining Ingenuity, Economy, and Careful Handling

THE Pacific Electric Railway Company has but one commodity to sell: service, both passenger and freight. To be satisfactory, that service must be adequate and dependable.

Furnishing adequate and dependable service during normal times was difficult enough. The present war, however, has more than doubled the demand for transportation. To meet this demand, only the regular peace-time equipment is available, and the increased mileage rolling stock must now travel subjects it to unusual wear. Greater wear means greater need for replacement and repair, yet military needs have reduced *below peace-time levels* the flow of replacement materials and repair parts.

Hence Pacific Electric's war-time salvage program. The program is not new; management has always understood the need for thrift. The scrap dock at Torrance was in existence

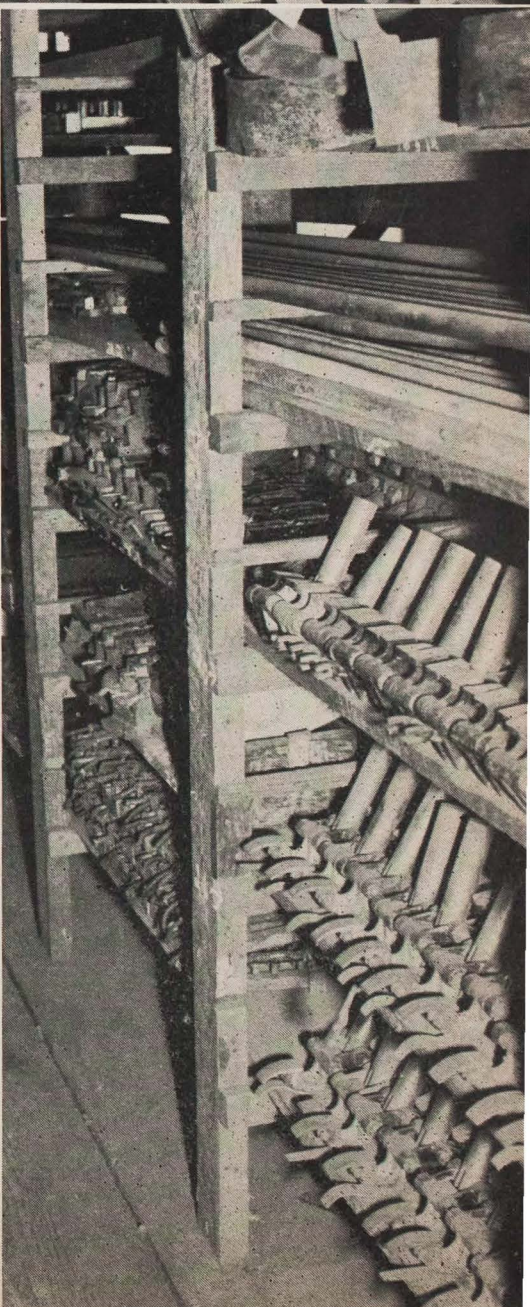
long before the present emergency arose. But the war has intensified the conservation effort. All scrap is now handled under both WPB and OPA regulations. The WPB states the amount of such material which may be kept on hand; the OPA limits the price which Pacific Electric may accept for material sold.

Scrap is any material useless in its existing form but valuable as a raw material for reprocessing. Some scrap can be utilized in its present condition to the extent that it provides material for manufacturing some other needed items. Salvage is the restoration of worn out parts and equipment for their original purpose.

### THE SCRAP DOCK

From all over the system, scrap comes, in its original form, to the Torrance dock, where men and women under the supervision of the Stores Department break it up and separate the metal according to kind and grade. Material which can be used again by the company is reprocessed in the shops and stored for future use. Other material, as soon

←  
PICTURE OF THE MONTH  
*The Torrance Machine Shop, a main center of salvage activities.*







**WOMEN** are employed at the Torrance scrap docks. They are shown here baling priceless copper wire.

as accumulation warrants, is sold to dealers. Every effort is made to keep the scrap dock cleaned up, for a clean dock means that precious metals no longer needed by our system are somewhere being put to war uses.

Scores of examples are outstanding of ways in which scrap has been utilized and worn parts and equipment salvaged.

#### N.W.P. CAR CONVERTED

One is the conversion of a former Northwestern Pacific gas-electric passenger rail car into a switcher. The ever-increasing demand of wartime freight for switch engines, now almost impossible to purchase new, must somehow be met. Hence the conversion of the gas-electric car.

Originally 73 feet long, the car was cut in half to shorten it for

switching purposes. When finished, it will be only some 43 feet in length. The entire end section opposite the motor was first taken off. Now under way is the process of cutting most of the passenger section out—and scrapping it. When this has been finished, the end will be clapped on to what remains. Meanwhile, the power unit, originally consisting of a double-unit gasoline engine, has been overhauled and made into a distillate burner.

#### METALIZING PROCESS

Possibly the most amazing of present methods of reclaiming used ma-

**SCRAP METAL** expert Jose Vidal, foreman of scrap docks, inspects some material.



terial is the new metalizing process, by which worn parts for cars and motor coaches are placed again in good-as-new condition.

Never before has it been possible to make metal adhere to metal without first preheating the object to be built up and then fusing new metal into it with a torch, as in welding. Never before has it been found feasible to attempt the rebuilding of such parts as crankshafts and camshafts and other moving parts which demand exceedingly close clearances, because of the unavoidable distortion which preheating brings about. The new metalizing process eliminates this hazard entirely.

Where there is friction there is inevitably wear. The journals on a crankshaft or camshaft need to be worn or out of round only a few thousandths of an inch before the part becomes useless and the motor in which it is used becomes idle. The new process is well adapted to the rebuilding of these parts.

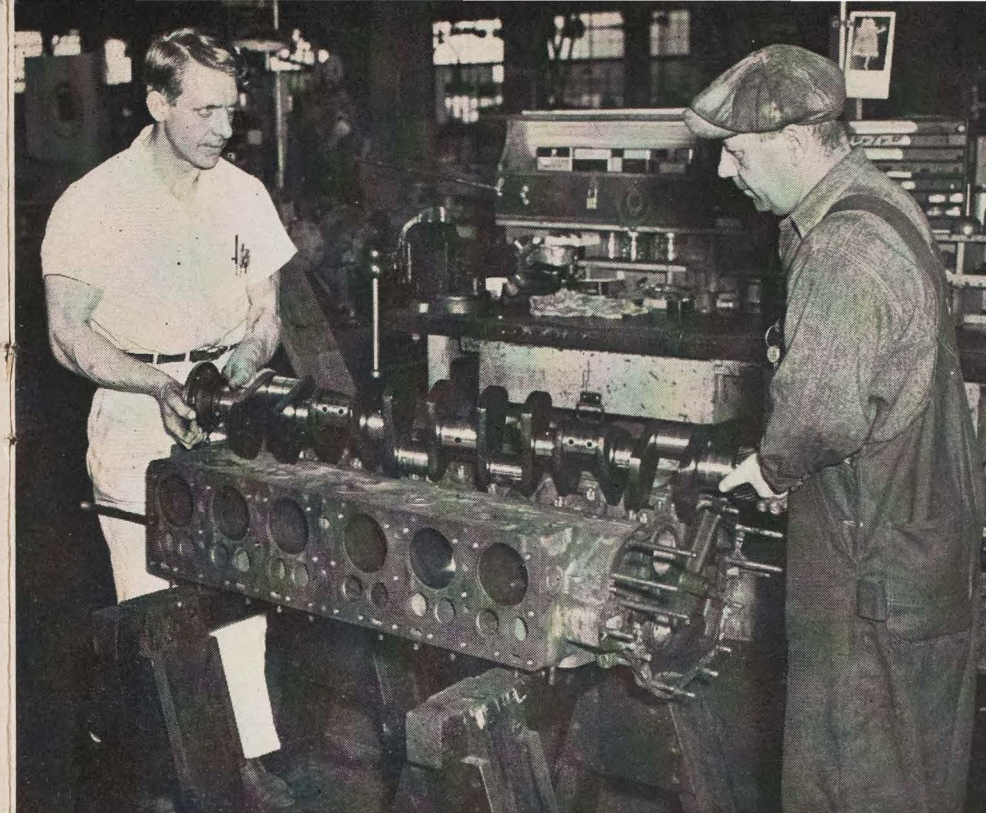
Into the surface of the part to be refinished, minute ridges are tooled by means of a lathe. These ridges serve to hold the particles of new metal which will be sprayed on later. If it is too hard for a lathe tool, the part is placed in a cabinet and air-blasted with tiny particles of metal until it becomes pitted and rough.

The method of applying the new metal, after the part has been placed in a slowly turning lathe, is quite similar to that used by a painter spraying lacquer on a car. A small compact gun is used which burns a mixture of oxygen and acetylene, and the new metal, in the form of a small round rod, is automatically fed through the gun and into the flame where it is instantaneously heated to the melting point and shot onto the object metal in the form of a molten spray. Because the particles are so minute, they cool instantly upon contact with the roughened metal and interlock with the roughened surface.

Gradually a complete new surface of solid metal is built up which is securely locked to the worn part. It is then turned to the desired size, finished, polished, and placed back in service.

The metalizing process is not confined to the rebuilding of steel parts alone. Brass, bronze, aluminum, cast iron and stainless steel are also adaptable to the process and many parts made of these materials have been refinished at Torrance.

The installation of this equipment may go a long way toward keeping Pacific Electric cars and motor coaches operating during this war period. With the replacement of



#### STEPS IN METALIZING PROCESS

**READING CLOCKWISE:** A crankshaft is removed from motor preparatory to rebuilding with new metal. Crankshaft journal is measured to determine how much rebuilding is needed. Journal is roughened on lathe. Molten metal spray is adjusted properly for spraying roughened part.

many parts utterly impossible, the reclaiming of those which heretofore would have been discarded will make it possible to keep the wheels of public transportation turning for victory.

#### THE WEED-BURNER

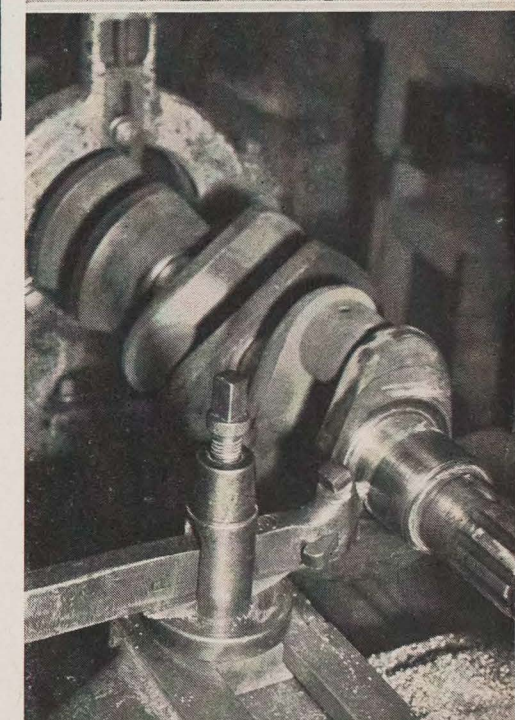
One of the most admirable instances of the use of scrap material was in the construction of that strange-looking but efficient monster—somewhat prosaically called the “weed-burner”—which many readers may have seen belching forth fire and smoke from all sides as it roared slowly and majestically along the track. This engine of destruction is constructed almost entirely of scrap. In fact, about the only new material in it was the actual fire equipment, including the big butane tank inside the car, and the necessary pipes, valves, and fittings for conducting the gas to the burners. This equipment had to be new to comply with State Industrial Accident Commission regulations.

