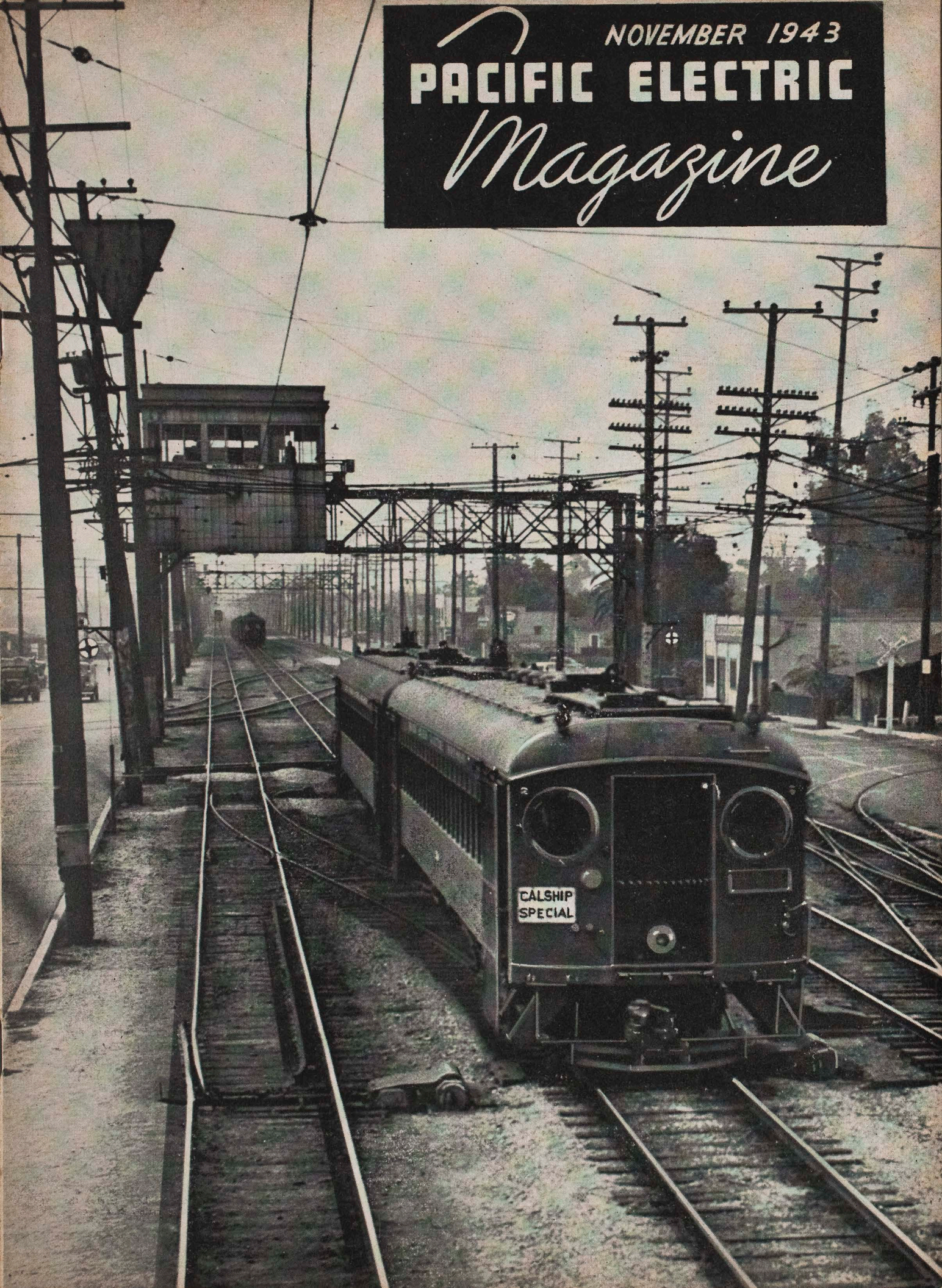


NOVEMBER 1943
PACIFIC ELECTRIC
Magazine



The Green Light ...

How 144 pairs of vigilant eyes in the Signals and Overhead Division of the Engineering Department enable Pacific Electric's heavily loaded war time trains to proceed with speed and safety over 873 miles of track.

As, speeding home from work on our usual Pacific Electric train, we sit talking with our neighbor, reading our newspaper, or closing our eyes in the hope of snatching 40 winks en-route, we feel quite confident, if we think of it at all, that we will arrive without accident or undue delay at our respective destinations. Perhaps our only thought is the pleasant anticipation of being picked up in the car by husband or wife at the station, or the agreeable prospect of a toothsome steak, or the heart-quickenning expectation of a date with our current idol. Seldom do we bestow more than a passing thought on the mechanical devices, such as signals, wigwags, interlocking plants, and telephones, which have been installed for the specific purpose of making rail service both speedy and safe. Just as seldom, no doubt, do we think of the small army of skilled men whose duty it is to see that no one of these devices ever fails in time of need.

To service the 730 highway crossing signals, the 327 block signals, 18 of the 27 interlocking plants,* and the 730 telephones which protect Pacific

Electric's 873 miles of single track or its equivalent, the Signals and Overhead Division, headed by Signal Engineer Albert Oren Smith and his Assistant, Lee H. Cash, uses, at the present time, 144 men, and could do with 59 more. The 144 include 53 Signalmen, 62 Linemen, and 29 Bonders and Welders. These men stand ready for duty and subject to call at any hour of the day or night, for a defective signal or telephone might mean the destruction of rolling equipment, injury or death for scores of passengers, and expensive damage suits for the Company.

IMPORTANCE OF RELAYS

Modern crossing signals, block signals, interlocking plants, and telephones have in common one vastly important feature: they are operated by an ingenious electrical contrivance called a relay, which is analogous to an ordinary lever by means of which exertion of very slight effort enables the operator to exert tremendous pressure. The relay actually is an electro-magnetic device by which a weak current set flowing through a coil of wire acts as a magnet to attract a movable iron core or armature, which may be of various shapes. In

turn, the core, when moved, acts as a switch to cause a strong current from an entirely different source to operate any desired electrical mechanism. Hundreds of these relays are used to enable a distant operator to control signals and switches all over the Pacific Electric Railway System. In some relays, a variation of a fraction of a volt is sufficient to set into operation a trolley current of 600-1200 volts.

The operator may be a person, or it may be the train itself. The 327 block signals and the 730 highway grade crossing signals are controlled automatically by the approach or passage of trains in the block; the 27 interlocking plants by a total of 52 Towermen, including five women. And speaking of the five women, they are doing a fine job at all towers except two in which the mechanical operation of the levers requires considerable physical strength, proudly asserts Signal Engineer Smith, who began employing women because of the scarcity of men. The first one, Virginia Simmons, began work March 1 of this year.

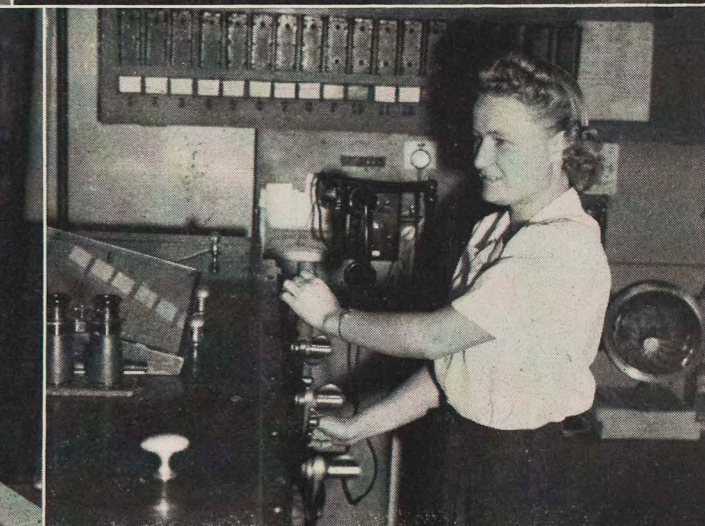
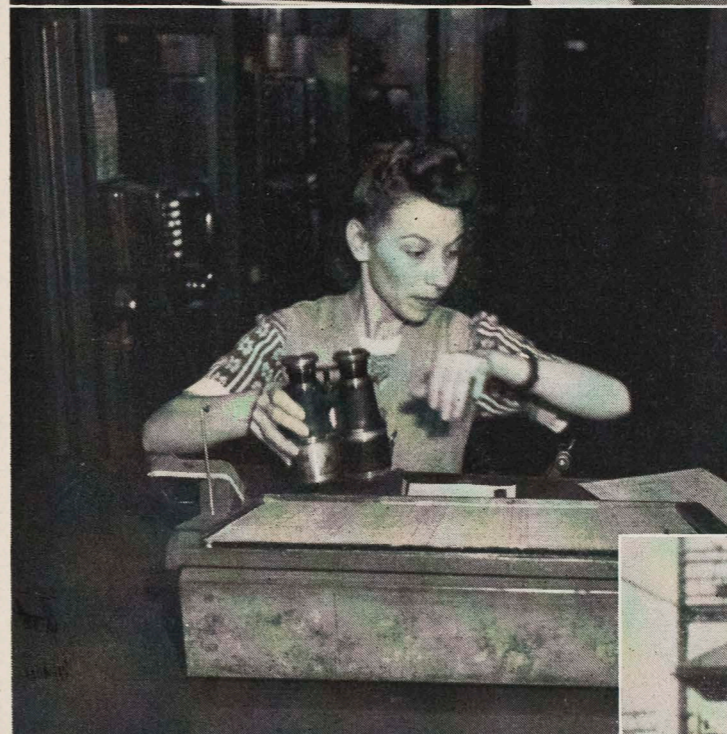
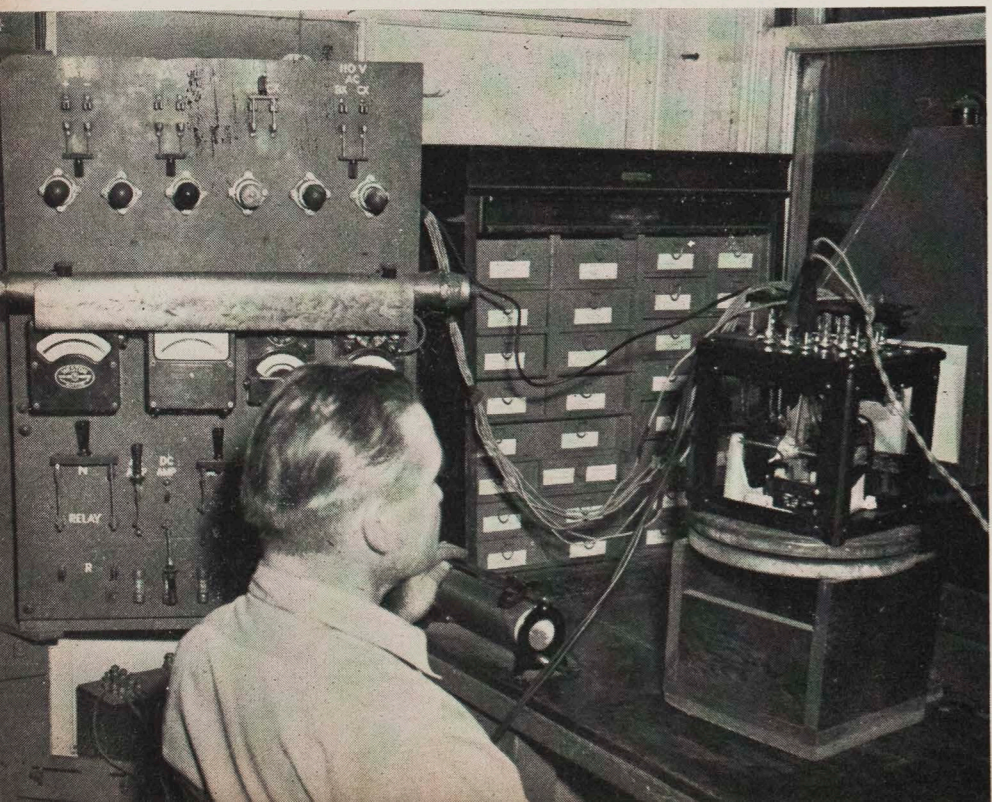
To keep up the signal and interlocking equipment requires the services of three Signal Foremen: William Moesby, in charge of Towermen and interlocking equipment; Felix Brac, in charge of Signal Maintainers and signal construction; and Walter E. Stratman, in charge of relay repair and of Interstate Commerce Commission inspection.

INTERLOCKING PLANTS

Four general types of interlocking plants are in use on P. E. lines. The most modern type is the all-electric used in conjunction with the centralized traffic control machine at Island Junction, established with the construction of the Terminal Island Rail Line (P. E. Magazine, June, 1943). In this type of operation the towerman, without rising from his seat, may control switches and signals for many trains on several different tracks at once, at the barest flick of a finger. Much more complicated and bulky in appearance, but actually not so in fact, is the type of manual electric interlocking plant like that at Amoco Junction, which is probably the most important tower on the sys-

* When one railroad crosses another's tracks, the road which builds the crossing maintains and operates the interlocking plant.

