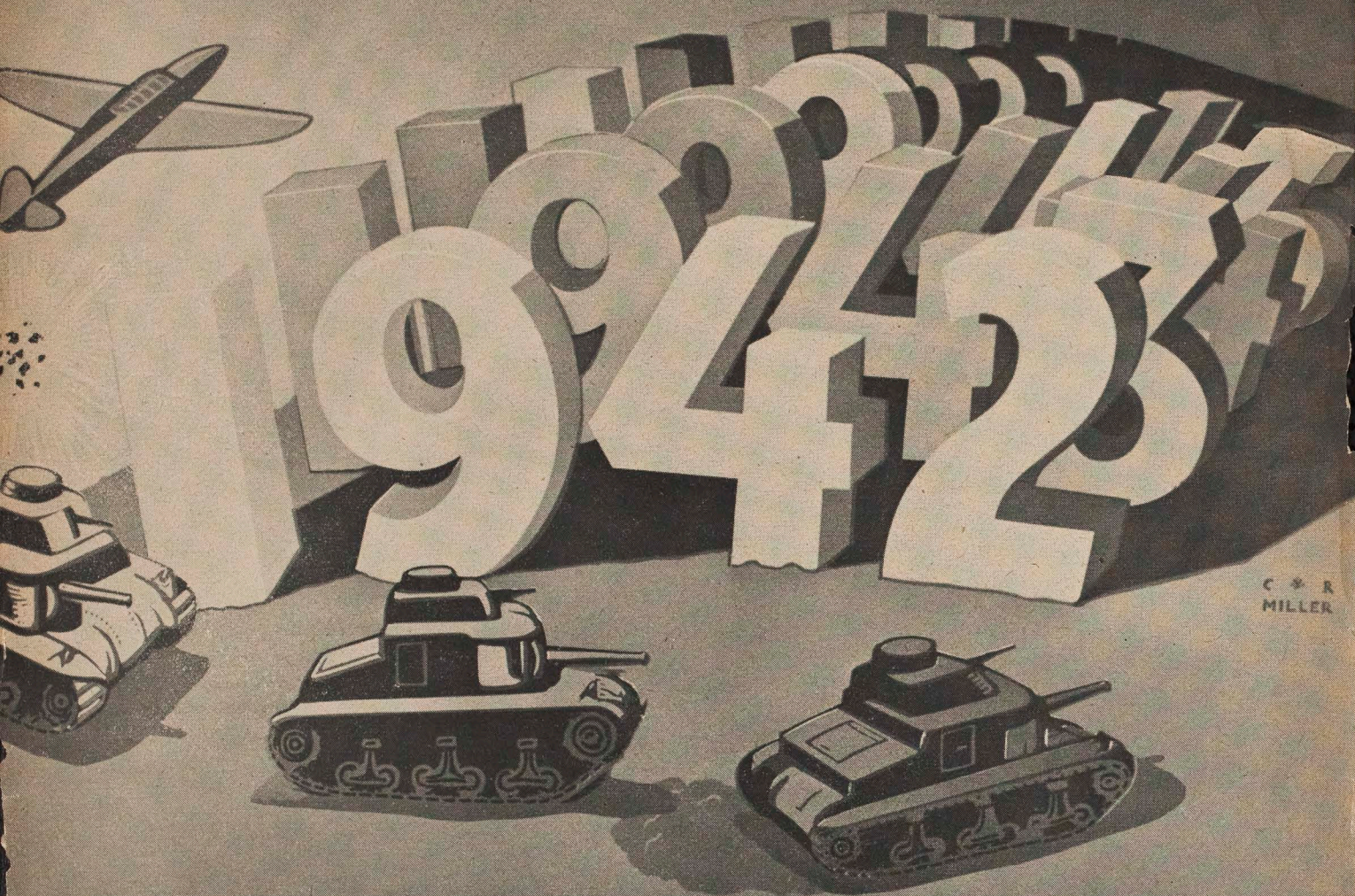


APRIL 1944
PACIFIC ELECTRIC
Magazine





**THIS WAR WILL LAST
UNTIL WE WIN IT—
What are you doing
right now to help
win it—*QUICK!***



« **HONOR ROLL** »

Pacific Electric Employees Reported Entering the Armed Services of the Nation in March

ACCOUNTING DEPARTMENT

Wilbur C. Edmonson Martha E. Smith
Adeline M. Smith Virginia M. Thompson

ENGINEERING DEPARTMENT

Frank G. Arzate Concho Pacheco
Harold F. Crofts Steven R. Sanchez
George M. Garcia Albert G. Walker, Jr.

MECHANICAL DEPARTMENT

Pete Bersech Theodore K. Comstock

STORES DEPARTMENT

Victor M. Torres

TRANSPORTATION DEPARTMENT

William Coffey Walter R. McKenzie
Biehl A. Fay Philip F. Nelson
Leona M. Hoffman Joseph E. Pinson
Richard M. Keith John W. Tyler

REPORTED RETURNED FROM SERVICE

PASSENGER TRAFFIC DEPARTMENT: Franklin S. Reed.
TRANSPORTATION DEPARTMENT: Wallace E. Brown, E. L. Elliott, Marvin F. Siders, Murl E. Timm.

As of March 29,

713

Pacific Electric Employees Were in the Armed Forces



This War Will Last Until We Win It. What Are You Doing Right Now to Help Win It — QUICK!

Hardly an hour goes by that some radio commentator, or newspaper writer, or public official does not speculate as to just how long this war is going to last.

We know the answer to that question already—this war is going to last until we win it. Silly, you say? Not at all! We all know we're going to win this fight—how long it takes us to accomplish that job depends on what each of us does right now to help win it—quick.

Whatever your part may be in this struggle to keep America a free and independent nation, do it well—give it everything you've got! And ask yourself every once in a while—"Am I doing all I can to help win this war?"

Remember, everything you do right now to end this war just as quickly as possible with victory for our side, can mean one less American's life sacrificed in battle, one more minute for each of us to live in peace and security and guarantee the preservation of our American System for all time to come.