The car itself is an old 800 which had been scheduled, until 1940, for the scrap heap. The front of the car was taken off and replaced with a movable framework, made of I-beams and truss members from scrapped bridges. Raising and lowering this structure, which supports the burners, is done by means of an air cylinder attached to the underframe of the car. This cylinder was found buried in the junk at Torrance. Compressed air actuates a piston, to the

end of which is attached a block and tackle fixed into a rigging made from old cranes. Side burners are attached to a movable frame-work—also of scrap—on each side of the car. By an ingenious use of a foreshortened automobile steering gear (salvaged), these arms are made to swing to the side. Old air valves and two more salvaged air cylinders found at Torrance are arranged to raise and lower the side frames, as in the case of the framework attached to the front of the car.

#### SALVAGE LIST ENDLESS

The list of items made from salvaged scrap is literally endless: Eighteen big steel rollers, 11 inches in diameter and 9 inches long, over which run the caterpillar tracks of a gas-electric shovel now at Washington Street Yard, became so badly worn that they would have had to be scrapped had not one-inch iron bands been sweated on. Scrap galvanized angle irons are made at Torrance into safety brake beam supports for freight cars. Three-eighths-inch scrap steel plate is made into dump lever handles for gondolas. Transposition brackets for telephone poles are made by bending junked strap iron. A tractor used at Torrance to haul trailers loaded with materials had been scrapped twice, and has once again been rebuilt. The wheels of the trailers are salvaged; the steel trailer frames are made of scrap. Welding, in such operations as building up







WELDING broken parts is an important source of reclamation.

worn track crossings like the one depicted on the cover, saves thousands of tons of critical steel.

**EVERY DEPARTMENT INCLUDED**

Salvage and reclamation operations have been extended to include every department and the cooperation of every employee of the company. This has been necessary in order to keep rolling stock, trackage, overhead lines, substations, signals, and all other facilities in good condition.

**CAREFUL HANDLING VITAL**

There are other methods of salvaging materials than those which may be pictured in our magazine. Careful handling of equipment and economical use of materials at hand are as much part of the general salvage program as is the renewing of parts, equipment and other supplies. The necessity for laying up equipment in the shops because of damage due to careless or thoughtless handling reflects seriously on the service the company endeavors to provide. Every piece of equipment so forced into idleness is a casualty in the all-out effort of the Pacific Electric Railway. Realizing these facts, employees are cooperating whole-heartedly in the Management-Labor program to bring victory closer through conservation and salvage.

The poem in the next column was not put there without premeditation. Broken swords, today more than ever, are saving great causes at home, at work, abroad—when we make use of such swords.

**OPPORTUNITY**  
By Edward Rowland Sill

*This I beheld, or dreamed it in a dream—  
There spread a cloud of dust along a plain;  
And underneath the cloud, or in it, raged  
A furious battle, and men yelled, and swords  
Shocked upon swords and shields. A prince's banner  
Wavered, then staggered backward, hemmed by foes.  
A craven hung along the battle's edge,  
And thought, "Had I a sword of keener steel—  
That blue blade that the king's son bears, but this  
Blunt thing!" he snapped and flung it from his hand,  
And lowering crept away and left the field.  
Then came the king's son, wounded, sore bestead,  
And weaponless, and saw the broken sword,  
Hilt-buried in the dry and trodden sand,  
And ran and snatched it, and with battle shout  
Lifted afresh he hewed his enemy down,  
And saved a great cause that heroic day.*

**Tuck Up Hair, Women Workers Advised By Bureau**

Wear safety caps when the job requires it, the United States Women's Bureau advises women war workers. Hair should be fully tucked under the cap, and so avoid scalping and other injuries as well as pain, costly medical care, permanent disfigurement.

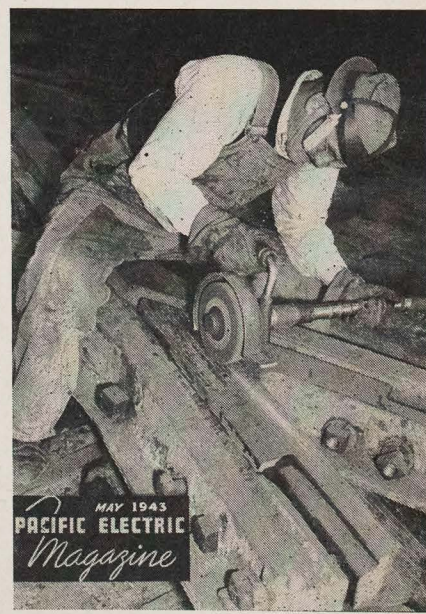
The feminine hairdo and machinery are a bad combination, if stray curls or wisps of hair are caught in moving parts. For machine operators the uncovered head should be taboo, also the popular bandana and turban as their loose ends may catch in the machine.

—BUY WAR BONDS—

**Recapping in Time Essential So Everybody Can Get to Work**

To keep necessary automobiles on the road during 1943, the car owners of the country will have to have their tires recapped at the right time, the Office of War Information recently warned. It was pointed out that even the most optimistic official views of the situation do not envision getting through the next year on wheels unless Americans guard against tire damage and see to it that, when the non-skid pattern is worn off the tires, recapping is done immediately.

**COVER PICTURE**



The salvaging of track, and especially of crossings like this 4500-pound monster, is one of Pacific Electric's most important economies. This crossing is being smoothed off, the worn parts having been built up by welding.  
ERNEST S. PERRY, Assistant Signalman, is the operator of the rail grinding machine.

**Capt. Lorel I. Mosier, MT District Supervisor, Called to Active Duty**

Captain Lorel I. Mosier, Supervisor in the Motor Transit District, was called on April 12 to active duty with the Transportation Corps of the U. S. Army. He had been with Pacific Electric for 23 years.

The loss of Captain Mosier, who received his commission in October, 1942, was felt at this time not only by the Transportation Department, but also by the newly organized Pacific Electric Motor Transport Unit which he had significantly aided in founding. He was also to have been instructor for the unit.

"Too much cannot be said in praise of Captain Mosier's services in the formation of this volunteer group," asserted C. M. Allen, Assistant Superintendent of Motor Coach Operations and commander of the new transport unit. "He worked night and day to perfect the organization."

In January Captain Mosier attended the Army Convoy School held at the Huntington Hotel in Pasadena. The instruction he received there resulted in his compiling a manual of instructions for the Pacific Electric Motor Transport unit.

His experience with Pacific Electric began in 1921, when he entered service as Conductor. He was promoted to Train Dispatcher in 1924, a position he held until 1936. Successively, then, came appointments as Terminal Foreman, Assistant Trainmaster, and Supervisor of Motor Transit. In this latter capacity he had served for one year before being called to the colors.

—BUY WAR BONDS—

**Bus Operators Praised By Writer in Times**

When a correspondent feels strongly enough to write to a metropolitan daily a letter praising P. E. bus drivers, that's good news worth repeating. Hence, we print below the following letter, taken from the editorial page of the Los Angeles Times for April 12:

I have been in California two months and have had occasion to ride the busses daily. I have found the P.E. drivers the most courteous human group I have ever met. The thousands who depend upon the P.E. busses for transportation to vital work, business or pleasure will heartily agree. These drivers are constantly under strain but they have got what it takes to help win a war, courage, stability and desire for usefulness.

MABELLE STANTON,  
Santa Ana.



CAPT. LOREL I. MOSIER  
U. S. Army Transportation Corps  
Former Supervisor in Motor Transit leaves for active duty.

**Horrworth Advanced To Traffic Engineer In Passenger Traffic**

Takes Post Left by Forcier, Who Becomes Staff Engineer as O. A. Smith, Jr., Resigns

An announcement of more than ordinary interest to readers of the Pacific Electric Magazine is the promotion of Howard M. Horrworth, formerly Associate Editor of the magazine and Assistant Research Engineer, to the position of Traffic Engineer in the Passenger Traffic Department, as of April 12. Mr. Horrworth's effective journalistic talent has been so plainly visible in the layout of the magazine for the past four months as to require no further comment, save that it will be missed. He comes to his new position with a fine talent for, and a broad experience in, public relations.

R. W. Forcier, whose duties Mr. Horrworth assumes, has been transferred to the post of Staff Engineer in the Transportation Department, replacing O. A. Smith, Jr. Mr. Smith resigned as of April 1 to become assistant manager of the Willard Crofut Plastics Company of this city. He had been with Pacific Electric since May, 1940.

The best wishes of the entire company go to these three men in their new and responsible positions.

**HOSPITAL LIST**

The following employees are confined at St. Vincent's Hospital, 2131 West Third Street, Los Angeles, California, as of April 19, according to N. B. Vickrey, Manager of the Pacific Electric Club:

- Alfred Carlson, Painter, Mechanical Department.
- Fred B. Cutler, Motorman, Western District.
- Andrew C. Dinsmore, Engineering Department.
- Ralph M. Bigelow, Car Cleaner, Mechanical Department.
- Paul Domack, Claim Investigator, Claim Department.
- John V. Fowler, Clerk, Local Freight House.
- Robert Gilbert, Conductor, Transportation Department.
- Charles E. Mapp, Sub-station Operator, Engineering Department.
- Dennis McGrath, Conductor, Southern District.
- Ray Moran, Trolleyman, Southern District.
- Earl Jackson, Carman, Transportation Department.
- Arliss Parrish, Sub-station Operator, Engineering Department.
- Tyler O. Trowbridge, Conductor, Western District.

—BUY WAR BONDS—

**WILLIAM C. McPHERSON**

William C. McPherson, retired Motorman, passed away suddenly on March 11 while riding down town on a Pacific Electric car.

He was Train Dispatcher and Assistant Trainmaster for eight years, and spent his last years in service as a Northern District Freight Motorman.

He leaves his widow, Mrs. Lucy M. McPherson, and son, Robert, who is our South Local Dispatcher. To them is extended the sympathy of the entire staff of the Pacific Electric Magazine.

