

SEPTEMBER 1943  
**PACIFIC ELECTRIC**  
*Magazine*





# 24 DAYS IN A DIESEL CAB

By T. J. CLIFFORD  
EQUIPMENT INSPECTOR

Sleep, Food, and Water Were Scarce as Inspector Clifford Bunked in the Cab of One of Two Newly-Built Diesel-Electric Locomotives He Escorted from Erie, Pennsylvania, to Los Angeles for Use on Pacific Electric Freight Lines

ON MONDAY EVENING, May 24, I left Los Angeles for Erie, Pennsylvania, to escort two General Electric 44-ton, 380-horsepower, Diesel-electric locomotives to Los Angeles for use on the Pacific Electric lines. Someone had to go, because it is necessary by law, when moving motive power as dead equipment in a freight train, to have a messenger, whose duties are to make the necessary inspections and have repairs made when needed. I felt honored to be chosen from the many employes who would have been capable of doing the job.

The trip proved to be loaded with pleasure, hardships, and educational experiences.

## VISITS BIG SHOPS

My trip east was very enjoyable, with all the pleasures of life. The first stop being Chicago, I visited the shops of the Chicago Surface Lines, rode on the street cars, the "L" cars, and the busses. At Pittsburgh I visited the Pittsburgh Railway Shops and the Westinghouse Air Brake Company Shops at Wilmerding. Here I met an old friend, Carl Steward, Chief Engineer, who gave me a guide to take me through the plant. I also visited the

Westinghouse Electric and Manufacturing Company at East Pittsburgh, where my old friend, Sid Cooper, Manager of the City Transit Section, guided me through their shops. A little later in the day I had a chat with Norm Wilby, Transportation Engineer, whom I have known for some time. Both Cooper and Wilby were in close contact with me when the PCC cars were placed in service.

My next and last stop was at Erie, Pennsylvania, where I arrived at noon

*TYPICAL POSITION for the author when he is inspecting the trucks of a passenger or freight motor, in his capacity as Equipment Inspector.*

*Below, the author in the cab of one of the Diesels at Erie, Pennsylvania.*



on June 3. Here I was met by P. M. Gillilan of the Transportation Division of General Electric. This gentleman courteously took me in charge and made arrangements so that I would have no difficulty in going about the GE plant, where our locomotives were being constructed.

## WATCHES DIESELS BEING BUILT

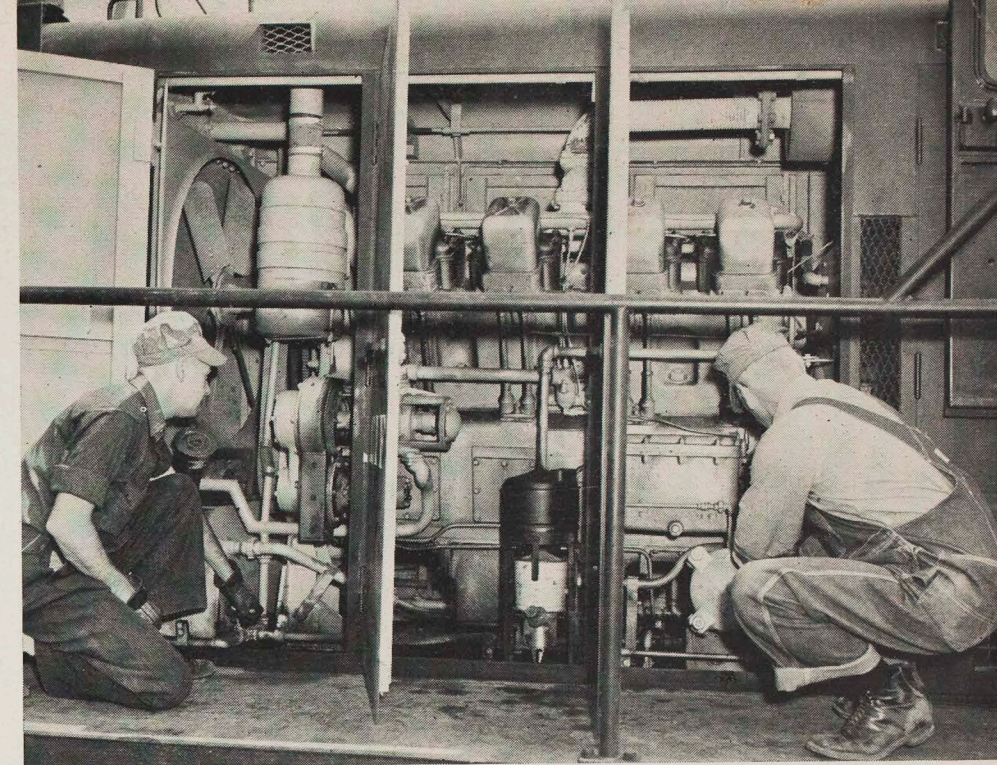
Except for testing and painting, which was done in Shop No. 60, the Diesels were completely built in Shop No. 10. It was a wonderful sight to watch the construction of a locomotive. The truck frames were cut out of a sheet of metal by means of a torch whose flame was guided by a template. The welding on the trucks was a perfect job. Every man seemed to know exactly when and how to do his part in the installation of equipment and wiring; the teamwork was superb. I spent considerable time in this shop.

Even more interesting was Shop No. 60, where the many tests were applied to the locomotives by means of special testing equipment. There was, for example, the water box test to show whether the generator output to the traction motors is up to specifications. A very large barrel of salt water, connected by wire cables to the electrical connections of the traction motor circuits, was used as a resistance—a convenient substitute for the motors under an operating load. It was necessary to have a load placed on the generator that would be equal to the current used by the motors in pulling a freight train. Meters were connected in such a way as to enable the test operator to determine just how the traction motor generators were functioning. At the same time a meter was also used as a means of setting the idling speed and the maximum speed of the Diesel motors.

The last test was a track test for speed on the three-and-a-half mile stretch at Shop No. 60. In this test the object was to find out whether a relay would cut out at a train speed greater than the maximum permissible rate of 35 miles per hour.

## READY TO RETURN

At last, on Wednesday, June 16, the locomotives were completed and ready for the trip along those two long ribbons of steel to Los Angeles. Arrangements were made for the Diesels to be hauled as part of a freight train. It was necessary for them to be placed just ahead of the caboose, in order to relieve the strain on the buffer plates. On a common freight car there are coupler springs to take up the shock, but on the locomotives there are no such springs. Consequently, when the slack in the train was taken up and it came the turn of the locomotives to move forward or backward, we just jumped, sometimes 18 inches, a move-



*BIG DIESEL MOTOR is easily accessible when side doors are opened. G. H. Meek, Fireman, and Arthur Logue, Engineer, are giving one of the motors (one in each end of the locomotive) an inspection.*

ment which was immediately reversed when the coupler springs in the freight cars returned to a rest position.

## COMFORTS OF A DIESEL CAB

At Erie a bunk consisting of mattress and blankets was placed in the cab of one locomotive for me to sleep on at night. The idea was well meant, but experience proved that there was no sleep to be had because of the bumping and jarring caused by starts and stops. I learned, however, that when I did lie down it was a valuable precaution to place a folded blanket between my head and the side of the cab, and to brace myself as much as possible against shocks. The common sense of this procedure I discovered after my head had struck twice against the side of the cab. The only way I could get any sleep was when I was in a freight yard waiting for the Diesels to be placed in a train going west.

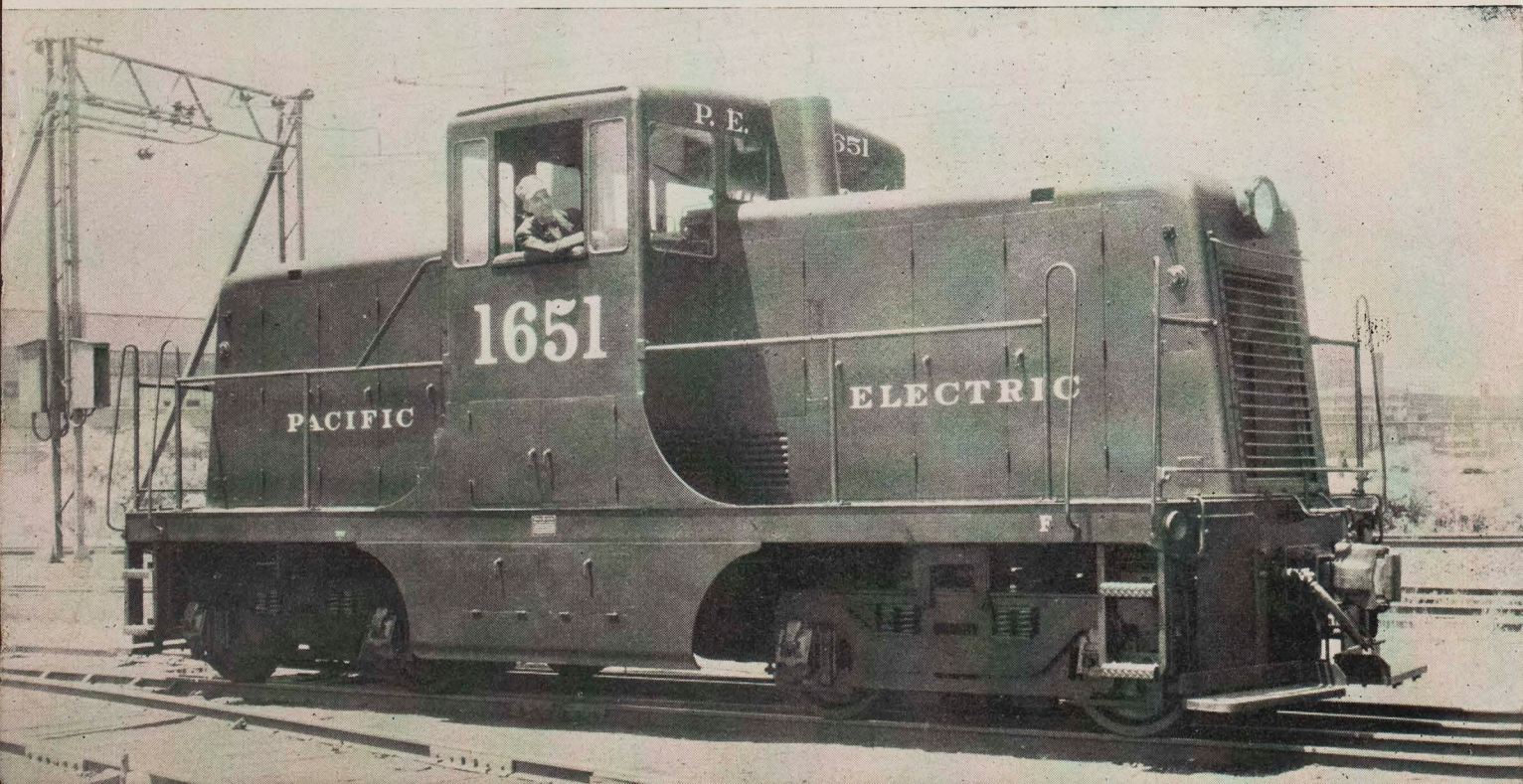
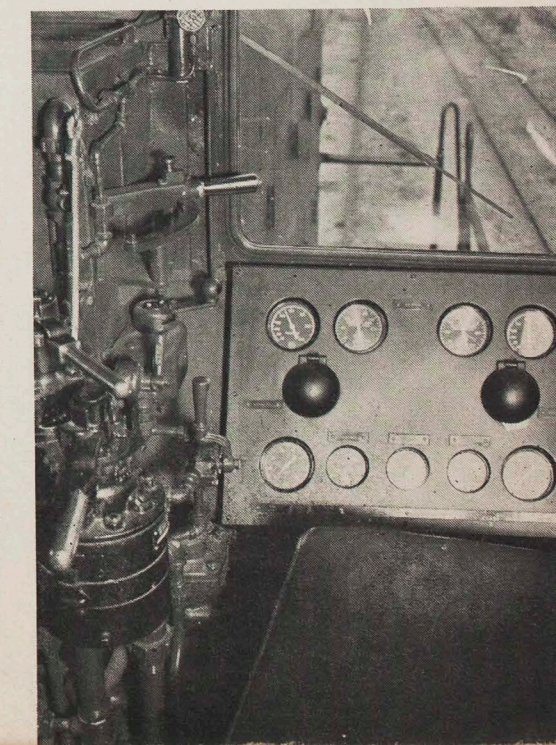
## FOOD AND WATER SCARCE

Since on a freight train meals are served by no means regularly as on a passenger train, I took with me some emergency rations, chiefly canned beans and sardines, figuring that it might be difficult to find a restaurant when I was waiting on a siding in the midst of the desert. On one occasion I had breakfast at 4:00 a.m. and dinner at 10:00 p.m. Frequently I was able to have only two meals a day.