HEART OF ELECTRIC SIGNAL OPERATION is the relay. **B. C. Baldwin, Relay Repairman, tests an A.C. vane track relay to see how sensitive it is to slight variations in current. His left hand operates a variable resistance coil. Results are shown on relay test board at left.**



WOMEN TOWER OPERATORS have taken over during the last six months what used to be considered strictly a man's job. P. E.'s five women operators are here pictured at work. Beginning at top left and reading clockwise: Dorothy Kuhlman, who works the day shift at Island Junction; Dorothy Greene, graveyard shift, Badger Avenue; Charlotte Collin, graveyard shift, Island Junction; Mary Fenstemaker, swing shift, Badger Avenue; and, last to be mentioned but first to be hired, Virginia Simmons, swing shift, Subway Terminal. Dorothy Green and Virginia used to work in bakeries. What interested Virginia in signaling we don't exactly know, but Dorothy is a railroader born, since her father is a Motorman. Charlotte, who previously worked in an office, was converted by a Signal Maintainer, while Mary was talked into it by another Towerman. All the girls are enthusiastic about their new work; "fascinating" is the word they use to describe it.



tem, handling as it does no less than 707 freight and passenger trains every 24 hours. In this type of plant the towerman pushes and pulls a long line of levers, somewhat after the fashion of an organist manipulating the stops on his organ. Pulling or pushing the lever, as in all electrically operated towers, operates relays which, in turn, operate the switch or signal. Although this type at times may require the towerman to move swiftly from one lever to another, it does not require great physical strength; hence, a woman may easily operate the plant. A third type of tower is electro-pneumatic like the rear tower at 6th and Main, where lever movements operate pneumatic valves by means of relays, and cylinders move the switches. A fourth kind of interlocking tower is entirely mechanical in action. Rail switches as much as a quarter of a mile away are linked by long pipe lines to upright levers which look like huge automobile emergency brake handles. The operator must not only overcome the friction of the switch; he must overcome also the friction of the heavy weight of linkage moving through a number of bearings. Only three of these mechanical plants remain of the 27—at Dominguez Junction, Santa Fe Springs, and Wise. Signal Engineer Smith hopes to have the Dominguez Tower electrified by spring, using second-hand materials.

TELEPHONE LINES

Equally as important as the signal system in the movement of trains, and of vast importance as a time-saver to trainmen and office workers, is the great system of Company-owned telephone communications extending well over four counties and reaching, directly or indirectly, all stations, yards, and offices of both rail and motor coach lines. For train dispatching, 640 magnetic-type telephones, connected with five dispatchers' boards, are located at strategic points along the track over the entire system. Over these phones the Conductor keeps the Dispatcher informed of the location of his train, or of any unusual delay, and thus enables the Dispatcher to expedite train movements,

HENRY B. RILEY operates on the day shift the 42 switch and signal levers of all-electric Amoco Tower.

JOHNNY HUBERMAN, Signal-man, inspects the intricate mechanical locking at Watts Tower.

CHARLES R. HURT operates the row of big switch levers at Dominguez Tower, whose action is entirely mechanical.

and prevent accidents or traffic congestion. The dispatching lines are especially important in single track operation, where trains may pass only at sidings. The Dispatchers' boards, each equipped with twenty-four keys, (one for each telephone line), are in reality telephone switchboards through which the Dispatcher may receive Conductors' reports, or issue train orders. The Dispatcher may reach any desired telephone on his lines by means of coded bell signals. Dispatchers' boards are connected with each other, and also with the central PBX exchange. The system is so arranged that the trainman, merely by throwing a switch, may reach the Dispatcher on either the PBX or the dispatching lines. Sixteen PBX telephone lines (for the use of Agents and Yardmasters, and as intermediaries between commercially-owned and Company-owned communication facilities) work through the big central exchange in Room 311 of the Pacific Electric Building. For the use of Substation Operators, an entirely separate telephone system is maintained, with switch-board at the central power station, at 6th and Central. This system is not connected with PBX.

Responsible for the maintenance of the 2,864.46 miles of copper telephone wire, the 23,200 feet of underground and aerial lead-covered telephone cable, the 730 instruments, and the other necessary telephone equipment is Foreman Norman D. Gilbert, whose crew of 3 assistants, though small in numbers, is composed of highly trained and expert electricians.

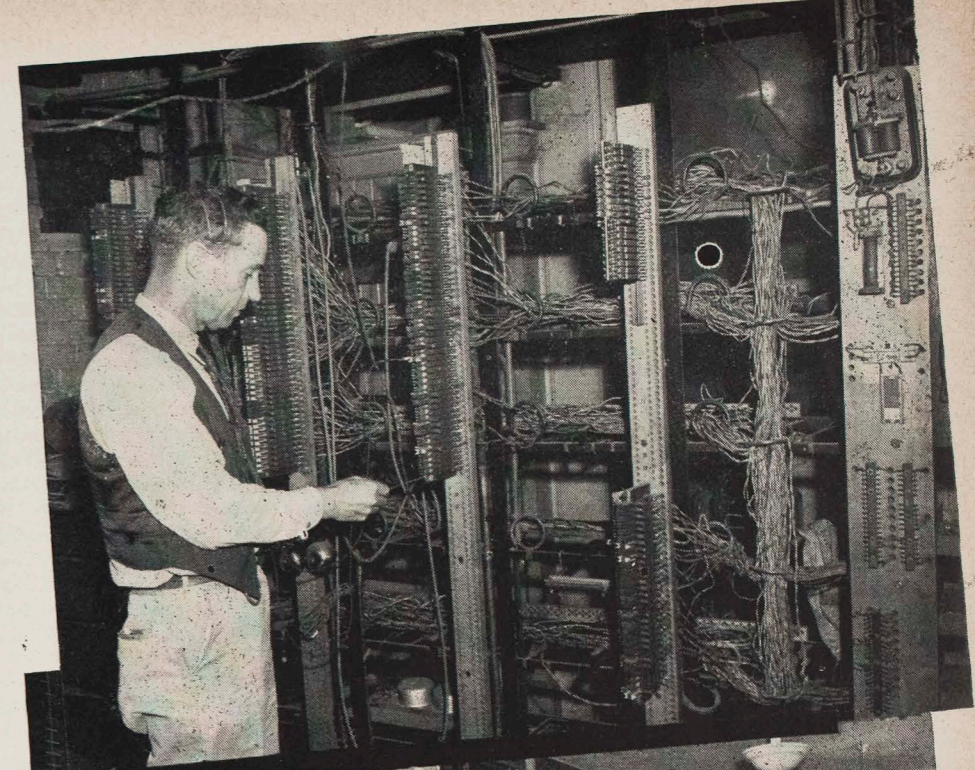
OVERHEAD LINES

One of the biggest and most dangerous jobs of all those handled by the Signals and Overhead Division is the installation and maintenance of the overhead power lines. These include 314.49 miles of 15,000-volt transmission lines to bring electric power from the Edison Company, 873 miles

"MAIN FRAME" is name given to this mass of wires and connections in the P. E. Building. All dispatching and PBX lines on the system come through here. Telephone Foreman N. D. Gilbert is testing a line.

THE PBX SWITCHBOARD, with positions for 15 operators working under the direction of Chief Operator Anna Benson (standing in foreground), is located in room 311 of the P. E. Building. Each operator handles about 150 calls an hour.

C. G. GONZALEZ, Telephone and Signal Maintainer, designed and built the five train dispatching boards (like the one shown here) in Room 298 of the P. E. Building. Phone to ear, he is shown here making tests. Lee Puliam is the Dispatcher.





TOWER TRUCK—Splicing a trolley at Macy Street are Lineman F. B. Hooper (left) and Crew Foreman R. E. Thompson. Driver C. H. Poole is looking for a trolley dog.

of trolley wire, and an almost equal amount of feeder cable. While it is the province of Mr. Julian Adams' Electrical Division to take care of P. E. substations and installations of power and lights inside buildings, it

BONDING A RAIL is Alphonso Clenard. This bonding was done on the new 90-pound rail which is being laid between Abila and Dominguez Junction to replace the old 75-pound rail.



is the province of the Signal Division, and particularly of General Line Foreman R. M. Cobb, to handle the power lines, outside buildings and substations. Assisting Mr. Cobb are District Line Foremen J. E. Kenner and H. B. Ravey.

Regular maintenance involves stringing an average of 39 miles of copper trolley wire annually. Where does this precious, high priority metal come from? A large part has come as a result of abandoning 108 miles of unused track and overhead, and placing rail facilities where they would be useful. The overhead for extensions and spurs at Terminal Island, Santa Ana Army Air Base, Camp Santa Anita, the Aluminum Company of America, the Synthetic Rubber Corporation, Northrop Aircraft and Douglas was constructed very largely of used materials from abandoned track, despite the fact that used wire must be so carefully inspected that it costs more than new wire to install.

Besides stringing wire, the line gang must also keep in good repair some 15,000 poles, most of wood, some of steel. It must also keep the trolley wire lubricated with a combination of graphite, grease, and paraffin, which together form a glass-like surface for the trolley shoe to travel over. The line gang also helps prevent large power losses by cleaning dirty insulators. This operation is performed by directing at the insulators an extremely powerful stream of water drawn at a pressure of 300 pounds from a tank car equipped with a turbine pump. So terrific is the force of this stream that it knocks bits of wood from the poles and re-

quires hose and nozzles of unusual tensile strength.

BONDING AND WELDING

You have doubtless noticed the curved strands of wire which are fastened to the side of the track at every rail joint. Insignificant as they appear, they serve the very important purpose of carrying return current through the rail, which acts as the negative side of the trolley circuit. Without these copper bonds, as they are called, it would be difficult for the current to go through the rail joints, which tend to become covered with non-conductive rust. Now, electricity always seeks the easiest path. Hence, if bonds were not used, the current might find it easier to jump off into the earth, or into a nearby pipe line, than to go through the rusty rail joint. The jumping of the 600-volt current always causes electrolysis, and, if the current jumps to a buried pipe line, it may in time eat a hole completely through the wall of the pipe. So constant is the danger of damage from electrolysis that the City of Los Angeles hires an electrolysis engineer. In order to insure the continued flow of the current if a bond should become defective, the parallel rails are connected at intervals by cross bonds.

All bonds are welded to the track, and it is therefore the duty of the bonding and welding gang, headed by Foreman H. P. Bancroft, to maintain the estimated 270,000 bonds on the P. E. system. This, however, is but one of their duties. They also do all track welding, such as surfacing uneven joints, building up worn surfaces in expensive frogs and crossings in order to save replacement expense, and welding track-ends together (butt-welding).

This latter operation is used on track which is being installed in paved streets, so as to prevent joints from "working" and causing pavement to crumble, as would happen with bolted joints. It is also used when compromise joint plates (for bolting together different weights of rail) are impossible to get. Butt-welded joints do not need to be bonded, nor are joint plates and bolts used if butt-welding is to be performed.

CIRCUIT COMPLETED

Such, in brief outline, is the work carried on by the Signals and Overhead Division of the Engineering Department. Only broad strokes have been painted of the many activities; the truer picture would be one showing the careful attention given to a thousand minute details, such as tightening loose connections, replacing worn insulation, making small adjustments to operating mechanisms, dust-proofing relays, cleaning an insulator, welding a cracked rail. But it must

suffice to say that Al Smith, Lee Cash, and their skilled assistants are untiringly on the job of insuring the safety of heavily loaded war-time freight and passenger trains.

True, they could use more help. They need 11 Linemen, 20 Lineman's Helpers and Drivers, 8 Signalmen, 20 Signalman's Helpers, and 5 more Towermen. If you can steer qualified men his way, Mr. Smith will appreciate the favor. . . . But despite this need, you may still continue to sink back reassured into your seat on the train home and meditate on the prospect of a toothsome steak.

— ZONED MAIL IS FASTER —

Rialto Depot Vine Bears Moral Fruit

The vine-covered wall of the Pacific Electric depot at Rialto has been found a fruitful subject for meditation by the Rev. Chester Ferris, pastor of the Presbyterian Church of that city. T. F. Shafer, Agent at Rialto, sends in the following clipping from the Rialto Record for October 15:

THE VINE ON THE RIALTO WALL

By Chester Ferris

Today as I looked at the P. E. wall, I was gladdened with surprise. It was aflame with autumn colors. As if in Wisconsin or Connecticut there were the reds and yellows, in which we revelled years ago. I recalled the billows of maple leaves under the trees into which we tumbled and tossed about. The frost had come, and growing buds pushed off the old leaves. The glorious coloring gives fame to the frosty East in autumn. Here in California, the frost has not arrived, and Nature has taken other means to adorn her draperies on the wall.

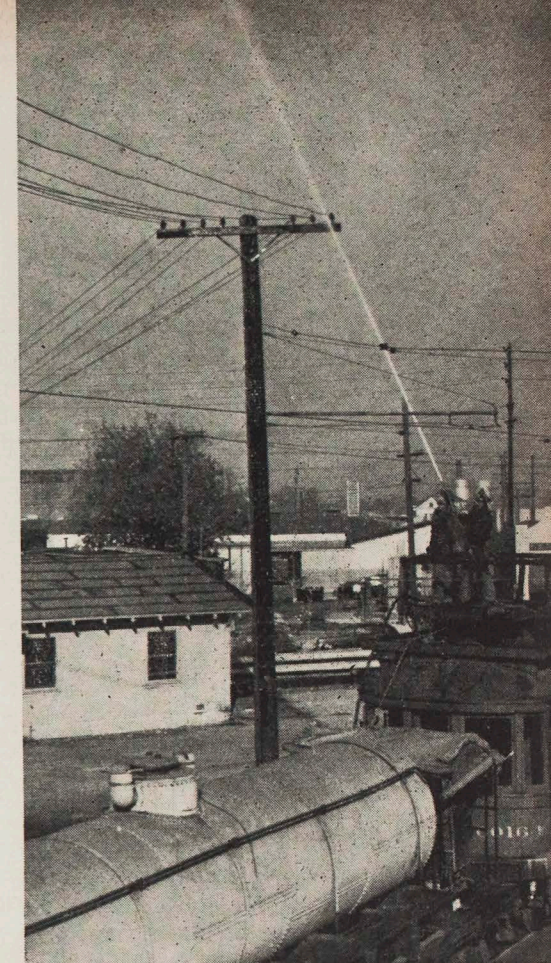
Have you thought that the birds also love the vines? Along the east wall about the prison in Wisconsin, every evening they have a party. Swarms of them come to the vines, fly about and chatter, exchange the news of the day with their neighbors, dart here and there, and finally finding the place called home, settle down for the night to rest. I thought what a mutual trust is there, what a joyous companionship. There is found among birds "the beloved community," which philosophers have dreamed for our more suspicious, less cooperative human society.