—BUY WAR BONDS—

**Wanted: Pictures of Old-Time Motor Coaches for Hobbyist**

Collecting pictures of old-time busses is the hobby of Andrew R. Harrison, formerly in the Agent's office at Long Beach. He has collected about 800 photos, he says, of "every conceivable size and style of passenger bus from every corner of the country."

He would like to have all the pictures he can get of such busses, and hopes that Station Agents, as well as others, will help him ride his hobby by digging deep into their files.

Send pictures to him at 3024 Wynwood Lane, Apt. 11, Los Angeles.



# 25 YEARS AGO

## On the Pacific Electric

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



Pacific Electric employees exceeded the \$300,000 goal of the Third Liberty Loan with a total subscription of \$351,100. Chairman S. A. Bishop made the following statement:

"When I set forth in our magazine of the last issue that employees of this company would purchase just so many bonds as they could possibly find a way to pay for, and set \$300,000 as our mark, I felt certain of my first statement, but was rather inclined to consider the \$300,000 mark as an outside figure. Optimistic as I have always been about the manner in which the employees of this company will respond to any call, it is plain to be seen that, whereas it was generally considered among us that a \$300,000 subscription should measure 100 per cent of our ability to subscribe, I am now obliged to confess that our purchase is 117 per cent as measured by this standard. Ninety-nine per cent of 3,753 men and women have found it possible to set aside a portion of their earnings to support our Republic in pursuing a war, furthering a glorious, unselfish cause."

Subscriptions to the First Liberty Loan amounted to \$159,700, and to the Second Loan \$240,050.

—BUY WAR BONDS—

### MRS. ELIZA M. WILLEY

On April 7 Mrs. Eliza M. Willey, mother of Fred F. Willey, Assistant to the Freight Traffic Manager, died in Pasadena after a short illness. The entire staff of the Pacific Electric Magazine extend hearty sympathy to Mr. Willey in his loss.

## Poppy Day, May 29, to Honor Dead of 2 Wars

Poppies in tribute to America's battle dead of two wars will be worn in California on Saturday, May 29, according to Mrs. Mabelle Smith, President of the Pacific Electric unit of the American Legion Auxiliary. The poppies this year will honor the men who have given their lives in the present conflict, as well as those who fell among the poppies of France and Belgium 25 years ago, she said. Money contributed for the flowers will be used for the welfare of victims of both wars and their families.

The Pacific Electric Railway unit of the Auxiliary is making extensive preparations for the observance of Poppy Day here under the leadership of Mrs. Smith and Unit Poppy Chairman Mrs. Kathryn Brown. The little red flowers of remembrance will be available to everyone in the city, offered by volunteer members of the Auxiliary, who will be on the streets throughout the day.

"Every penny of the money paid for poppies goes into the rehabilitation and welfare work of the American Legion and the Auxiliary," declares Mrs. Alice Newman, Treas-

## Huntington Library File of Magazine Now Complete; Librarian Thanks Donors

Thanks to several of our readers, the Huntington Library now has a complete file of the Pacific Electric Magazine.

Largest contributors were E. J. A. Hasenyager, Electrical Department; M. R. Poundstone, Claim Agent; and Mrs. Antonia L. Lange, whose husband, the late Thomas L. Lange, was an employee of the company. Mr. Hasenyager turned over a complete file to the Library.

Mr. Leslie E. Bliss, Librarian of the famous institution at San Marino, wishes to express through these pages his appreciation to all who made the completion of the file possible, particularly to those whose names are listed above.

—BUY WAR BONDS—

He: "Well, how do you like the ball game?"

She: "Isn't that pitcher grand? He hits their bats, no matter how they hold them."

urer of the P.E. unit, "and because this work is performed by volunteers, it goes a very long way. Disabled veterans and children left fatherless by war are the special concern of the Legion and the Auxiliary."

## RETIREMENTS

Publication of the names of retired employees, which has been omitted for the past several months, is resumed with the following list of those who were retired between November, 1942, and May 1 of the current year:

NAME OF EMPLOYEE	DEPARTMENT	OCCUPATION	YEARS OF SERVICE
John G. Browne,	Accounting,	Timekeeper.....	19
John H. Coghill,	P. E. Building,	Elevator Starter.....	16
Edgar F. Cunningham,	Transportation,	Conductor—North.....	23
John T. Davies,	Mechanical,	Welder.....	22
Laura B. Feddema,	Mechanical,	Car Cleaner.....	21
William B. Foote,	Transportation,	Agent.....	33
James A. Galloway,	Engineering,	Section Foreman.....	23
Bert A. Hankins,	Mechanical,	Helper.....	16
William N. Hon,	Transportation,	Warehouseman.....	30
Robert A. Honick,	Transportation,	Motorman—West.....	20
Lena Klapper,	Mechanical,	Car Cleaner.....	19
Lawrence A. Lovell,	Accounting,	Auditor & Secretary.....	40
Thomas H. Perkins,	Transportation,	Janitor.....	8
Alexander Polston,	Engineering,	Bonder.....	30
Butler K. Proctor,	Engineering,	B&B Carpenter.....	15
Frank Rondone,	Mechanical,	Car Repairer.....	27
Charles P. Sans,	Engineering,	Sub Station Operator.....	22
Sarah C. Shipman,	Engineering,	Stenographer.....	20
William Stevely,	Engineering,	Watchman.....	23
Fred E. Stites,	Transportation,	Motorman—South.....	19
Max Stolpe,	Transportation,	Conductor—West.....	24
Luke E. Strange,	Mechanical,	Car Repairer.....	21
Edward C. Thomas,	Passenger Traffic,	General Agent.....	32
George C. Wendt,	P. E. Building,	Janitor.....	14
Fletcher H. White,	Transportation,	Conductor—North.....	23
Charles J. Wright,	P. E. Building,	Janitor.....	20

## PACIFIC ELECTRIC CLUB BULLETIN

- Thursday, May 6: P. E. Women's Club Red Cross Sewing Unit—10:00 a.m. P. E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.
- Tuesday, May 11: American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m. American Legion Auxiliary Unit No. 321. Semi-monthly Meeting—8:00 p.m.
- Wednesday, May 12: P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.
- Thursday, May 13: P. E. Women's Club Red Cross Sewing Unit—10:00 a.m. P. E. Women's Club Afternoon Program and Election of Officers for the coming year—1:00 p.m.
- Thursday, May 20: P. E. Women's Club Red Cross Sewing Unit—10:00 a.m. P. E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.
- Tuesday, May 26: American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m. American Legion Auxiliary Unit No. 321. Semi-monthly Meeting—8:00 p.m.
- Thursday, May 27: P. E. Women's Club Red Cross Sewing Unit—10:00 a.m. P. E. Women's Club Afternoon Social and Installation of New Officers—1:00 p.m.
- Thursday, June 3: P. E. Women's Club Red Cross Sewing Unit—10:00 a.m. P. E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.
- Tuesday, June 8: American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m. American Legion Auxiliary Unit No. 321. Semi-monthly Meeting—8:00 p.m.
- Wednesday, June 9: P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

## AMERICAN LEGION AUXILIARY



By Mrs. Martha Harper

Morale, that magic word which means the difference between defeat and victory in modern war, is a special concern of the American Legion Auxiliary, according to Mrs. K. M. Brown, National Defense Chairman of the local Auxiliary Unit.

The Auxiliary is working to strengthen the morale of America as an important part of the nation's defensive preparations, she said, pointing out that women have a deciding part to play in maintaining the spirit of a nation.

"We realize how much of the responsibility for that spirit rests upon a great woman's patriotic organization such as the American Legion Auxiliary. At this time we are endeavoring to build up our strength so that we may better carry this responsibility. We want all eligible

women to come into our ranks and aid us in our activities. We believe that in the Auxiliary they can serve more effectively than anywhere else.

### MORE MEMBERS

"A stronger American Legion Auxiliary means a stronger American Legion and a stronger Legion means a stronger America."

This was the statement of K. M. Brown, Commander of the Pacific Electric Railway Post of the American Legion, in appealing to Legionnaires to urge their wives, mothers, sisters and daughters to enroll in the American Legion Auxiliary for 1943.

### GOOD CITIZENSHIP, AIM

What is ahead for America after the war?

While devoting its endeavors to strengthening America against war danger, the American Legion Auxiliary is also working to bring a happy answer to that question, according to Mrs. M. Malmberg, Americanism chairman of the local Auxiliary Unit.

The Auxiliary sees the solution in good citizenship and is striving to promote interest in citizenship training for both young people and adults.

### NEW RECORDS FOR OLD

For the benefit of Legion Posts and Auxiliary Units that collected old phonograph records, it is reported that a total of 1,563 kits of new records, each kit containing 48 double-faced disks, has been sent to Army outfits serving outside of the continental limits of the United States by "Records for Our Fighting Men, Inc."

### DISTRICT MEETING

Several members of the unit attended the 23rd District Meeting. Mrs. George Cloney, Department President, made her official visit at this meeting.

A splendid program was arranged by Mrs. Anna Benson, 23rd District Child Welfare Chairman. It being Child Welfare Month, the speaker, Mr. Harold Slane, a member of the



JAMES A. ("JIM") MADIGAN seems to enjoy his new work at Torrance Shops.

## Former Elevator Operator Now Working at Torrance

One morning about two months ago we missed a familiar face at the Sixth and Main Street P. E. Building. "Jim" Madigan, friendly and courteous elevator operator who for thirteen years had greeted employees with his Irish grin, was no longer there.

Upon inquiry we found that Jim had been transferred to the Torrance shops where he worked the first year he was employed by the company. So—when we were in Torrance a few days ago we looked him up. The above photograph will testify to the fact that Jim seems to be happy in his new surroundings. He admitted, however, that he misses his many friends at Sixth and Main.

California Youth Correction Authority, gave a most interesting talk on the juvenile delinquency problem of today.

Unit Presidents were hostesses to our Department President.

# 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



## PACIFIC ELECTRIC POST, AMERICAN LEGION



By  
**James E.  
Davis**

As we all know, each of us is affected in many ways by the War. Among the minor discomforts is our inability to get off whenever we want to. Runs are being made longer and many men have to work overtime. All this is caused by shortage of manpower and is liable to get much worse than it is at present.

Of course, we who must work overtime receive more pay, and are thus able to buy more War Bonds. Incidentally, our Post has just voted to buy another \$100 bond.

Our very efficient **Commander Kenneth M. Brown** used to lay off on meeting nights, and conduct our meetings on the second and fourth Tuesdays of each month, arrayed in full American Legion uniform. Now he works, but through the courtesy of the management, he is allowed to absent himself from his duties long enough to attend our meetings, leaving the location where he can be found with the proper parties so he can be called in case of an emergency. Of course he conducts our meetings just as capably in his work clothes, as in his uniform, and he looks good in working clothes, too.

We believe that when **Finance Officer O. R. Newhouse** was absent from a recent meeting, he was working.