Treasury Commends P. E. Employes for Successful Bond Drive

The success of Pacific Electric's Fourth War Loan Drive is indicated by the following letter to Glenn E. Collins, Chairman of the Management-Labor War Production Committee, by Jonas S. Touchstone, Chairman of the Industrial Division, War Finance Committee of Southern California, U. S. Treasury Department:

Dear Mr. Collins:
Mr. King Walker, our Treasury Representative, has advised this office of the marvelous record made by the employes of the Pacific Electric Railway Company during the 4th War Loan Campaign. We note that you took a quota of \$50,000 and that you actually sold \$171,900. This is indeed a magnificent record. Will you please be good enough to convey our thanks and appreciation to every one of the employes who so faithfully helped make this great record possible.

We have also been informed by Mr. Walker that you have added over 1,000 new people to your Payroll Savings Plan for the purchase of War Bonds and we congratulate you upon this achievement. I know that you sincerely desire to see the Treasury Minute Man Flag, together with the "T" and the Star, fly from the masts of the Pacific Electric Railway Company and that you will bend every effort to reach the qualification for such award which is at least 90 per cent participation and 10 per cent of the gross payroll subscription.

Again thanking you and all the employes, I am

Cordially yours,
JONAS S. TOUCHSTONE

Employee Suggestions Story Next Month

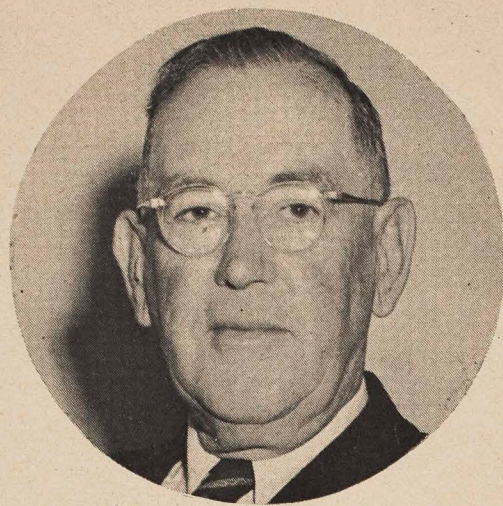
As a result of the activities of the Suggestion Committee, a story with pictures will be carried in the May issue of the Pacific Electric Magazine showing the results of the suggestions so far offered by employes of the company who took the course in Job Methods Training a year ago. A report on the suggestion plan was made by R. V. Rachford, Suggestion Committee Secretary, at a meeting of the Management-Labor War Production Central Committee on Thursday, March 16, in room 806, Pacific Electric Building.

WAR BONDS SAVE HUMAN LIVES!

THE COLLEGE OF PACIFIC ELECTRIC

YOU NEVER HEARD of the College of Pacific Electric? It might as well be called that as the Bureau of Instruction and Safety, because its procedures are about like those of the college—except that its students have to work a lot harder. Part of the Transportation Department headed by General Superintendent George F. Squires, the Bureau has offices and classrooms on the eighth floor of the Pacific Electric Building. Classrooms are equipped with charts, blackboards, and all other materials necessary for teaching prospective Trainmen—both freight and passenger—Motor Coach Operators, Train Dispatchers, Stationmasters, and Terminal Foremen how to fit into Pacific Electric's scheme of transportation. The faculty of C.O.P.E. is composed of experts in their lines—and there's plenty to know about the Pacific Electric Rail and Motor Coach System.

Its president, a man of wide attainments, is Colonel *Carle H. Belt*, *Superintendent of Instruction and Safety*. He assumed this position after returning last fall from an outstanding job of commanding Camp Cooke, a training point of the U. S. Army. Colonel Belt has direct supervision over and is responsible for all matters pertaining to



COL. CARLE H. BELT
Superintendent of Instruction and Safety

the Bureau. In particular, he coordinates the work of the *Safety Supervisor, C. T. Nolan*, and that of the *Senior Instructor, C. A. Shook*.

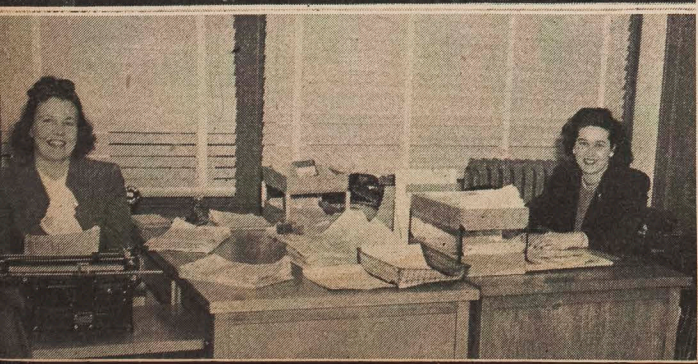
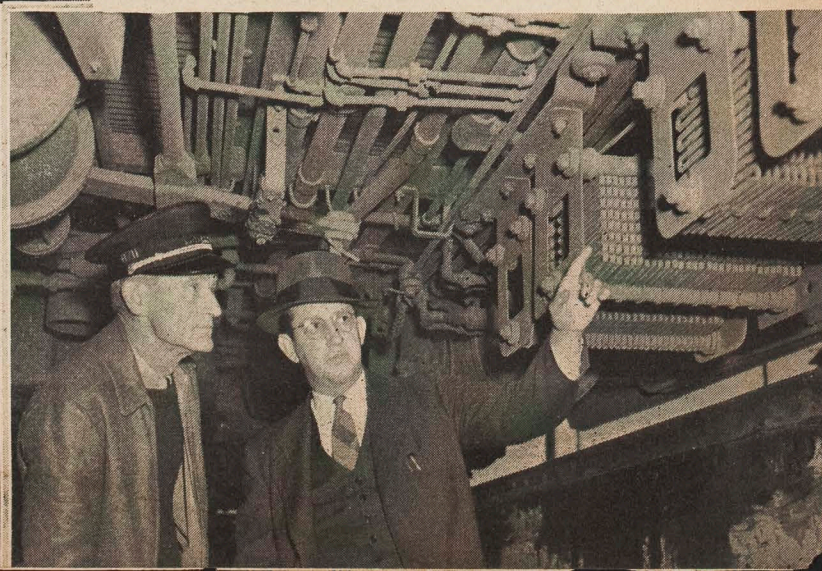
These latter two men may be likened to the heads of college departments. Mr. Nolan has charge of all matters relating to safety, and is, in addition, Editor of the *Pacific Electric Safety News*, a monthly publication designed to keep before the eyes of employes the importance of obeying safety rules. Twice a week Mr. Nolan holds classes in safety instruction for new employes, explaining to them how to work safely and how to attend to the safety of patrons of the system.