Along these tracks in Rialto, ugly in dirt and smoke, noisy with steam and bells, the trains rush along. It is part of the necessary ugliness of war. It is not for us to complain. However we may look across those tracks to the genial smiles of the colored vines. Nature is a healer. On

the bleak earthen mounds of soldiers in Flanders fields, the red poppies soon were growing. A careless cigaret turns many a green forest into a wild desolation. Soon seeds released from the dark, sprout and grow, a myriad of lilies and rose bushes are blooming and a new wealth of trees swing toward the sky. When the body of a sweet girl wastes in fever, Nature seeks to compensate with a dash of crimson in the cheek. There are occasional gashes and gulches caused by rain or drought or earthquake that for the moment seem ugly. However, the soul of nature is beauty, and soon she has her way. Even the Dakota Badlands have a message to the artist. And they name certain desert mountains the Calicos because of the brilliance of the colors.

Looking at the wall across the tracks I thought of a parable by The Son of Man:

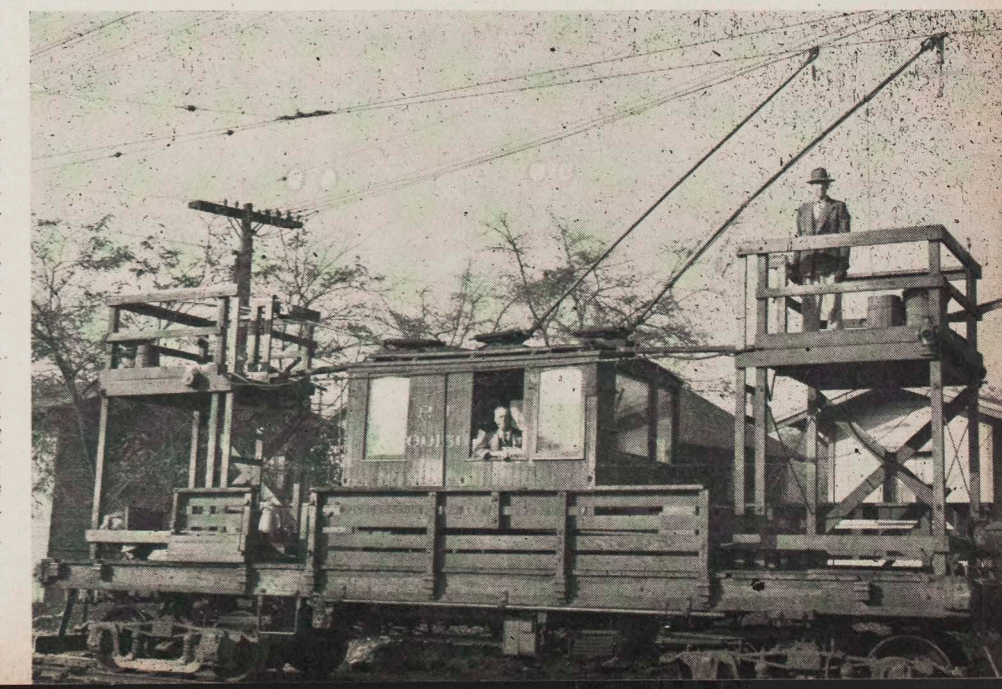
I am the true vine and My Father is the husbandman. Every branch in me that beareth not fruit he taketh it away; and every branch that beareth fruit he cleanseth it that it may bear more fruit. . . . Abide in me and I in you. As the branch cannot bear fruit except it abide in the vine, so neither can ye except ye abide in me. . . . He that abideth in me and I in him, the same beareth much fruit; for apart from me ye can do nothing. If a man abide not in me, he is cast forth as a branch and is withered. O Master Thou art Beauty. Your words are a poem; your life a symphony. You would banish ugliness; the breath of your spirit is sweetness and light. Thou wouldst cause to grow in the human face the smile of love-



INSULATOR WASHING—Linemen Gilbert Saulque (holding nozzle) and Ray Sisemore are working under the direction of Foreman Fred Harper, who operates the controls of the pump motor on rear of tank car under the canopy. This equipment saves the labor of 20 Linemen.

liness. Thou wouldst irradiate the hearts of men and women with the beauty of peace and good will.

TROLLEY WIRE LUBRICATOR—Driver Sam Beckwith has operated this machine, a P. E. development, ever since it was first used in 1936. The rear trolley pole, not electrified, has an air hose which presses a graphite stick, contained in the oblong metal box attached to top of trolley, against the wire. In the cab is Motorman Jack Severance, who retired from service on October 31.





MECCA COMMITTEE—Left to right, B. A. Collins (Chairman), M. S. Wade (Treasurer), E. D. Yeomans (representing Frank Karr, who could not be present), Glenn E. Collins (Vice Chairman), Leonard Andersen, H. W. Jenkins (Secretary).

Second MECCA Dividend Approved By Committee

The second MECCA dividend of \$2,000 was approved for distribution on behalf of Pacific Electric employes to the War Chests in communities of the four counties in which P. E. operates, at a meeting of the MECCA

Administrative Committee October 27.

Arrangements were made also to distribute at once War Chest window stickers and lapel buttons to members of MECCA.

A report of the amounts distributed to the War Chests in the various communities will be made in the next issue of the P. E. Magazine. Bulletins containing the report will also be posted on all bulletin boards.

Houge Memorial Fund Now Raised

In response to the appeal issued in last month's Pacific Electric Magazine, employes put the Melia Houge Memorial Fund over with a bang. The committee wish to thank all concerned for their generous contributions, and to assure them that the crib will be permanently established in the immediate future at the California Children's Hospital.

Edward Lee Knotts In England Feeling Fit

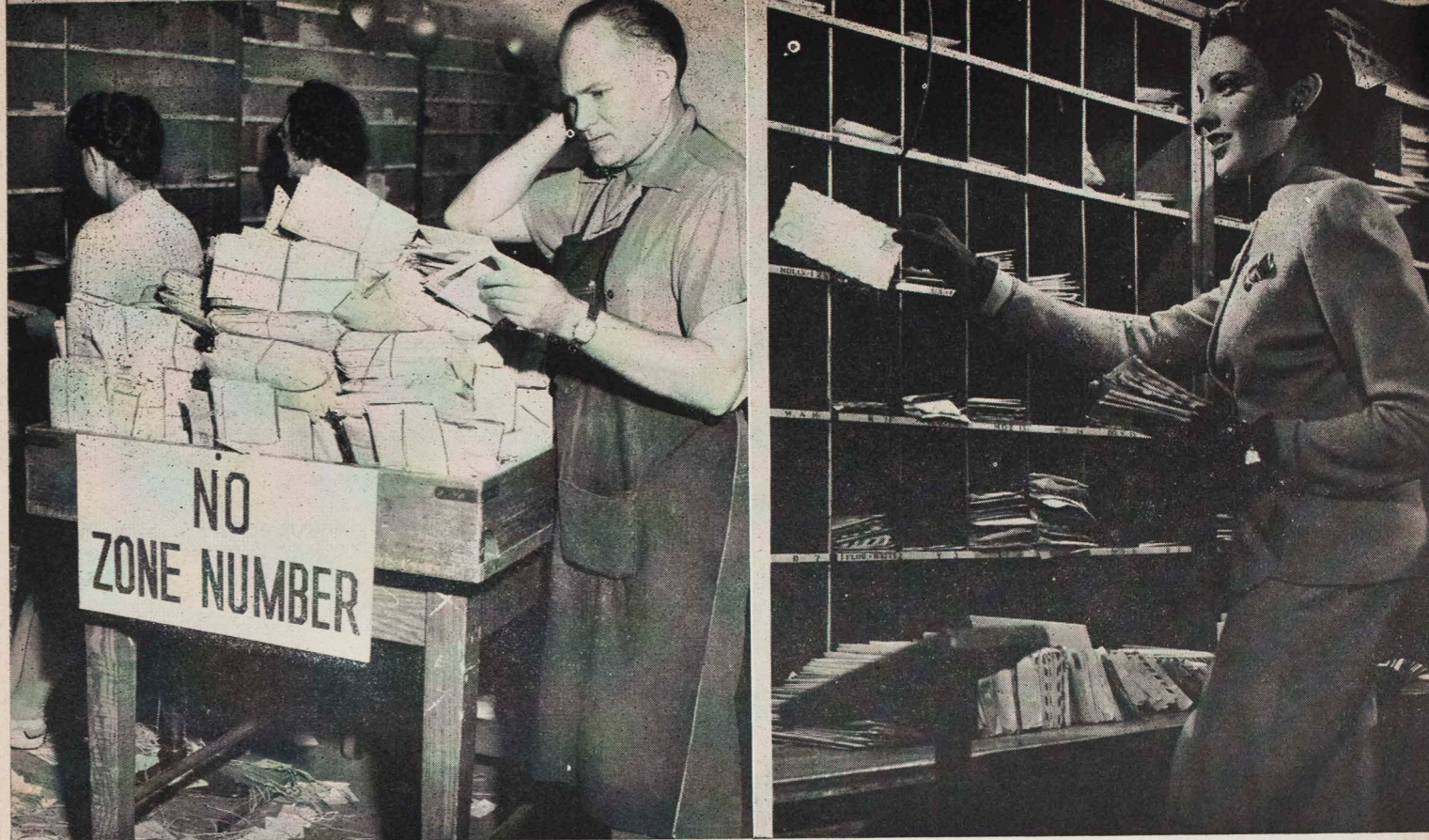
Friends of Edward Lee Knotts, former Conductor on the West, will be glad to learn that he is feeling fine somewhere in England, according to a letter from his sister, Mrs. Virgil B. Bonham, of San Gabriel.

"Perhaps the men would like to know," she said, writing in to give his new address, which is:

Edward Lee Knotts, R. T. 1/c 632-12-66
Navy 319, No. 2
Fleet Postmaster
New York, N. Y.

Why not drop him a line, just for old times' sake?

"VENICE SHORT LINE" is the name given to this big C-47 transport plane by Lt. Don Houck, who used to live in Mar Vista, a town through which the Pacific Electric Venice Short Line runs. Picture sent in by Geo. E. Houck, father of the young lieutenant. Lt. Houck pilots the plane in the South Pacific.



LINDA DARNELL FINDS ZONED MAIL EASY TO DISTRIBUTE

Twentieth Century-Fox Star Linda Darnell, so far as we know, has never worked for the U. S. Post Office, but, if the proper zone number is on the envelope, she can distribute letters into the proper pigeonhole without difficulty, as is shown by the picture at the upper right. At the left is shown a pile of mail which inexperienced employes could not sort because it lacks the zone number. This picture shows why unsorted mail doesn't arrive promptly. Linda learned the importance of zone numbers when she went back stage in the Post Office and found out how the system of distribution works.

As Christmas approaches, our interest in the visits of the mail carrier rapidly increases. The Post Office Department faces a serious problem in handling the present huge volume of mail, because of the loss of experienced personnel to war industries and to the armed forces. Each month, in addition to temporary holiday personnel (many of them high school pupils), 170 new employes are added to the permanent staff of the Terminal Annex in Los Angeles. Considering that the sorting of mail requires familiarity with about 6,000 Los Angeles streets, the magnitude of the training problem can be readily appreciated.

YOU CAN INSURE yourself against delays and disappointments in mail service. The cost: just the care required to zone the mail you send, and to advise your correspondents of your zone number. It's a good habit, easily acquired, and it will pay dividends to you and your friends as well as to the heavy-laden postal employes.

CHRISTMAS PACKAGES, too, must be properly zoned if they are to reach their destination promptly. And, incidentally, gifts for delivery in the United States must be mailed this month (November), if you wish to be sure of delivery on time for Christmas. Distributing packages is a big job, as you can see. Pictures at lower right and top left are by courtesy of the Los Angeles Times.



HONOR ROLL

PACIFIC ELECTRIC EMPLOYES REPORTED ENTERING THE ARMED SERVICE OF THE NATION IN SEPTEMBER

ENGINEERING DEPARTMENT

Benito P. Chavez Ascension R. Hernandez
Dave F. Garrison Gerald G. Mayer

EXECUTIVE DEPARTMENT

John E. Van Deusen, Jr.

MECHANICAL DEPARTMENT

William H. Arnold Winifred W. Ward

TRANSPORTATION DEPARTMENT

Leo J. Bonham Sheldon V. Hall Carl E. Naylor
Johnie W. Brown Howard C. Jenkins Nathan J. Schumes
Frank E. Diaz Robert M. Miller Homer C. Scott

REPORTED RETURNED FROM SERVICE

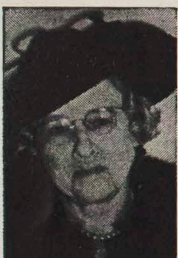
TRANSPORTATION DEPARTMENT: R. H. Cruson, Frank H. Nolting.

AS OF OCTOBER 27, PACIFIC ELECTRIC HAD 651 EMPLOYES IN THE ARMED FORCES

PACIFIC ELECTRIC CLUB BULLETIN

- Tuesday, November 9:**
P. E. 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, November 10:**
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.
- Thursday, November 11:**
Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Meeting and Program—1:00 p.m.
- Friday, November 12:**
P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 p.m.
- Saturday, November 13:**
E. Agents' Association Meeting—:30 p.m.
- Thursday, November 18:**
Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 p.m.
- Friday, November 19:**
P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 p.m.
- Tuesday, November 23:**
P. E. 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, November 25:**
Thanksgiving Day—Club Rooms closed all day.
- Friday, November 26:**
P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 p.m.
- Thursday, December 2:**
Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 p.m.
- Friday, December 3:**
P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 p.m.
- Wednesday, December 8:**
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.
- Thursday, December 9:**
Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Club Afternoon Meeting and Program—1:00 p.m.
- Friday, December 10:**
P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 p.m.
- Educational Classes:**
Transportation Engineering and Problems of Railroad Maintenance Classes held each Tuesday evening from 5 to 7 p.m.