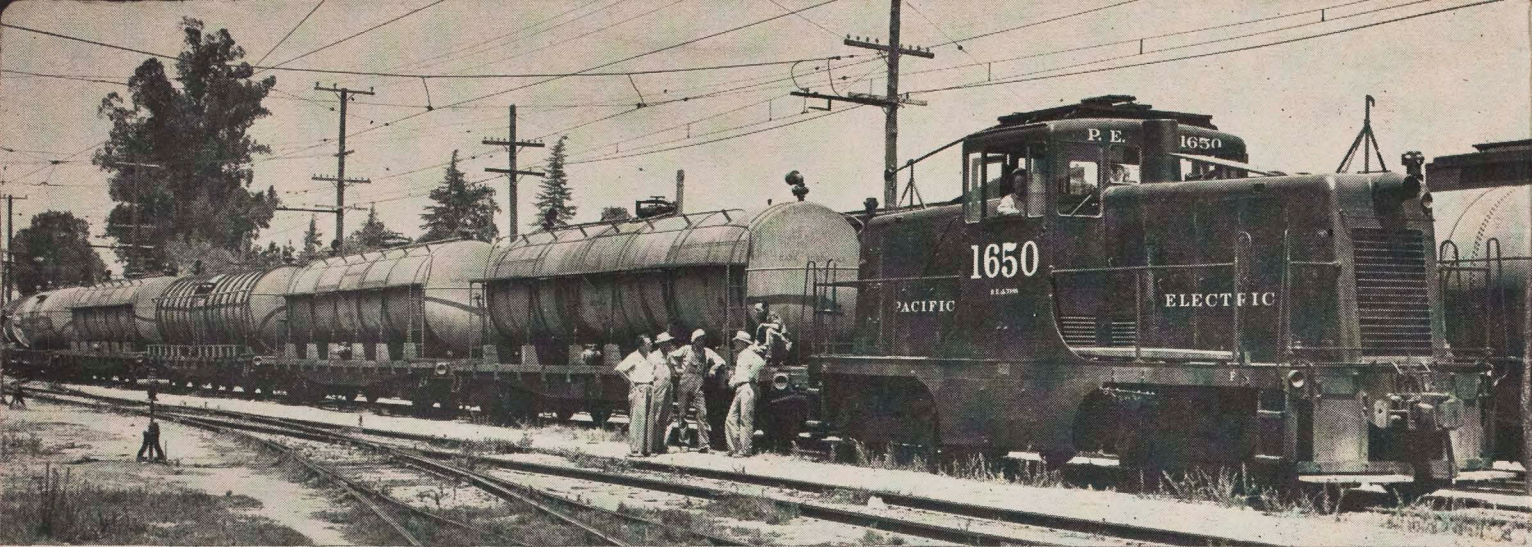
The washing situation was equally as bad as the meal scarcity. I started from Erie with a five-gallon can of water, a package of paper towels, a water bucket, and a cake of soap.

Since this five gallons of water was to serve for drinking, as well as for shaving and bathing, I also had a canteen, which I kept full because of the uncertainty of being able to obtain fresh water when I needed it. Sometimes the train would stop at a considerable distance from water, and since a five-gallon can was plainly inadequate for drinking, shaving, and bathing, the latter two operations occurred only when water could be obtained. Even when we stopped near a water faucet, it would usually be so situated that shaving was impractical.

*CONTROL STATION in the Diesel cab, showing various handles and dials.*







**ARROWHEAD BOTTLES** are hauled by the 1650 to San Bernardino from Arrowhead Hot Springs. The glass-lined steel tanks on the cars shown are known as "bottles." Switching is also part of the work of the 1650. Engineer G. A. Smithson, a veteran of 35 years' experience, is ready

to take this train of empties to the Springs. In the group are R. A. Shaw, Yardmaster, San Bernardino; W. W. Walters and N. W. Simmons, Brakemen; H. C. Arthur, Trolleyman; and Carroll Collins, Yard Clerk. Conductor L. S. Polk was too busy to get into the picture.

As for a bath, the majority of railroad yards had no facilities; so I just had to take the chance that perhaps the next yard would have them.

#### HOT BEARING DEVELOPS

My first misfortune was a hot motor bearing at Granite City, about 11 miles north of East St. Louis. We limped into the New York Central roundhouse for repairs. The men who work at the steam engines found out what was wrong and did a very efficient job of mending it, for which I am thankful to Mr. H. F. Miller, Foreman of the roundhouse.

#### MISSISSIPPI FLOOD

My second and last misfortune occurred when I was notified that the

Mississippi River had broken through its banks between East St. Louis and Thebes, and was rapidly rising. One railroad was operating with 32 inches of water over the rails. Ordinarily, no doubt, trains would have been at a standstill, but supplies had to be—and were—kept going. The Diesel electric units, however, could not be moved, first, because the traction motors are so close to the rail that water would have seeped through the ventilation holes in the motor cases; and second, because the truck journals, if they had been water-soaked, would have run hot.

After six days of irritating delay I was under way again, June 29, at 5:30 p.m. At many places I was asked to stop overnight and rest, but feeling that the Diesels would be of more use on our rails than idly waiting in some freight yard while I rested, I got around the invitation by saying that I had to inspect the locomotives, wash, have a bite to eat, and get going.

I ran into very hot weather west of Yuma, and it lasted until I arrived in Colton. Because of the heat and the excessive speed over this territory, I checked the equipment more often than I had at other times, but the Diesels came through in fine fettle.

#### SLEEPLESS LAST 4 DAYS

On Friday, July 9, 1943, at 7:50 a.m., after 24 days of exhausting travel, I arrived at Butte Street with the Diesels in a freight train from Southern Pacific's Taylor Yard. I was very tired and anxious to get some sleep, of which I had had none for the previous four days and nights. So after the Diesels were cut from the S. P. train, I telephoned to Mr. E. A. Stevens, Assistant Superintendent of Equipment, to let him know that at last I had arrived. I then made arrangements for my wife and son to meet me. I wasn't sure whether they would know me, but they did, despite

the fact that I hadn't shaved for the last four days and had a beard like Rip Van Winkle's.

Well, after arriving home, shaving, showering, and jumping into bed, I figured on having a good rest. But I had become so used to a hard bed and plenty of noisy bumps and jolts that sleep came slowly. When I finally did drift off, I didn't wake up until 8:45 p.m. I stayed up about an hour and then went back to bed again—and once more found it difficult to go to sleep without the customary noises of the freight yard and freight train. But at last I dozed off, and awoke at nine the next morning, feeling fine.

#### DIESELS GO TO TORRANCE

While I slept, the locomotives were taken to Torrance, where certain equipment, chiefly a trolley pole and classification lights, was to be added for use on Pacific Electric lines. The only purpose of the trolley pole is to activate crossing signals.

If anyone should desire to see the Diesels in operation, one unit will be found at Long Beach Yard, and the other at San Bernardino. They will be found very compact, with no lost space. Trainmen who have operated them tell me the Diesels surpass electric and even steam locomotives for switching and comparatively light hauling.

### Christmas Mailing

Do your Christmas mailing to men overseas between Sept. 15 and Oct. 15 for Army men; before Nov. 1 for Navy men. Address, care of postmaster, New York, N. Y.; San Francisco, Calif.; New Orleans, La.; Miami, Fla.; Presque Isle, Maine or Seattle, Wash.

### HOSPITAL LIST

The following employes are confined at St. Vincent's Hospital as of August 23, according to N. B. Vickrey, Manager of the Pacific Electric Club:

- Claire Alexander, Inspector, Engineering Department.
- Raymond Anderson, Check Clerk, Local Freight House.
- Russell Butcher, Conductor, Western District.
- William B. Cook, Trolleyman, Northern District.
- Lois Davis, Clerk, Accounting Department.
- Mabel Donovan, Clerk, Law Department.
- Edward Gordon, Operator, L. A. Motor Coach Lines.
- Merle Greco, Motorman, Southern District.
- Clinton I. Hood, Motorman, Western District.
- Miles Madsen, Engineering Department.
- Thomas H. Miles, Conductor, Northern District.
- Joseph Patterson, Agent, San Bernardino.
- Bert Perry, Conductor, Northern District.
- F. B. Ritchie, Fireman, Southern District.
- Richard Scaggs, Motorman, Northern District.
- J. L. Smale, Cashier, Treasury Department.
- John L. Theobald, Mechanical Department.
- Murl E. Timm, Conductor, Western District.
- Martha Winter, Stenographer, Law Department.

— WORK, FIGHT, SACRIFICE —

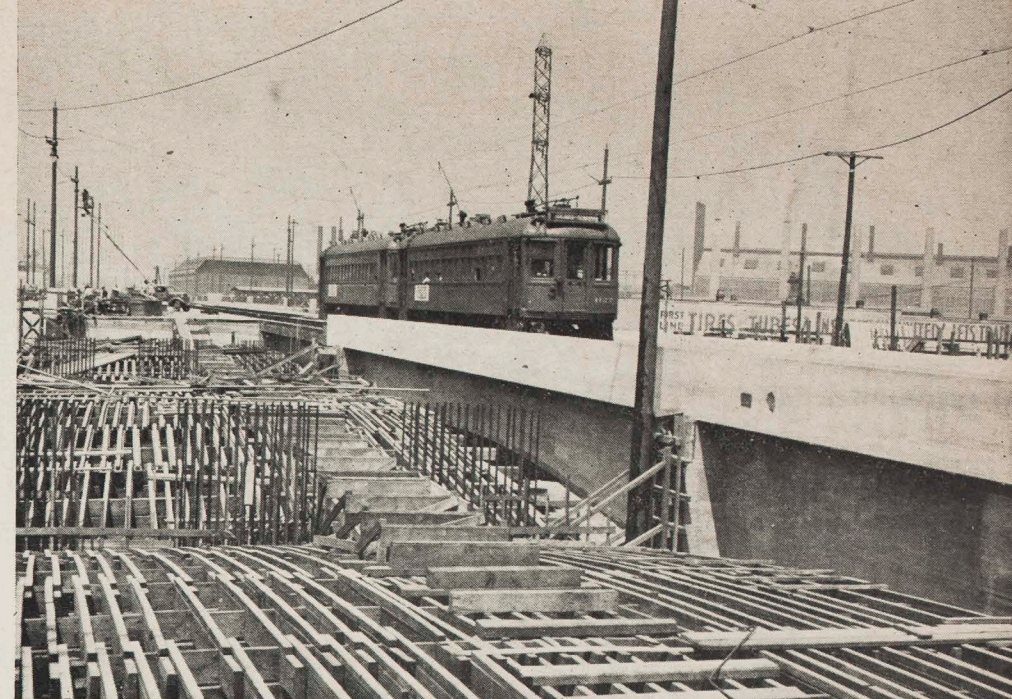
### Hot Weather Tips

When that "tired feeling" gets you in hot weather, maybe it is "something you ate" but it is more likely to be something you "should have et," according to the Nutrition in Industry Division of the Food Distribution Administration.

Between-meal snacks of citrus fruit juices or fruit or tomato juice, or milk, along with a sandwich will help overcome that feeling of weariness and keep down the accident.

Hot weather food tips for workers, suggested by the Nutrition in Industry Division, are as follows:

1. Have between-meal snacks of milk, citrus fruit, fruit juices or tomato juice and sandwiches.
2. Eat a raw vegetable salad every day.
3. Start the day with a good breakfast including citrus fruit, cereal—whole grain or restored—toast and coffee, cocoa or milk.
4. Use plenty of salt on food.
5. Drink water frequently.



**UNFINISHED SYMPHONY**—First picture to show a train crossing the unfinished Aliso Street Viaduct. In the foreground are unfinished arches which will eventually support a highway portion of the bridge.

## First P.E. Train Crosses New Aliso Street Viaduct Project on July 18

On Sunday, July 18, the first outbound train crossed the new and partially finished Aliso Street Viaduct Project spanning the Los Angeles River. The first inbound train crossed on Thursday, July 22.

One purpose of the project was to eliminate two grade crossings, one with Union Pacific tracks on the east bank of the river, and one with Santa Fe tracks on the west bank. These grade crossings were inescapable on the old viaduct spanning the river at Aliso Street.

When the new project was begun, P. E. trains to and from Pasadena and other northern points were re-routed, starting June 9, 1940, over a shoofly across the Macy Street Viaduct, a detour of .18 of a mile with heavy grades and difficult curves. The detour necessitated adding from two to three minutes to all schedules. The amount of time saved by the opening of the

new bridge is insufficient to warrant a return to the former Aliso Viaduct schedules, but the elimination of the two grade crossings eliminates also delays caused by Union Pacific and Santa Fe trains.

Contrary to popular rumor, the city does not contemplate leaving the project unfinished for the duration. Even now a city representative is in Washington negotiating with the government for additional funds to complete the highway portions of the viaduct, which was begun on December 12, 1939, with WPA labor. Sharing in the expense are the city, the state, the Federal government, and the Pacific Electric, Union Pacific, and Santa Fe railroads.

Plans for the project were drawn up by the city and the P. E. portions checked by Structural Engineer Albert de Pfyffer. Walter Dekama was assigned as P. E. representative in field.

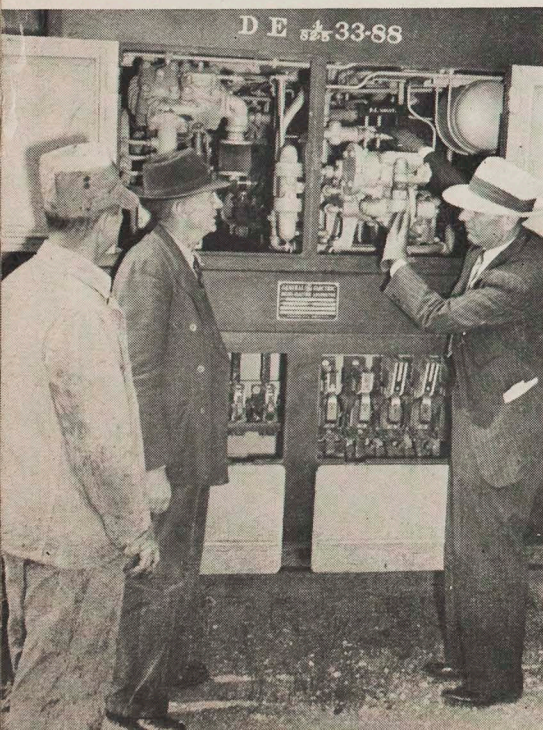
### DEATH CLAIMS

Death claims for the period between July 21 and August 20, as reported by the Auditor's office, are as follows:

NAME	Occupation	Died	Group	
			Insurance	Mortuary
Santonocito, Nicolo	Retired Machinist	7-25-43	Yes	Yes
Zochol, Richard H.	Station Agent	7-26-43	No	No
Herrera, Lauriano	Laborer	8-9-43	Yes	No
Danforth, Edwin	Traffic Officer	8-13-43	No	No

### EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	Died	Wife of	Department
Johnson, Edith C.	7-29-43	Cleve Johnson	Transportation
Tang, Esther Pauline	8-2-43	Adolf M. Tang	Transportation



**TRAIN SERVICE INSTRUCTOR** E. H. Clark shows J. V. Todd, Fireman, and L. E. Cole, Motorman, the location of the distributing valve and the dead engine valve of one of the new Diesel-electrics. In the lower and contactor switches (right).