Mr. Shook directly supervises the work of six Instructors, is responsible for all instruction records of students and train service employes, and examines all applicants for positions as Train Dispatcher, Stationmaster, and Terminal Foreman.

Instructor R. C. McPherson teaches, qualifies, and examines all prospective Interurban and Freight

SHOWING 'EM HOW—

Left, Instructor O. C. Angle is showing a class Ohmer register and farebox operation. Below, Instructor J. T. Johnston points out to a new Motorman the motor resistance underneath a 600-class car. Lower left, in Colonel Belt's office, Ruth Penrod, Steno-Clerk (at left), and Eleanor Lifur, Accident Clerk, can also show 'em how, and with a difference.



Motormen. He also instructs and examines Trainmen for single track operation, and conducts re-examinations on rule changes.

Instructor R. A. Schamber teaches system train rules and timetables to new men, and also instructs Western District Conductors and Motor Coach Operators on tariff and transfer rules of that district. The timetable referred to is the complicated one known as the "Employes' Timetable," which contains not only train schedules, but assignment numbers, train numbers, and many special rules.

Instructor O. C. Angle reviews train rules with all students before they write their train rules examinations,

student Motormen, and is in charge of the student attention to Rules 99 and 29 concerning train protection.

Instructor F. C. Westphal tests, instructs, and examines all prospective Motor Coach Operators on motor coach operation rules. He also instructs and examines Motor Transit Operators on routes and tariffs.

Instructor C. A. McCoy assists Mr. Westphal in testing, instructing, and examining Motor Coach Operators. He also assists in instructing new Motormen and Conductors qualifying as Motormen.

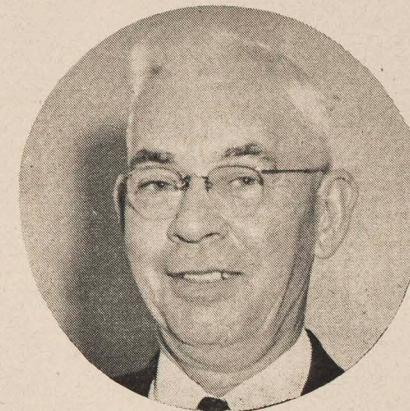
Much of the detail work of handling and typing records is carried out by *Miss Eleanor Lifur, Accident Clerk*, and *Mrs. Ruth Penrod, Steno-Clerk*, both of Colonel Belt's office; and by *Miss Betty Patterson, Typist-Clerk*, in Mr. Shook's office.

The biggest difference between the "College of Pacific Electric" and the strictly academic institution is that Pacific Electric instructors are down to earth, friendly fellows who are more interested in human nature than they are in subject matter. They like to see their pupils succeed, and they're anxious to help them do so. New man or old timer, if you feel a bit doubtful or rusty on rules, tariffs, or transfers, come to 827 P.E. Building any time of day and ask to be enlightened. You'll be welcomed and respected for your desire to learn.

On the following five pages are shown pictorially in some detail the



C. A. SHOOK
Senior Instructor



C. T. NOLAN
Safety Supervisor

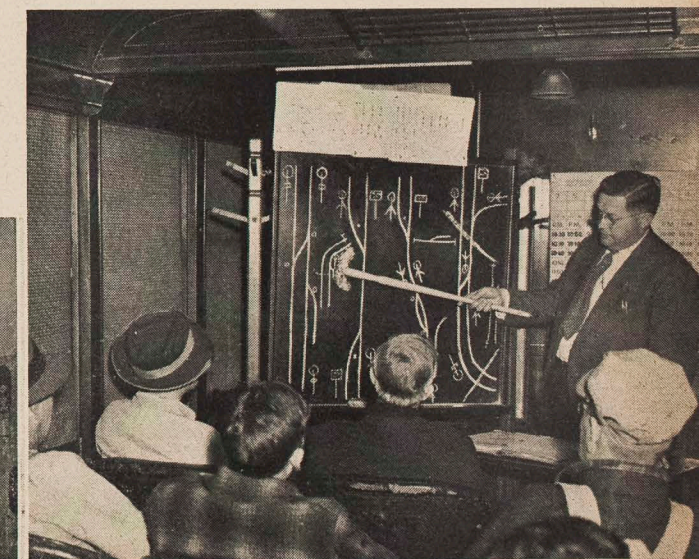
instructs Northern and Southern District students on instruction car two days a week, at which times he gives practical demonstrations of train rules, with special tariff and transfer rules of their districts, and conducts single track instruction and examination.

Instructor J. T. Johnston instructs and examines all

steps by which a prospective Motor Coach Operator gains the necessary know-how to run one of Pacific Electric's big busses. We chose Motor Coach instruction because last July we took a prospective trainman through the school. Turn the page and see how Motor Coach Operator *Oliver Horn* learned his way around.

— IN THE INSTRUCTION AND SAFETY BUREAU

Below, Instructor R. A. Schamber finds humor in block signals—or something. Perhaps he's telling one of his more famous stories. Right, Instructor R. C. McPherson conducts, at Butte Street on the 1000 car, a class on rule changes. Lower right, Betty Patterson, Typist-Clerk in Mr. Shook's office, makes out cash advance for student trainman.