HERE AND THERE WITH THE WOMEN'S CLUB



By
Mrs. Lon Bishop

At the meeting on September 23rd the guest of the afternoon was a young woman from the Civilian Defense Center, speaking on the necessity of more men and women volunteers for fire guard duty and the importance of everyone's being really fire conscious; also the demand for more volunteers at different control centers. Apply to your nearest air raid warden for information.



BIRTHDAY NUMBER ONE—Cake for Patty leads to "patty-cake, patty-cake, baker's man."

The members had quite a talk fest on whether to have some kind of bazaar. Owing to lack of room and increased cost of many things, it was decided to hold just a Christmas sale on the regular meeting day, December 9th. It is the only big way we have of making money with which to carry on the welfare and hospital work, so we hope you will remember the date—Thursday, December 9—and come in to the Club rooms sometime during the day. There will be tables of inexpensive home made articles, such as aprons, pot holders, dish towels, cookies and candies—put the date down, won't you?

The adorable little lady in the picture above is Miss Patricia Josephine Green, daughter of Capt. Warren Green, stationed at Fort Knox, Kentucky. She is celebrating her first birthday having her first very own cake and corsage (if you please). When it comes to grandchildren, Ruth and J. B. Green would like to have Mr. Thorburn take notice.

Mrs. A. C. Smith left for the East some days ago to be with her daughter Phyllis, and to greet a new granddaughter who arrived a few days before Grandmother left California.

We understand there is a new arrival at the home of Phyllis Heustis (Strong), and that means Mr. Harold Heustis and Lucy join the long list of adoring grandparents.

Mr. and Mrs. Wm. Shoup are having a vacation and well needed rest, visiting daughter Carlo and her husband in Des Moines, Iowa.

The first meeting in October seemed to this scribe one of the very nicest and happiest ones we have had in a long time.

After the pledge, President Howe dispensed with business and presented Mr. Warren Silliman, our genial editor. With a happy little speech, he presented to Mrs. Fuller an enlarged picture of her boy Tommy (the boy on the March cover). Tommy has been listed as missing in action, but Mr. Silliman had already been told by the mother that she had a picture of prisoners taken in a German camp, and had identified one as Tommy.

She knew nothing of the enlarged picture, however, so he was able to make the presentation a very joyful event and to give to one war mother an afternoon she will never forget.

The speaker for the October 14 meeting was Mrs. Elaine Dudley, Executive Secretary of Good Will Industries, giving her interesting talk "Out of the Scrap Bag." She has a charming personality and gave to us many worth-while human interest stories. It was surprising to hear that their pay roll amounts to ten thousand dollars every Friday and also that they do not owe one cent on their new building.

When you hear her tell of the employees who are sixty, seventy and even over seventy years of age, working every day and watching and waiting for your good will bag and mine, your old furniture, paper, rags, etc. to come in, so that they may keep on working—well, it inspires you to look around once more and see if there isn't something else you can send in.

Now just one more thing that helped to make the afternoon such a pleasant one. The Corresponding Secretary, Mrs. Hendrick, read a letter from Private Richard J. Reeve, written from Africa, informing his Aunt, President Howe, that one of the natives gave him a birthday party and had ice cream and cake. Mrs. Howe's son, Corp. Dale Howe, had a party some months before at this same native's home. Both boys emphasized that having "ice cream and cake" was indeed something.

Remember Thursday, December 9—the Christmas sale in the Club rooms.

— ZONED MAIL IS FASTER —

More than 23 railway tank cars of heavy fuel are needed to supply a single destroyer on a round-trip convoy trip between the East Coast and North Africa.

Hospital Committee Praised by Patient

The Hospital Committee of the P. E. Women's Club and the P. E. Medical Staff come in for their share of praise in a letter by a former patient at St. Vincent's Hospital:
Oct. 6, 1943
Venice, Calif.

Glenn E. Collins
Editorial Supervision
Dear Sir,

In writing this letter, I am stating the facts of one who appreciates the Pacific Electric Club woman [Mrs. Florence Johnson] who comes around to us boys that are sick in the hospital and gives us cigarettes. I was operated on for a double hernia and I can really say Doctor Weber and Dr. Scholz are wonderful doctors.

Sincerely,
CHESTER E. DREYFUSS
Transportation Dept.
27 Ave. 36, Venice, Calif.

P.S. Wish you would mail me **PACIFIC ELECTRIC MAGAZINES**. I am just out of hospital but am still weak from operation and am now home for six weeks. Would really appreciate your kindness. And keep up the good work, Glenn.

Best of 73's to you and all.
The magazine is being sent.

— ZONED MAIL IS FASTER —

AMERICAN LEGION AUXILIARY



By
Anna Tucker

On October 6, members of the unit served at the Bond Booth at 7th and Broadway, selling a number of bonds. We have been assigned the Booth every third Wednesday, and shall do our best to make a good showing. All members of Auxiliary and Post, as well as friends, please remember the date and help make this drive a success.

Chaplain Bernice Nichols was absent from her post at last meeting on account of illness.

The monthly card party was held at the house of First Vice President Myra B. Clemons on October 8 with a good turnout, netting a neat sum for our treasury.

The unit is preparing for a rum-



AIR CADET George M. Withee, son of Fireman and Mrs. R. E. Withee, is in training at Ryan Field, Arizona. He held various offices in the Arthur Peterson Squadron, Sons of the American Legion before entering service in October, 1942. His father belongs to the P. E. Post, and his mother to the Auxiliary.

iliary, and her presence will be greatly missed.

Mr. & Mrs. Roland Phillips are the proud parents of an 8½ pound baby boy, born October 19. Congratulations to both parents and grandparents, Kathryn and K. M. Brown.

A nice collection of canned fruit was donated by members of the Auxiliary for the Children's Orphanage.

Treasurer Alice Newman drew the lucky number for \$1.00 war stamp at the last meeting, and Margaret Richards drew the "kitty," which netted her \$1.60.

— ZONED MAIL IS FASTER —

PACIFIC ELECTRIC POST, AMERICAN LEGION

By
James E. Davis



mage sale in the near future. The time and place will be published later. Anyone who wishes to donate to this cause will please call Anna Tucker by phone at NO 7889. Anything you have to give will be greatly appreciated.

These are fighting days on the battle fronts of all the world. They must also be fighting days here at home. The Auxiliary must concentrate its energies on its war activities as America's fighting men swing into increased action. It is our charge—our duty—to bend every energy toward the prosecution of the war. The sacrifices war is demanding must be met cheerfully. The Auxiliary must continue to lead the way. By cooperation we will gain in strength and be able to fulfill our obligations to our Country.

The sympathy of the unit is extended to the family of Mrs. Nellie Riordan, who died on Monday, October 25, in St. Vincent's Hospital, after a short illness. Mrs. Riordan was a prominent member of the Aux-

Commander Frederick W. Nichols is still making regular trips to the Veteran's Hospital. Lately he has been telling us about a Civil War veteran, about 102 years old, that he has been talking to there. Western District Motorman Herb Edwards has again contributed to our Hospital Fund. We wish to thank him for his aid in what we consider a very worthy cause, and extend him another invitation to join our post.

When Judge Advocate Burgess N. Broberg was absent from our Sept. 28 meeting we were told he was at home sick. Ye Scribe hopes Comrade Broberg was well enough to attend our Oct. 12 meeting but, having been absent himself, he does not know.

Comrade Harold K. Riordan has transferred to Glendora Post. We are sorry to lose Comrade Riordan, who has been a member of this post for

RETIREMENTS

The following employees retired during the month of October, according to the Treasurer's office:

NAME	Department	Occupation	Years of Service
Louis D. Bailey	Engineering	Draftsman	32
Ivar E. Black	Western Div.	Conductor	25
Archie S. Brumagin	Western Div.	Motorman	32
James W. Clay	Western Div.	Motorman	20
Frank Demery	Special Agents	Guard	33
George A. Gross	Engineering	Substation Operator	32
Clinton I. Hood	Western Div.	Motorman	17
Hérbert S. Valentine	Mechanical	Car Repairer	33
James C. Saunders	Accounting	Clerk	24

six years, and was our Second Vice Commander last year.

Our post is buying 125 copies of the Constitution and Bylaws of the American Legion so each member can have one. We wish to be able to issue a copy to each new member, when he is initiated.

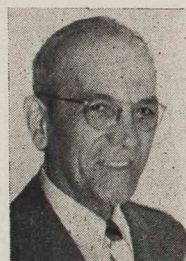
Having been informed that Southern District Motorman Preston had died suddenly, our post contributed \$25 and Commander Nichols appointed a committee consisting of Comrades J. A. Zumwalt, H. W. Jenkins and W. W. Braley to present the money to Mrs. Preston and investigate circumstances.

Sept. 28. War stamps won by Adjutant C. A. Newman; door fund by First Vice Commander L. A. Finley. Oct. 12. War stamps won by Chaplain Virgil G. Clemons; door fund by Comrade Braley.

In case any reader wonders how it happened that three out of four of the winners mentioned above are officers of the post, the explanation is very simple. Each drawing continues until a capsule is taken from the gold fish bowl containing the card number of some member present at that meeting. Sometimes as many as 25 numbers of absentees are drawn before the winning capsule is drawn. Some members' numbers have been drawn several times without doing them any good, because they were not present at the drawing, but it is like California weather, very unusual, for an officer of the post to be absent when his number is drawn.

ZONE YOUR PACKAGES

PACIFIC ELECTRIC MASONIC CLUB



By

Ed. J. A.
Hasenyager

Sorry this column was missing in the September issue. You know even near editors must take vacations occasionally. I missed reading the column myself.

Our regular meeting of September 15 was held as scheduled. The Visiting Committee chairman, M. J. Davidson, reported having visited several of the Brothers at St. Vincent's and found them satisfied with their treatment but glad to see some one from the job. Make this a regular habit; it's a great help to recovery.

The Secretary reported that he had



WINS SILVER STAR—Staff Sergeant R. E. Ravey, for gallantry and intrepidity in action in the South Pacific, now possesses one of the highest honors the Army or Navy can bestow.

received the two Series F War Bonds and had deposited them for safe keeping with the Federal Reserve Bank at San Francisco.

The President announced that the next meeting will be held on Wednesday, December 15, at which time those who are desirous of holding an office in the Club should be present and those who do not so desire should be present to see that their names are not placed on the list.

After the meeting closed, those present enjoyed an interesting picture furnished by the General Electric Company and shown by the Standard Talking Picture Service, entitled "What We Make."

Brother Edgar L. Martin, retired Substation Operator, paid the near editor a visit recently. He is looking fine and has been spending most of his time tending his Victory Garden and helping his wife preserve the crop for the winter season.

Elsewhere on this page you will find a picture of Sergeant "Bob" Ravey, son of Brother Hiram B. Ravey of the Line Department, and an interesting sketch of his activities in the Air Force.

GIVING YOUR BEST

(Author Unknown: Taken from Chicago Scottish Rite Magazine)

It's the hand we clasp with an honest grasp

That gives us a hearty thrill;

It's the good we pour into others' lives

That comes back our own to fill.
It's the dregs we drink from another's cup

That makes our own seem sweet;
And the hours we give to another's need

That makes our life complete.

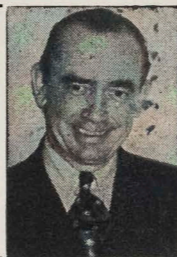
It's the burdens we help another bear
That make our own seem light,
It's the danger seen for another's feet
That shows us the path to right.
It's the good we do each passing day,
With a heart sincere and true;
In giving the world your very best,
Its best will return to you.

Several of the Club members visited Granada Lodge No. 442 at Alhambra on Wednesday, October 27, and assisted in the work of conferring the Master's Degree on a fellow worker, Ray Purvis, of the Transportation Department.

ZONE YOUR PACKAGES

PACIFIC ELECTRIC ROD AND GUN CLUB

By
Arlie
Skelton



Greetings, Rod and Gun Clubbers.

Was unable to get around to the October meeting. However, picked up a few hot reports via grapevine which are reliable and might be of some interest to you fellows who couldn't be there. As usual, the meetings are in dire need of a transfusion (new blood). Just enough members are showing up for a quorum. Out of seven hundred fifty members about twenty are active. Not a very good percentage.

F. B. Patterson introduced one of our postal inspectors as guest speaker of the evening. The subject was the importance of having your zone number placed on all mail to be delivered in Los Angeles. Otherwise you might get those Xmas cards along about Easter Sunday.

Some of the boys are still finding time to go fishing. Eight registration cards were turned in. Then there were two members who still seemed to be able to kill deer. Registration cards for deer heads were turned in by Harold Smith and E. L. H. Bissinger. Our friend B. F. Manley seems still to be the recipient of a lot of razzing for failing to get his bucks this year. Don't forget, boys, he got two with one shot last year, and

ammunition being scarce as it is, there is not much chance of a man's getting any practice, you know. If I were a betting man, I'd lay you odds that if he goes back to the same woods next year he will make amends for his failure this year. Brothers, he can still throw some wicked bullets. Among our communications was a letter from the Fish and Game Commission, requesting deer hunters to turn their deer skins in to the government so they may be used in making gloves for our boys in the armed service. This may be done through your local Boy Scout troops.

Incidentally, I happen to be Chairman of Troop 44 Committee. I'll be glad to have some of our Scouts call to pick up any hides you may have to offer.

J. B. Rogers announced there would probably be a special deer season from December 11 to 31 inclusive for certain districts in Southern California this year—this as a consolation to you hunters who failed to get your limits. Consult your local newspapers for more data on this subject. How's about some of us also rans making up a party and trying our luck on strange grounds?

Things seem rather quiet on the duck-hunting grounds, owing to a noticeable shortage of three essential things; namely, gasoline, ammunition and ducks. Ducks are supposed to be plentiful, but the scouts from this department found them very scattered after the opening day. Reports coming in from our local deep sea fishing ports indicate a currently good run of white sea bass. Some good runs of game fish may be had through November.