FAITH

By KENNETH GRAHAM DUFFIELD  
Member, Memphis Rotary Club

*In spite of the Leaders who fail to lead,  
In spite of Bribery, Graft and Greed,  
In spite of the men who, day by day,  
Pile on the taxes we have to pay,  
I STILL believe in the U. S. A.*

*In spite of the note with Interest due,  
In spite of an Income cut in two,  
In spite of the Bond that fails to pay,  
In spite of the Dividend gone astray,  
I still believe in the U. S. A.*

*In spite of the Gang and the Racketeer—  
Hell-fire whiskey and weak-kneed beer,  
In spite of the lawyer that knows the way  
To serve the crooks by the Law's delay,  
I still BELIEVE in the U. S. A.*

*In spite of the Banks and Foreign Loans,  
Frozen as hard as the Arctic stones,  
In spite of the cotton we hold today,  
In spite of the wheat we've stored away,  
I STILL believe in the U. S. A.*

*In spite of the Hell we're passing through,  
There's still a fight in me and you—  
It may be hard, but we'll find a way,  
It's bound to help if you grin and say,  
"I STILL BELIEVE in the U. S. A."*

☆ HONOR ROLL ☆

Pacific Electric Employees Reported Entering the  
Armed Service of the Nation in August:

BUILDING DEPARTMENT

Oliver Walker

ENGINEERING DEPARTMENT

Antonio Perez

MECHANICAL DEPARTMENT

Joseph W. Hier  
Harry S. Thompson

PASSENGER TRAFFIC DEPARTMENT

Lila L. Underwood

PURCHASING DEPARTMENT

Carlos Gaglio  
George A. Seitz

TRANSPORTATION DEPARTMENT

Lorain O. Briles	Robert D. Maris
John E. Cochran	Ernest H. Nordstrom
Chester E. Dreyfuss	Robert A. Osborn
Vernon C. Engel	Sam H. Power
Lester I. Frank	Howard Riseling
Louie N. Gober	James E. Tolbert
Forrest G. Hughey	John M. Van Meter
Richard Macias, Jr.	

REPORTED RETURNED FROM SERVICE

ENGINEERING DEPARTMENT: Chester L. Andrews,  
Albert G. Walker.  
MECHANICAL DEPARTMENT: Manuel Estrada.

AS OF AUGUST 23, PACIFIC ELECTRIC HAS  
632 EMPLOYES IN THE ARMED FORCES

THIS ONE'S GOING TO  
HURT !

Invasion comes high—in blood and money.  
Part of the cost must be paid with human life. That  
means deep and lasting hurt for many and many an  
American family.

Part of the cost must be paid in cash . . . this Septem-  
ber. And that's going to hurt, too!

THE 3RD WAR LOAN IS HERE!

To pay for invasion—to get the money to keep our  
fighting machine going—you, and every man or woman  
in America, are asked to invest in at least an extra \$100  
Bond in September.

\$100 EXTRA mind you—for everybody!

No man or woman can hold back. No man or woman  
can point to his Payroll buying and say "They don't  
mean me!" No man or woman can say "I'm already  
lending 10% or 12% or 20%—I'm doing enough!"

Sure—it's going to hurt. It's going to take more than  
spare cash this time—more than just money that might  
have gone for fun. It's going to take money you have  
tucked away. It's going to take part of the money we've

been living on—money that might have meant extra  
shoes or clothes or food! Money that might have gone  
for anything that we can get along without!

Sure—it'll be tough to dig up that extra money. But  
we've got to do it—and *we will*.

We'll do it partly because of the look that would  
come over the faces of our fighting men if we should  
fail. We'll do it partly because the cheapest, easiest  
way out of this whole rotten business is for everybody  
to chip in all he can and help end it quick. We'll do  
it partly because there's no finer, *safer* investment in  
the world today than a U. S. War Bond.

But mostly, we'll do it because America is right  
smack in the middle of the biggest, deadliest, dirtiest  
war in history.

And we're Americans.

BACK THE ATTACK — WITH WAR BONDS.

Third War Loan Starts September 9

BUY WAR BONDS

Storm to Tokyo claims air victory Japs On Run 7 L. Bor. Germans U.S. warships blast Farb. U.S. move on World War U.S. move on Italy Pr. Goebbels Income tax notice Kiska Japs quit posts RAF strikes at Nazi eland Jap fleet dodging tax 179 missing at Nazi eland 1000 Japs killed in Naples rail villages destroyed 39 Japs killed in Rome Wails smashed U.S. Japan prisoner trade England Monday, Aug. 23



## PACIFIC ELECTRIC CLUB BULLETIN

**Wednesday, September 8:**  
P. E. Rod & Gun Club Monthly Meeting—8:00 p.m.

**Thursday, September 9:**  
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.  
P. E. Women's Club President's Day Meeting. First meeting of new season—Entertainment and Refreshments—1:00 p.m.

**Tuesday, September 14:**  
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, September 16:**  
P. E. 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.

**Thursday, September 23:**  
P. E. 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, September 24:**  
P. E. Railway Bowling League Matches. Opening of 1943-1944 Season. All those interested in bowling are urged to be on hand to help fill out teams. Arcade Recreation Center—8:15 p.m.

**Tuesday, September 28:**  
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, September 30:**  
P. E. Women's Club Red Cross Sewing Unit—10:00 a.m.

**Friday, October 1:**  
P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 p.m.

**Thursday, October 7:**  
P. E. 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, October 8:**  
P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 p.m.

**Tuesday, October 12:**  
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.

## AMERICAN LEGION AUXILIARY



By  
Rena  
Tucker

Being assigned the duties of Publicity Chairman for the coming year, I should like to start my column by paying tribute to the girls who have held offices in the past and so faithfully performed their duties. Through their constant efforts, the Unit has prospered beyond all expectations. . . . For your untiring devotion, please accept our grateful thanks.

To the newly elected officers: Congratulations. We are proud to have you as our leaders, and we feel sure that the coming year will be a great success.

Owing to travel congestion and the urgent requests of railroads not to



AIR MEDAL WINNER **Gerald M. Brown, Technical Sergeant, U.S.A.A.F.**

travel, our delegates decided not to attend the State Convention held in San Francisco. The money allowed for this trip was voted by the Unit to be given to the Red Cross to help in war activities.

The Unit extends sincere sympathy to our Past President, Maybelle Smith, in the loss of her brother.

At the meeting on August 10 the Unit presented Bernice Nichols with a Past Chaplain's pin for her loyal service. Her constant devotion to her office and to the Unit as a whole cannot be too highly praised.

Miss Grace Zumwalt, a member of our Unit who recently joined the Marine Corps, has recently been given a paid-up membership for the duration. We bid her Godspeed.

The Unit was host to a baby shower for Ruth Phillips, our Corresponding Secretary, on Tuesday night, August 24. The Post was invited for the refreshments, and all enjoyed an hour of good fellowship.

When her son, Aerial Gunner Gene L. Clemons, came home from the South Pacific for a short furlough during the latter part of August, Mrs. Myrabelle Clemons, Past President of the Auxiliary, was a happy woman. Gene has had 14 months of combat duty.

Technical Sergeant Gerald M. Brown, whose picture appears on this page, is the son of Mr. and Mrs. K. M. Brown of the P. E. Legion Auxiliary. Recently awarded the Air Medal, he is now a Crew Chief on a Flying Fortress stationed in England, and has been participating in raids over Axis territory. Although his Fortress has twice been put out of commission, both Gerald and his entire crew escaped injury both times. . . . Dad Brown is the Junior Past Commander

of the P. E. Post, and Mrs. Brown is Past President and present Secretary of the Auxiliary. Gerry was a member of the P. E. Sons of the Legion.

Mrs. Anna S. Tucker, wife of Clyde C., Motorman on the West for 16 years, is the new Publicity Chairman for the Auxiliary. She was a charter member of the Unit, and was Sergeant-at-Arms for the first two years of its existence. She has a married daughter, Zella. Mrs. Tucker's hobby is helping those less fortunate than she. She has been a publicity chairman for other organizations, so the fine quality of her first column is not astonishing. Though the Editors are sorry to lose Mrs. Martha Harper, the former Auxiliary correspondent, they are pleased to have such a capable new writer, whom they here officially bid welcome.

— WORK, FIGHT, SACRIFICE —

## HERE AND THERE WITH THE WOMEN'S CLUB

By  
Mrs. Lon  
Bishop

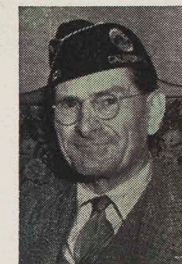


We hope that the painting is all done, the lath house built, and all summer plans fully carried out, so that you can be on hand Thursday, September 9, President's Day, to help a grand group of new officers start the year the way you would like to if you were one of the officers. They are going to need help from each one of us, and we know our membership well enough to believe very definitely that the help will be forthcoming. It wasn't the easiest thing in the world to persuade members to fill the offices, and we should show our appreciation in every way possible.

To those of you who have lost our schedule, let us remind you that we meet every second and fourth Thursday at one o'clock, with card parties every first and third Thursday at one o'clock, with card parties every first and third Thursday at one o'clock. Refreshments are served (maybe) at one of the meetings during the month—wouldn't you like to know which one? Well, come up and find out for yourself. But let's fill every chair for our new leader, President Mrs. Howe of Torrance.

The new First Vice President and Program Chairman for the coming year is Mrs. A. W. Kitto of Torrance,

## PACIFIC ELECTRIC POST, AMERICAN LEGION



By  
James E.  
Davis

who is also President of the Pacific Electric Women's Organization of that city and a very active member of the Civil Defense Communications for Torrance. Of this latter organization Mrs. Howe is also a member.

She is planning some very interesting programs, and would be so happy to know of any talent among the members of the big P. E. family who would be willing to come up some time and share that talent with the organization.

This year, more than ever, we want to help each other; so be a grand sport, won't you, you singers, speakers, players, or whistlers? We'll assure you a most appreciative audience.

The only theme our Program Chairman could think of for the year is of all—Peace, Friendship, Happiness once again all over the world—three big words we'll all pray will have a very definite meaning before many months.

It has been the Club's custom for years to have our big brothers, as on both President's Day and the annual birthday. We're hoping they won't be too busy to be with us again this year, for their presence acts as the biggest inspiration of all to keep going.

And now how about meeting you in person Thursday, September 9, at one o'clock?

— WORK, FIGHT, SACRIFICE —

## WILLIAM GETZ

William Getz, Freight Service Clerk with Pacific Electric since his employment date on December 21, 1922, passed away on the night of July 17 at the Veteran's Hospital at Sawtelle.



Born August 15, 1894 at Philadelphia, Pennsylvania, he served in France during the First World War. On December 23, 1938, on the way home from a Christmas party, "Willie," or "Weelo

the Weasel," as he was affectionately called by his fellow workers, had an automobile accident and was taken to St. Vincent's Hospital with a skull fracture and other injuries.

On April 8, 1943 it was necessary for him to discontinue work because of an attack of pleurisy; and from then on he never recovered.

"Willie" always had a smile on his face and a pleasant word for everyone. He will be greatly missed and his place in the hearts of those who knew him well can never be filled.

Funeral services and interment were at Inglewood Chapel and Cemetery.

To his wife and stepson sincere condolences of the Pacific Electric Magazine staff are extended.

after Past Vice Commander (23rd District) "Pop" Goshorn had completed the installation. Pop did a good job, and wins our sincere thanks for helping us in this emergency.

The Auxiliary officers were installed by 23rd District President Mary Gates, assisted by other 23rd District Auxiliary Officers.

Among those present, besides those mentioned above, were the following 23rd District Auxiliary Officers: Lorenza Glanzman, 1st Vice President; Amelia Clifton, Secretary; Bea Voss, Sergeant-at-Arms; Wanda Miller, War Activities; Anna Bertson, Child Welfare; Florence Childs, Chaplain. Also Carolyn McClyman, Department Junior Activities; and Celora Goshorn, Reba Lee Moore, Luella Taylor, and Verna Caughenbaugh. These last four ladies, and at least two officers, mentioned above are from Teddy Rough Riders Post 516.

The Auxiliary had invited us to join with them in the installation; therefore, as their guests, we thoroughly enjoyed an impressive Flag Assembling Ceremony, put on by a Drill Team of the Improved Order of Red Men and Degree of Pocahontas.

Members of this Drill Team included Marion Holden, George Holden, Juanita Comstock, Richard Comstock, Nona Speaker, Frank Speaker, Bertha Kaltenberger, Marie Smith, Mary Jackson and Dean Sullinger.

P. E. Ry. Post Officers installed were: Commander Frederick N. Nichols, 1st Vice Commander Lloyd A. Finley, 2nd Vice Commander Galen F. Michael, Junior Past Commander Kenneth M. Brown, Sergeant-at-Arms Axel A. Malmberg, Finance Officer Roy Mead, Adjutant Clarence A. Newman, Chaplain Virgil G. Clemons, Historian James E. Davis, Service Officer Ramon C. Milnes, and Executive Committee-

men Orville F. Fackler, Orville R. Newhouse, and Jesse A. Zumwalt. Delegates to Department and District Conventions: Burgess N. Broberg, Virgil G. Clemons, Roy Mead,

## AMERICAN LEGION AWARD WINNERS





and L. A. Finley. Alternates: Alfred W. Bone, Axel A. Malmberg, Frederick W. Nichols, and Frank S. Burt.

Commander Nichols appointed the following Committees: Americanism, G. F. Michael; Auditing, B. N. Broberg (Chairman), J. E. Davis, L. A. Finley, G. F. Michael, and V. G. Clemons. Boy's State, A. M. Cross; Budget and Finance, R. E. Mead; Child Welfare, L. A. Finley; Constitution and By-laws, B. N. Broberg; Disaster and Relief, William D. Parker; Defense Bonds and Stamps, R. E. Mead; Hospital, V. G. Clemons and F. W. Nichols; Inter-post Relations, A. W. Bone; National Defense, G. F. Michael; Membership, L. A. Finley and L. A. Stewart; Publicity, J. E. Davis; Resolutions, C. A. Newman; Service, Rehabilitation and Employment, R. C. Milnes; School Awards, W. L. Hume.