**Adjutant Clarence A. Newman** has many friends who are sorry to learn that his health is so poor that the doctor has ordered him to spend more time out of doors. Therefore he is working as a Supervisor now instead of his regular job as Dispatcher. We all hope he will soon recover. As Dispatcher, his night off was Tuesday, our regular meeting night. Now it is Thursday; so he too, is coming in his working clothes. April 23 he arrived late, because lightning had struck a portable substation, and his services were needed. We can all be thankful that this damage was not caused by enemy bombs.

**Comrade Galen F. Michael**, Motorman, West, is now an extra Dispatcher, so this post still has one member in the Dispatcher's office.

Undoubtedly many more members

would attend our meetings, if they did not have to work. To our working comrades we wish to address this reminder: You do not have to dress up to attend our meetings. You can attend on your way to or from your job.

Because of Transportation shortages and other war caused difficulties, this post is not sponsoring any scholars to attend Boy's State, this year. After the war is over we hope to help carry on this worthy enterprise, as we did before the "State of Emergency" was declared.

Members joining our post since our last report include:—P. E. Lineman **Percy D. Williams**, who served in the U. S. Army. Southern District Motorman **Chester A. Keller**, S. A. T. C. Unit. We do not know the meaning of this alphabetical arrangement, so we will pass on to World War 2. Western District Motorman **Frank S. Burt**, Signal Corps, United States Army. We have been informed that Motorman **Harry E. Woodard** is transferring to this post from Valjeo.

Comrade **C. C. Carney**, Motorman West, has left the Veterans' Hospital, but he is still staying at the Soldiers' Home.

First Vice Commander **Frederick W. Nichols** is still making regular trips to Sawtelle Hospital, with special attention to Ward 3.

The Motor Coach Reserve has been holding meetings in the P. E. Club Theater. Comrades **A. W. Bone, O. R. Newhouse, Roy Mead** and Sergeant-at-Arms **Fackler**, attended the meetings March 30 and 31, with our colors, and opened these meetings with the regular American Legion Presentation of the Colors. March 30th Reservists were composed of employees of the Greyhound Bus Co. and the P. E. Ry.

Aviation Cadet **Craig Nelson Broberg**, 21, son of Past Commander and present Judge Advocate **Burgess N. Broberg**, was killed March 31 in a routine Naval training flight, near Corpus Christi, Texas. A Naval funeral, held at El Segundo, was attended by several members of our post including Comrades Nichols and Mead. We all sympathize with Comrade Broberg in his bereavement.

## DEATH CLAIMS

As of April 20, the list of deaths for April, as reported by U. L. Drake, of the Central Timekeeping Department, is as follows:

NAME	Occupation	Died	Insurance	Mortuary
Davie, Charles W.,	Ret. Machinist.....	4-11-43	Yes	Yes
Womersley, Herbert,	Ret. Mileage Clk.	4-15-43	Yes	Yes
McCreary, Harry A.,	Motorman.....	4-19-43	Yes	Yes

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



**KARL M. BOOTH, JR.**  
Flight Officer, U. S. A. A. F.  
Son of P. E. Motorman shows skill  
and calmness in landing a flaming  
P-38.

## Army Pilot, 19, Son Of Motorman, Lands Burning Plane Safely

For his skillful handling and his calmness in landing a burning F-4 (converted P-38), Flight Officer **Karl M. Booth, Jr.**, 19, son of **K. M. Booth, Sr.**, Motorman on the West, was recently complimented by officials of Peterson Field, Colorado Springs. He escaped from the flaming wreckage with only a few scratches.

In commenting on the incident to his parents, he said his experience was "just one more proof that the P-38 is one of the best airplanes in the world, because it handled just the way it should under the circumstances."

Long before he entered the Air Force, the P-38 was his idol in the air, asserts his father.

Besides his parents he has two sisters and a little brother who are mighty proud of him.

## HERE AND THERE WITH THE WOMEN'S CLUB



By  
**Mrs. Lon  
Bishop**

We failed to give a report on the second meeting, March 25, in last month's issue because of the earlier deadline for news. It was such an interesting afternoon that we think you may enjoy reading about it.

The speaker, **Miss Pauline Johnson** of the Red Cross Nursing Service, stressed in her talk, as was also stressed in the picture following it, the urgent immediate need for more and more nurses. She gave all the requirements for joining the service.

Pictured on the screen were young volunteers going through all the preliminaries of being accepted. Also shown were the recreational opportunities for the volunteer, the big, happy day when that coveted cap is placed on her head and the treasured pin on her uniform, and glimpses of her overseas nursing duty on the battle front as an angel of mercy to someone's boy.

Los Angeles is behind in her quota of nurses, but we feel sure that even before this is read, the shortage will have been met.

Now we'd like to tell you about someone's boy.

He happens to be **Mrs. William Shoup's boy**, who has been listed as missing since those last terrible days when the fall of Bataan was inevitable. The last word received was in April, 1942, when a telegram arrived saying he had been wounded in action. But in March, 1943, came word from the War Department that Lt. Shoup, 82nd Coast Artillery, Filipino Scouts, is now a prisoner of the Japs in the Philippines, and that a letter would follow explaining how his family could contact him.

We can well imagine the joy that message brought.

On April 8, **Mrs. Joy Landon**, Program Committee Chairman, presented as speaker of the afternoon **Mrs. Harold Olliver** from the Civilian Defense Corps. She had nothing but praise for the work being done, but an additional enrollment of men and women is badly needed, especially for daytime service in your own neighborhood. Block mothers are needed to care for the children, or for part-

time service on ration boards, at the telephone, for messenger service, and for dozens of other things one might do to help in a few leisure hours.

Volunteers can enroll through their local Air Raid Warden, their police station, or at the Defense Council Volunteers' office in the City Hall.

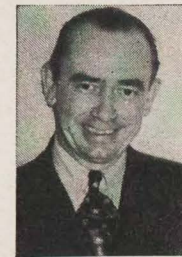
The very sudden passing of **Mr. H. Womersley** at his home on April 15 was a shock to all, and the Women's Club has lost a truly good friend. He was a real gentleman, courteous and kind to all and keenly interested in everything pertaining to the organization—ready to help anywhere, any time. Mr. and Mrs. Womersley have been married for over 60 years, and have been inseparable pals. It seems such a cruel bit of fate that at the time of his death his beloved wife should be seriously ill in the hospital and unable to attend the services at Forest Lawn. Our hearts go out to her with love and deepest sympathy.

Just a reminder to members: May 13 and May 27 are the last two meetings of the year. The annual election will be held on May 13, with installation on the 27th. **Mrs. Frank Miller** will be the installing officer.

Let's show our appreciation and gratitude to **President Hasty**, who has made the long trek in from San Bernardino every week despite many handicaps—and the best way to do it is to fill every chair.

—BUY WAR BONDS—

## PACIFIC ELECTRIC ROD AND GUN CLUB



By  
**Arlie  
Skelton**

Special notice to you overtime workers that are too tired to come out to our Rod and Gun Club meetings: As a special inducement to get you out, the Club will purchase two \$25.00 War Bonds to be given as door prizes. The catch is, you have to be there to win. First drawing will be at the June meeting. Numbers will be drawn to correspond with your membership card number. In the event the lucky contestant is not present, the drawing will be repeated each month until both bonds have been claimed by the lucky contestant. In the event the first bond

is claimed in June, the date of drawing for the second will be announced for a later date.

Mighty oaks from little acorns grow. This wave of generosity was started by **J. S. Harris**, who proposed to start a series of bank nights with three dollars, adding three dollars each meeting night until the prize is won. In the event it was not claimed by the December meeting, the fund was to revert to the Club. Discussions brought out the bond idea, which was passed unanimously.

While at this writing it is a bit early to report on the May 1 fishing expedition to our Arrowhead rendezvous, everything seemed to be in readiness at our April meeting.

**Scott Braley** booms out with a bright idea for increasing the Club's membership. A prize of \$7.50 will be offered to the member who recruits the most new revenue members this year. Scott says we don't even have to count the dozen or so he has already recruited this year. Just my luck to have to pass out all my application cards to other members. But there'll be more soon. **A. M. Cross** reports only "A" card cars will be permitted in the National Forest during 1943. Also recommends you see the picture, "Ducks Unlimited," when the opportunity presents itself.

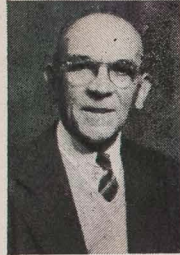
**Scott Braley** reports the advance in price on fishing tackle is causing some concern to the Prize Committee in maintaining the high standard of prizes offered in the past and still keep within their budget. While **B. F. Manley** suggests the Year Book Committee hold their report off until next meeting to allow more time for discussing final plans for the Arrowhead outing, menu, assignments, etc., **F. B. Patterson** managed to get in enough to say the year book will go to press just as soon as **Scott Braley** presents his prize list. Scott says the prize list will be about the same as offered last year.

**W. G. Knoche** reports there will be no night fishing permitted at Doheny Beach during the present war emergency. It is the understanding of the writer that this condition prevails along the entire coast. Fishing Captain **Robert Lawrence**, having secured limits of the different species near the north shores and coves, reports good fishing at Lake Henshaw.

All aboard, gang, for Blue Jay Camp and Lake Arrowhead for the Grand Opening of the 1943 trout season May 1. There will be a welcoming committee stationed in the "Fire Hall." See you there.



## PACIFIC ELECTRIC MASONIC CLUB



By

Ed. J. A.  
Hasenyager

The regular club meeting of April 21 was well attended, and all enjoyed the picture "Target for Tonight" shown by the Hollywood Film Distributors.

**President Weeks** set September 15 as the date for the next meeting. So why not all of us set that evening aside as a date to be held open?

The Treasurer, believing that the club should do its part in meeting the Second Victory Loan, moved that the club purchase \$200.00 worth of United States Savings Bonds. The motion was carried.

Just to remind those few who have not paid their 1943 dues: A committee was appointed to make personal contact. Why not call the secretary and ask him to send a Dues Deduction card? In that way it can't be forgotten.

### MEMBERSHIP

The following petitions for membership were read at our meeting of April 21. All were approved:

**James S. Taggart**, Conductor West, Glendale Lodge No. 544.

**Guido Carl Roder**, Mech. Service Director, So. Pasadena Lodge No. 367.

**Floyd A. Reed**, Conductor South, Providence Lodge No. 100, Columbus, Kansas.

**Palmer Johnson**, Conductor, Elgin Lodge No. 117, Elgin, Ill.

**Rhoen James Meredith**, Brakeman, Watseka Lodge No. 446, Watseka, Ill.

### HOSPITAL NEWS

Brothers **Ralph M. Cobb** and **Ben F. Jurdan** have been at St. Vincent's since our last report.