The drawing for the War Bond was held as usual and the lucky number or, shall we say, the unlucky one was Ethmer B. Jackson, who was not present; and of course that means there will be another drawing next month. Mr. Jackson is employed as a Freight Brakeman on the Southern District, and no doubt was working at that time. Sorry, Ethmer; better luck next time.

Our deepest sympathy to Towerman Jesse L. Grogan, whose wife passed away October 16. Details of her illness are not known to the writer at this time. However, we understand her passing was quite sudden. Mr. Grogan is held in the highest esteem among his fellow workers and all who know him. We sympathize with him in his sorrow.

Fellows: Try to be present at some of our meetings, at least. You have one of the finest clubs of its kind in the State. Don't let it fold up on us. Our next regular monthly meeting will be held Wednesday, November 10, 1943, in the Club rooms of the



THE HENDRICKSONS, Dorothy and James, both P. E. workers, are separated by an ocean.

Wife Switches Calls While Husband Takes Dip in Mediterranean

"Hello, Central. This is Italy calling."

That's what Central PBX Exchange Operator Dorothy Hendrickson would like to hear one of these fine days. Why? Because she thinks her husband's over there from North Africa with the A. A. F. He is First Sgt. James C. K. Hendrickson, who, be-

fore he went into the Army in November, 1942, on a leave of absence, was a Conductor on the South for about ten months.

Dorothy came to work on the P. E. switchboard after James went overseas last August.

He's taking a daily dip in the Mediterranean, according to his last letter—she has had only two since he went overseas, because of the difficulties of getting mail through. She isn't sure whether he's swimming from the North African or the Italian shore.

P. E. Club. Several interesting subjects will be discussed and maybe action will be taken on some of them. What should be done about awarding prizes on the special deer season which is to be held after our tournament season closes? Will these registrations be carried over until next year, as our fish registrations are now handled, or should special prizes be appropriated for this short season? If this season becomes a reality there will no doubt be a lot of bucks registered. How about the President's annual meeting and the prize awarding? President L. L. Lloyd has had a hard year and has brought the Club through with flying colors. We have bought ten one hundred dollar War Bonds and still have a comfortable bank balance left. This in addition to the several hundred dollars expended for prizes. Then there is the election of officers for the 1944 tournament season. You know, with a Club like ours, one has to be careful

of the leadership one gets.

Make a special date to attend the two remaining meetings of your Rod and Gun Club this year. They will be held on November 10 and December 8.

ZONE YOUR PACKAGES

Please Help to Correct Mail List

If you are a department head, an agent, a foreman, or any other person to whom the Pacific Electric Magazine is sent for distribution, and if you are not receiving the proper number of magazines each month, please get in touch with U. L. Drake, 754 P. E. Bldg., extension 2628. Mr. Drake handles the mailing list. Or contact the Editor, 453 P. E. Bldg., extension 2195.

Do not call the Mail Bureau, as they do not correct errors in the mailing list.

PACIFIC ELECTRIC BOWLING LEAGUE



By
Charlie Hill

Pacific Electric League

At the end of the fifth week of the Pacific Electric Bowling League, the Schedule Bureau team is on the top rung of the ladder, looking down four steps to the next four teams, i.e., Electrical Department, Claim Department, Field Engineers, and Vineyard, all tied up tighter than a drum for second place honor, while the following four teams crowding the second place contenders, only one point behind them, are the Motor Transit, P. E. Scrubs, Hi Lo, and Trainmasters.

There have been demonstrations of good bowling and some not so good. However, the time is about ripe for the bowlers to settle down and be themselves, some of whom I could mention would welcome a change.

The Schedule Bureau team has shown considerable strength in overcoming their adversaries, due mainly to the consistent work of **Joe Shafer**, **Jimmy Rankin** and **"Ace" Harrison**, ably assisted by **"Ted" Wolfe**, who found himself after the first night. In a tie with the Trainmasters and Hi Lo, the schedule makers knocked off the former all four points, and then the following week took the Hi Lo girls into camp 3 to 1, spotting them a net of 214 pins each game. In this contest **"Mopey" Houston** proved the heroine by virtually winning the first game with her "slashing" spare in the final frame (space will not permit description), which, with a neat pick-up, netted a nine-pin win for the fair sex.

With **"Pipsqueak" Lutes** leading the attack with a 548 series, the Hi Lo team smashed the heavy defense of the Motor Transit division four times on October 8. These girls on this occasion rolled a 2757 series,

which stands all high for the season.

After getting off to a fair start the Electrical Department dropped a 3 to 1 count to the Motor Transit the fourth week, but came back strong by taking three from the Southern District. **Kenny Coats** has been out of the line-up since the opening night on doctor's orders, but hopes soon to strut his stuff again.

By defeating the P. E. Club on October 15 in a shut-out series, in which the winners garnered high game and series (935-2685), **Archie Brahm's** Claim Department five climbed up to within one point from the top, only to be smothered in an avalanche the following week. A bunch of youngsters known as the Field Engineers ganged up on the claim adjusters, and when the dust had all settled and it could be determined what had actually happened, the Engineers had taken all four points. **"Gon" Gonzalez** never gives up and struck out at the end, only to find it had been futile. Led by **Bob Woodbury** with a 532, the winners of this melee rolled the high series (2679) for the week.

The Vineyard aggregation has been rolling consistently, taking their series from the P. E. Club and Field Engineers, and breaking even with the Scrubs and Trainmasters. **"Heb" Heibling**, **Jim Stanton**, and **"Wakie" Wakeman** have all rolled some nice games.

The Motor Transit with a 6-2 standing met their Waterloo when attacked by the girl Hi Lo quintette, and were trounced four times. On the second night the motor coach men were really hot, when they shot an even 1000 game and a high series of 2696. Plenty will be heard from this team before the season ends.

The P. E. Scrubs, enjoying the best handicap in the league, have been real anxiety itself to all opponents, and the game has never been won until the last man (or girl) was out. They held three of the opposition to even scores, and took a 3 to 1 win over the strong Northern District. **Betty Jo Wells** has been the main scoring factor, ably assisted by **Helen Wagstaff's** terrific handicap.

The Trainmaster keglers have had their ups and downs, mostly downs, with several of the members, **"Jug" Yeager** appearing to be the one and

only consistently good bowler. However, if this team is as full of strikes as it has been of enthusiasm, it will be a tough aggregation to cope with, if and when they actually cut loose.

Although not so far up the ladder, the Southern District's five also have the calibre of a well-balanced team, and at this stage of the game the results of a single night's rolling may put this team near the top. The acquisition of **Paul Jacobsmeyer**, one of the best men in Uncle Sam's Navy, has been a big help to his teammates.

The Pacific Electric Club men finally found themselves after four weeks of rolling, and exhibited how the game should be played when they trundled the Motor Transit, and incidentally rolled high team game of the season (1017). Now **Les Lutes** can go home at night. **C. Wippert** took high individual game of the week (226). This team has several outstanding bowlers, such as **Charlie Oliver**, **C. Studer**, and **C. Wippert**, and should rank with any of the present top teams.

The lowly Northern District five are holding the bottom of the ladder, and as a matter of fact they have been holding up the ladder ever since the beginning. This is unquestionably one of the best aggregations of bowlers in the league, the team averaging 830, but in most cases the handicap of the opposing team has been too great to shatter. The season is young, however, and as the various teams settle down to more steady bowling, and handicaps are adjusted, it is my prediction that the North-enders will take their rightful place among the toppers.

INCIDENTALLY — **Neal Vickrey**, Manager of the Pacific Electric Club, as an incentive to the good bowlers to really show their stuff, has pledged the Club to donate a special prize—a bowling ball—to the one who bowls the first 300 or perfect score game during the present league. It is a big job, fellows, but it has been done before.

Steamship League

The Steamship League has rolled its sixth week, and at the close of that period the Pacific Electric and American President Lines are tied for first place honors, the railroaders holding the advantage account total pins.

WEEKLY HIGHLIGHTS OF P. E. BOWLING LEAGUE

Team High Game		Team High Series		Individual High Game		Individual High Series	
Sept. 24	Southern District (923)	Electrical Dept.	(2594)	"Vic" Prettyman	(216)	Jack Williams	(540)
Oct. 1	Motor Transit (1000)	Motor Transit	(2696)	Nolan Lambert	(221)	C. Studer	(559)
Oct. 8	Hi Lo (945)	Hi Lo	*(2757)	Joe Shafer	(204)	Jack Williams	*(584)
Oct. 15	Claim Dept. (935)	Claim Dept.	(2685)	C. Studer	*(230)	C. Studer	(583)
Oct. 22	P. E. Club *(1017)	Field Engineers	(2679)	C. Wippert	(226)	"Vic" Prettyman	(572)

*Season's High.

TORRANCE TOPICS (MECHANICAL DEPARTMENT)



By
Jack Wright

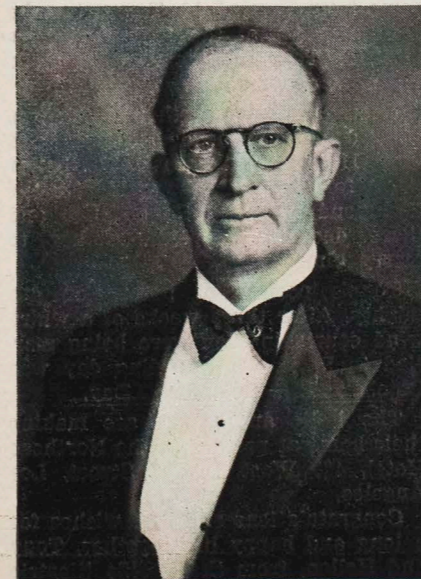
Did you ever see Paris in the spring? Neither did I, but I guess it wouldn't be such a nice place to be right now, anyhow . . . oh, well, you always have to start something somehow, and I'll bet that's about as screwy a start to a column as you will find in the folder this month.

As for news, we are just about without . . . waited around for something to happen and it almost did: got the deadline door practically shut in my face.

Our vacations are just about finished now with the return of **James ("June") Tarbit** and **Ernest ("Walt") Randig**. June came back from S. F. with memories of a pleasant visit with his mother. . . . Walt came back from a hunting trip in the High Sierras with just a memory—and a newly grown mustache. . . . Solid! Wudyou 'a 'thunk it, you guys in the Auto gang?

Earl Brucker and **Al Ghezzi** got all hep tup to go duck hunting, so ups

E. H. ("HARRY") PIERCE, Foreman of the Mill at Torrance, has 40 years of varied and useful service to his credit. The picture shows him as he looked while on the Masonic Club Degree Team.



they get in the wee hours Saturday a.m., 23rd and off they go to Los Patos. . . . Checked in to work before noon—dejected. Some nimrods . . . said the ducks were flying too high, tried to fish and the fish were swimming too deep. . . . TWO bad hunters.

DID YOU KNOW THAT **George Thatcher** celebrated his 27th wedding anniversary October 11. . . . **Alma Nixon** had her —th birthday about the same time. . . . **William Griffiths** saved the overtime workers of October 22 quite a delay in getting home by discovering the B.O. (Bad Order) condition which made the "Shop Special" NOT run—and fixin' same. . . . **Ralph Crosby's** old sow had 13 little pigs (I like 'em with scrambled eggs) (think of the red points.) Speaking of points—

DO YOU REMEMBER WHEN 16 points might have stood for a bridge tally (now it stands for a pound of butter)? . . . You could get in a theatre on Saturday night. . . . You could get a seat on a PE (or any other) car going home from work. . . . You could plan a vacation in the old jalopy (now you just PLAN a vacation).

SPOTLIGHT ON MISC. DEPT. (of the MACH. SHOP) . . . when we say misc, that's it . . . this & that, these & those little things that are not handled in the big shop on the big machines. . . . This dept. is led by **Leader Frank Thompson** and the work done by his dirty dozen (count 'em) **Jennie Reithmeier**, **Susie Wooster**, **Lillian Connell**, **Mary Hawks**, **Maud Fryar** & **Nora Muslin** of the gals' side and **George Bailey**, **Levon Garnick**, **Alfred James**, **Robert Tuff**, **Robert Forsythe** and **Edward Priestley** of the guys' side. . . . I hear tell **Frank** and his "troupe" are planning on a Christmas play and such, featuring his "special quartet"—or maybe "octet." . . . Sometime, in the future, when we know from what we talk, a nice story we will tell you of this Dept. and other Depts. . . . I haven't been completely around this big ranch yet. (53 acres, they tell me).

HATS OFF TO **Harry Pierce**, Foreman of the Mill . . . this young fellow has 40 years seniority with the company, a real PE man, yessiree **Par Excellence**. . . . **Harry** says it is suspected it may rain, so, for the protection of the fair young senioritas who drive the Store Dept.'s yard tractor and electric truck, he has **Dick Mol** building a covering (top) for them. . . . **Marino Menni** did buy and has moved into his new home, 2375 Maricopa Pl., Torrance.

RED, WHITE & BLUE RIBBONS TO our 651 PE boys who are in the



WOUNDED AT GUADALCANAL after 19 months of combat duty, **Cpl. Darrell E. Gilliam** has just been released for light duty at San Diego Base after spending 4 months in the Navy Hospital at Corona.

service of the Armed Forces. **Cpl. Darrell E. Gilliam** was one of the first to leave, having enlisted early, leaving the PE service where he was employed as Helper at the West Hollywood Car House. . . . **Darrell** is the son of **E. E. Gilliam**, Millman at Torrance Shops. He was released from Navy Hospital (Corona) just two weeks ago, after having been there for four months from being wounded in battle and from fever contracted while on Guadalcanal. He had served well for 19 months in the Southern Pacific combat area. (He has now returned to light duty at San Diego.) . . . Such as this would not have to be told IF this world could be molded into one big group (such as ours at Torrance) where one of every four employes represents a foreign nation (by birth) and 22 nations are represented.