Aug. 10: New member; Motorman Floyd L. Nuzum, Second Balloon Squadron, Fourth Balloon Co. in World War One.

The winners of the drawings Aug. 10 were A. A. Malmberg and O. R. Newhouse. The first capsule received the first drawing, but the numbers of twenty-four absentees were drawn for the second prize.

Comrade C. C. Carney is home from the Hospital, but he is still unable to work. Comrade Stanley Riddell is still at Olive View Tuberculosis Sanatorium, but is reported much better.

Reports received so far in the second American Legion Record Drive for Records for our Fighting Forces show that this post has turned in more than 200 records. The Historian donated 165 records.

IN MEMORIAM

Comrade William Getz died at the Veteran's Hospital, July 17. Interment was at Inglewood Cemetery. Commander Nichols, Past Commander Brown, Adjutant Newman, and Comrade Erhardt were pallbearers. Comrade Getz acted as Assistant Adjutant for a while several years ago, until he was badly injured by an automobile.

Application has been made to the government for compensation for Comrade Getz. Our Service Officer is making arrangements, for this compensation (if it is approved) to be paid to his widow or his daughter.

— WORK, FIGHT, SACRIFICE —

Candy production in the United States topped 2,500,000,000 pounds in 1941 and again in 1942; over 10 per cent of the 1942 production was sold direct by manufacturers to military buyers, who bought some in addition from wholesalers.

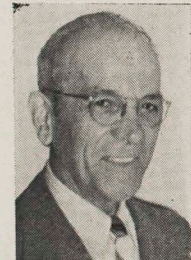
— WORK, FIGHT, SACRIFICE —

Lend for the knock-out blow. Buy more War Bonds during the Third War Loan.



INDUCTION BLUES don't seem to be worrying Assistant Research Engineer John E. Van Deusen, Jr., shown here grinning with anticipation as he receives going-away presents (liquid, perhaps?) from his co-worker, H. F. Stewart, who was chosen to do the honors for the Bureau of Research and other friends. Same day, Wednesday, August 18, John left for Boise, Idaho. His wit, and laughter will be missed. Left to right: Levin, Labbe (R.C.), Stewart, Roberts, Rankin, Silliman, Van Deusen, McGrath, Covell, Scholl.

PACIFIC ELECTRIC MASONIC CLUB



By  
Ed. J. A.  
Hasenyager

Don't forget the date, Wednesday, September 15, 7:30 p.m. at the Pacific Electric Club Rooms, ninth floor of the Pacific Electric Building: Business, entertainment, and—well! you had better bring your own refreshments. It's a date.

VISITS

Dimouts, transportation non-facilities and home defense activities notwithstanding, our Club received and accepted an invitation to visit York Lodge No. 343 at Watts, to assist in conferring the Master's Degree on Brother C. A. Newman, one of our popular Train Dispatchers, and, believe it or not, there was an excellent turnout. Fifty or more of our members were present and report a most hospitable reception. Shall we take it as an indication that we should accept more invitations? There are many in prospect.

MEMBERSHIP

The following new applications for Membership in our Club have been received: Lee Calvin Boals, Freight Conductor; Willard C. Cochran, Con-

ductor Western District; Walter Louis Baldwin, Motor Coach Operator; and Dwight Oliver King, Conductor Western District.

FRIENDSHIP

(Chicago Scottish Rite Magazine)  
He who has a thousand friends  
has no friends to spare,  
And he who has one enemy  
shall meet him everywhere.

"CARE-ERASING SMILE"  
Alonzo Newton Benn

It is a lovely thing to give,  
That "care-erasing smile"  
To folks who trudge from day to day  
Each care-producing mile;  
And what you give so easily  
A heavy load may lift,  
And cause some weary soul to think  
Your smile a priceless gift.

— WORK, FIGHT, SACRIFICE —

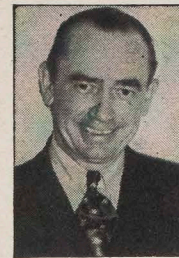
Lowered Speed Cuts  
August Injuries

As a result of strict enforcement of the newly established "25 by Night—30 by Day" speed limits, pedestrian injuries in the three days after August 1, 1943 dropped 4 per cent in Los Angeles City.

Although the record for August indicates an improvement, pedestrian injuries for the year to date are 34.1 per cent above the 1942 level. Pedestrian fatalities are up 2.2 per cent.

In Los Angeles, police officers tagged 695 motorists during the first five days of August for driving faster than 30 miles an hour by day or 25 miles an hour by night in business and residence districts throughout Los Angeles.

PACIFIC ELECTRIC  
ROD AND GUN CLUB



By  
Arlie  
Skelton

The August 11 meeting was very well attended. Most of the old gang were there, plus a generous sprinkling of new faces.

The Club regrets that Harry L. Young could not be present, as the drawing for the War Bond brought out his number and we were very sorry he was not present to claim the award. Who said, "Oh, yeah?"—Anyway, the Bond is still there, and some night the number will be drawn of a member who is present, and that lucky member is going to be one Bond richer than he would have been had he stayed home. That member might be you or I; who knows?

Fishing still continues to hold the spotlight at the present time. Fourteen cards were turned in at the last meeting and some good-sized fish were registered. Sorry, the rules do not permit my saying how big. Honorable mention is made of V. C. Prettyman and Robert Dornor for the large number of new members they recommended to the Club. Looks as though Mr. Prettyman did most of the soliciting, as his name appears first on the recommended cards, Mr. Dornor vouching for Mr. Prettyman's good judgment. There is a very attractive prize offered this year for the member who recommends the most new members and it looks as though the contest is going to be close between a few members.

Now that the hunting season is close at hand, more men will turn their attention toward sportsmen's clubs, and the influx of new members in the closing months might turn the tide to favor any member yet.

Lake Henshaw seems to be a popular fishing hole among our new members, especially the trainmen of the Western District. On a recent quiet trip your correspondent took to Lake Henshaw, he was very much surprised to run into several Western District trainmen. Among them were Bob Watson, J. R. Dicks, Tom Brunner, and others whose names escape me for the moment. Thanks, boys, for the contribution to finish out my bag limit. Everett Wolf had spent his vacation there the previous week. He reports that both he and Mrs. Wolf

Furloughs Coincide;  
Brothers Must Salute

Ben and Charles had to salute their superior officer, Tom, when the three Skillington brothers, sons of Thomas L., Sr., retired Freight Conductor, by coincidence received furloughs at the same time last month and were reunited at home for the first time in over three years.

Tom, 31, a Lieutenant, j. g., is on the U. S. minelayer Ogallala. Charles, 29, Aviation Chief Radio Man, was in the Navy before Pearl Harbor, and for a time was on a test crew for Martin PBM-3 flying boats and bombers. Ben, 38, Seaman, second class, turned down by the Army, enlisted in the Navy in June of this year—he said he was "damned if he was going to be the only brother left out."

The senior Skillington was retired from Pacific Electric in June, 1940, after 20 years of service. He has been living at 1035 Lewis Avenue, Long Beach, since January, 1911.



UNEXPECTED REUNION—Left to right: Tom, Ben, and Charles.

enjoyed very good fishing the entire week. One peculiar accident, suitable for Ripley, was that they both got nibbles about the same time, and thinking they had found a blue gill nest, reeled in quickly, only to find out they were both hooked up to the same catfish. Everett's hook was lodged in the stomach, while Mrs. Wolf's was caught in the lips. The question is, to whom did the fish belong? Well, they divided him and had him for dinner.

Our apologies go this month to one of the advertisers in our yearbook, Dr. F. S. Cook, chiropractor. Dr. Cook moved to a new location after his ad was made up, and we went to press before he had an opportunity to inform us of the change. Will the members kindly change the ad as it

appears in their yearbook to read: 1710 Firestone Blvd. Office phone JE 3010, 10 to 12 a.m., 2 to 5 p.m. Residence phone LA 7843.

Thank you.

Before this magazine reaches you, dove season will be open and if you can find a place where you are allowed to shoot, you should have some good hunting. Yours truly hopes to be in the High Sierras for the opening of deer season September 16. Reports have it that deer are plentiful and fat this year; and of course, if you are lucky, that means a saving of those precious meat points.

Again we caution you to be sure he is a legal buck before you point your gun. It might be your buddy or a fellow hunter. Even if it's a deer, the odds are 10 to 1 it's a doe or a fawn; and brother, the killing of these is mighty hard to explain to a game warden. These game wardens are usually looking on through high-powered field glasses when the fireworks start. It's far better to be safe than sorry. Remember, you are a sportsman; be a good one. Remember the sportsman's creed.

Sorry, I will not be able to attend our regular monthly meetings any more soon. Have just been notified I was the successful bidder on the Sixth and Main rear tower swing shift. I like to call it "swing shift" because it sounds more like defense work and big money. After 20 years of working days, the change to swing shift certainly has its peculiarities. It changes your whole mode of living. New people, new faces, and all that sort of thing.

However, I'm still a Rod and Gun Clubber at heart, and hope to be around for the main events, such as the annual meeting, opening of fish and game seasons, etc.

The next regular meeting of the Club will be Wednesday, September 8. Try to be there; the Club needs your moral support.

— WORK, FIGHT, SACRIFICE —

Another P. E. Girl  
Joins Women's Army

Another P. E. girl was lost to the WACS when Lila Underwood, Information Clerk of two months' standing, left on July 31 for Des Moines to receive her basic training. She would like to be a telephone operator in the U. S. Army Signal Corps, but her position in the WACS will be determined by the results of her basic training period of five weeks.

Lila had been with P. E. only two months, and liked her job, but says she couldn't resist the lure of the Women's Army after her boy friend had joined the Air Corps.



## PACIFIC ELECTRIC BOWLING LEAGUE



By  
**Charlie Hill**

The annual meeting of the Pacific Electric Bowling League was held at the P. E. Club quarters on August 10, and, although the attendance was not large, interest among those present was at a high pitch, and all appeared to be looking forward to the starting whistle for the coming season.

As customary at an annual meeting, officers for the ensuing year were elected. Your scribe was picked as President, probably due to the small attendance. To him it came as quite a surprise. Being somewhat new in the bowling game, he felt that the honor should go to one of the old timers; and it is just the second time in his long young life that he has ever been dubbed "President," the other event dating back to his boyhood days when he was chosen for such an office in his Sunday school class. With the anticipated support of the other members of the Board of Governors and his other fellow bowlers, he will endeavor to make a go of it. In any event, he will give his best towards a successful season of the league.

Les Lutes, the old faithful, was re-elected First Vice President. Les was nominated for the presidency but declined for personal reasons. Walter G. Ohlinger was selected as Second Vice-President. Walter and Mrs. Ohlinger have been ardent supporters of the league for a number of years.

Charlie Gonzalez, as it would be natural to presume, was elected to continue the job as Secretary, and he was later appointed by the Board of Governors to handle the funds for the organization again for this year as Treasurer.

Lloyd Covell was appointed by the management of the Pacific Electric

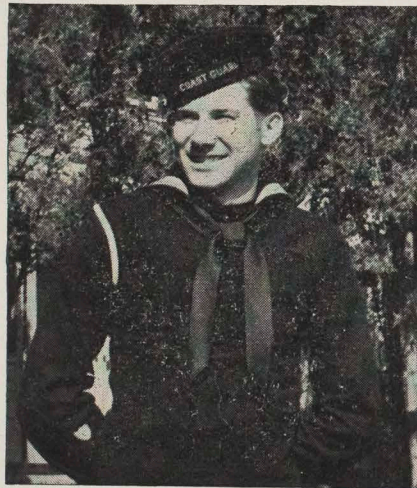
Club as League Manager. Lloyd has been absent from our bowling ranks for several years, and his return to act as the umpire will be very beneficial.

The Board of Governors will consist of the above-named elective officers and league manager.

The Arcade Recreation Center was again selected as the bowling ball-wick. The season will open on the evening of September 24, at 8:30 o'clock, and thereafter the pins will scatter each Friday night, commencing at the same hour.

The league this year will be rolled on an 850-handicap basis, the same as in past years prior to last season. The resumption of play under the handicap system will, without doubt, create a greater interest, as such a system places all competing bowlers practically on an equality.

A committee was appointed to draft the rules and order of distribution of prize and point money, on a four-point system, which will be submitted for action at the next meeting of the members of the league, to be held at the P. E. Club quarters on Friday



**JACK EDWARDS, Second Class Seaman in the Coast Guard, was a Signal Helper in the Signal Department before he enlisted in August, 1942. He is now stationed at Crescent City, California. This good-looking, 20-year-old young man is the son of Mildred Edwards, who has been an employe of the Accounting Department for many years.**

night, September 10, at 7:30 o'clock. Team rosters will also be registered at this meeting.

We are assured of twelve teams for the league this season, and that is the capacity of the alleys. The following teams have already signed up: **Claim Department, Eighth Street Yard, Electrical Department, Pacific Electric Club, Schedule Bureau, Northern District, Southern District, Motor Transit District, Vineyard, Engineering Field Department** and two all-girl teams, one consisting of selected fair sex from the Engineering Department, to be captained by **Bettie Jo Wells**; and another to be captained by **Frances Houston**. The names of these teams have not as yet been made public.

On special invitation, the Pacific Electric will be represented by a team in the Steamship League, to be rolled at the Angelus Bowling Alleys at 6 o'clock every Tuesday evening, beginning September 14. **Charlie Gonzalez** will captain the team and will have as other team members **Johnny Hubener, Archie Brahm, Stan Worsdell, and Charlie Hill**. This is an old, established, and successful league.