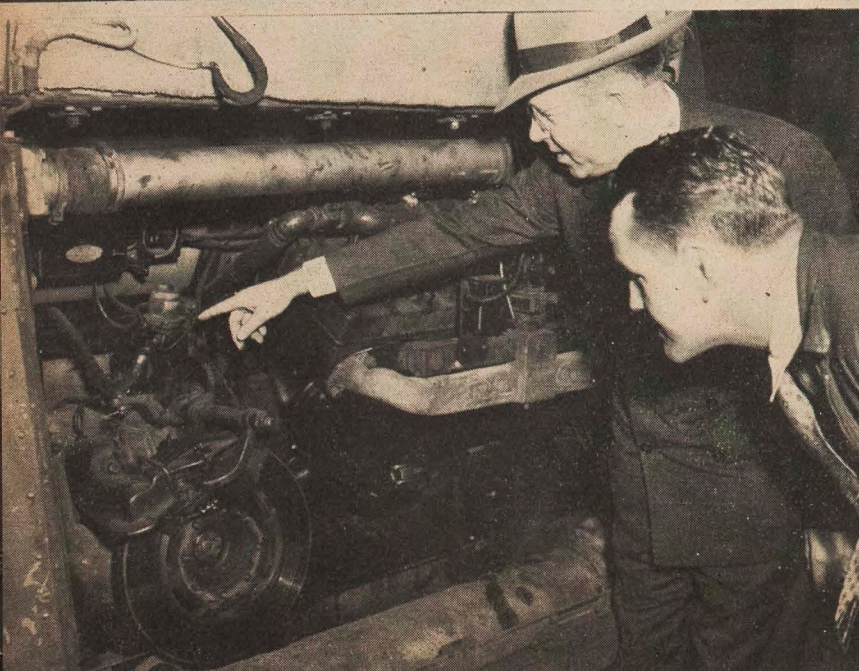
April, 1944

How Oliver Horn Became

Frankly, our hero, Oliver Horn, has been a Motor Coach Operator since April 29, 1942, mostly on the Motor Transit District. We borrowed him in order to make some pictures of instruction procedures. First picture shows Senior Instructor C. A. Shook in his office at 827 P. E. Building happily greeting his new prospect, who has already completed his preliminary application in the Employment Office, Room 216, this Monday morning. Mr. Shook gives Horn a sheet of information about the company, wages, uniforms, watches, and instruction, and tells Horn to report for driving test next day.



On Tuesday morning, Horn, along with five or six other candidates, goes out with Instructor C. A. McCoy for test. Mr. McCoy watches closely while Horn reveals his driving ability. Horn shows that he knows and practices road rules. He makes proper hand signals, watches all his mirrors, and is generally alert to traffic conditions. He can also stop the bus without using brakes, a safety measure accomplished by progressive shifting of gears. Inability to make such stops is an important cause of failure in driving tests.



After the driving test, Instructor McCoy demonstrates the coach equipment and the various parts of the motor to Horn, showing him how to work the switch panel on the dashboard, how to cut out a defective one of a pair of gas pumps, how to cut out part of the ignition, how to check the oil, how to work the automatic shutters on the radiator, and many other features of bus operation. Horn finds the mechanism complicated. In this picture Mr. McCoy is showing Horn how to shake loose the gears when the selector in the transmission box "creeps" and throws the bus into the wrong gear.

April, 1944

A Motor Coach Operator

Having satisfactorily shown that he can operate heavy motor coach equipment, Horn is then taken by the instructor to the Employment Office, Room 216, to complete his application. McCoy hands Miss Josephine Hollebaugh, Transportation Personnel Clerk, a slip showing that Horn passed the driving test. She then collects Horn's availability certificate and gives him an application to fill out.



When this is completed, he goes with his papers to Room 203, where Dorothy Bailey gives him an appointment for his physical examination. Passing this, he signs all necessary papers and is sent back to Room 216, where—

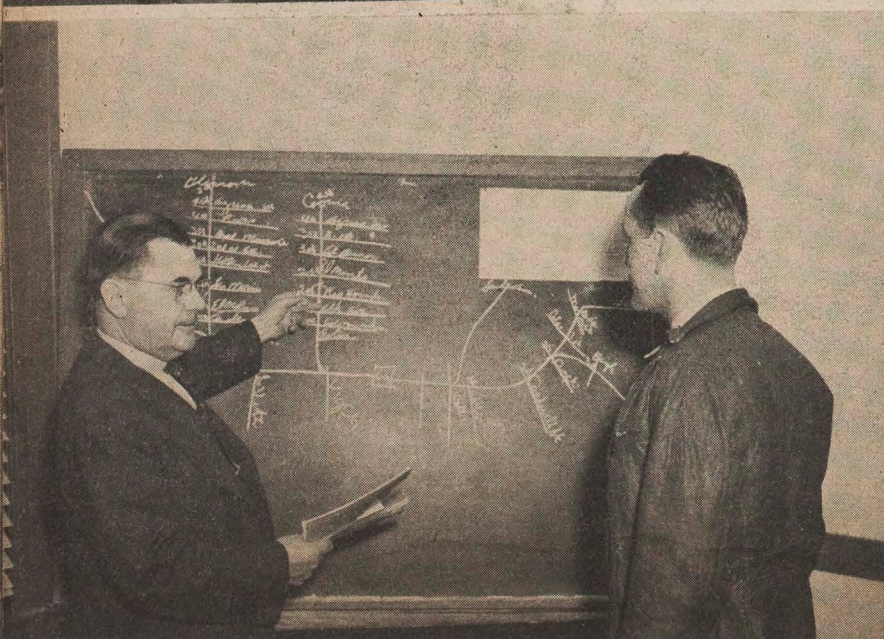


"Miss Holly" issues him his pass, can (metal box for tickets, transfers, and other supplies), punch, badge numbers, keys, and clipboard, all of which must be returned to the company when he leaves service. Horn also buys a uniform cap at this time. Miss Holly gives him a slip which shows he is now employed by Pacific Electric, and which serves as his introduction to the Instruction and Safety Bureau.



How Oliver Horn Became

Now prepared to undergo his training period, Horn takes this slip to Motor Coach Instructor F. C. Westphal, who tells him to report to a class in safety instruction the next day (Wednesday), under the guidance of C. T. Nolan, Assistant Safety Supervisor. This class lasts all day, with time out for lunch. Theme of Mr. Nolan's talk is: "Safe habits once formed are as difficult to break as any other habits and may save you a serious or possibly fatal accident."



Next day comes a class in tariff instruction under Mr. Westphal, who is here depicted explaining the intricacies of punching the "triplex," or interurban round trip ticket. Horn and the other two members of the class also learn how to issue transfers, and how to make out time cards, trip sheets, and other required forms. After a day's session, Mr. Westphal issues the men break-in cards for all lines, and they go out on the road for 15 days to learn by doing, still under the guidance of an instructor.