Virgil D. Hollister, Retired Air Brake Machinist, residing at 727 East Palm Ave., Monrovia, has been confined to his home for some time on account of illness and would appreciate a friendly call from some of his former associates.

ZONED MAIL IS FASTER

She was a good-looking blonde, and when her tire went flat she hailed a passing motorist. He stopped.

"Wonder if you'd help a girl in trouble?" she inquired.

He said, "Sure, Sister, what kind of trouble do you want to get into?"

ZONED MAIL IS FASTER

"How are you getting along at home while your wife's away?"

"Fine. I've reached the height of efficiency. I can put on my socks from either end."

MOTOR TRANSIT DISTRICT By Ruth Fisher

By the time the November issue of the Magazine is published, **Dayton H. Scheide** will be in the Seabees. Dayton enlisted and will be a Petty Officer, Third Class. We are all for him and will miss him very much. He's nice people. Dayton wants the gals to know that he's divorced, too. . . . So perk up, Sisters.

Harold Pickler, Assistant Service Director, stationed at the gates, went off and got married on October 9. He said he was so excited he forgot the license and had to postpone the wedding one-half hour. His excitement was caused mainly by the fact that just the day before he had received "Greetings" from Uncle Sam that he was drafted. But as **Lady Luck** always hangs just over his head, he was rejected and everything is just fine with him now. Mrs. Pickler was the former **Georgia Black** and this was her first marriage, but Pick's second. CONGRATULATIONS and many years of marital bliss to both.

Visitors at the Dog House from the Army and Navy this month were:

- Bob Cruson
- Regis McMullen
- Ray Richards

It's "so long" to **Kenneth H. Theden**, who leaves for the Army this week. He's nice, too, and we'll miss him.

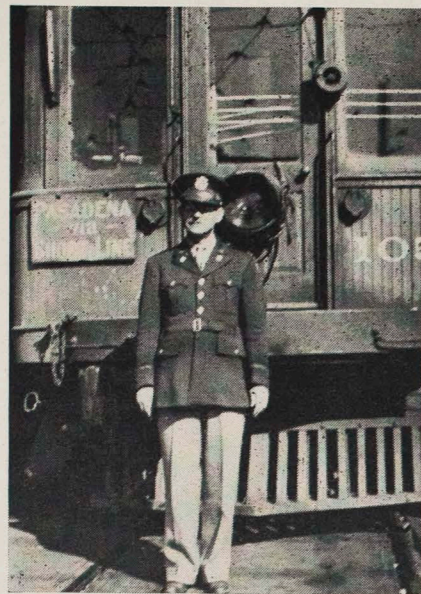
On the sick list this month . . . **William Wybrant** . . . **Roy Wright** . . . **Pat Padden** . . . **Earl Frazier** . . . and everybody in and out of **M. T. D.** has a cold. Sneezes, sniffles, coughs, and cheerio.

THE PUBLIC AND HOW THEY WIN OUR FAVOR

(I HATE PENNIES YOUNG MAN SO I'VE BEEN SAYING THESE 25 ALL WEEK SO I COULD GET RID OF THEM ON THE BUS)



THE LOVELY CREATURE WHO KINDLY SAVES ALL OF HER PENNIES FOR YOU



CAPT. JAMES E. TOLBERT, former Pasadena Motorman, now in the U. S. Army Transportation Corps.

PASADENA DISTRICT



By
Herb Morin

We received some good news this time: **Maj. Harley D. Haverick** is back in the U. S. We may get to see him any day now.

I received a long letter from **Gunner's Mate 1c Bill Richards**, who says he is doing fine. I was hoping I could report that he is Chief by now. He probably is, but I cannot confirm it.

I haven't heard from **Ralph Ellison** for some time, but hope to hear from him soon in a letter that says he's getting along fine.

Joe Rovai says he received a letter from **John Willeford**, former Track Foreman out of Arcadia, saying "hello" to all the old timers.

Jack Elderkin came back from Pasadena City Lines as a Motorman. We're looking forward to seeing a few more come back in the near future.

J. F. Glines is a grandpa now. About a month ago at **Huntington Memorial Hospital** a girl was born to his daughter **Dorothy**. Her husband is a sergeant stationed at **Huntington**

Hotel. Mother and daughter are doing fine. And is **Grandpa** proud!

We finally got a picture of **Capt. Jimmy Tolbert**. His new address is: c/o Officer in Charge Officer Replacement Pool N. O. P. E. New Orleans, La.

Ed Thorne has decided to work the Pasadena board for a change.

Glad to see **Tommy Miles** back to work after a long illness.

E. H. Bolton, **D. Atkins**, and **C. F. Grier** are new men in Pasadena and we wish them the best of luck.

Most of you old timers will remember "**Swede**" **Leadabrand**, the bus-driving Conductor. **D. B. Gardner** recently went to **Dinuba** to see him on a vacation trip. **Swede** has a ranch up there, on which he keeps chickens and a cow and raises very fine boysenberries, as well as almost everything else there is good to eat. **Swede** is also custodian at the high school, and manages to keep pretty busy. Glad to hear our old friend is doing well.

D. E. Coleman sends in the sad information that the father of **C. E. Tomkinson** died on September 12 in **Spokane, Washington**. Unfortunately, **C. E.** could not attend the funeral because of his inability to get transportation. The senior **Tomkinson**, born in **England** 77 years ago, was in the service of the **FBI**.

ZONE YOUR PACKAGES

Cupid Wounds Falco; Columnist Weds Nurse

Columnist Anthony J. Falco was on a train going to **Richmond, California**. He was on vacation, as of **Monday, September 13**.

Hellon Douthit, a passenger who happened to be sitting beside him, was also going to **Richmond**. She had come from **Brownfield, Texas**, to take a nursing job at the **Richmond Hospital**, as **Tony** discovered upon striking up a conversation.

Upon a little further reflection, **Tony** decided he needed a nurse, and that **Hellon** would make a better nurse for him than she would for the **Richmond Hospital**. So he then and there decided to persuade her to marry him.

Tony's powers of persuasion are mighty. After three weeks of a whirlwind courtship they were being married in **Reno**. The wedding day was **October 12—Columbus Day**.

The bride and groom are making their home at present at the **Northern Hotel**, 420 West Second Street, **Los Angeles**.

Congratulations and best wishes for a long and happy life together, **Tony and Hellon**, from the **Pacific Electric Magazine** staff!

SOUTHERN PASSENGER DISTRICT



By
A. J. Falco

Howdy, fellows! Glad to be back again after a thirty-day vacation up north.

Motorman Paul Smith recently received a letter from his son, **P.F.C. Geo. Smith**, who is in the water purifying division and stationed somewhere in **Persia**. **George** stated that the temperature there rose to one hundred thirty-nine degrees. He also stated that it would be a treat to be back at his old haunt, **Camp Young**, located at **Indio, California**. Here's hoping you get your wish, **George**.

Conductor Roy R. Gath is back to work after being sick for two weeks. We are glad to see you back again, old topper!

Motorman Harold Conner has left us to serve his country. We all wish him the best of luck and hope to be seeing him after the enemy is totally crushed.

Fellows, don't mention heaving sticks at **Terminal Foreman Fred McCulley**, because after his three weeks' experience picking walnuts on his ranch he sure learned how to heave a twenty-five foot pole.

The most needed thing around the 6th and Main St. Terminal, according to our **Terminal Foremen**, seems to be a new kind of a pill which would keep our trainmen off the sick list.

Motorman M. O. Aubolee has been pinch hitting as a **Terminal Foreman** at 6th and Main and doing a swell job of it.

Conductor Mike Lopez is noted as a great **Spanish and Italian** interpreter on the **San Pedro and Long Beach** lines.

Conductor A. T. Burgoon is back to passenger service from freight. Glad to see you back with us, **Jack**.

Baseball has its famous brothers and so has the **Pacific Electric R. R.** We speak of none other than the **Webb** brothers. One is a **Motorman** and the other is a **Conductor**. Both of these lads always wear a smile.

We deeply regret to announce the passing of **Motorman Howard Preston**. His jovial personality and his efficient operation will be greatly missed by both his fellow workers

and his employers. We wish to extend our deepest sympathy to **Mrs. Preston** and family.

We also extend our deepest sympathy to **Conductor G. A. Fletcher**, who lost his dear wife.

We are sorry to report at this time that **Terminal Foreman E. B. Griffin** is on the sick list. Hurry back, **Griff!** Attention, **South District Motormen!**

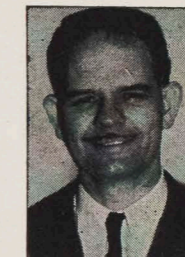
If you have any questions to ask pertaining to our equipment, don't hesitate to ask **Instructor Gilliam** or any other member of our **Instruction Department**.

Turn in all old rule books and get new ones.

Remember

Although you may travel the world over, you will find that honesty is the best policy and the most fun.

WEST HOLLYWOOD DISTRICT



By
G. R. Stevens

Motorman and Mrs. L. J. DeWitt, who live at 12023 **Runnymede Avenue**, **North Hollywood**, besides cultivating a very successful victory garden, a small orchard of apricots, figs, peaches and grapes, and flowers of all kinds, have one of the largest and best tended lath houses in the valley. It takes real genius, along with hard work and untiring patience to accomplish what they have done.

Mrs. DeWitt tends all her flowers diligently. Her greatest pride is her enormous collection of **begonias**, of which she has more than 300 varieties in the lath house. She has suc-

cessfully raised the difficult **Rex begonias**, and hers are said to surpass any of those shown at the recent **begonia show** sponsored by the **Southern California Begonia Society**.

The lath house was built by **Motorman DeWitt**, with the assistance of their son, **Lt. Adrian**, a plant guard at **Pacific Airmotive Company**. It was originally only six by eight feet but, as their collection of **begonias** grew, the house was enlarged until now it is 16 by 20 feet, and opens into another 22 by 32 feet. The walls are insulated with dark sphagnum moss, which holds moisture from an overhead sprinkling system. Little paths lead to gold-fish pools, about which grow **coleus** and **fuchsias** and all kinds of fern (one pool is surrounded by tree ferns), and on among dozens and dozens of crinkly leaved **begonia** plants from which colorful, delicate blooms rear their heads. **Maidenhair ferns** hang from the walls. **Rare geranium** plants and other varieties also grow in profusion.

Behind the lath house is their flourishing victory garden. **Mrs. DeWitt** canned 640 quarts and 200 pints this summer. She doesn't belong to any garden club as she finds her interests and her time fully absorbed in her home and gardens and in the four small occupied houses which they have situated on their property.

Mrs. DeWitt is indeed a busy woman. Her labors are rewarded by her flowers that bloom the year round and a lath house that seems to transport you into a **Garden of Eden**.

Ducks are more plentiful this year, as the season opened, than they have been for several years. **R. B. Hooper** of **West Hollywood** made a hunting trip to **Big Bear Lake** and got the limit of ducks. **Hooper** also got a three point buck recently at **Tulare** when the deer season was open there.

Charles Mullins is recuperating at the **Woodman Sanitarium, Woodman,**

DENTAL DEPARTMENT

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Colorado. Reports are that he is doing well and will be there another month. J. Manfrey is on leave and E. C. Coulson has been on vacation.

Mr. C. H. Belt is now back on the P. E. as Superintendent in charge of Instruction and Safety. He recently returned from service as Colonel in the U. S. Army.

J. W. Fitzpatrick, Freight Motorman, bid off Hollywood freight to a run on San Fernando Freight.

Congratulations! Conductor J. Oimet was married to Miss Mable West in Hollywood at the home of relatives on Monday, October 18, 1943. He comes from France and has been with the Company nine months. They are planning a honeymoon to Canada around Christmas.

"Charlie" Garlock and "Gus" Eiert, of freight, made a trip on their vacation to G. R. Stevens' ranch at Ono, Shasta County, California. They report having an all around good time, eating venison and big fish, and seeing 29 deer. Each day found interesting things to do and places to go. Stevens went with the boys.

OCEAN PARK CAR HOUSE & BUS LOT

By
C. H.
Croninger



During the lull last month on Friday and Saturday, the 23rd and 24th, the two days that the P. E. big red cars and busses were at rest, the ladies from the Ocean Park area who belong to the Ladies' Auxiliary of the P. E. Club took over Charlie's Lunch Counter and put out a very nice feed for the men who were seeing that there were no disturbances on the P. E. property.

The ladies who put out the nice feed, which consisted of meat loaf

sandwiches, devil's-food cake, angel-food cake, and real coffee with pure cream, were Clara Stack, the wife of Le Roy Stack, the Assistant Terminal Foreman; Hazel Lowell, the wife of Jimmy Lowell, the Beverly Hills heart throb; Blanche Nichols, the wife of Freightman Nichols; and, supervising the job, Margaret Mellen, the wife of Tom Mellen.

N. M. Wood and "Spats" Robinson have joined the ice-man brigade and are sporting the ice-man's blue shirts.

Conductor J. N. Bellone should change his name to just "One" and cut out the "Bell." That would suit him better, as he likes to do just one thing, and that is fish off the Ocean Park Pier. He keeps the boys well supplied with plenty of fish.

James L. Laseter, the carpenter at the Ocean Park Bus Lot, has been off since September 12 with a sprained back, caused from trying to push one of the Diesels off the grease rack.

The new faces around the car house this month are P. C. Cox, G. B. Maupin, and F. W. Schneider. R. Wiseman, who has been on the repair car for a spell, is back among those present.

Here is the right dope on W. G. Baldwin's boy, who was reported here and there and missing. While on active duty in the Tunisian campaign he was blown out of a fox hole and on the way to the hospital was stricken with malaria. He is back in the good old U. S. A. now, in the Bushnell General Hospital in Brigham City, and will soon receive an honorable discharge on account of disability sustained in action. Mrs. Baldwin is with him now at Brigham City, and will bring him home in the near future.