The Pacific Electric team in the Bimini Summer League has just about held its own during the past three weeks of play. On the evening of August 4 the railroaders electrified the Army Transport in a shut-out series, only to lose out to the Harold S. Pond Insurance and Royal Flush teams the following weeks, the score being 3 to 1 against the railroaders in each case. The match with the Pond outfit was closely contested, the individual bowling of **Max Pepper**, who rolled a 609 series, was a bit too strong. The electricians got off to a good start against the Royal Flush five, when they won the first contest by 84 pins, only to fizzle out, losing the second and third contests and total pins by a narrow margin.

At this writing only five more weeks of play remain in the Summer League, followed by a night of sweepstakes.

Don't forget the Pacific Electric Bowling League meeting on September 10, when there will be adoption of rules for the coming season and order for distribution of point and prize money, and other matters for the good of the organization will probably be discussed.

This is your bowling league and every bowler who is to be active on the bowling alleys should also take an active part in the welfare of the organization, which cannot be done by letting George do it for you.

— WORK, FIGHT, SACRIFICE —

Do all you can to make life safe and pleasant for the other fellow — and you will always enjoy being that other fellow.—**Motorman R. A. Biggs, West.**

## TORRANCE TOPICS (MECHANICAL DEPARTMENT)

By **Jack Wright**

It was on Wednesday morning at 6:05, May 17, 1943, that I boarded the Torrance Shop train at Sixth and Main for the FIRST time. Being the successful bidder for the position of Shop Clerk, I was on my way to take up my assigned duties. Fifty-five minutes later, after taking on two more cars at Watts, we arrived at Torrance ON TIME. (This was before the trainmen were unhappy about Mr. Vinson.)

It was an interesting sight to see the fellow-workers (guys and gals) clamoring to get off the ole 800-class special, hurrying to get through the gates and at their positions of work by 7:15 a.m. There were those, too, that had to hurry so much the more because they wanted to visit Mrs. ("Ma") Davis' P. E. Lunch Room for "coffee and."

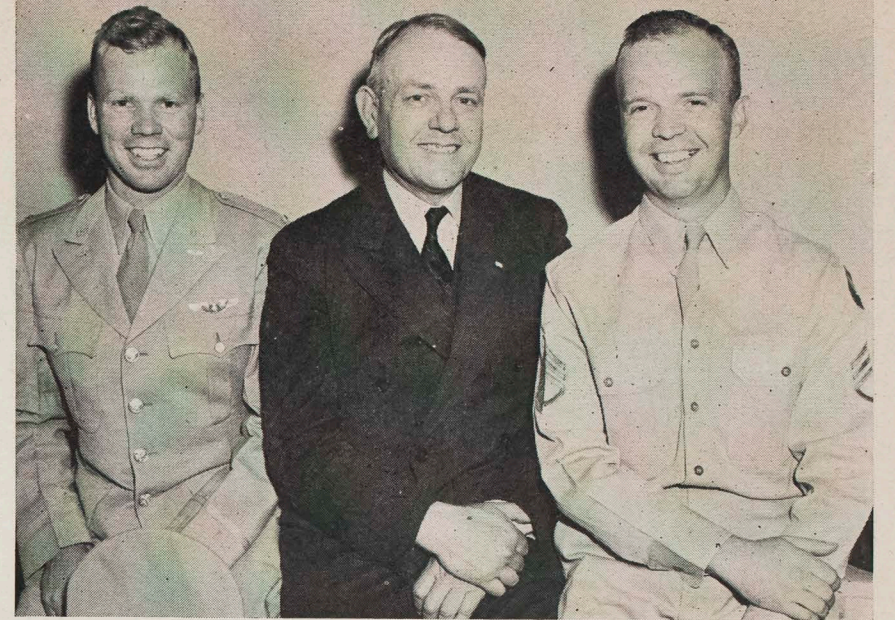
Upon entering the Administration Building, I inquired of Mrs. **Alma Dixon** (Switchboard Operator and Information Bureau), and was instructed by her, concerning the way to the Shop Superintendent's office. After introducing myself to the "Super," I was introduced by him in turn to my co-worker, Mrs. **Maxine Anderson**, and later to **George Thatcher**, Foreman in charge of the movement of materials and equipment in and out of the shops. Mr. Thatcher maintains his office next to that of Mr. **George Evans**, Superintendent of Shops (that's what I should have said instead of "Super"; excuse please, Mr. Evans.)

In the forenoon Mr. Evans took me for a tour of the Shops, and there, besides explaining the various goings on, introduced me to his very capable staff of foremen; namely, **Floyd Schultz**, General Foreman; **Thomas Moore**, Carpenter Shop; **James ("June") Tarbit**, Machine Shop; **Walt Randig**, Bus Motors; **John Julian**, Blacksmith Shop; **Milton Foster**, Pipe and Wire Shop; **Gus Gunderson**, Welding and Babbitt Shop; **William Peet**, Paint and Upholstering Shop; **Albert Rice**, Air and Electric Shop; and **Harry Pierce**, Mill and Cabinet Shop.

The afternoon was taken up in my trying to absorb, as far as possible, the duties of Shop Clerk, as explained by Mr. Evans and Mrs. Anderson. Being the only clerk on hand since the death of Mr. Willis Brooks two weeks previously, Maxine had been carrying the load of both jobs and doing a super job too (I gotta use that "Super" somewhere.)

Came 3:45 p.m. and the end of my first day at Torrance. The Special pulled out at 3:55 and arrived in L. A. on time AGAIN!

— Well, by now I suppose some of



**NOT REALLY a toothpaste ad, this picture was taken when the two air-minded sons of H. G. McDonald were happily on leave at the same time. Left to right: 2nd Lt. H. G. McDonald, Jr., now in training at Williams Field, Arizona; H. G., Sr., Building Manager; and Warrant Officer (j.g.) John S., Finance Disbursing Section, Army Air Corps, Annapolis, Maryland.**

you fellows are muttering to yourself, "What is this guy doing, writing an Eleanor's 'My Day'?"—But you might expect anything from a first-timer. After being invited to contribute to the Mag a bit of news from Torrance—Mechanical, I wracked my brain for an introduction. I hope I didn't wreck my chances for a shot at giving you some up-to-the-minute gossip of the goings-on here at Torrance in my next effort.

The surprise of the year was the announcement of the marriage of **Charles E. Doyle**, Freight Car Repairer of Torrance Shops, to **Shirley E. Buck** of the West Hollywood Car House, the ceremony having occurred on Saturday, July 24, at the West Hollywood Baptist Church. Afterward a reception was given for the couple

at the home of Mr. and Mrs. **Charlie Lundgren**, 3815 Fernwood Avenue, Los Angeles. The Doyles are living at 244 Belmont Avenue, Los Angeles.

When someone carelessly threw down a burning match that ignited leaking gasoline, what was a bad enough accident would have become a worse one if **Nick Blume** and his wife **Irene** hadn't crawled out just in time from the wreck of their car which had overturned in a collision at the intersection of Riverside-Redondo Blvd. and Prairie Avenue last month. As it was, Nick got off with a black eye, a scratched head, and a bruised hand, while Mrs. Blume suffered bruises that kept her away from work for a week.

It's been a pleasure to have met each of you; and now so long and "73" till next issue.

**SPECIAL**  
**Accident & Sickness Insurance Policy**  
offered to  
**Pacific Electric Railway & Bus Employees Only**  
by  
**Massachusetts Bonding & Insurance Co.**

**PROTECTS YOU ON OR OFF THE JOB**  
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SEE OUR AGENTS AT TERMINALS  
J. R. Dougher, Rep. L. A. Motor Coach Employees  
Harold Bureson  
J. G. Duesterhoff  
C. H. Kissick  
P. A. Du Bose at P. E. Club



## RETIREMENTS

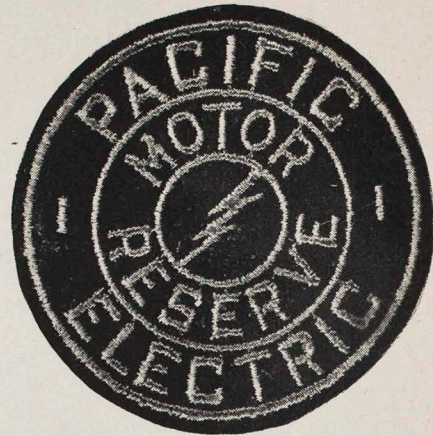
The following employes were retired during the month of August, according to the Treasurer's office:

NAME	Department	Occupation	Years of Service
William W. Byers	Western District	Motorman	24
Eldie Beets	Engineering	Foreman	25
Harvey F. Beckwith	Mechanical	Helper	23
Samuel W. Daniels	Engineering	Air Compr. Opr.	24
Herman W. Wood	Southern District	Trolleyman	26





EMBLEM of the Pacific Electric Motor Reserve.



STATE GUARD officers have been helping out with instruction at Sunland playground. Left to right: Capt. H. L. Stokes, 1st Lt. H. C. Caldwell, 1st Lt. H. B. Waller, 2nd Lt. Robert Orr, and Sgt. R. B. Murray.

## P.E. Motor Reserve Holds Drill August 24 at Sunland Playground

"Squads right—hutch!" "To the rear—hutch!" "Column left—hutch!"

Although a large number of the men had to report for early morning assignments the next day, approximately 150 motor coach operators, members of the P. E. Motor Reserve, came to Sunland public playground from various terminals as far away as Long Beach and El Monte on Tuesday night, August 24, for a demonstration of close order infantry drill. A large gallery of the men's families watched as a squad from each terminal enthusiastically revealed its prowess in a five-minute drill. Finally they watched the squads carry out a drill en masse.

The object of the maneuvers, according to Supervisor J. W. Kipp—who is replacing Capt. L. I. Mosier as military instructor—was to create more interest by having each terminal see what progress the others were making. Terminals represented were Sunland, Montrose, El Monte, Temple City, Long Beach, Sixth and Main, Hill Street, and Ocean Park.

Assisting in teaching the Motor Reserve the fundamentals of drill technique were five officers of the State Guard: Capt. H. L. Stokes, 1st Lt. H. C. Caldwell, 1st Lt. H. B. Waller, 2nd Lt. Robert Orr, and Sgt. R. B. Murray.

C. M. Allen, Assistant Superintendent of Motor Coach Operations and

Commandant of the unit, was also present.

According to Supervisor Kipp, Mrs. Esther Fouch, Director of the Sunland playground, has been most courteous and helpful in extending the use of the playground and its facilities for practice drills.

"Both Sunland and El Monte have voluntarily asked for two drill periods a week, one of which is to be spent drilling with the California State Guard, from whom the Reserve has received very fine cooperation and instruction," said Supervisor Kipp. "A competition for the best-drilled squad will be held within the next two months. The exact date is as yet undecided."

Special busses from Long Beach, El Monte, and Hill Street Terminals brought the members of the unit to Sunland and took them home afterwards. Drivers of these special busses were paid for this extra duty.

MOTOR RESERVE had practice drill at Sunland playground Wednesday night, August 25. Though it had been planned to take a picture of the mass drill, photographic

equipment limitation made it necessary to group the 150 men in the recreation hall. Note emblem on right shoulders of men in front row.



## OCEAN PARK CAR HOUSE & BUS LOT



By C. H. Croninger

This month's column will be sort of a hello and goodbye write-up.

Jack Stevenson, who has been with the P.E. nigh onto 14 years, has, according to the latest reports, left for Las Vegas, Nev., for a job on the Union Pacific as a fireman. His unlimited supply of jokes and stories will be missed by all of the men at the Car House.

W. P. Austin, the chubby red top, has transferred to the Motor Transit, as of last month. There are reports that there will be an addition to the Austin menage come next month, and the straight motor coach pay will help ease any expense that might occur with the arrival of the little bundle from heaven.

W. E. Herrman, who was injured by a fall in the Ocean Park Car House pit last month, is back at work.

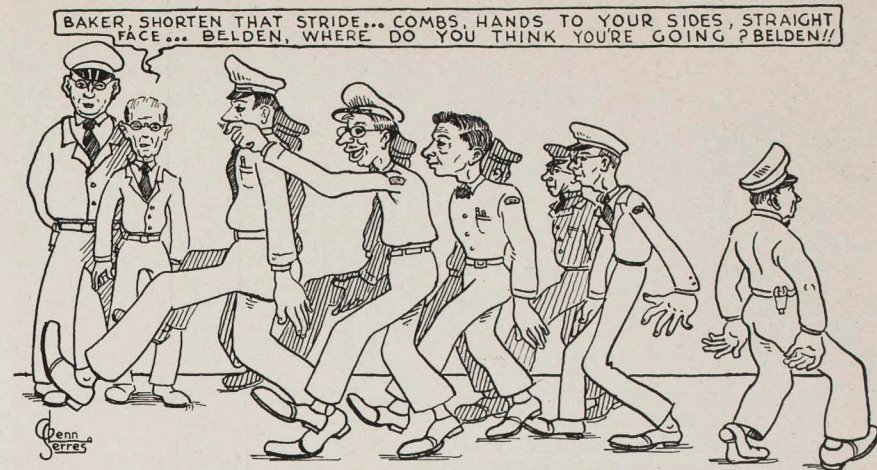
Tom Greenley, the veteran Motorman, who was off about 30 days on account of losing a part of one of his fingers in the door of one of the P. E.'s big red cars, is back at work; and, since the shake-up last April 18, he has been breaking in a lot of new men on the front end. He has the only regular run that uses the 900 class cars all day, and he says that one of his best students was G. M. Levit, who, by the way, works out of the Ocean Park Car House.

Bob Maris, who has been trying to get into one of Uncle Sam's armed forces, has finally got into the Navy. Bob's wife is in the ladies' end of the Navy as a WAVE.

Homer Stedman, who has been with the P. E. quite a spell, has left for points up north in the State of Washington to do a bit of farming and raise a few cattle.

T. B. Clements, who was just discharged from the Navy three weeks ago, has taken up the duties of a Conductor at the Ocean Park Car House.

If any one wonders why H. B. McClintock is going around talking to himself, it is because his intended has left for New River, S. C., to begin to help Uncle Sam out, as she has joined up with the girls' end of the Coast Guard. Her name is Miss Eileen Nelson.