Returning to the classroom, Horn is given an oral examination on routes and tickets by Mr. Westphal, who is here shown explaining things Horn may have missed on the oral.

A Motor Coach Operator

Next day comes a written exam on motor coach rules which lasts several hours. To pass it, Horn must know his safety rules thoroughly. When he feels he has done his best on paper—



Mr. Westphal corrects the exam as his pupil anxiously watches. Horn breathes a sigh of relief when he finds that he has passed with a good rating.



Next comes the final driving test. Instructor McCoy watches Horn punch tickets of passengers boarding at Sixth and Main, and goes with him on the trip. He knows that mistakes will be made—even the old-timers make them—and is prepared to overlook many small errors. Failure to observe safety rules, however, is serious.





Happily learning that he has passed his driving test, Horn goes to the Uniform Department and buys his uniform, including trousers with specially reinforced pockets, a motor coach operator's jacket, shirts, a black four-in-hand tie, and—not required, but extremely handy—a changer. Lloyd Hart is shown fitting Horn with a jacket. Mr. Hart started the Uniform Department 25 years ago when it was used jointly by PERy and LARy.



Horn is now ready to report for regular duty. Instructor Westphal gives him a certificate of qualification which—



He presents to Henry Stone, Service Director at the Sixth and Main Bus Deck. Horn is here put on the extra board and told to report for an Alhambra-Temple City run later that same day. He will work for awhile out of Sixth and Main; later he may be transferred to another terminal.



Our hero busily loading at one of the many stops in Alhambra. The heart of his little five-year-old daughter, Priscilla Ann, no doubt swells with pride when she sees her daddy handling a big, shiny, new 2300-class motor coach. So also must that of her mamma, Dorothy Ann, Night Cashier at the Subway.—And why not? His job is highly important, especially in these days of shrinking "A" coupons and necessary travel.

COLONEL BELT A Sketch

"We salute you. Every soldier and every civilian that has served under your command. You have earned our respect and won our love and your leadership has been an inspiration to each one of us.

"Camp Cooke as a thriving, throbbing military institution has sprung into being under your guiding hand. . . . We take pride in your accomplishments. . . . You always kept your tools sharp and your organization in fighting trim. . . .

"Now, as the time has come for you to leave us, we pledge you individually and collectively that we will continue to give Camp Cooke our loyalty and our best efforts.

"Again we salute you. God Bless you."

Signed "Your Command," these words appear in a plaque hanging on the wall behind the desk of Col. Carle H. Belt, U. S. Army, Retired, and Colonel Belt is unashamedly and justly proud that the 43,000 soldiers and civilians under his command at Camp Cooke thought so much of him as to present him with the plaque when he left the camp.

The same Colonel Belt who received this tribute of devotion is now Pacific Electric's Superintendent of Instruction and Safety, a job he took over in October, 1943, upon his return from military duty.

Called to active service February 15, 1941, with the U. S. Army, the colonel was assigned as General Staff Officer to the 40th Division at San Luis Obispo. At his own request, he was transferred the following September to the 115th Quartermaster Regiment, and was placed in charge of supply for the entire Southern California sector, with headquarters at Van Nuys. In January, 1942, he was transferred, at the request of the War Department, to Camp Cooke, where he remained in command until his retirement in December, 1943, after he had reached the statutory age limit.

When he was ordered to Camp Cooke, construction had just been started, yet War Department orders called for troops to occupy the camp in March—less than three months after his arrival. The troops arrived on schedule, and found housing and training facilities complete on the 100,000 acres of training ground, so well had Colonel Belt coordinated the construction operations.

At this time no record has been found of any employe with more seniority than Colonel Belt—40 years, ten months. (Anyone who can prove more please get in touch with the

Editor.) Beginning as a Conductor on June 13, 1903, he worked as Conductor-Motorman, Freight Conductor, and Freight Motorman until September, 1905, when he was promoted to Dispatcher. In 1910 he became Trainmaster; in 1913, Assistant Superintendent; and in 1933 Superintendent in charge of all rail service, a position he held until called to active duty with the Army.

Despite his many long years of service, the colonel appears astonishingly hale and hearty; and though his age is a civilian secret, we'll bet he looks a good ten years younger than he really is. Soft-spoken and quiet in manner, he is a man who inspires trust and confidence—which characteristic, together with executive ability, is doubtless an important reason why he has risen to high rank in both military and civilian life.

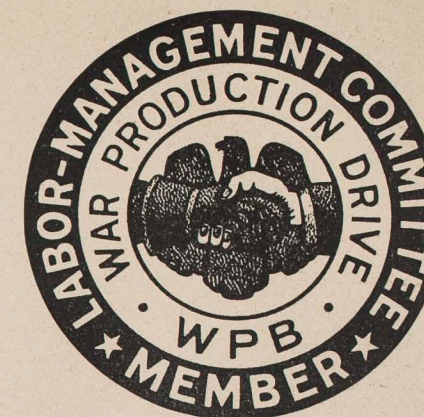
In a letter dated September 20, 1943, his commanding officer, Maj. Gen. Kenyon A. Joyce of the Ninth Service Command, sent Colonel Belt an expression of personal regret on his retirement, stating: "You have demonstrated executive and administrative ability to a high degree in command of Camp Cooke, and you have made this camp one of the outstanding camps in the Ninth Service Command. It is a pleasure to express to you not only my own appreciation but that of all of the officers in my headquarters for your outstandingly effective service."

Gasoline Restrictions More and More Severe

"'B' and 'C' gasoline ration books no longer expire but are dated three months from date issued, and that date becomes the 'earliest renewal date,'" declares the Management-Labor Transportation Committee. "Good and sufficient reasons must be given the ration boards to get a renewal before the 'earliest renewal date.'

"Because 'B' and 'C' holders often use their gasoline given for home to work driving for other purposes when absent from their regular employment, the OPA has ruled the number of days absent must be added to the 'earliest renewal date.' Hence, when renewal applications come before the Transportation Committee, we will have to find out the number of days absent from work during the last ration period and so certify to the ration board," the Committee said.

"Why worry because your fair falls out? Suppose it ached and you had to have it pulled like your teeth!"



Badge, reproduced in actual size, to be worn by the 300 members of Pacific Electric's Management-Labor War Production Committee. Issued by the War Production Board, the badge is red, white, and blue.