This is my fourth and last write-up* about the Ocean Park Car House and Bus Lot, as I have transferred up to West Hollywood, my old stamping grounds on Hollywood Blvd.—"The Boulevard of Broken Dreams," as the song writers call it. Harold (Hal) McClintock, with the consent of Bill Kennedy, the Terminal Foreman, has taken over the writing of the news about the Ocean Park area from now on and will start with the December issue.

*Sorry to lose a fine correspondent.—Ed.

— ZONED MAIL IS FASTER —

An American in London boasted about America's superiority until his friend tired of it. Loading him to the sleeping point with whiskey, they let him down into a newly dug grave. When he awoke in the morning, he climbed out and looked around.

"America's still ahead," he commented. "Resurrection morning and I'm the first man up."

Miniature Trains Hobby of PE Conductor

Miniature trains is the hobby of M. H. Conklin, Conductor on the North. He says he spends more time with his models than he does with the big red cars. He has also turned his hobby into a profitable undertaking.

Many years ago he began collecting and building genuine scale model equipment, and today is known all over the country as one of the leading (miniature) railway magnates of the world. He has several hundred pieces of realistic-looking rolling stock, embracing everything from a flat car to a new Diesel locomotive. His layout also includes all the buildings and establishments to create any sort of railroad town or shop center the most exacting railway official could ask. There are roundhouses, water towers, signal bridges, stations, freight houses, platforms, etc., etc., ad infinitum.

Recently a club was formed among several local enthusiasts, who have pooled their equipment into one immense miniature railroad, and a vacant store has been rented at 5436 Monte Vista St., Los Angeles. (Go out the Pasadena Speedway to Ave. 57, then turn left to Monte Vista St., then 2 blocks west. Phone Cleveland 73053.) Anyone interested in miniature railways is invited to visit the display and see these trains in action.

You grown-up kids that are still in love with toy trains are urged to go out there, by all means, but it is suggested that you phone for an appointment, as Conklin is working with the big cars part of the day. He is usually home after 1:30 p.m.

— ZONE YOUR PACKAGES —

ENGINEERING DEPARTMENT

By Vi: Labbe

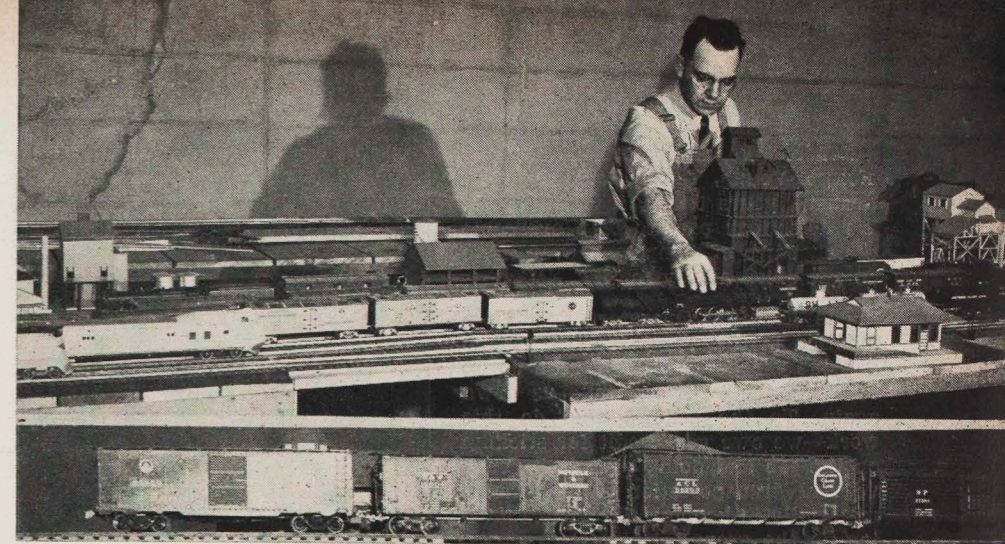
No news is good news—forgot to write anything last month—but let's get down to business and get going.

L. A. Biehler is back from vacation and certainly changed from his old self.

Bill Bailey is leaving the Company for his cattle ranch up north. Lots of luck and success, and a happy landing after all the years spent for the P. E. in various departments—doing a swell job.

Pauline Connor's from Omaha, now in the Passenger Traffic Dept., and is she a real swell girl!

Virginia Lovell, a cutie from Spencer's office, is doing outside stuff now; seeing the country via motor coach and cars. Well, things have changed and swell it is to see someone who is a treat for tired eyes.



MINIATURE RAILWAY TYCOON Maurice H. Conklin, P. E. Conductor, shown with his model trains, built to a scale of 1/4 inch to the foot. He is particularly proud of the four freight cars in the lower picture.

Martha Henry is on vacation—Laguna and U.S.O. probably, most of the time.

Gus Guercio is still trying to get a pass to Sicily for his vacation.

Jean Fogarty — always wanting something different—but no one could make her change her mind except—guess who? R.S.?

It's someone else's turn to throw a party like the Wilkies'. Understand everyone who went had a tremendous time—especially Woodbury.

Dixie liked U.S.C. against College of the Pacific. Why not, at 10 for 12?

Dave Alexander, the wizard of time, is queening someone—flowers, etc. . . . Could it be? Well, ask Dave!

Walter Watchall promised me some real dope, but not for this issue.

David Boyle — dressed in a new brown outfit. . . . Asked how he did it. . . . Said it came from the Goodwill.

Understand someone thinks Hanna, also of the big time, dyes his hair. However, those eyes could think most anything so—Hanna: Please forget!

C. K. Bowen is getting along O.K. after a sojourn at St. Vincent's and will be back again shortly. Hope you are feeling like your old self again, C.K.B., and return to the 6th floor real soon.

Sorry to hear of the death of Joe De Noto's grandmother, and to the family our deepest sympathy goes.

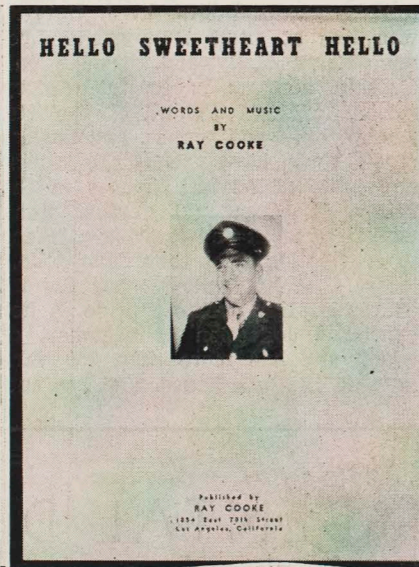
Betty Demerle, of the Claim Dept., is certainly a mysterious girl. . . . Won't show Mr. Culverwell the pictures taken at a night club in N. Y.

Imagine—a swell girl in the Treasury Dept. likes my column, and even offered me a sandwich. . . . That's worth a high mention—and is she swell.

Roy Ewing is getting along first rate after his accident some time ago. Sure glad to see him back on his feet and he is doing a real job in the Stationery Store, of which he is the head.

Grey Oliver came back from his trip East with just another cold. . . . Well, someone please send in a good remedy, as Grey is a swell guy; let's do our part to help him out.

Motorman Ray Cooke Writes Song Dedicated to Son in South Pacific



MUSIC-MAKING MOTORMAN Ray Cooke and song he has composed and published.

"Hello Sweetheart Hello" is the title of a new song published by Ray Cooke, Motorman with 16 years' seniority on Pacific Electric—and is fresh evidence that many and varied talents exist, often unsuspected, save to a few, among company employees.

Composer-Lyricist Cooke, bluff, hearty, heavy-set, with a merry twinkle in his eye, is no long-haired musician—in fact, he doesn't look like

a musician at all. Nevertheless, self-taught, he has been writing music for a number of years, and at one time made his living by organizing orchestras at various theaters. He has three other songs ready for publication. A musical friend of his, Doris Auger, arranges his piano scores.

The song is dedicated to his son, Pvt. Harry W. Cooke, 21, somewhere in the South Pacific with the Army.

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Behold the Collectors—There are Messrs. Young, Yerxa, Pabst, Du Par, Graham, yours truly. . . . I think we are doing our part to help overcome the shortage of manpower, even if we do get extra money for it.

The Elevator Operators deserve a mention in this magazine but seldom get due recognition. They take us up to our daily work and take us down again. To the fellows who do this work—we owe you credit for sticking on the job and doing your part. Your vertical transportation system helps materially in keeping the wheels moving on the ground.

This war may end tomorrow, and then perhaps not for several years, so our part is to do our work the best we know how—to get along with each other and to be thankful we are living on this side of the water. We have a lot to be grateful for. One that has been through the last war really appreciates his freedom and wants to keep it. . . . Let's forget our little troubles and help all we can to have peace of mind and of spirit, and a place to live in that is free from greed and selfishness. Think it over. We all have to work together. Those who leave to fight for our freedom will not succeed unless we do our part over here.

ZONED MAIL IS FASTER

TRANSPORTATION DEPARTMENT



By Suzanne M. Jacquemin

This is the time of the year when one thinks of football, turkeys, chrysanthemums, and what became of last summer's salary. Topaz is the stone of the month (as per a certain reader's request) and the gals are either wearing their fur coats or at least dreaming of them.

Our most important news item comes from the Schedule Bureau. Joe Henry, our new Time Table Clerk, is usually rather high spirited but since October 2, 1943, he has been riding the ether waves. The reason is the new addition to the Henry household, Christopher Hogan Henry, who weighed 8 lbs. 9 oz. and put in his appearance at Saint Vincent's Hospital. "Mama Margaret" informs us that Joe has packed away all the baby things (the "dainty ones") as



ROB MILLER, 4 on October 28, is the son of Aviation Cadet Bob L. and Virginia Miller of Monterey Park. Virginia works in the Transportation File Room.

Joe wants the little one to be a "man."

Elsie Unger has the job of Charlotte Nettleship, who is on leave and expects to join her husband who is now stationed in Canada. . . . Charlie Hill has let the cat out of the bag—he confesses that he has over 365 neckties, in other words one for each day in the year. How is that for a connoisseur? . . . Mrs. R. D. Strickland (nee Jean Brown) had to forestall her new duties in 448 as she had an appendectomy and two blood transfusions; we surely hope she has a speedy recovery. . . . Schedule Clerk Durbin hijacked from Head File Clerk Leckemby another member of his "Harem," namely Joy Dixon. . . . We are wondering if the rolling pin is going out of style? Well, out towards Glendale way we understand one certain lady can wheel a wicked lawnmower—how's about it, Mr. Covell? . . . Saw Eleanor Lifur in her new fuchsia outfit and thought she stepped out of Vogue Magazine. . . . Why don't we see Mary Margaret Hendrix at Butte St. any more? That is a \$1 question—she's now located at Long Beach. . . . Lillian Olson recently took over the position of Schedule Analysis Clerk and is doing an A-1 job of it they tell me. . . . Fred D'Arcy was absent from his desk for two days with a sore eye and we are wondering what kind of "FIGURES" caused the trouble. . . . W. D. Pinkston ("Pinky") enjoyed rain on the roof of his mountain cabin for two days; too bad the vacation dwindled

(or should we say fizzled—I mean drizzled) out. . . . Eva Mae ("Daisy June") Ashley vacationed at Monrovia—not considered a mountain resort, summer resort, or winter resort, but to our "Daisy" it has certain attractions, one of which will probably soon be leaving to join the forces of our "Uncle." Did you ever notice all her turquoise bracelets? Some day I'll have to ask her where in the world she ever got that collection from. . . . Mr. G. F. Squires' office was re-decorated while he was on vacation. . . . Helen Semnacher took her last week of "leisure" . . . Vi Martin is now in the Research Bureau. . . . Louise Lasoff left us to go to work for Southern Pacific. . . . Jean Matthews stopped in to see the old gang; she now works at Watson. . . . Marieta R. Witschy, former employe, is now back with us again at Butte St. . . . Dorothy Bailey's smiling face was missing for a few days while she was on a belated vacation. . . . Lucile Cocke was awarded the Typist-Clerk position in the Schedule Bureau.

Thoughts passing by: "Every mistake teaches us something if we wish to learn." You always know when Peggy Thompson is around—bells on her fingers. . . . The way we are all bundled up for winter (Grey Oliver is a good example) we surely could be mistaken for "Bundles for Britain" . . . There is a new queen in our midst again—Jeanne Turner of the Auditing Dept. is but definitely the "Suit Queen" . . . Pat Reyngoudt is torn between a certain Lt. and a Cpt. from Big Bear. . . . Jack J. Behrens is going to give Joe Henry competition as a "Jitter-Bug." He is the new Steno-Clk. in Mr. Erhardt's office. . . . Margaret A. Jackson is now on Roster No. 8 transferring from Roster No. 3 to the file room. Mrs. Viola M. Cable is on the Steno-Clk. job in the Car and Freight Service Bureau. . . . Marie Shaw just got word that her "best boy-friend" is stationed somewhere in India. . . .

Have you cut that extra cup of coffee and given your share to the Melia Houge Memorial Fund?

R. S. Van Hoak of the Research Bureau says he vacationed at Big Bear and no one even mentioned it, so here goes, "Van" . . . Did you know that we have two "Angels of Mercy" of our own, namely "Dixie" and "Bessie," our own nurses, who always have a smile and give a helping hand to us? . . . Katherine Salmon had her granddaughter, Betsy Ann Spielman, 17 months, down to the office, and she surely was a darling with her curly hair and sweet disposition. . . . Who is Dispatcher C. A. Neuman's

"Ole Maid?" . . . It is authentic, Mrs. H. D. Rhoades of Yermo, California, was our own "Virginia Bowles" . . . Lucille Paige went on vacation and says the "Bay" called her—or does she mean, "Boy?" . . . C. M. Allen just rested and didn't ride busses on his vacation. . . . Mr. Erhardt says he'll re-roof his garage on his time off. . . . Where is the column Michael C. Smith, Esq., of the Michael C. Smiths, was going to write? Maybe the night shift job he has is too much of a good thing! . . . Supervisor Ted Hoyle brought his son down to see the PE gang and he surely is a fine baby. . . . Mr. McIntire and Mr. Siegler are other vacationists. . . . Mr. C. H. Belt is back with us again as Superintendent in charge of Instruction and Safety. Mr. Belt returns to service, having been retired as Colonel United States Army. . . . To be right in style now, gals, your dresses must have either embroidery or button work to make them glamorous. Of course, an orchid such as Mrs. Salmon, Betty Hoefener, and Lillian Ryan sported on Saturday morning, will help. . . . We hear Harry Shea will go far with that marvelous voice of his. . . . Joe Lortis' little girl actually blew the candle out on her "1" year cake. . . .