TEMPLE CITY CRACKED PRIZE MOTOR RESERVE DRILL SQUAD IN ACTION. LEFT TO RIGHT...JENSEN (SERGEANT), STILL (DRILL MASTER), BAKER, COMBS, SERRES, HUNT, SANDERS, AND BELDEN.

Carl Wright, who is H. H. Hapgood's assistant at the Ocean Park Car House, has a new system to trap the pigeons that roost around the Car House. He mixes fender paint and glue and spreads it around the boards between the tracks.

Private First Class J. S. Rothman, one of the Ocean Park boys stationed at March Field, was in showing off his new uniform, and he sure did look well fed and sharp as a razor.

Tommy Wilson, who just got out of the hospital, has decided, with the doctor's approval, to take a job over at Butte Street as a trolley puller till he can gain back his normal strength. Mrs. W. is helping out Mrs. G. at the P. E. Restaurant at Pier Avenue.

Charles Henry Croninger, Conductor and Motor Coach Operator, used to phone in news to the Columbus (Ohio) CITIZEN when he was a circulation manager for that newspaper a number of years ago. He also used to write advertising copy for department stores in Toledo and Columbus. He ought to be a good operator: he used to drive a cab in Hollywood, and he owned some Checker cabs in Chicago. He's been with P. E. since August, 1942. Married for 16 years (no children), he nevertheless finds time to indulge his hobbies of fishin', fightin', rasslin', and softballin'. His father was a Pennsylvania Railroad man.

— WORK, FIGHT, SACRIFICE —

Bookkeeper: "I'll have to have a raise sir, there are three other companies after me?"

Employer: "Is that so? What companies?"

Bookkeeper: "Light, phone and gas."

## MOTOR TRANSIT DISTRICT

By Ruth Fisher

Harold Pickler, Assistant Service Director, is running "bachelor's hall" now that his mother, Mrs. J. A. Goodwin, is spending a two-months vacation in Tennessee.

Mr. and Mrs. H. R. Roff are the proud parents of a daughter (Judy) born on August 10, 1943.

It was a girl at the A. E. Crookers' on August 6, 1943. She has been named Sylvia May.

On Friday, August 13, 1943, as luck would have it, a son arrived at the home of Mr. and Mrs. R. W. Bowne.

Glenn J. Taylor visited us while he was on leave. He's looking fine. How's about writing him:

Glen J. Taylor, S 2/c  
Barracks 24, Camp Scott  
Farragut, Idaho.



GERALDWYN and BARBARA STEMM

Geraldwyn and Barbara are the daughters of Mr. and Mrs. F. E. Stemm.

Otto W. Brown, after spending fifteen months in the armed forces, is now back operating on Motor Transit District.

We welcome J. Philip Malhoit to Uncle Walter's Dog House. His new position is Relief Assistant Service Director.



## PASADENA DISTRICT

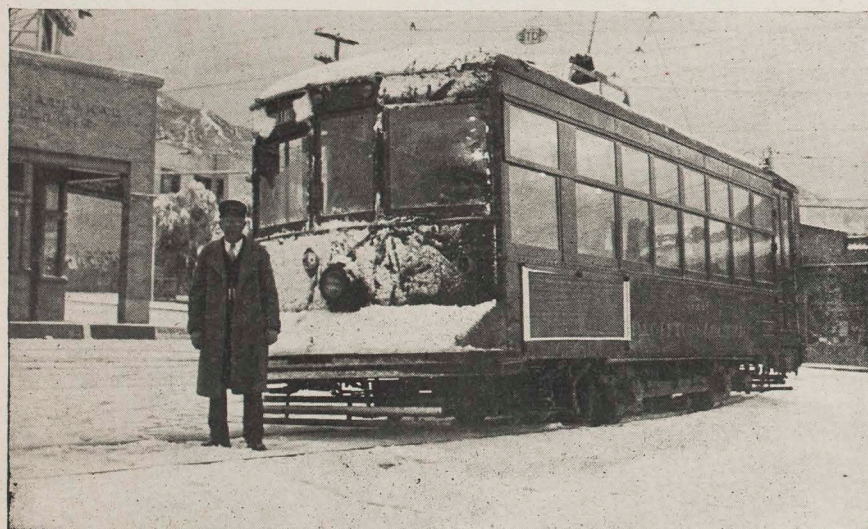


By  
Herb  
Morin

We now have one more Army man on our honor roll: **Capt. Jimmy Tolbert**, former Pasadena Motorman, who left August 10 for Ft. Slocum, New York, where he will undergo six weeks of training before he assumes the duties of a Trainmaster in the Transportation Corps. He leaves behind his wife and mother. We will miss him a lot. His address is:

Capt. James E. Tolbert  
A.C.T.C.O.T.S.  
Fort Slocum  
New York City, N. Y.

Your old friend **Harry Sloane** is home sick. We hope you get well soon, Harry—we miss you a lot.



ALTADENA, 1928. It's cold in them thar hills! **Robert McCullough**, the Conductor, had to wear a coat.

**Dick Penny** is also home sick. They will miss you out on those Riverside trips on week-ends, Dick; so hurry back.

**D. B. Gardner** (the D. B. is for "Daniel Boone") was in the hospital for two weeks. He was supposed to be gone for three months, but they couldn't keep him away from the gang that long. We missed his wise cracks and stories while he was away.

Our old friend **Ralph Ellison** writes saying he enjoys the *P. E. Magazine* very much. He will get it every month from now on. Ralph is now E. M. 2/c.

We hope you make Chief, **Ralph**. Good luck. Here's the letter:

Somewhere out there  
Aug 2, 1943

Hello Herb:

Received the *Pacific Electric Magazine* a couple of days ago and sure enjoyed every word in it. It was mighty nice of you to have sent it to me. About the only news I can tell you is that I have been luck enough to be advanced to Electrician's Mate 2nd Class. Not bad for an old man, eh, Herb? Remember me to all the gang and thanks again for the Magazine.

The Ex Con.  
Ralph

R. L. Ellison EM 2/c  
Div. 8

Looking through my notes I see that **Tommy Miles** is home sick. I thought it seemed that someone has been missing around the Pasadena Car Barn. Hope you get well soon, Tommy.

We're glad to see that **Harold Slocum** is back from P.C.L. When we get back to P. E. we wonder why we ever stayed away so long.

## SOUTHERN PASSENGER DISTRICT

By  
A. J. Falco



Howdy Brother Trainmen of the Southern Passenger District! First, I would like to say it gives me great pleasure to be with an organization like the Pacific Electric Ry., and also among a fine gang of fellows.

You new conductors: if you do not know the transfer points and streets, you will do well to follow **Pat Pope's** example: Drop your front window so you can listen to the head conductor's call; then turn to your passengers and say, "The same back here."

Conductor **Joe Barkin**, who used to peddle bananas, says working for the Pacific Electric is a much better way of making a living. Joe is one of those lads who believe a smile pays much greater dividends than a frown.

Conductor **Arthur Tauchen** is a very proud father these days since his son **Donald**, who is just eighteen, has just been graduated from The Army Air Corps School located at Spearfish, So. Dakota. Donald was one of two boys selected from a district of four hundred. Who wouldn't be proud, Arthur?

Conductor **Joe Butler** was all smiles on the 17th of August due to the fact that his son **Arnold** came home on a seven-day leave. Arnold is a yeoman 1st class. Here's wishing you the best of luck, Arnold.

You Southern Division trainmen all know Conductor **Moore** and Motorman **Blakely**, the handy men at the Watts Car House. If you have any extra candy to hand out, same will be appreciated by these men.

The men at the Watts Car House sure hated to see Foreman **Weatherby** transferred to the Macy Barn. His shoes will be very hard to fill. Here's wishing him the best of luck.

Motorman **Bradford** of the Sierra Vista Line was leaving his home down in Long Beach one early August morning to catch his train for work to Watts Car House. After waiting twenty minutes and no train, Motorman **Bradford** hurried back home, jumped in his auto, and got to Watts in time to take his run out. Now he

is known on the Southern Division as "On the Job Bradford."

Lest We Forget:  
Money can't buy a clear conscience. Square dealing is the price tag.

Don't crowd, men, but **Anthony J. Falco** has some amateur movies of **Sally Rand**, among other celebrities, who include such stars as **Paul White-man**, **Rogers Hornsby**, and **Babe Ruth**. Taking such movies is his hobby, and he has pursued it in many corners of the nation and beyond. On July 23 he came to Pacific Electric as a Motorman on the Watts Line, after having served in that capacity for 17 years on the Chicago Surface Lines. It was his own idea that the Southern Passenger District should be represented in the magazine; so—here he is.

—WORK, FIGHT, SACRIFICE—

## TRANSPORTATION DEPARTMENT



By  
Suzanne M.  
Jacquemin

As the saying goes, I've been given a hard nut to crack! That's the way I feel about following in the footsteps of **Josephine Hollebaugh**, affectionately called by us "Miss Holly," with her degree in journalism; and all I can use as a criterion to fall back on is my journalistic experience on the high school paper and annual. But here goes, folks, just grin and bear it.

We have a bushel full of vacations. **Ruth McCabe** vacationed at various places, **Tia Juana** being included in her itinerary—**Helen Semnacher** and **Josephine Hollebaugh**, San Francisco—**Jeanette Everson**, dreaming of going home—**Katherine Salmon**, two weeks at Balboa with her husband **K. Salmon** of the President's office, and her daughter and grandchild. Mrs. **Salmon** got a swell tan which we stockingless gals envy, as all we red-heads get is a nice (?) peeled nose. **Arrowhead** claimed **T. L. Wag-enbach**, **Bob Forcier**, and **Marie Shaw** (still all sighs with the diamond on the third finger, left hand). **L. S. Jones**, of the Schedule Bureau, and his wife, **Helen**, of the Law Department, enjoyed the favorite indoor sport of eating—as did yours truly. . . . **Betty Hoefener** went with her family to visit her brother who is stationed in Ogden, Utah, serving with Uncle Sam's Navy—and Betty

stopped up North on her return trip. . . . Office Manager **I. W. Erhardt** says he had fun building fences (look at all the gas he saved by staying home) —**C. T. Nolan** also "at home"—**Paul Durbin** got actually "rugged" playing with his little son—**Bob Forcier** took over while **J. R. Worthington** vacationed at Bear Valley—**Lonnie A. Campbell** vacationed at home—**Charlie Hill** was at Mr. **Fred Annable's** Rancho near San Diego—**Fred D'Arcy** enjoyed a "home" vacation with his son **Richard** who was on furlough from March Field, Riverside—**C. E. Haskin** had a "happy day" when his son **James**, who is doing radio work in the Navy, paid him a surprise visit —**Bonnie Jean Pomerenk** went to Wrightwood Lodge — **L. J. McGrath** awaits his son **Jim** any day now—**Assemblyman Lee Bashore** tops them all, with not one, but two, sons in the Navy. Had the youngest son in the office the other day and the gals surely did swoon! Just as we were going to have a contest for earring queen (they have "queens" of everything nowadays), **Emma Brusasco** states that she will take a leave (doctor's orders) and will spend her recuperation time in Fallbrook—**Joe Henry** says, and very dramatically, too, "Good luck, Camille."—That scintillating redhead, **Lillian Olson**, patiently awaits the arrival of a certain Cadet stationed somewhere in Texas (lucky Cadet!)—**Eva Mae Ashley**, Typist Clerk, can surely boast of her family's working in an essential industry. Her two brothers, **Harold** and **Curley**, and her father **M. L. Ashley**, all wory for dear old PERY. Off the record, we hear that **Virginia Bowles** got married. Any dope, **Art Nasher**? **Ruth Meza** left for "greener pastures" and we all miss her.—**Mary Margaret Hendrix** of the golden tresses and **Charlotte ("Ouichichonia") Nettleship** could easily win beauty contests with their up-sweep hair dos.—**Lucile Paige**, who says she can cook—and we know she is a seamstress (line forms to the right, boys)—celebrated her birthday on Friday the 13th and had her ears pierced for the diamonds she's expecting when a certain Naval officer comes down from San Francisco. We all miss the face of **Patsy Reyn-goudt**, who underwent an appendectomy recently. Take good care of her, **Dr. Weber**, so she'll be back with us in a jiffy.—**Jean Brown** is just the gal they want at the USO with her jokes, which keep everyone in stitches.—We like Monday morning stationery requisitions because charming **Joy Dixon** makes the supply deliveries.—**Scribes Marilyn** and **Suzanne** celebrated their birthdays together on the 9th.

Our job changes are so frequent that they are harder to keep straight

then our taxes! **Maxine White** is a new addition to the Schedule Bureau—hails from Kansas, where they have steaks!—**Catherine Tighe** is the new Steno-Clerk in General Supt's office—

**Grace Unger** (no relation to **Elsie Unger** of the "dulce" disposition), is the new Receptionist in Personnel—

**Gladys Black**, one of our very lovely new stenos, is a new bride just arrived from Washington, D. C.—their loss our gain.—**Virginia Miller**, cousin of **Marilyn Hawkins**, Acctg. Dept., has the best-looking husband and the darlingest son you ever laid eyes on. She has the job of Adding Machine Operator vacated by **Kay Morrow**, who is now learning how to use "Bertha," the Elliott-Fisher machine in the Schedule Bureau. **Virginia's** job in the file room was filled by **Louise Lassoff**.

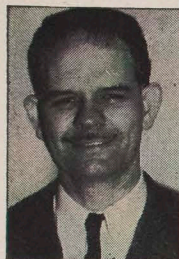
Two new faces in the Trainmaster's office are those of **Myrtle Irene Shaw** and **Margaret Thompson**. **Margaret** is back after a year's absence.—**Eleanor Lifur** is the new Accident Clerk.—**Lillian Teter** bid in for the position of Steno-Clerk to **Mr. C. T. Nolan**—"Vi ("Rusty") **Martin** is back in the general office and we surely like her pleasant smile, which is a welcome sight these days.—**Ed Leckemby**, new Head File Clerk, replaces **Dave ("Simon Legree") Hart**, who is working the job of Supervisor of Public Time Tables vacated by **Carl Haskin**, who has come back to Passenger Traffic.—**F. G. Wakefield** has been assigned as Assistant Supervisor of Box Motors.—**W. W. Barnes** is a new employe in Car and Freight Service, and **Joe Padou** bid in on a job in the same bureau also.—**Lucile Paige** bid in on the position of Secretary-Clerk No. 13 in the General Superintendent's office.—**Suzanne M. Jacquemin** is the new Trainmaster's Clerk for the Northern and Southern Districts. **Paul McDonald** will fill the position of **William Getz**, deceased.—**Roland W. Krafft** is now Relief Terminal Foreman and Stationmaster.