HOSPITAL LIST

The following employes were confined to St. Vincent's Hospital as of April 3, according to N. B. Vickrey, Manager of the Pacific Electric Club: James Coyle, Rate Clerk, Local Freight House.

Homer Douglas, Motorman, Western District.

Ella Crills, Helper, Mechanical Department.

Frank Edmondson, Signalman, Engineering Department.

Fred Bixenstein, Draftsman, Engineering Department.

Lyle E. Hager, Conductor, Southern District.

Eugene C. Hicks, Operator, Motor Transit District.

Frank B. Hoopes, Lineman, Engineering Department.

Roy Hunt, Painter, Engineering Department.

John Navarro, Conductor, Northern District.

Burwood Plant, Retired Lost & Found Clerk.

Harvey Reeves, Operator, Motor Transit District.

Harold Leeds, Operator, L. A. Motor Coach Lines.

Michael R. Smith, Motorman, Southern District.

Albert Steele, Bonder & Welder, Engineering Department.

Walter O. Toenjes, Conductor, Western District.

Nicholas Vasileu, Foreman, Stores Department.

Once upon a time a bicycle accosted a horse. "Get off the earth!" said the bicycle. "I am going to supplant you entirely." The horse smiled. "Nay, nay," it rejoined gently; "they can't make canned corned beef out of you."

25 YEARS AGO

On the Pacific Electric

(From the files of the Pacific Electric Magazine for April, 1919.)

By R. S. VAN HOAK

Earle Moyer was on his way back to the States (from "Over There") twenty-five years ago today. Earle joined the P. E. family way back in February, 1910, and outside his beligerent tour of Europe during World War I, has been working in the Accounting Department ever since.

Evidently the ladies wore pants and axle grease for cosmetics during the last war too, and the men made jokes about the situation with the same superior manner; as witness this squib in the March, 1919, Magazine: "Some soldiers who learned to cook while in service are coming home to find wifey a full fledged machinist."

Express agents of twenty-five years ago had their problems, too. W. W. May, the Express Agent at Sawtelle, received a consignment of two silver foxes for a veteran at the hospital. When W. W. tried to deliver the animals he was informed that the veteran had died the day before. Upon his return to the office Mr. May found that instead of the original two foxes, there were now twelve. Tsk, tsk, the bill of lading only called for two; and according to rules only two could be returned to the sender. Who got the other ten? Has anyone seen any stray wild foxes around Sawtelle?

Oh! Boy! Donut Fillings!

- ½ lb. cottage cheese
- ¼ cup steamed raisins
- ¼ cup chopped nutmeats
- 1 tablespoon honey

Combine all ingredients, and spread between donut halves.

There's a taste-treat, particularly suitable for lunchboxes or Spring picnics, that takes no points but certainly has a point.

REPORT OF VITAL STATISTICS

February 21, 1944 to March 20, 1944

NAME	Occupation	Died	Group Insurance	Mortuary
*Hill, George H.	Truckman	1-23-44	No	Yes
Link, George F.	Freight Conductor	2-24-44	Yes	Yes
Richards, Charles F.	Gang Foreman	2-27-44	Yes	Yes
Wilcox, Hezekiah	Retired Motorman	3- 2-44	No	Yes
Lopez, Filberto	Laborer	3- 9-44	Yes	No
Maris, Charles A.	Retired Gateman	3-10-44	Yes	Yes
King, John S.	Ret. Air Brake Mchst.	3-16-44	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

None.

*Reported subsequent to last publication.

TRANSPORTATION DEPARTMENT



By
Suzanne M. Jacquemin

Joe Padou has been confined to Saint Vincent's Hospital. . . . Lillian Teter had a very successful combined vacation and business trip back East. . . . Lee Bashore's travels took him "down Mexico way" recently. . . . Both of Mr. Bashore's sons are now on active duty on the high seas. . . . Are you gals doing your duty and writing a letter a day to a soldier away? . . . Rosella Smith is holding down the newly created job as Typist-Clerk in Room 227, Car & Freight Service Bureau. . . . Jack Walsh received a letter from Lucille Senst who left the PE some months ago to reside in Rochester, Minnesota. . . . Glad to see Elsie Unger back to work after a short illness. . . . When a melee occurred regarding some salvaged chocolate bars, one of the State Street Clerks said, "Just give it to me and I'll go home and make you all a stale chocolate cake." . . . Lucille Paige is reported taking noony sunbaths on the P.E. roof; she is still not over being angry when both jars of orange jelly broke after her Herculean task of boiling, straining, etc. . . . Mr. C. M. Allen went to Moscow, Idaho, for his son's graduation. . . . Georgia Harris is filling in in the File Room while Joy Dickson, Assistant File Clerk, is on vacation. Eileen Baldwin is a new Clerk in Room 212. . . . Harriet Brockman is in Personnel replacing Ruth Lyda. . . . Dorothy Hill, former Account Clerk for Trainmaster B. G. Jones, has moved to San Francisco.

Schedule Bureau

Spring has "sprung" and all the birds are happy (I mean those lucky

birds that have already received their back pay). Well, anyway, the "Eagles" in that flock of birds; the "Sparrows" up to now are very happy about getting their \$18.36 per.

The sick list seems to have been more prevalent this month than it has for some time. Some of those affected are Mr. L. J. McGrath, Mr. L. S. Jones, Mr. W. D. Pinkston, Mr. J. C. Henry, and Miss Betty Solem. All of the above are back on the job at this writing with the exception of Mr. L. S. Jones.

Unusual as it may seem, we still have the same force in the Schedule Bureau as we had at the last issuance of the magazine.

Our Supervisor of Public Time Tables has been more or less sticking close to the telephone, as we understand any day now he will be passing out cigars and candy—Good luck to the wife and expected little one, Dave!



GEORGE F. LINK

Struck by an automobile at Sunset and Beaudry while returning home from duty, George F. Link, for 24 years a Pacific Electric Freight Conductor on the Northern District, died on the way to the hospital on Thursday, February 24, as the result of his injuries.

Rosary recited at Edwards Brothers Mortuary Chapel on the following Monday was succeeded by a requiem mass on Tuesday morning at St. Francis of Assisi Church. Interment was at Holy Cross Cemetery.