And now I'll close this rambling for this month with a quotation from Charles Dickens: "No one is useless in this world who lightens the burdens for someone else."

ZONE YOUR PACKAGES

FREIGHT STATIONS AND YARDS



By Arden Nasher

It seems as though 'most anything can happen, and it frequently does. In this case, we have to report that our old pal Harry Holt, the genial Clerk who has been round and about the stations and yards these many years, has gone and got himself inducted. Inducted, by the way, in Uncle Sam's Navy, where they take only the best. It was only a few weeks ago that we related how Harry had been very ill in St. Vincent's Hospital and looked like a sure enough convalescent when we saw him shortly thereafter, but this wonderful California climate did its stuff and Harry



IN MERRIE ENGLAND is Pfc Ralph Bailey, former Relief Clerk at L. A. Freight Station, who writes the accompanying letter to the boys.

Former Freight Clerk Writes From England

Former L. A. Freight House Relief Clerk Ralph C. Bailey entered the A. A. F. a year ago and is now in England, where he has been since June. He addresses the following letter to his "old gang" in the Freight House, and dates it from a U.S.A.A.F. Bomber Station, somewhere in England, September 13, 1943. Rather than omit parts, the Editors choose, for space-saving considerations, to set it all in small type:

I have thought many times about the PE and SP and of you fellows; about how glad I'll be when I can see you again and be with you again. While in a moment of spare time this morning I was looking through The Saturday Evening Post of June 26, 1943. The article, "Brother Can You Spare a Locomotive" with its pictures of the boys at the SP, made me recall clearly the good old days.

It's been a year, in some ways a fast-passing year and in others a slow one, since I left the PE. That year completed, the future is to be looked to. A year which I certainly hope has in store the event of my again joining you fellows.

After looking at the English engines (or "puffers") freight cars ("goods" cars) and passenger cars so long I had almost forgotten how our American equipment looked. About the only things which can compare at all favorably with the U. S. railroads are the schedules, which aren't too fast but very frequent, and the rails. I haven't as yet seen a sleeper or a Pullman car, and the diners (restaurant cars) are, because of the war, extinct as same. The largest engines are about the size of the little "yard goats" which ply up and down Alameda Street. They seem to be lighter, however. One of our old PE 40 ft. box cars would make two of the freight cars here. Actually, these cars look like toys. They have no air brakes system whatsoever—just a big fish hook holding the cars together. Much of the railway (incidentally here railroads are known as railways only) personnel are women. Even a large percentage of the gandy dancers are girls.

I know all you fellows are working long, hard hours but the results are beginning to show for themselves. You can't comprehend how much material it takes, gasoline, oil, rubber, metal etc. to KEEP 'EM FLYING. You are the fellows on whom we must depend for those vital materials so we can win our ultimate victory and come home to take up where we left off "living our lives."

"Chile" Joe, Denny, Arnold, Burroughs, Johnnie Kopp, Sanchez, Cedro, Ray, "Goofus," Louie, Little Seymour and Louie, Messrs Buck and Nickels, Lefty, and all you other fellows, best of luck, and I surely hope to see you all again in the not-too-distant future.

RALPH BAILEY

P.S. I certainly would like to have a line from all you guys. We enjoy letters from you guys on the home front.

REPORT OF VITAL STATISTICS

September 21 to October 20, 1943

Name	Occupation	Died	Group	
			Insurance	Mortuary
Anderson, Raymond E.	Check Clerk	9-24-43	No	No
Sibell, Frederick R.	Conductor	9-25-43	Yes	Yes
Greco, Merle	Motorman	9-29-43	Yes	No
Stempel, Henry	Retired Car Repairer	8-3-43*	No	No
Guest, John	Retired Agent	8-27-43*	No	Yes
Welbourn, Ulysses E. A.	Retired Motorman	10-8-43	Yes	Yes
Preston, Howard A.	Motorman	10-9-43	Yes	No
Amundson, Otto	Retired Carpenter	10-12-43	Yes	Yes
Johnson, J. Richard	Retired Agent	8-28-43*	Yes	Yes
Hileman, J. Elliott	Retired Motorman	10-5-43	No	No

EMPLOYEES' WIVES' DEATH BENEFIT FUND

	Died	Wife of	Department
Grogan, Fernrose Elizabeth	10-16-43	Jesse L. Grogan	Engineering

*Reported subsequent to last publication.

is now he-man enough for a really tough assignment. The best of luck to you, kid, and may you be back with the old P.E. after you oversee the defeat of the Axis.

September 26 was a red-letter day for some of the Butte Street gang, who turned out to a surprise given for Nathan Tatilman on his 34th birthday by Mrs. Tatilman. Present were Clerks Zimmerman, Vance, Cobb,

Hartzell, Marins, Tracy and Holt, and Terminal Foreman Breese. The gang presented Nate with an Eversharp pen and pencil set, which Nate seems to prize very highly. We understand he has promised to keep it for the next 34 years and if the same gang is still around, maybe they'll see that he gets a replacement.

Another birthday party that called

for cake 'everything with all the trimmings was for our old pal Red Foster, who managed to live to the ripe old age of 30 on October 2. The entire Butte Street gang were able to help with the "trimmings," and that reminds us:

Part of these trimmings were venison sandwiches, brought back from a hunting trip by Tommy Walker, who visited Sequoia and killed a buck. Tommy felt pretty proud of himself, and we are told that there was a big saving in ration points after his return.

It was with mingled feelings of chagrin and admiration that we read the column conducted by our fellow scribe, Margot Jacquemin last month, when she so deftly alluded to our lack of foliage (on top). In some confusion we must admit that the photo is about 10 years old, but Ye Ed took exception to the hat* in the other picture (a genuine Stetson, too), so there was no alternative but to dig up another one and this was handy.

We almost lost the best dang Terminal Trainmaster's Clerk 8th St. Yard has ever seen a short time ago when Uncle Sam gave Jimmie Lewis a "come hither" invitation, but it seems that Jimmie's blood pressure is normal for two people and the Army Doctors thought it was a little too much for even a good-looking 200-pounder, so he's back at the old stand—for the duration, we hope.

The writer was invited to keep score for the Trainmasters' Bowling Team a recent Friday night (quite an honor), and we were glad we went, as there was an opportunity for a friendly visit with Joe Beckett, our predecessor at 8th Street. Joe was bowling as a substitute on one of the teams and while he bowled we visited with his charming wife. The old boy looks pretty good, and the Second Lieutenant's rating fits him admirably. We're pulling for you to go on up, Joe, and hope you'll remember the old gang when you're a Colonel, or something.

*Hm-m-m! — Ed.

INFORMATION HI-LITES

By
Deane H.
Aspelmeier



Seems we couldn't let another "monthly" go to print without giving the good readers (and from reports there are a few) a message from the Information Girls of the "Seventh Heaven"—excuse me—I mean Seventh Floor. Strange how being "elevated" in the world has apparently made so little change in our importance (?). We just roll along in the same way day after day, the only change in the week's routine being that Saturdays and Sundays are getting "more tremendous" as time goes on.

It certainly would be a revelation to Mr. John Public should he drop into the depot any Sunday. He would without doubt feel these requirements extremely apropos: First, a stout, healthy constitution in order to hold his equilibrium. Second, a good pair of eyes or a seeing eye dog, that he might find where he wishes to go and get through the mobs to his destination, without any casualties. Third, a good pair of lungs that he might be heard, for there is often apparently a race between the traveling public and the loud-speaker system as to which can make the most noise. Fourth, the patience of Job, for there is always someone to step in ahead of you, in a big hurry to go somewhere.

We are sorry to report the illness of Mrs. Fay Phillips, of our Lost and Found Department. She was taken suddenly ill at the office, and had to be sent to her home in Covina, to the Covina Hospital, where an emergency operation was performed. Ac-

ording to last reports from her home, Mrs. Phillips is recovering nicely.

A new member has been added to our force—Mrs. Isabel Ash. At the present time she is in charge of the Lost and Found Dept. We welcome her to our P. E. family, and hope that, as she comes to know us better, she will be very happy in our organization.

Last Sunday was a very unusual day in our department. A party was given in honor of our recent bride, Catherine Haldeman, in the P. E. tea room. Appropriate decorations added to the attractiveness of the affair, and a greater share of its success was due to the untiring efforts of our chief, Sibyl Mather, even though it was her day off.

Mr. and Mrs. Haldeman were given a mahogany drum table for their new home in North Hollywood. "Bud" Haldeman didn't seem too embarrassed, even though he was the only man present, and seeing his winsome smile made us see why Catherine's ready smile has been so contagious these days.

—BOOST YOUR BOND BUYING—

Magazine Keeps Him In Touch With PE Friends, Writes Sailor, Ex-Clerk

From Camp Peterson at Farragut, Idaho, comes a welcome letter from former Ticket Clerk Cyril V. ("Tommy") Meinert, Seaman, 2/c, who, we understand, is in the submarine division of the Navy.—And imagine having six brothers in the service! The letter:

Oct. 20, 1943
Wed. 10 a.m.

Dear Mr. Collins,

Was so grateful for your letter of Oct. 12, 1943. Also I appreciate the magazine very much as it keeps me in contact with all my friends at the P. E. Ry.

At present I have no photo of myself, but will send you one in the near future, as I am going to have a dozen made up here at the base.

Please have the courtesy to excuse my ignorance in using a pencil. The truth of it all is, that I am in a lecture hall, as I write this to you. My time is so limited, that I take advantage of every minute I get to write a letter. I have six brothers in service and I owe them all letters. Sat. & Sun. are the only days that I get a chance to catch up with my correspondence.

Will close now, wishing you and your magazine the best of luck in the future. I'd be lost without it.

Sincerely,
C. TOMMY MEINERT, S2/c
S. K.—U.S.N.R.



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The whistle sounded for lunch. The foreman noticed how quickly one of the men, a notoriously lazy fellow, put down his pick.

"I think," he said sarcastically, "that if the whistle blew when you had your pick in the air you would leave it there."

"If it got as near to the time as that," replied the man, "I wouldn't even lift it up."

Plumber: "I've come to fix that old tub in the kitchen."

Youngster: "Mama, here's the doctor to see the cook!"

Insistent bootblack: "Shine your shoes, sir?"

Bert: "No."

Bootblack: "Shine 'em so's you can see your face in 'em?"

Bert: "No, thanks."

Bootblack: "Coward!"

Accountant—Just be a good citizen and pay your taxes with a smile.

Mr. Smith—Yeah? Unfortunately they always insist on cash.

The old absent-minded professor was strap-hanging in a street car. His left arm clasped a half dozen bundles. His face wore an expression of apprehension.

"Can I help you, sir?" asked a young man.

"Yes," said the professor, with a sigh of relief. "Hold on to this strap for me while I look at my watch."

Bride (buying stove): "Please, sir, I'd like a little oven."

Salesman (accommodatingly): "Er—pardon me; but not while your husband's along."

Stenographer: "Is water works all one word, or do you spell it with a hydrant in the middle?"

Diner: "What do you mean, help me? I don't need any help."

Waiter: "Sorry, sir. From the sound I thought you might wish to be dragged ashore."

"Why is it you go steady with her?"

"Well—she's different from other girls."

"In what way?"

"She'll go with me."

Sergeant (sweetly addressing his men at the end of an exhaustive hour of drill): "When I was a little child, I had a set of wooden soldiers. There was a poor little boy in the neighborhood and after I had been to Sunday school one day listening to a stirring talk on the beauties of charity, I gave them to him. Then I wanted them back and cried, but my mother said: 'Don't cry, Bertie; some day you'll get your wooden soldiers back.'

"And believe me, you lopsided, mutton headed, goofus brained set of certified rolling pins, that day has come."

"I had to change my seat several times at the movies."

"Gracious, did a man get fresh?"

"Well, finally."

A Tennessee hillbilly had been calling on his girl for almost a year, when pappy finally cornered him one night and asked: "Tell me, you've been seeing Nelly for nigh onto a year—what are your intentions—honorable or dishonorable?"

The hillbilly's eyes sparkled: "You mean I got a choice?"

New Home Gardener: "I don't seem able to tell my garden plants from weeds. How do you distinguish between them?"

Old Home Gardener: "The only sure way is to pull 'em out. If they come up again, they're weeds."

He: "Honey, I'm a man of few words. Will you or won't you?"

She: "I will, but don't forget: you talked me into it."

Eater—This is a pretty small piece of steak you gave me.

Waiter—Yes, but you'll find it will take a long time to eat it.

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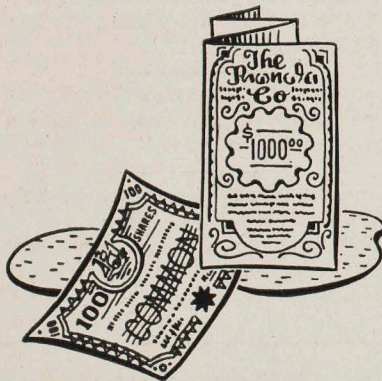
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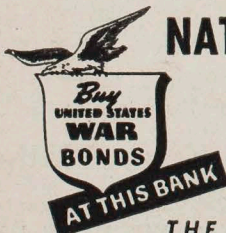
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