That's all for now, folks.

Although the Grand Duchy of Luxembourg can claim **Suzanne M. Jacquemin** as a native daughter, **Suzanne**, better known as "Margot," claims the U. S. A. for the country of her adoption and says she is grateful to be a citizen. **Margot** came to P. E. on July 14, 1941. She has canned 57 quarts of tomatoes from her Victory garden this season, though where she found the time to do that, keep her job, act as Vice President of the Ephebian Society of L. A. County Schools, be an Air Raid Warden (see August mag), make costume jewelry, make a hobby of writing the boys in service (especially majors), etc., etc., we don't know. And now she's a correspondent!



WEST HOLLYWOOD DISTRICT



By  
G. R.  
Stevens

Corp. Bertram E. Prather, A.A.F. T.T.C., has finished training at Lincoln Air Base, the University of Nebraska, and has been sent to Farmington, Long Island, to study at Republic Aviation Corporation. Formerly in the Mechanical Department and later in the Operating Department of Pacific Electric, he has been in the armed forces since November, 1942.

The Ashley boys at West Hollywood now have their father, M. L., breaking in as a Conductor.

Betty Farmer, daughter of Motorman and Mrs. W. R. Farmer, was married on Saturday, August 21, at the San Fernando Mission to Vincent Allsteadt. Best of luck to the happy couple.

T. L. Halverson's son, Harry, recently received the Silver Star for gal-



CPL. BERTRAM E. PRATHER, A.A.F.T.T.C.

lantry in action at Attu.

G. C. B. Johnson is now okay after being off six weeks sick.

Conductor T. D. Griffin leaves soon for Dallas, Texas, where he will be inducted into the Army on September 10.

Conductor W. A. Wardy is a proud father again. A baby boy, Stephen

Edward, was born to Mr. and Mrs. Wardy on August 16. Congratulations on the third of three boys!

B. M. Fowler, Motorman, made a trip to Georgia to bring his wife and two children here. Fowler is a new man and all the family like it in California.

Welcome to Theodore Deak, R. B. McGonigle, and R. W. Grisham, new Motormen.

Former West Hollywood Cashier R. W. Beery has gone back on the cars and we welcome a charming new lady Cashier, Mrs. Evelyn Wright, whose husband works at Torrance.

R. W. Kraft is our new Relief Subway Station Master. He is from the Southern District.

Robert ("Bob") E. Baldwin, son of Motorman W. G. Baldwin, is reported in serious condition as the result of a crack-up off Sicily. He was put into a plane and flown back to North Africa, where he was placed in Base Hospital No. 26.

Motorman R. A. Moore received a letter from a nurse in a British base hospital somewhere in North Africa stating that his boy, injured in a road accident, died a few hours later. There was no suffering. Deepest sympathy to the bereaved parents.

R. A. Moore served in the last war as heavy artilleryman along with R. L. Hall, Motorman at West Hollywood. They have been buddies ever since, and have been together wherever they have worked.

We are sorry to report the passing of "Pat" Davis' wife.

Ernest A. Richard, Motorman, and Richard H. Zochol, P. E. Station Clerk, recently passed away.

— WORK, FIGHT, SACRIFICE —

Retired Motorman Licks Food Problem at Riverside

H. F. Dostal, Agent at Riverside, sends in the following clipping from the Riverside Press, showing how Charles Ives, a retired Motorman-Conductor, cooperated with a friend to make their family food bill smaller:

"At an original cost of \$10, supplemented by a lot of elbow grease, Charles C. Fuller and Charles E. Ives think they have produced about the best Victory garden around Riverside.

"The garden was started in a small way and before they knew it, the two grew so interested in their experiment that they found they were cultivating an area about 50x130 feet. The whole thing began as a form of light exercise for Fuller, who had been in ill health for some time. He was not able to spade the small plot he had set aside in his yard for this purpose,

so his friend Ives, who is a retired employe of the Pacific Electric railway, volunteered to turn over the soil for him.

"That was the beginning of a partnership that has developed into quite an extensive program.

"First the small plot in the yard at the home of Mr. Fuller at 2041 Blenheim street was planted with the usual vegetables. When the first plants came up, the two amateur gardeners became so enthusiastic and interested that they began to look for bigger fields to develop. The lot next door was cultivated, and then began the expansion. First three rows of corn and as many potatoes were planted. They looked so good and promised to be such healthy plants that the original amount was doubled. From there on there was no limit to the interest and work the two men put into their garden, with the result that it now includes green, wax, lima, and Kentucky Wonder beans, peas, watermelons, squash, cantaloupes and tomatoes.

"Result of the venture? Fuller has largely regained his health, Ives works at something that interests him, and both the Fuller and Ives families have the food problem licked."

— WORK, FIGHT, SACRIFICE —

Boy Radio Engineer Thinks P. E. "Superb"; Wants Job; Gets Job

Seventeen-year-old Clyde Bean was a radio engineer at Station KARK, Little Rock, Arkansas. When he came to Los Angeles last May with a letter of introduction from his former employer to the Vice President of the National Broadcasting Company, he hoped to get another job as radio engineer, while continuing his high school studies. Finding California requirements too stiff, he decided that, with a brother already in the Army, he should get into some kind of war work.

"I asked myself what kind of war work would I like to do most. Pacific Electric was the answer. Why?" wrote Clyde on August 8 to Employment Manager Harry L. Young.

"Because I think that Pacific Electric is a fine, efficient railway company. The service you of P. E. are rendering to war time Southern California is superb. Because of you, commuters in Los Angeles and outlying cities are able to utilize the advantages of a safe, speedy, comfortable, dependable, electric suburban railway service. Three of my family, including myself, ride your cars daily and we all agree on the above facts. Your schedules are practical, your coaches comfortable, your conductors helpful, your motormen efficient. These of course are the results of good man-



GARNER E. McBRIDE, honorably discharged from the Army, is being greeted by his former boss, Roy Ewing, of the Sixth and Main Stationery Store.

Army Discharge Brings PE Boy Back to Work

Back to work with P. E. is Garner E. McBride, who was inducted into the Army Quartermaster Corps July 23, 1942. He was honorably discharged August 20 because of a new Army regulation against the retention of limited service men with families.

One of the first men in his camp (Camp Stoneman, Pittsburgh, California) to undergo physical re-examination under the new order, Garner was decreed unfit for unlimited service because of an old ankle injury. His family consists of his wife, Gladys, and stepdaughter, Evelyn.

Instead of returning to his old job as Assistant Stationery Storekeeper, Garner will drive the store pick-up truck.

— WORK, FIGHT, SACRIFICE —

First Scotchman: What was all the fuss about in front of the theater?

Second Scotchman: Two half-brothers were trying to get in on the same ticket.

agement. . . . I only have one complaint against P. E. And that is that I'm not a part of it. . . . I hope that you may remedy this situation soon. . . . I would like to be a motorman or . . . a conductor. If those two positions are both out of the question, then I will accept a position as a typist, clerk, office-helper, or what have you."

The remedy: Inexperienced Clyde got a job in the parcel check room.

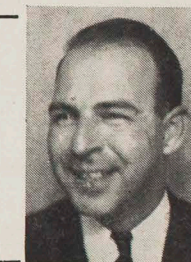
Paper Wrappers and Bags Needed for Cartons, Says Goodwill Industries

"Goodwill Industries is sending out a special appeal for craft paper. All your discarded paper bags and wrapping paper are vitally essential in this day when wood pulp is almost unobtainable," says J. W. Rathbun, Transportation Director of Goodwill Industries. "The Government needs cartons for shipment of the great quantities of supplies that must go over seas. The housewife can do her part in providing these cartons by sending all such craft paper that accumulates so fast in homes to Goodwill Industries. So, not only does she help in the war effort but also provides jobs for handicapped folk employed in Goodwill Industries. A telephone call will bring the truck for your paper and any other things you may have to contribute."

The number is CAPitol 5131.

— WORK, FIGHT, SACRIFICE —

FREIGHT STATIONS AND YARDS




By  
Arden  
Nasher

In our last column we sent out an SOS for some contributions from all you folks on and adjacent to Roster 3, but evidently this plea fell on blind eyes, as the response was practically nil. We have one friend, however, one Jack Boehme, who called our attention to the fact that Ray Anderson and C. F. Whitehead, Checkers at the freight sheds, were confined to St. Vincent's Hospital. Thanks, Jack, and we sincerely hope that the boys are back on the job by this time.

While on this subject of hospitals, we ran into Harry Holt at 6th and Main a few days ago and Harry tells us that he spent a couple of weeks in St. Vincent's, too, with an intestinal ailment that surely took the starch out of him. Harry didn't look particularly bad when we saw him, but has lost considerable weight and when he told us about all the good food they gave him (after he could eat), we suggested that he go back for another week or two to get fattened up.

We'd like to thank the anonymous contributor who copied the names from our Butte Street Board the other day and sent in the following:

Large, Small and Biggers. Moon



*For Your Savings*

**CALIFORNIA FEDERAL OFFERS YOU:**

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

*Ask today for our free folder, "The 5 Point Plan" to higher earnings.*

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

**CALIFORNIA FEDERAL SAVINGS & LOAN ASSOCIATION**  
5654 Wilshire Blvd. — WEBster 7151



and Starr. Abbey and Church. Wise and Looney. Winter and Heater. Harp and Gabriel. Copp and Bull. Force and Powers. Bullock and Colt. Bowman and Archer.

There are probably many other similar combinations, such as Lamb and Wolff, around the system and we'll bet some of the Terminal Foremen could give us quite a contribution; but of course, them guys are too d— busy.

In a previous issue we mentioned vacations. Well, by the time you read this, Art Nasher will be sleeping in mornings. Oh boy! No trip this year. Passes are hard to get; trains are crowded; and gas is rationed. Maybe we'll get our putter working after a few trips to Midwick, but that's all. This in spite of a nice newly purchased sedan. (By the way, you fellows who asked me about that dealer I bought my car from, can do no better. He is really a square shooter.)

Not many other vacations to tell about, though I believe a vacation that was probably enjoyed more than any other was when Eddie Hume's boy came home on a furlough recently. The youngster is now executive officer of a corvette on the East Coast and says he's crazy about it. Eddie, Sr., was like to have popped all the buttons off his vest when he saw him, and we can't say we blame him.

Have we told you about the changes in the 8th St. Trainmaster's Office? Jeemie Brock is now Yardmaster at Long Beach, and we have with us Don Houston and Amos Tang as Asst.

Trainmasters. Fred Nichols hangs out at the Union Station now, and we see very little of him or Wakefield, his assistant, but understand they are doing OK and it must be true, as the system seems to be cluttered up with box motors these days. Nick and Wake are celebrating the acquisition of a nice new box motor; the 006 having been converted to No. 1415.

As we go to press, one of the real old-timers, our friend Tracy at Butte Street, is celebrating his 20th anniversary with the P. E. The boys on the first and second-tricks are throwing a little party for him at Butte Street, with a cake and all the trimmings, and we'll have more to tell you about this later, if possible.

Received a short but very nice letter from Paul Wilson, with whom you are mostly all familiar as Clerk and Relief Agent. Paul is in North Africa and says that he is very busy—doing the same kind of work he did while with the P.E. He might just as well be at Watts or Yorba Linda, as far as any difference in the work is concerned. Paul asked that the Magazine be forwarded to him, and we have transmitted his address with the request, to the Associate Editor.

While this is really in Frenchy Neville's province, we know he won't mind our mentioning that our old friend, H. W. (Barney) Woods, Trolleyman and Brakeman for lo! these many years on the old P.E. retired the first part of August, packed his belongings into a newly acquired 1938 Ford Station Wagon (or was it a pickup?) and hied himself northward

to Oregon. Barney bought himself a place up there, out in the country where men are men and women are—scarce.. Best of luck to you, Old-timer, and drop in to see us when you get back this way.

Considering that no one but Jack heeded our SOS, this is a pretty lengthy effort. Maybe we'll get another contribution or two next time.

— WORK, FIGHT, SACRIFICE —

### Milton Liptz Writes Again from South Seas

Milton Liptz, whose V-mail letter of June 4 was reproduced in the July issue of the magazine, writes again to the Editor as of July 24, and shows his patriotism by asking that all the back P. E. Magazines should not be sent because of the space required. The space, he says, could better be used for "essentials."

— WORK, FIGHT, SACRIFICE —

### TORRANCE TOPICS (STORE DEPARTMENT)

By Fred B. Hopkins



Three months have now elapsed since we last visited you through the columns of this magazine and many things have transpired in the meantime. The personnel of the Stores Department have been engaged in making laborate preparations for the forthcoming Annual Inventory, which is to be taken the 30th of September. Inasmuch as the Inventory was omitted last year due to extenuating circumstances and the exigencies of the war and in view of the fact that many and varied units of new equipment have arrived within the past two years, it is expected that the inventory will this year exceed both in volume and variety of items any that has been taken for many years.

FLASH! Bill Jolley is now a Grand-pa. Yassir, — there was born to Mr. and Mrs. William S. Jolley, Jr. on Sunday, August 22, a son, weighing almost eight pounds at the Seaside Hospital in Long Beach. The minute he heard of the event, the boy's great-uncle Deacon Burt Ordway was over to try and enlist him for a rabbit hunt in the Torrance Mountains, but due to the lack of a hunting license and a shotgun it was decided and deemed

advisable to postpone the expedition until a later date,—say, along about Thanksgiving. The boy's father is now in the Army Air Corps at August, Georgia, and was recently visited by his parents. He was formerly an employe of the Store Department.