### IN MEMORIAM

Brother **Carl A. Reynolds**, 1118 Bresee Avenue, Pasadena, member of Pasadena Lodge No. 272, died on Easter Day in General Hospital as the result of burns suffered at Vineyard Substation, where he was an operator. The funeral was held in Pasadena, Tuesday, April 27. He leaves his wife, a son, his mother, and a brother.

### DEGREE WORK

Although our Degree Corps is unable to function for the duration, we

continue to get information that many of our co-workers are joining the Craft.

**Marcus J. Edwards**, Machinist at Torrance, was raised at Torrance Lodge on Friday 30. Several members of our club were present to assist in the work and present him with a pin.

Brother **Lee C. Boals**, brother of **Dispatcher Boals**, was raised on April 20 at Van Nuys Lodge.

### NEWS FROM THE FRONT

Brother **Noble E. Cates**, known as Corporal Cates in the U. S. Army, writes from Greenville Penn., and says that letters addressed Co. A 9 Bn. 3rd Trn. Reg. Shenango, Per. Depot Greenville, Penn., will eventually reach him, as the Army postal service always "get their man."



WILLIAM F. SILVERS, U. S. N.  
Fireman, First Class

*Now home on leave visiting his wife and daughter, Silvers, who was a Freight Brakeman on the South, enlisted in the Navy October 10, 1941. He also served in World War I, and was with Pacific Electric for 20 years.*

### Mrs. John E. Van Deusen, Sr.

The sympathy of the entire **Pacific Electric Magazine** staff is extended to **John E. Van Deusen, Jr.**, Assistant Research Engineer, whose mother passed away in Boise, Idaho, on March 28.

One morning at work John received a long distance call from his father with the news that she was gravely ill. A hurried trip home, however, was not soon enough. Mrs. Van Deusen, Sr., died before her son could reach her side.

## PACIFIC ELECTRIC BOWLING LEAGUE



By

Charlie  
Hill

The Pacific Electric Bowling League wound up its 1942-43 season on Friday night, April 9, with the Hill Street five, composed of **Emil Dietz** (Captain), **Kantz**, **Garver**, **Baudisch**, and **Garcia**, the first-place winners with 58 wins and only 20 losses. How things change! In past seasons, while always supporting a fine club, this outfit generally wound up near the foot of the ladder; however, this time they were on the top from the very first series, and while being pushed several times by the high-powered Schedule Bureau team, they never relinquished the first spot. Congratulations to the boys representing the Western District Terminal, where **Jim Douglass** reigns supreme.

**Charlie Hill's** Schedule Bureau team finished in second place with 52 wins and 26 losses, and also garnered the season's high series, with a "sweet" total of 2822 pins, and also high game of 1006, both of these events being taken from the Hill Street gang on March 5, after the latter team had established their high the preceding week. However, they were rewarded for the high series only, as rules did not permit participating in both prizes. This was the Schedule Bureau's second season of bowling, and after sea-sawing between second and third place, they finally settled down on the second rung on November 6 and remained there during the balance of the season. The team consisted of **Hill** (Captain), **Leonard**, **Gilbert**, **Harrison**, and **Freeman**.

The **Swanson** omnibus (Motor Transit team to you) finished in third place, with 41 wins and 37 losses, while **Kenny Coat's** Electrical Department five drew fourth place money, having 37 wins and 41 losses.

The P.E. Club, who lost their captain because of the untimely death of our friend, **Ted Cuccia**, finished fifth, followed by **Archie Brahm's** Claim Department, "**Pop**" **Hampton's** North District, and **Les Lutes'** Freight Service. (Shame on you Les! How in ..... did you ever get that low?)

## DEPARTMENTAL NOTES

### FREIGHT TRAFFIC DEPARTMENT



By

Betty  
Morrison

Sprig—sweed, sweed sprig. Led's just sid in the sud ad gossib a bid.

You've probably seen the contribution the midwest has made to our branch of the PE family. So, may we present, with pride, **Miss Margaret Bennett**. A mild mystery has arisen since Margaret's arrival. On a few mornings since she joined us, she has come in to find an orange, orange blossoms, a rosebud or a hunk of roses waiting on her desk.

Then we chat about **Leo Vincent's** spending a couple of Sundays building a picket fence designed to discourage the ramblings of an active eighteen months old son. But the boy outwits the father. He makes a game of sliding between the pickets.

And we congratulate **Frank Connors** and **George Meyers** on the promotion of their sons. Both young men have now won their corporal's stripes with medical detachments of the Army. **Frank, Jr.**, after completing special training at Camp Barclay,

warded by some very nice trundling. It was worth the trip to the Arcade to see **Roy Swanson** send that old floater of his roaring at the maples; to see the look on **Jack Birmingham's** face when smacked in the puss with a big split; to watch **Frank Epp's** fast bouncer do its stuff in the 1-3 pocket; watch **Norm Gilbert's** roundhouse, which gave him the record of seven splits in one game; catch a glimpse of **Ken Coat's** lightning delivery; and maybe see **Archie Brahm** on a good night slay the pins. makes a game of sliding between the pickets. By the first of May Leo will have made his third donation at the Red Cross Blood Bank.

**Charles Plummer Hill** used to write sports and accidents for the magazine four or five years ago and is still interested in all forms of athletics, bowling being his hobby. He longs for the old days when P. E. workers had time for plenty of action on the diamond. When he's not in a state of longing about that, he's working for P. E. as a Supervisor of Schedules.

Texas, was recently transferred to hospital duty at Yuma, Arizona. **Corporal George Ellsworth Meyers** is stationed with the Medical Detachment at Camp White, Oregon.

We've decided we're going to have to drop the "wolf" award since **Joe Blackburn** has been promoted to "Tariff Compiler." It'll have to be Mr. J. E. Blackburn and no "wolf" nonsense now. Anyway, he's lost his competitor for the title with the departure of Mr. Stockberger. No doubt you've already heard that **John Stockberger** and **Jim Conrad** have left the family. Mr. Stockberger stayed in Los Angeles, but Mr. Conrad's wandered farther afield and is happily browsing about in San Diego.

And had you heard of the most recent of the promotions—that of **Bob Lucas'** transition to Mr. R. J. Lucas of the rate desk. You probably remember Bob—he's been doing some Victory gardening (it's his wife who tends the chickens). He's also been attending night traffic school with regularity, so he's prepared for the new job.

**Fred Willey** got a traffic ticket which he quickly exchanged for a receipt showing he'd paid his fine. The fine was undeserved, he tells us, then adds philosophically, "But I guess I've deserved others I haven't gotten."

**George Billhardt's** volunteer overtime work in helping the Red Cross with its War Fund collection is about completed.

When **Ralph McMichael** comes in from lunch with a brilliant package of carrot or beet seeds you just know the vacant lot next door is going to show another row of cultivation within a few days. And is that man a hunter! His ability to nose out the hiding places of an illusive roll of film size 116 is getting him into a position where he can plan his vacation happily without dread of a worse-than-hunger film shortage.

Our chitchat hasn't solved the question of just how much deliberate meaning lies behind **George Koltz's** fruit distribution. He'll bring in a few grapefruit and oranges and lemons from his place in the Valley, and we've noticed the same people are always the recipients of the same fruits, so we judge George has his own method of grading humanity into grapefruit people, orange people and lemon people, with a very few rare souls in the orange blossom class.

Isd't it lobby to sid in the sud ad gossib a bid!





EASTER CAKE is enjoyed by Timekeeping Bureau during lunch hour. Hungry-looking little girl is Barbara Jeane Westfall, niece of Lucy Wilkins, Timekeeper. Ranged around the cake are dressed up Easter eggs.

### Easter Cake Munched By Happy Victims of Fortune Teller Minnie

Central Timekeeping Bureau, with approximately sixty employees, really had a Good Friday lunch time—with a huge, beautiful Easter cake and Easter character eggs, flowers, etc.

For the past several weeks Madam Minnie (alias Hazel Cornell) has been spending the lunch period reading fortunes of various victims.

Madame Minnie was always confronted with the question "Will I get my wish?" With the usual answer, "You will get your wish." Then something about a new job, a trip (What trip?), perhaps a few warnings, accidents, letters, etc. To the ladies—tall, dark and handsome, or perchance grey-haired. To the men—blondes or maybe red heads.

Each victim tossed in a dime—hence the Easter cake with plenty of fun for good measure and everyone feeling that Minnie is Okay.

—BUY WAR BONDS—

Neither Sambo or Rastus could tell time, but Sambo wore a nice big Ingersoll on a chain with an air of superiority.

"What time am it?" asked Rastus.

Sambo hesitated and then extended the timepiece, saying: "Dar she am."

Rastus looked at it carefully and said: "Damned if she ain't."

### MOTOR TRANSIT DISTRICT



By  
Ruth  
Fisher

Because of a blackout April 25, all notes et cetera were left at home and I'm so sorry that that news will have to wait until the next issue.

Little does Cpl. Martin J. Creamer know how he has come to my rescue, by writing the following letter. I never had the pleasure of meeting Mr. Creamer, but because he is so interested in the Mag, he has written me loads of news. So, here's his letter:

c/o Correspondence Divn  
Camp Joseph T. Robinson,  
Hq. BIRTC,  
Arkansas  
April 21, 1943.

Dear Ruth:

So—you're the "Disher-Upper" of the Motor Transit News! Let me congratulate you! That's a pretty smile you are wearing too. Wish that I could have dropped around on my furlough last month and said "Howdy" to everyone but it was one of those epic furloughs of a limited 10 days and most of that time was spent on the train—which jerked its

way to California. The liquid sunshine was refreshing!

You might slam that Cpl. Robert Cruson, who so kindly informed the column of his whereabouts and stated that he would like to hear from the boys . . . (April issue) . . . that IF he answered a few of the letters the boys have written him, he wouldn't have to solicit more fan mail . . . grr . . . grr. As an afterthought, I have written him and thanked him for letters I haven't received.

Often wonder what some of the other boys are doing across the pond: There's J. F. Edmondson ("Hook" Edmondson) former bus driver—he could be an aerial gunner. "Shorty" Hall, from the mechanical shop . . . Kenny McCollum, son of C. D. McCollum, who was learning radio in the U. S. Navy. Joe Beckett, a Warrant Officer, Junior Grade . . . they're



LT. COL. R. R. WILSON  
Service of Supply, U. S. Army

Formerly Superintendent of Motor Coach Operations of Pacific Electric, now in Australia helping handle all land transportation on that sub-continent. It seems that his superior officer is a Colonel named Wilson, whose superior officer is a General Wilson—all of whom handle land transportation. Lieutenant Colonel Wilson has been in Australia for about 14 months.

on foreign soil I am sure. Not forgetting our Lt. Col. Roy R. Wilson.

"Hello to the gang."

Sincerely,  
MARTIN J. CREAMER  
Cpl. Martin J. Creamer

### WINCHIE AT THE KEYHOLE



By  
Marion  
Snowden

Remember this: "A wise man changes not his place, but himself."  
—Plato.