The veteran Conductor, 57, was born in Ontario, Canada on March 19, 1885, and came to California in 1910. His seniority with Pacific Electric began October 29, 1919. Survivors include his widow, Mrs. Kathleen Link; a son, Pfc Henry F. Link; a sister, Mrs. Aubrey MacDonald; and a brother, Charles Link. The Conductor was living at 839 North Occidental Boulevard.

Sincere sympathy is extended the bereaved family in their loss.

SUBWAY TERMINAL



By
E. R. Knowlden
and
R. D. Snow



If it seems that this column has a tendency to be a little lop-sided, it's because your two cub reporters couldn't decide who was to have top billing. We finally decided to abandon the battle of the "billing," and write the column.

But speaking of top billing, the Subway Terminal really came into its own in the last issue.* We've been trying to convince the Northern and Southern Districts that we, too, get the work done here on the West.

And as long as we are on the subject, we will just quote one item from the P. E. Magazine; "Mr. Douglass supervised the handling of 61,032,000 passengers, 52 per cent of the 116,550,000 passengers on the entire system." So boys, if the "boss" supervised them, we must have hauled them. We're all beaming over the bouquet.

We've noticed that Miss Anna Wilz in the Trainmaster's office has been beaming too, of late. And on her third finger, left hand, we get the answer. We're all happy for her, but the fiance, Brother Gerhardt, is looking kind of dazed. Happy landings

Our good friend Charles Lundgren, just recently returned from the sick list, is once again in there trying to keep 'em rolling. We always enjoy your cheery smile, friend Charles.

There were some long faces running around loose for awhile on account of breaking in on the San Fernando Valley, single track line. But now the boys are proudly sporting "white cards," and handling the vernacular like old heads.

And here's an inside tip, boys; if you can't get Camels out of the cigarette machine, just be firm in pulling the handle. Perseverance will do it. (Not a plug.)

We see F. L. Nuzum getting the finishing touches in the Terminal Foreman's Office as this goes to press. We wonder if we can talk him out of an early "sign-off."

Well compatriots, with a word of friendly welcome to our newly acquired friends, which means of course,

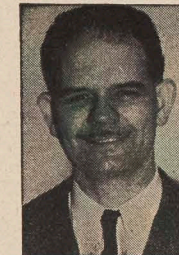
*Ed. note: Other terminals, in due time, will also come into their own.

the veterans of the "rough-edge," we reluctantly take our leave.

Our regards to the "Chief," W. F. Servranckx, whose many other duties has made it necessary for him to relinquish his interesting reporting in this column.

Billing and cooing at the top of the Subway column are Ernest R. Knowlden and Robert D. Snow; the former a Motor Coach Operator, the latter a Motorman; both formerly of the LARY.; both formerly professional entertainers in vaudeville and comedy. Together they have written several variety shows. They get along well because Snow hates arguments—or so he says. We're sorry to lose W. F. Servranckx, former Subway Columnist for many years, but he found himself too busy to continue.—Let's give the new writers a hand.

WEST HOLLYWOOD DISTRICT



By
G. R. Stevens

Technical Sergeant Clifford A. Thompson has returned home with a medical discharge after two years and two months of service in the Army, during which time he saw service in such "hot spots" as Dutch Harbor and the Solomons. Young Thompson, who is employed here as Conductor at West Hollywood, lives at 2637 San Marino Street. He is a graduate of Hollywood High School, and was decorated with the Purple Heart for action in the Solomon Islands. His mother, the late Mrs. Miriam Thompson, was a Red Cross Nurse during the first World War.

Motorman G. H. Shoun is the proud (first time) grandfather of a four-months-old baby girl, Charlene Shoun Getting, born to his daughter. Motorman Shoun plans to spend his vacation this year at Soquel Meadows, Yosemite, at his mountain cabin at Boneyard Meadows.

Conductor E. E. Green is on a three weeks leave for a trip to Texas. Former Conductor, Private J. M. Van Meter, now in the Rainbow Division, Oklahoma, was here on a visit to West Hollywood.

Anne Horn is the new P. E. Cashier at Subway Terminal.

Motorman J. V. Coulson is grandfather of a new baby girl, Eva Mae

Coulson. His daughter is the wife of Arthur Donald Gardner, Corporal U. S. Marines. Corporal Gardner recently returned on furlough from Makin Island, in the South Pacific.

It is reported that the Trainmen of West Hollywood district are making good impressions on thousands of newcomers to Los Angeles. Even in wartime, courtesy is not rationed.

Girls seem to have the edge. Born to Mr. and Mrs. Steward on February 4 at Parkview Hospital was an eight pound baby girl named Nancy Allene. This is the happy couple's first child. Best wishes.

H. R. Billington and H. M. Alexander have been on vacation. E. L. Griffin, B. G. Gabbard and W. F. Leadbetter have been away on leave.

Horace Averal, former Mechanic at West Hollywood, now Lieutenant, U. S. Air Corps, writes from Honolulu and New Guinea that all is well.

Mr. and Mrs. Herman Teller are the parents of two daughters. Carla Joanne, weighing seven and one quarter pounds, was born at the Wilshire Hospital on February 23. Sonie Lee Teller is seven years old. Motorman and Mrs. J. C. Crawford are the proud grandparents. Mrs. Teller is their daughter.

'Very Considerate,' Patron Calls Motorman

The courteous and impartial treatment of passengers by Motorman C. A. Kohlhoff, No. 2353, of West Hollywood Terminal, receives recognition from the General Manager of the Broadway-Hollywood Department Store. Here is his letter, dated March 7, to Traffic Manager H. O. Marler:

It is a pleasure to be able to commend your motorman No. 2353 for the courtesy and consideration with which he handles his passengers.

In these hectic days of war pressure, overcrowding and tense nerves, a lack of courtesy is too often evidenced by all of us. The motorman referred to was extremely considerate, without regard to age, race or color, and certainly deserves recognition for the efficiency with which he handled his passengers.

Yours very truly,
E. J. Shurtz
General Manager
THE BROADWAY-HOLLYWOOD

"Say, pop, did you go to Sunday school when you were a little boy?"

"Yes, son—regularly."
"I'll bet it won't do me any good, either."