In case you want to know who is the tall, good-looking blonde boy with the blue eyes that drives the Store Dept. truck from Torrance to Los Angeles and is seen in and out of the P. E. Building, he is Edward E. Wurm of Redondo Beach, son of Frederick Wurm, formerly of the Mechanical Dept. now retired. As we have come to know him we have also developed a liking for him, and we pass the same on to you in Los Angeles and trust the same up there.

Bette Hay's husband, Corporal Herbert Hay, has been released from the U. S. Army with an extended leave of absence due to a leg injury. Gene Cain, son of the "famous Two-Gun" and Professor Cain, is now with the Military Police at Monticello, Arkansas.

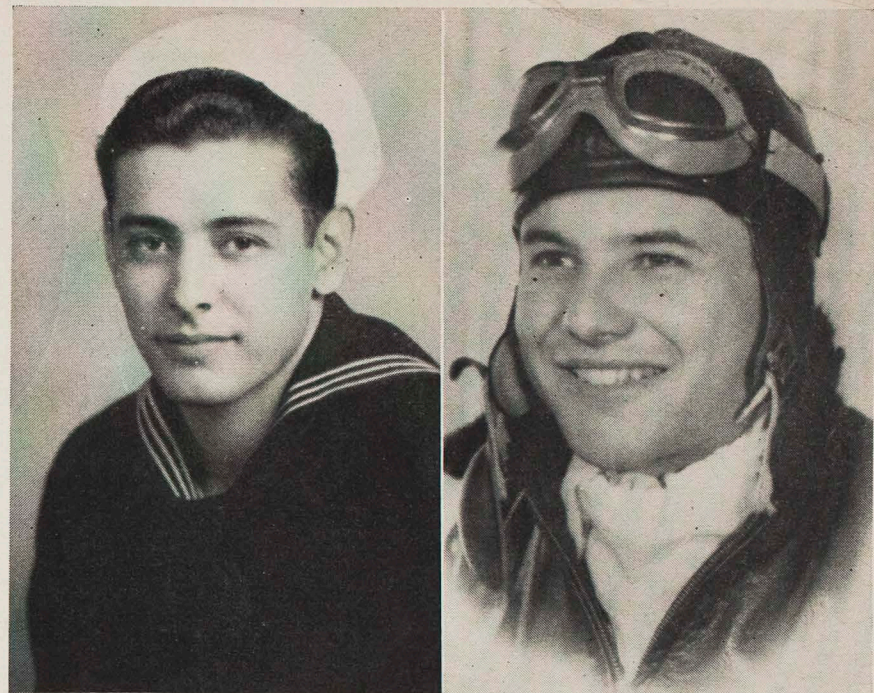
At the time of this writing, Mr. and Mrs. Thomas J. Wilkes are away at Roswell, New Mexico, where they went for a visit with their son, Tom, Jr. who is stationed at that point with the U. S. Army Air Corps.

Oh! and Ah!—We nearly forgot to tell you that Danny Ordway, son of the Deacon Ordway, has joined the Navy and is in training at the Naval Training Station down at San Diego, where he went immediately following his graduation from the Torrance High School. One pleasant circumstance in being there was that he found, as a Navy Chief and swimming instructor, his former coach in the High School here, Chief Pete Zamperini, brother of the famous athlete, Louis Zamperini, who has been reported missing in action over the Aleution Islands.

Fred Hopkins had for a week-end guest recently, Tech. Sgt. Raymond Coleman, of the U. S. Marine Corps stationed at Camp Pendleton, near Oceanside. Sgt. Coleman is now in his third cruise and has considerable foreign service to his credit, having had duty at Guam, Shanghai and Manila a few years ago.

The following item of poetry came in a V-Mail letter from Corporal Pasqual C. Palacios, formerly of the Store Department and now with the Army Air Corps, in the South Pacific:

A TROPICAL PARADISE  
Somewhere in the Pacific where the sun is like a curse  
And each long day is followed by another, slightly worse,  
Where the coral dust blows thicker than the shifty desert sands,  
And the white man dreams and wishes for the greener, fairer lands.



SONS OF Lile C. Padilla of the Macy Street Store: Naval Aviation Student Pilot Edward (right), 24, is now stationed at a base in Dallas, Texas,

with 60 hours of solo flying to his credit. Second Class Radioman Alfonso has recently finished a course in radio, and is now assigned to duty on a ship.

Somewhere in the Pacific where a girl is never seen,  
Where the sky is never cloudy and the grass is always green,  
Where the bat's nightly howling robs a man of blessed sleep,  
Where there isn't any whiskey and the beer is never cheap.

Somewhere in the Pacific where the mail is always late,  
And a Christmas card in April is considered up-to-date,  
Where we never have a pay-day, thus we never get a cent,  
But we never miss the money 'cause we'd never get it spent.

Somewhere in the Pacific where the nights were made for love,  
Where the moon is like a searchlight, and the Southern Cross above  
Sparkles like a diamond in a balmy tropic night,  
It's a shameful waste of beauty when there's not a girl in sight.

Somewhere in the Pacific where the ants and buzzards play,  
And a hundred fresh mosquitoes replace each one you slay,  
So take me back to Los Angeles,— Let me hear the Mission bell,  
For this God-forsaken outpost is a substitute for "Hell."

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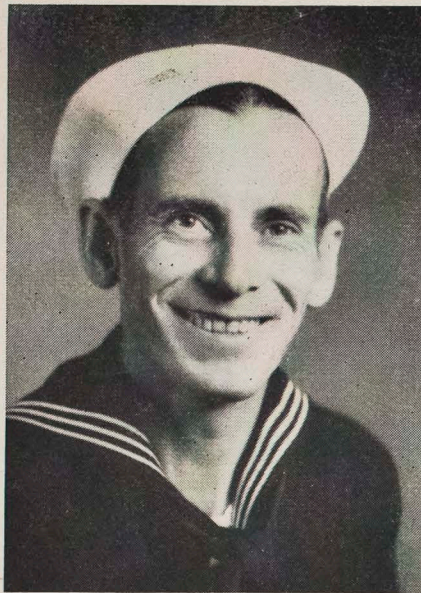
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SURPRISE PARTY—When Eugene H. Tracy came to the end of his 20th year of service with Pacific Electric on Saturday, August 21, the office force (4-12 shift) at Butte St. Yard surprised him at 5 p.m. with a cake containing 20 candles. Left to right: Florence Anderson, J. N. Breese, David Newman, Sally Davis, J. J. McDonald, T. D. Walker, Otto Segner, Joseph Jezierski, H. W. Thorne, M. B. Leister, Katherine Hoffman, and R. R. Dunn. Seated: Mr. Tracy and, in the wire basket, Minnie. Away from his clerking duties, Mr. Tracy is an artist of repute.





FORMER YARD CLERK **K. L. Sondag** is now a Hospital Apprentice First Class, U. S. N. Hospital Staff, at Oakland, California. He says the Navy is swell, and the hospital a beautiful place. He expects to go to the South Sea Islands very soon.

### ENGINEERING DEPARTMENT

By Vic Labbe

It's a woman's world now. . . . After the war, who knows?

Virginia Lovell, slacks and all, adorns a desk in the Field Engineering Department. Well, she is all you could ask for in a feminine way, so—lots of luck to you, Virginia!

A new girl, Doris Newhaven, with a touch of real youth, adorns the Engineering Department in the Main Office—and for "tops" she heads the class.

Mabel Harvey is now in the Freight Traffic Department, and I guess they all like Mabel by now. Good luck, and success to a real girl.

Russ Schafle went off on a vacation—not Catalina this year, but perhaps home on the beach. Well, you need a rest, & hope you & your family have a nice time.

Frances Spicer, better known as Mrs. Easterman, is now with the Mechanical Department.

Has Betty Demerle any more pictures taken at a night club? In an evening gown? Did you see the one taken in N. Y., where her brother is a band leader?

Wonder if Dick Searing found his stolen automobile, lost at San Pedro while he was on business.

George Quesenbery says, "Why one girl? I can't live on my wages, so several girls help me a lot."

Nancy Kelly has a home without a

country. Here now, gone for awhile, and then back again.

We call our bowling team "The Small Fry."

Here's why:

It costs you but a few Koppers to buy fishing tackle. You begin the Prosser of fishing by Batesing your hook. When you catch a big one you Holler. You hope to catch Albany. If they are over six inches long, you Wilkiep them.

There is our six-man bowling team. Mr. Swanson would like to have Walter Watchall explain V. P. Labbe to him. Please note, Walter, and have your column in next month so Clarence Swanson will understand me.

Charlie Hill is sponsoring a new bowling team: Betty Jo Wells and her pretty sister, Jean Fogarty, Betty Buis, and Helen Wagstaff. They insist on slacks and sweaters, but Charlie says shorts and sweaters. O.K., Charlie, hope you win out!

Roy Ewing is having a time in the Stationery Department. Elaine insists on a coke, but says whoever gets it for her must furnish a bicycle or horse. The writer can furnish a bicycle, but who can furnish the horse?

Did anybody ever hear of the Claim Department? Well, they hope to have a column, and Mike will give you the low down in the next issue.

Let's hear from L. J. Bush, our Engineer in San Berdo; and also J. L. Foster. There's lots of news in the Eastern District, and little is known of that territory. Let's get the low down, Leo and Jimmy.

— WORK, FIGHT, SACRIFICE —

### FREIGHT TRAFFIC DEPARTMENT



By  
**Betty Morrison**

Mrs. E. D. Wiebers, Assistant Agent at Santa Monica and one of the oldest employes on the System in point of service, has supplied the Freight Traffic Department with the following commentary on rates, tariffs and their application.

#### APROPOS OF THE RATE SITUATION

A general attorney for one of the Western railroads recently made the following statement:

"There are certain things, spiritual and material, in the presence of which ordinary mortals stand dumb. When I stood at the tomb

of Napoleon, first viewed the Washington Monument, gazed into the Grand Canyon, words were superfluous.

"Feeling akin to this arises within me when I contemplate a freight tariff, with its exceptions, items, notes, basing points, arbitraries, and God knows what. If the thing itself amazed, what must be the feeling when one views from afar the mind that conceived it.

"I can approach a superintendent, a general manager, a general solicitor, or a president, if you will, with a certain amount of assurance and composure; but when I approach the portals of a traffic expert's office I not only remove my hat, but also my shoes, and, like the devout Moslem, chant as I near the throne, 'Great is Mohammed, but greater also is the man who understands freight traffic.'

"As long as the freight tariff remains in the railroad's general office, which is a fearful and wonderful thing, it is still harmless and inert. It is only when it is placed

**28 AIR RAIDS over Axis Europe have been made by Staff Sergeant Harold E. Godwin, U. S. 8th Air Corps, in the "Hell's Angel," his Flying Fortress. Son of Bill Godwin of the Macy Repair Shop, Sgt. Godwin has been awarded the Air Medal with Oak Leaf Cluster, and the Distinguished Flying Cross.**



## ANYTHING FOR A LAUGH

Some girls proclaim their beauty from the hose tops.

Mary: "I got big-hearted this morning and gave a bum five dollars."

Jane: "What did your husband say about it?"

Mary: "Thanks."

"Why did the foreman fire you?"

"Well, you know the foreman is the man who stands around and watches the others work."

"Yes, anyone knows that. But why did he fire you?"

"He got jealous of me. A lot of the fellows thought I was the foreman."

### A Military Secret

*Absolute knowledge have I none,  
But my aunt's washerwoman's son  
Heard a policeman on his beat  
Say to a laborer on the street,  
That he had a letter just last week  
Written in the finest Greek,  
From a Chinese coolie in Timbuctoo,  
Who said the negroes in Cuba knew  
Of a colored man in a Texas town  
Who got it straight from a circus clown*

*That a man in Klondyke heard the news*

*From a gang of South American Jews*

*About somebody in Borneo,  
Who heard of a man who claimed to know*

*Of a swell society female rake  
Whose mother-in-law will undertake  
To prove that her husband's sister's niece*

*Has stated in a printed piece  
That she has a son who has a friend  
Who knows when the war is going to end.*

Student: "I hear the Board of Trustees is trying to stop necking."

Second Student: "Is that so? First thing you know they'll be trying to make the students stop, too."

Doctor: Drink water freely, it will keep you from becoming stiff in the joints.

Patient: But doctor, some of the joints don't serve water.

MacGregor and MacPherson decided to swear off whiskey, but MacGregor thought it would be best if they had one bottle to put in the cupboard in case of illness.

After three days MacPherson could bear it no longer and said:

"MacGregor, ah'm not verra weel today."

"Too late, MacPherson, ah was verra sick myself all day yesterday!"

George Bernard Shaw doing his duty at a benefit affair, asked a dowager to dance. As they waltzed, she simpered, "Oh, Mr. Shaw, whatever made you ask poor little me to dance?" Replied the gallant G. B. S.: "This is a charity ball, isn't it?"

### Tax Estimate Due Sept. 15

Have you found out yet whether or not you have to file an estimate of your 1943 income by September 15? Even though your gross income is less than \$2700, if you are single, or less than \$3500, if you are married, you may STILL have to file.

Severe penalties for not filing a return may be incurred, regardless of whether or not you have to pay a tax.

## DENTAL DEPARTMENT

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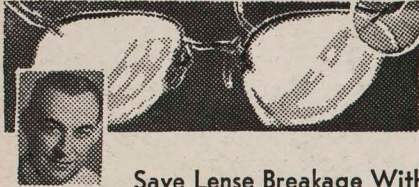
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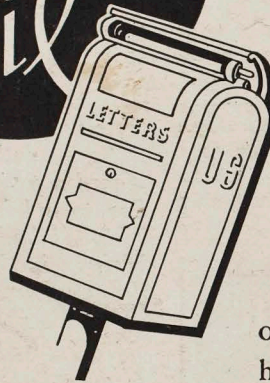
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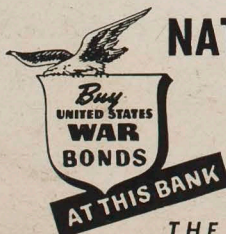


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