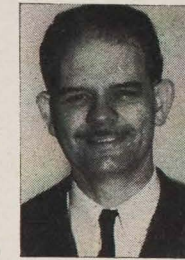
Well, folks, after one lapse of keyholing, we find that a few people missed us—some in our own office. But the latter didn't miss us sufficiently to contribute one word towards filling this month's column; so through this issue we'll struggle alone. But here's fair warning for the last time, that this is really the last unless we get a little co-operation. It takes time to peek and more time to peck, so it's up to somebody to help peek. By the way, Walter Watchall, what's YOUR alibi? (N.B.—Mr. Editor, please inform your other standbys to increase their output an extra thousand words.)

Here are some new addresses which may bring forth letters or cards from our readers: Carmen del Campo, Rosario, Sinaloa, Mexico. Mildred Edwards, 2229 Waltonia Street, Montrose, Calif. (Hi, Milly!) Corporal Noble E. Cates, U. S. Army, Co. A 9 Bn. 3rd Tng. Reg. Shenango Per. Rep. Depot, Greenville, Pa. Ye gods! The meaning of all that is no doubt a military secret, though off the record, we can't see how it can possibly give comfort to the enemy; but anyway, there it is, and we hope letters will find their way to him. Harry H. Christensen, Anchorage, Alaska, c/o U. S. Army Engineers. "Chris" wheeled 'em back and forth to Sunland, and will now wheel 'em for Uncle Sam. He says he'll certainly answer all correspondence that reaches him, so let him prove it, all you interested readers. (Aside to Bob Cruson: How come you don't answer that nice letter you got from Corporal Martin J. Creamer, No. 39247427, Hq. BIRTC c/o Corres. Divn. Camp Robinson, Arkansas, U. S. Army???)

Private Frank J. Screech, 88th Base Headquarters & Air Base Squadron, Lemoore Army Flying School, Lemoore, Calif.

If any of you boys have been promoted to the rank of General since our last info, correct us and excuse please.

### WEST HOLLYWOOD DISTRICT



By  
G. R.  
Stevens

"Rosy" Ray Hileman was in for a visit the other day, and looked fine. He is doing a lot of studying and is really getting somewhere. Attaboy, Ray.

And who else came flying in but Jack Waite, who used to be in the Record Room. In case any of you should have forgotten Jack, he was our "Man on the Flying Trapeze" at our (we hope) memorable Christmas party several years ago. (Bet CBT remembers the trouble he had with his false moustache!)

We announce with much sympathy, the passing of the fathers of Esther Ross and Mabel Kratzer.


Before leaving, we'll take time out to welcome the following latest additions: Betty Rudd, Glenrose Haggart, Virginia ("Bunny") Weller, Pearl Bruffy, Anna Grieb, Jane Fife, Mary Jane Bender, Evangeline Moran (yessir, little old-timer "Angie Vignes" herself), Nora Gregory, Natalie Polonski, Lorene Spicer, Beverly Sullivan, Doris Coleman, Marie Cort, and Mary Ann Shafer. There have been others since last writing, but they've gone. Additions and subtractions are frequent in our office these days. — Well — This is an Accounting Department, after all. Welcome, fellas, and goodbye, all.

WAR. Motorman L. P. Gappae is in the Army now and is assigned to Fort Douglas, Utah. To Gappae and all the boys leaving to go into service, good luck!

Assistant Trainmaster Capp's daughter has joined the WAVES and he reports his son is in the Air Corps.

Conductor A. B. Marshall is breaking in as extra Terminal Foreman. Prior to this he spent two years at Mt. Lowe Tavern as Storekeeper.

SILVER ANNIVERSARY. Congratulations and best wishes go to Mr. and Mrs. A. E. Einert of West Hollywood. They were married 25 years ago on April 11. The happy couple celebrated their anniversary with a dinner party given at their home.



## For Your Savings

### CALIFORNIA FEDERAL OFFERS YOU:

1. Federally Insured Safety For Savings.
2. Steady Income at the Maximum Rate.
3. Sound and Conservative Management.
4. Ready Access to Funds When Needed.
5. Convenient Location — Personal Service.

*Your savings account is invited. Call in person. Or, write for full information. For convenience, use our save-by-mail plan.*

**ED C. THOMAS, Vice-President**

## CALIFORNIA FEDERAL

**SAVINGS & LOAN ASSOCIATION**  
5654 Wilshire Blvd. — WEBSTER 7151



**CLUB NEWS.** Motorman and Mrs. R. Scott were hosts to the Wednesday Club in West



R. A. MOORE

Los Angeles recently. The social club now has 45 members, among them the trainmen and their families at West Hollywood. At an election of officers R. A. Moore was unanimously elected Secretary.

**TRAVELING IN WARTIME.** A recent trip to Northern California showed great changes, with production geared to war peak, and other activity. Near Geyserville the NWP train on which your correspondent, with wife and baby, was riding became wrecked. Nine cars left the track and turned over. The accident was reported due to heavy rains which had undermined the tracks. The rail spread occurred just as the locomotive thundered over a broken rail. Being on the last Pullman car, correspondent and family were not hurt. Fortunately, no one was seriously injured.

**SPORTS AND FISHING.** While we are geared to our duties in war activities, let us not forget that Spring is here and trout season has rolled around again. Recreation rests minds and builds strong bodies with which to do more efficient work; otherwise a nervous, run-down condition exists. A little vacation, if only for a few hours, will do the trick, especially if the time is spent with a fish pole. It takes only a short time to net a good bag of big fish.

—BUY WAR BONDS—

### TORRANCE TOPICS (STORE DEPARTMENT)

By Fred Hopkins

Pvt. F. C. Cliff Ruppel was in to see us some time ago, while he was home on furlough from Camp Beale, California, where he is serving "Uncle Sam's" army in a tank corps outfit. Cliff looks fine in his khaki uniform and is as "fit as a fiddle." Cliff was our popular truck driver between Torrance and Los Angeles, and was very well known to the folks on the P.E. System and in the P.E. building. Born in Somerville, Mass., he has been with the P.E. for considerably more than 10 years and his dad has been one of our Mechanical Dept. employees for more than twenty years. So he may be rightly considered one of the "P. E. Family."

Also Yeoman 3/c Jimmie Shafer of the Naval Recruiting Service was another visitor on the same day that

Cliff came in to see us. We were very happy to see our old friends once again.

The following people are Aries people and had birthdays during the past month:

**Theresa Vasquez**, born in Mexico, April 3.

**Fred Hopkins**, born at North Scituate, Rhode Island, April 3.

**Violet Lock**, born at Llanhilleth, Wales, April 14.

**Bette Hay**, born in Hayes, Kansas, April 17.

Food rationing seemed to make no difference on certain occasions at the Store Dept. in Torrance, which fact was borne out by the display of the many fine birthday cakes that were cut and passed around.

—BUY WAR BONDS—

### TRUE STORIES FROM THE INFORMATION DESK



By  
Deane H.  
Aspelmeier

Things haven't been the same around our quarters the last few days. Perhaps some of the morning commuters may have missed the usual smiling, courteous face that has not always been in her accustomed place recently. You see, our lovable chief, **Sibyl Mather**, has been somewhat under the weather and has gone to the desert to recuperate. We do miss her so much, particularly when we cannot go to her for the solution of some puzzle that we know

with her many years of service and experience she could easily clear up.

It is good to know that **Bessie Bundy** is again able to be with us, and would be were it not for the illness of her sister. We hope by now **Miss Lou** has so improved that Bessie may be on duty again, for her presence is most essential to the efficiency of the "evening squad." One or two seem to be suffering from throat trouble and hoarseness. An information clerk without a voice is almost useless, as not everyone understands the pantomimic signs of the deaf and dumb language. And do we have competition these days! Radio announcers, bus callers, and a general increase in traffic noises, to say nothing of repair men who seem to be ever-present.

Several times recently, long distance as well as local calls have come over our phones from men in the service whose plans have been changed at the last minute and whose wife is waiting here, coming in on some train, or is about to board a train or bus. Would we please try to deliver some message? Knowing this may be the last time they will see each other, it does tug at the heart strings a wee bit sometimes.

And by the way, it may be interesting for some employees, who are not fortunate (?) enough to be around the Main Street Station during week-ends, to learn a bit about the tremendous transportation program carried on weekly. It has been estimated that 50,000 service men are transported over our lines during this period, all in addition to the local traveler, who feels he must go here or there. Then our "Question and Answer" game is a reality. Each of twelve girls must answer from 1200 to 1500 questions during the eight hours on duty.

Are we busy these days? Well, what do you think?

### OUR COURTESY

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# GRAHAM & ISBELL

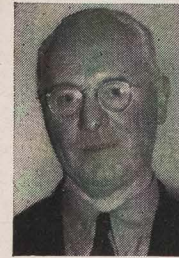
## MORTUARY

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PR-5590

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PR-5501

### SUBWAY TERMINAL



By  
W. F.  
Servranckx

**Ray Hightower** returned to the Redondo bus on March 2 after a leave of several months. Glad to have you back. Now maybe you can convince the boys that they really have rabbits in Texas.

**T. S. Alexander** took the extra board after that big shakeup.

The **Big Shot** from Hollywood paid us a visit at the Subway the other day. Call again, big boy; you are always welcome.

**R. C. Milnes** wants to see the "Chief." Well, old boy, you will find him elsewhere on this page.

What we all want to know now is, What's cooking? **Bill O'Hern** has all the dope. How does he get it? From Tojo?

Send in those pictures and show the P.E. family that we have handsome trainmen at the Subway.

—BUY WAR BONDS—



Left to right: Mrs. Richard Scanlon; her son Dennis, in the arms of his Grandmother, Mrs. P. L. Mullins; and Dennis' Great Grandfather Conductor O. B. Glanden.



READY TO LOAD at Ingleswood are R. C. Milnes, Conductor (left) and W. F. Servranckx, Motorman.

### STATION STATIC



By  
James J.  
Adams  
(Guest Writer:  
Joe M.  
Hernandez)

This is quite a novel idea of **Jimmy Adams**. He is asking members of the Ticket Clerk force to be guest writers of his column when their vacations come up. Sort of a turnabout from famous columnists' custom to have celebrities, stars, etc., fill in their absence. So don't blame Jimmy when his 15,000 fans—O.K., 4200—dwindle down to naught when I undertake to get my size 5½ feet into his size 16 brogans—which is a good comparison as to how I feel in trying to emulate his journalistic ability.

**Howard ("Pappy") Strong**, Merchant Marine as navigator, or something similar, out on high seas and taking several days to get his "sea laigs." Likes ship, captain, crew and chow. Whereabout not revealed, but first time ashore he tells of partaking of refreshments; and we, who know "Pappy," could bet it was not pineapple or coconut juice which he chose.

**Guy Irving Rhinard**, Army Air Force, now a full-fledged Sergeant. Was he elated on receiving additional stripe upon his return from his recent furlough which took him way down to Texas, where we suspect he cultivated a heart interest during his training days.

**Cliff ("Ganso") Ferguson**, purveyor of vacation reliefs, who warmed my seat while I enjoyed my two weeks, hied hurriedly to Chicago on choo-choo trip to see his mother for first time in many years. Just how many, he would not confide, but it leaked out that he was the prankster who teased Mrs. O'Leary's cow, causing now-famous lamp to be kicked over.

Others enjoy different forms of relaxation after jousts with dear public. For instance, **Herb Mayer**, an accomplished and professional pianist, pours out a prelude that will succeed the late Rachmaninoff's. Brother **Rea Bowman** gives out with a mean rendition of Zoom! Zoom! Zoom! on the Bass Viol or "bull fiddle." Gosh, Bowman, with your flair for being practical, one should think you would have chosen the piccolo or even the flute.

**Frank Kapitan**, our nite cashier, relaxes by putting timepieces back in operation. His shop consists of a completely equipped watchmaker's laboratory, and those of us who have dropped our "standards" on hard station floor or allowed junior to use as nut cracker will testify he knows his chronometers.

**Jimmy Adams?** You'd be surprised. He now finds diversion in raising, of all things, rabbits. Sez he, "They increase faster than Miss 'Yum Yum' Carter can multiply on her comptometer."

Poor **Marty Creamer**: Itinerary went all askew on his long-awaited furlough and trip fizzled. Had only time to say hello to folks at home and then good-bye. Only P.E. member who had the chance to feast eyes on his Corporal's uniform was **Ivan Erhardt**.



## TRANSPORTATION DEPARTMENT



By  
Josephine  
Hollebaugh

Like Tennyson's Brook, there seems to be no end to the changes, transfers, promotions, new names and new faces in this department. Here we go:

C. A. Keller upped to Train Dispatcher, Southern District, with W. W. Wherry lifted to same job, Northern District . . . Earl Jardell and Roy Betterworth elevated to Terminal Foremen at Ocean Park . . . William C. McPherson, Motorman, retired . . . A. R. Butler, Motorman and William S. Fenwick, Conductor, transferred to Train Instructors . . . James Lewis switched out of Transportation and into Passenger Traffic Department . . . Herschel Arthur moved from freight house to Train Service for the duration. . . New-comers to Office of General Superintendent are: Kay Morrow, Mail Clerk-Adding Machine Operator; Virginia Miller (from Conductor's Accounts) and Jean Brown, Mail Clerks; Mary M. Hendrix, Steno-Clerk, and Irene Nordquist, Account Clerk, 6th & Main, and Ruth Goodman, Account Clerk, Subway Terminal . . . Robert W. Forcier appointed Staff Engineer replacing O. A. Smith, Jr., resigned.

Stations and yards alive with new jobs and new faces this month: New Warehousemen at Wingfoot are Neal Moore (transferred from Butte Street) and Otto Segner . . . New at Butte Street are Fred Knerr, John Alexander and A. D. Harvey, Yard Clerks; E. C. Wheeler, Card Clerk; Rosalie Lutz, Jumbo Clerk; Frank Duggans and John Cohan, Transfer Clerks; Mareita Witschey, Steno-Clerk . . .

Business roaring at San Berdoo brought a pile of new openings filled by: Adrian Ott, Evelyn Reagan and Ellen Kolesar, Warehousemen; Mattie Olson, Riley Coward and Ruth Lambeth, Ticket Clerks; Martin Frasin, Car Clerk; Ruby Clark, Steno-Clerk; and C. G. Gibson, returned from Military Duty, to Car Clerk . . .

At El Monte, new warehousemen are D. J. Richardson and N. Kirk . . . At Claremont, Hubert Rugh, Warehouseman, and M. F. Powell, Ticket Clerk . . . New Warehousemen at



RICHARD C. BROWN, A. S.  
U. S. Navy

*This young man enlisted a couple of months ago on his seventeenth birthday, which makes him just about the youngest P. E. family member in the armed forces. He is the son of Conductor Cecil F. Brown, Western Division.*

Watson: Arthur Innis, transferred from Engineering, and Rose Hazel . . . Doris Luther and Horace Trimmer, Ticket Clerks at Wilmington . . . Milo E. Gilbert upped to Asst. Station Agent at Whittier . . . New Gatemen at 6th & Main Baggage: Alfred Bailey (replacing Carl Kohten moved to Terminal Island) and Donald Roberts (new) . . . Robert Goforth back as Mail Handler from Military Duty and Arthur Hart taking new assignment same spot . . . James Lane transferred from Beverly Hills, Cash Receiver, to Steno-Cash Receiver at Macy Street . . . D. C. Jarvis returned to Beverly Hills from Military Duty . . . Jerome Rolland to Warehouseman at Compton, Carlton Scott to Ticket Clerk at Long Beach . . . John Grattidge and Earl Stanley to Ticket Clerk and Cash Receiver, respectively, at Pasadena . . . Newton Potter to Ticket Clerk at Santa Ana . . . Clay McCulloch to Warehouseman at Torrance . . . Neil Hall to Warehouseman at Watts . . . Lillian Wade to Abstract & Balance Clerk, and Bert Fancher to Check Clerk, at 8th & Hemlock, with David Carson moving over from Train Service to same location . . . Joseph Zuanich, Ticket Clerk at San Pedro . . . Joseph Stewart, Warehouseman at Bellflower . . . Carl Proby, Janitor at Long Beach. . . J. T. Markham returned from Military Duty to Cashier at Santa Monica . . .

## PASSENGER TRAFFIC DEPARTMENT

A solicitous friend of John Earl Glancy recently presented him with a bottle of delicately (???) scented horse liniment. SIR JOHN has long contended that an occasional application of liniment is of benefit to man or beast. His contention is entirely justified, for since using this particular potent variety he has been cantering into the office each morning displaying the vitality of a yearling colt. The ladies have even been heard to murmur "Neigh, Neigh, John" on several occasions. . . . On Jimmy Shafer's last visit he proudly stated, "This is the life"—he is now recruiting WAVES and SPARS, the lucky dog. George Blythe has since been thanking that one lone, and much needed these days, lucky star that Uncle Sam has restricted enlistments, 'specially Navy, for nothing short of iron chains would have held Tom Gentry and Charles Minick (but don't worry, boys, Uncle S. is just waiting until he can find something to suit your talents) . . . Have you wondered where our handsome Sgt. Ralph Perry is these days, or did you know he was in India? Don't think he will mind if we share his letter with you. Maybe you can solve the case of the missing words. India, it seems, is more mysterious than we have been led to believe.

"Dear Mr. Marler and Staff:

"Shall begin by saying that I am sorry for not writing at an earlier date. However, as my being in India indicates, events have been moving rapidly in the past six months. While I would very much like to write of my experiences in the Army and my trip here, doing so would, no doubt, involve descriptions that censorship will not allow.

"While on the trip overseas I had the good fortune of being made a staff sergeant, so considering my time in the service I have been very lucky.

"As taps are about to be sounded, will say good-bye for now, knowing we can't lose the battle while the 'gang' at home 'keeps 'em rolling.'"

"RALPH PERRY, 19128768

73rd Evacuation Hospital  
A.P.O. 689, c/o Postmaster  
New York, N. Y."

Need we say, girls, he will be glad to hear from you. . . . If we weren't so busy getting acquainted with new additions to the staff (Ida Snarr, Helen Wagstaff, and Howard Horworth, know we would miss Evelyn Tenny, Dorothy Worden, and Bob Forcier.

## MACY GANG AS I SEE IT



By  
Bob  
Coe

For the benefit of the Macy fellows that didn't know that Delbert A. Mudd was back in town the other day—well, he was, and getting better looking every day. There's something about a soldier, as the women say.

I haven't had much of a chance to talk to Johnnie Kipp, but the gang said the other day that he was losing one more hair every day, at being Chief Marker Upper. What the devil will you be carrying on those shoulders and head if you ever get the Terminal Foreman job? (Possibly a wig.)

It sure is a good thing the rain we had the other night didn't cause much damage as old Deep Gulch Dead Head T. C. Wiley would have wanted to go fishing again in the Eaton Wash.

Did my little eyes see right the other day when I went by Macy? Did I really see Jimmy Zimmerman back on the extra board? Gosh! A man with all his seniority! I can hardly believe that he is working the board. Not everybody can hold a straight daylight with six months' whiskers, can they, Jim?

R. C. Scaggs of the Baldwin Park Line can have more B.O. cars than any one person I know, but do you think that worries him? I should say not. The reason that Scaggs never worries is because out El Monte way we have a little guy by the name of Joseph L. Karalis, that can do more worrying about the cars and other things than Cliff Vallon out on the Monrovia Line. Now, I will tell all you guys down at Macy that if you should ever happen to catch a HOLD DOWN (that is, if Henry Haddock doesn't have it first) out in El Monte, don't ever worry about it, as that is Joe's chief job.

Note: Jack O'Neil, I have had the chance to listen to some of your stories, but here's one that I think tops them all. The other morning my little man that runs me around all day long (Jack McCracken) told me that he can get pork chops from sheep. Is that correct, or is he just giving me some of that bull? He is determined that he is right.

## Butte Street Clerk Artist of Repute

Pacific Electric can well be proud of its Butte Street Clerks.

Eugene Holmes Tracy, reputed to be one of the finest artists in still-life oil paints in this part of the country, has exhibited at some of the outstanding art exhibits in this area during the past three years, including the Los Angeles County Museum show of 1941, the California Art Club, the City Hall, the Hollywood Woman's Club, the Friday Morning Club, and Poppy Trail Villa.

At present he has 15 separate paintings on exhibit at the Ens Gallery, 2521 West Seventh Street. These will remain on display until May 16.

Those interested are invited to visit the galleries and see his fine work.

—BUY WAR BONDS—

## FREIGHT STATIONS AND YARDS



By  
Arden  
Nasher

As time approaches for this month's publication, I feel like sending out an SOS, because no one ever seems to send me anything to write about. Then I consider how busy everyone is and the feeling passes. Nevertheless, if any of you guys and gals know anything that ought to be in print, why not let me in on it?

Elsewhere in this issue, there appears a photo of our old pal Johnny O'Neil. Johnny is in Madison, Wisconsin, where he spent the winter shivering and wishing he was back start cussing those wet rainy days we had during the past few months, just think about that snow and 30-below they had at Madison.) Johnny

Robert E. ("for Harry Wills' sake, never again") Coe, Conductor out of Macy Street, is a brand-new correspondent this month, and, as you can see, is really going to town. Before he came to P.E. two years ago, he worked for the Bank of America and did some writing for their publication. His father, Fred R., is a Motorman on the Sierra Vista Line and has been with the company in the neighborhood of 20 years. Bob is now working the El Monte line, but has been on Glendora most of the time. Claims he has no hobbies, unless you call bowling one.



JOHNNIE O'NEIL  
Even the liquor is cold.

says even the liquor up there is cold, and he is looking forward to seeing the gang on his first furlough when he comes back to get warm. (Photo by courtesy of Jack Baume.)

A few shorts about the gang at the Freight House: L. A. Post has a Victory Garden, and how. Eggplant, corn, tomatoes, squash, carrots, etc., etc. What, no spinach?

J. V. Fowler is in the hospital, having undergone a major operation April 15. At last reports he was doing well, and everyone is pulling for his speedy recovery.

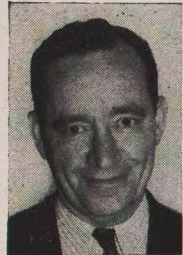
Evalyn Hindsill, a newcomer assisting Irene Cunha on the Western Freight billing, is an adept pupil, and we imagine Irene is happy.

Other newcomers: Irene Brown (back about 3 months after a 12-year absence) is the new bill and expense clerk. Margaret Seymour started as bill clerk on January 8. Beatrice Oliver, one of the old timers, is back in the Accounting Department after being away for 16 years. The older members of the office gave "Peggy" a royal welcome upon her return. Lillian Wade, formerly checking advances, has Sam McGraw's old job as Abstract Clerk, and is doing well.

Sam Tellechea also has a Victory Garden, and as he does with his gold mining, Sam goes into it in a big way. He has an entire lot in partnership with another fellow, and the whole gang is figuring on having a "Lot Warming" when the crop gets old enough to pick (or should we say "reap"?).



## LAND AND TAX DEPARTMENT



By  
**Bill Clarke**

Everyone in this small department seems to have lived a clean life the past month, and your reporter has no scandal to report.

Several of our staff visited the Red Cross Blood Bank recently and donated their blood. This is the second visit for some and they are to be commended. They advise the Red Cross wants more clients and ask that you all consider similar action. Let's go.

While in past issues I have been trying to promote a little life interest for our two single debutants, think it would be in order to retract statements for the time being. **Bee Rummelle** says she is not interested at this time and until she reconsiders, wants to remain an old maid. What a gal!

In the case of **Bertha (Bert) Le-tourneau**, regret to report that this good-looking damsel is rather indisposed, having just this week been operated on for appendicitis. She was taken sick suddenly Sunday the 18th, and was operated on at 1:30 a.m. Monday morning. From all reports she is doing very well and should be up and around very soon. Do not think she was very considerate getting the doctor up that early in the morning.

This month, April 23, to be exact, we celebrate the birthday of **Mr. E. L. Young**, Manager, Land and Tax Department. We tried to get the office closed for the day, but having been with the Company day in and day out for the past 35 years, the force of habit is so strong in him, he just said a habit of such long standing could not be broken and we would have to show up as usual. The staff wishes him a Very Happy Birthday with many more to come.

Congratulations to **Nancy Kelly** on her recent promotion to Work Order Estimating Bureau. She has been around a long time and really deserves the chance to show what she can do. Stick with it, Nancy, and don't let those Engineers start you off on a wrong angle.

## ENGINEERING DEPARTMENT

By Vic Labbe

Red-head **Odessa Carter** has taken a fancy to the Navy—could it be **Roy McClellan**?

**Al Smith** returns once more to the fold but says there is little to enjoy since **Doc Weber** read him the riot act.

**Gill's** pretty assistant, **Mozelle Maxwell**, has transferred her affections to the Duplicating Bureau.

**Helen Wagstaff** is leaving for the Passenger Traffic Dept. Sorry to see you go.

Of all things, **Grey Oliver** finally got the Measles! Someone suggested he go back to kindergarten again.

**Claire Enscoe** two-timing the Navy. Her Army mail was sent to me by mistake.

Associate Editors please note: **Marilyn Hawkins** is anxiously waiting for another breakfast of ham and.

Two other girls—**Betty Demerle** and **Betty Schrey**—also had the measles.

**Burley ("Venison Kid") Manley** doesn't need a ration book. He just goes to the packing house and in a secret locker, cuts off a steak or two and has a real feed.

Certainly glad to get those papers from **Garner McBride**, who is located at Camp Stoneman, Pittsburg, California.

**Diana Graf** passed out the gum on April 1 and none other than **E.C.J.** and **B.F.M.** bit with a bang.

Did you know that **Marie Shaw** is taking singing lessons and her teacher promises big things in the near future? Lots of luck, Marie.

**Fred Bixenstein** still off sick. Hurry up and get well and return to work.

**George Quesenberry** has a new heart flame in the name of **Elinore Shimek**.

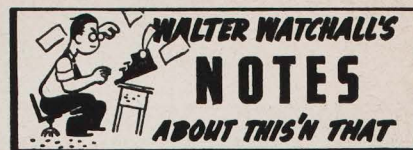
**Charlie Wakefield** off for a couple of months' rest.

Never in P.E. history has there been a woman in the Field Department. **Nancy Kelly** is the new addition. It's a woman's world—Ask **Rudy**.

**Bill Moesby** certainly is getting to be a ladies' man since instructing the cute tower girls.

**Suzanne ("Margot") Jacquemin**, the red-head in **Mr. Nolan's** office, found an old Indian war hammer while planting her Victory garden, and she is giving it to the Coliseum Museum, as it is authentic.

Quite a surprise: She was presented to Royalty when the Grand Duchess of Luxembourg was in L. A. March 31.



Alhambra, California.  
May 1, 1943.

Mrs. Willie Watchall,  
Corncrib, Iowa.

Dear Maw:

I thought I would drop you a line and let you know that I got your Christmas presents and remind you that April 1st was my birthday. You will have to stop reading the Florida papers, Maw, as you can not use ear muffs and snow shoes in Los Angeles. But I made the best of it—I use the earmuffs when I see **Vic Labbe** coming and I sold the skis to **Roy Swanson**, who is going to cover them with canvas and use them for shoes.

You know, Maw, everybody is reading that book, "You Are What You Eat." And, Maw, it sure is the truth. The Boss eats a lot of steaks and is he bossy. One fellow in the Purchasing Department ate some horse meat the other night and the next morning he ran a mile in 1.37. They tell me **Grey Oliver** stands on his head and drinks a quart of goat's milk every night, trying to grow a goatee on top of his head. All the acrobats in the circus eat turnips.

No one knows it but our building is full of soldiers. This is where they put you into the Army. All these men wear uniforms with stripes and bars that show their rank. I am going to suggest to the Management that we do that. We can't get uniforms but I have an idea. The Heads of the Departments would wear goatees, their Assistants—side burns, the Chief Clerk—handle-bar moustaches. For instance, **Mr. Geibel** would wear a goatee, **Erny Stevens**—side burns, and **Walter White**—a handle-bar moustache. With so much new help around they would know who is who. When I tell the Management about this they will give me a boost for the suggestion.

I am a little disappointed this evening. I had a date with an Insurance man's daughter, but he would not let her go out with me. He said I was a poor risk, so I am going down to Long Beach and swim with the WAVES.

Well Maw, it is just like the hen said when she got off the nest—"I think I've laid an egg and that's enough for one sitting."

Your loving son,

WALTER.

## - - GRINS AND CHUCKLES - -

The social worker was talking to a girl in a slum district and said: "Where is your father?" "Oh, Pop's in the penitentiary," the girl replied. "What about your mother?" "She's out here in an insane asylum," answered the girl. "And your sister?" She's been in the Reform School a couple of years." "Well, that just leaves you and your brother. Where's he?" "He's at Harvard." "What, you mean your brother is in college? What's he studying?" "Oh, he ain't studying nothing. They're studying him."

—BUY WAR BONDS—

A bashful young ducky had not the courage to pop the question. Finally, one Sunday night, he said:

"Julia, yo' remembers that I was heah Monday night?"

"Yes," Julia replied.

"An' dat I was heah Wednesday an' Thursday?"

"Yes."

"An' once mo' on Friday an' again las' night?"

"Sho' yo' was."

"An' I is heah tonight?"

"Yo' sho' is."

At last in desperation, he burst out with:

"Say, woman, doesn't yo' smell a rat?"

—BUY WAR BONDS—

Customer — "Have you a book called 'Man, the Master'?"

Salesgirl—"Fiction department on the other side, sir."

—BUY WAR BONDS—

A sergeant was training a bunch of raw recruits on the rifle range. At a hundred yards every one of them missed the target. At fifty yards the result was the same. He moved them up to the twenty-five yard range and still not a bullet hit the targets.

Enraged, the sergeant shouted, "Fix bayonets and charge!"

A fellow went into a restaurant and ordered a steak; but when the waitress brought it, it was terrible.

"Look here," the customer exclaimed. "Take this steak back to the chef, and tell him I said to cram it down the manager's throat."

"Lissen, brother," said the waitress, "you got priority?"

"Whaddaya mean, priority?" barked the guest. "What's priority got to do with this lousy steak?"

"Well, you know what you told me to do," answered the girl. "All I wanted to say was, there's a chicken and two orders of fish ahead of you."

—BUY WAR BONDS—

An old man who was everlastingly complaining about his feet hurting, was asked if his shoes weren't too tight.

"Yes, they are," he replied.

"Then, why don't you get larger shoes?" asked the stranger.

"Well, you see it's this way," replied the old man. "My wife is dead, my son is a loafer, my daughter eloped with a bum, my automobile tires are worn out and the finance company has taken my radio back, so about the only pleasure I get out of life is to get home and take these darned shoes off."

—BUY WAR BONDS—

Wife: "How do you like my new gown? I got it for a ridiculous price."

Hubby: "You mean you got it for an absurd figure."

—BUY WAR BONDS—

Marcelle: "How soon will I know anything after I come out of the anesthetic?"

Doctor: "Well, that's expecting a good deal from an anesthetic."

## DENTAL DEPARTMENT

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PACIFIC ELECTRIC  
Magazine

Vol. 23, No. 10

May, 1943

Published monthly by  
PACIFIC ELECTRIC RAILWAY COMPANY  
610 South Main 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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## FOR SALE, \$950 CASH

A genuine Bargain in Property at Blue Bird Canyon Park, Laguna Beach, California. Only 20-minute walk to the beach or downtown Laguna. This hillside property, 115 x 60, is beautifully landscaped with 7-year-old trees and shrubs. Unobstructed view of ocean, hill, and canyon. Absolutely clear of all indebtedness. (City water on property with bonds fully paid.) County taxes amount to only \$1.95 a year.

Two Pacific Electric employees (one retired and one active) have homes in this tract. Ideal place for inexpensive retirement or to relax from work.

Only reason for selling: I may have to leave country for government work. Write owner, MISS EDITH A. THIELKE, 682 South Coronado, Hotel Parkway, Los Angeles, California.—Advt.





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