PASADENA
DISTRICTBy
Herb
Morin

The flu had several of us down this past month. Motorman **Guy Blaine** has recovered from his case. Conductor **Jim Newman** is still confined to St. Vincent's Hospital. Conductor **Dick Nywening** had it bad—just missed pneumonia, we hear. Also in the hospital was **Luther Wright**, as the result of a fall in the pit at Pasadena Car House. Luther is home now. We all wish a speedy recovery to our ailing friends.

One of our Conductors in Pasadena registered his last fare March 24. He is **Jim Durkee**, who has been on the cars since August 1903. He worked at Mt. Lowe for over twelve years; the rest of the time out of Pasadena Terminal. Jim's many friends wish him much happiness in his retirement.

I had a letter from **Ralph Ellison**, and am glad to say he is doing fine. He asked for **Frank Cummings'** address. A lot of you remember Frank; he worked out of Pasadena for a long time. Maybe you would like to write

WOODFORD FAMILY — North Motorman **Harold D.**, the Mrs., and **Son Ronny.** Harold is one of "dem bums," having come to California from Brooklyn in 1922. He started work for P. E. in 1927.



to him too. His address: Frank Cummings, CM 2/c, U.S.S. Doyen, care Postmaster, San Francisco.

Visitors in Pasadena lately include: Private **Tommy Montgomery**, A.S.N. 39721851, Co. B, 84th Inf. Trg. Bn., Camp Roberts, Calif.

Carl Pere, E.M. 1/c. We don't know Carl's new address; hope he lets us have it.

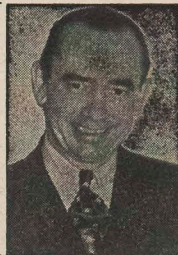
Captain Jim Tolbert. The boys say he is looking fine.

We were all glad to welcome home **Major Harley D. Haverick**, who is back on the cars again. They tell me that **Joe Rovai** gave the major his review trip on the 1000 class cars. I would like to have a picture of that!

George Stewart, Jack Mahon, D. B. Gardener, Roy Bird, J. W. Van Syckle, O. H. Haws, J. G. Sproul, Jack Lowery and Russ Lummis all have gone to State Street Freight Yard. **Ole Olafson** and **C. B. McClure** have finally got together. Ole makes the steam, while all Mac has to do is get rid of it.

Something you would be surprised to see: **Chief Reid**, our genial Night Switchman at Pasadena Terminal, bidding in our Night Relief Motorman run.

P. D. Wheeler got bumped off his gravy Short Line by **Fred Miller.** Fred has been on the sick list for a long time, but feels O.K. now. Glad to see you back, Fred.

PACIFIC ELECTRIC
ROD AND GUN CLUBBy
Arlie
Skelton

Greetings, Rod and Gun Clubbers:

The regular monthly meeting held March 8 was another howling success. All the officers were present with the exception of Field Captain **E. P. Malmberg** and myself. The club is glad to welcome **H. P. Bancroft** back to the meetings again. Seems that when "Banny" is absent the club runs something like an engine with a spark plug missing. So welcome back, "Banny." My absence is legitimately due to working swing shift. We hope Mrs. Malmberg knows where E. P. was.

Guess we overdid ourselves at advertising the Arrowhead Outing for the opening of trout season May 1.

This year we found we had more reservations than we had accommodations for at the March meeting.

Anyway, our old deer-hunting pal, **B. F. Manley**, who has charge of the Arrowhead Outing this year as Chairman of the Committee, says to be at the next regular meeting April 12 with the "long green" to pay for your share of the accommodations, in full, which will be a total of \$7.50. This will include the cost of transportation from San Bernardino to Arrowhead and return. Your service pass will carry you to San Bernardino and return from Los Angeles. The Club is going in a group this year, the starting time and final details to be worked out and decided at the April 12 meeting.

Fourteen new members were added to our membership roll last month, and of that number, thirteen wanted to go on this outing. Owing to limited space on the mountain stage no outboard motors may be taken. Hand luggage must be held to a minimum. Better wear your red flannels and get a good night's sleep before you go for you don't sleep well the first night in that high altitude.

For the benefit of those who haven't taken this trip before, a few hints on what goes on there:

On your arrival you register and are assigned to quarters, where you get yourself ready for chow call. After dinner you are on your own. Find your fishing partner and your boat assignment, meet old friends and make new ones, and be a boy again. Leave your troubles and care in Los Angeles and call everybody by his first name. None of that "Mr. Skelton" stuff for me, I'm "Arky." The name's obvious. **Mr. Oefinger** is "Anaheim." **Mr. Braley** is "Sitting Bull," etc., etc.

We don't go up there to work, we go to play; and you will never realize what a swell boss you have until you see him not burdened down with cares and responsibility. You fall out for breakfast about 2:30 a.m. and then run for the lake and a swell fishing trip. You are back at camp by noon, where all fish are counted and registered, and lunch is served. Then, all too soon, the outing is over and we head for home to wait just twelve more months to do it again. Usually about 500 trout are taken on this outing, ranging in size from 12 to 20 inches. Your limit is 10 pounds and one fish. Usually about 12 fish average a limit.

Remember, we are sportsmen.

Let's observe the Sportsman Creed and stay within our limits.

Latest report from **Henshaw** shows fishing still slow down that way. No registrations were turned in at last meeting.

MACY STREET
TERMINALBy
Ted
Harrison

Hello, everybody. Another month has gone and here's a few more items of interest from Macy St. Many of you seem to be glad to see Macy notes back in print again. If you are really anxious to keep this column interesting you'll have to send in your news; so don't fail to get it in by the 22nd of the month.

Correction after an item in last month's issue. It's not a rumor that **Charlie Young** is going to be a Freight Motorman. No, sir, he is one.

Wonder what all those men on the cutoff job at Echandia talk about now that income tax worries and headaches are all over. **Leo Therolf** usually was the leader in tax discussion except when **Motorman Rogers** drowned him out.

Thanks to Conductor **David E. Gillespie** for the next two items of news. They are taken from the **P. E. Magazine** of February 10, 1928. **Mr. Gillespie** has a number of these old magazines and it would be interesting to have a few old news items from time to time. What do you say?

"On the night of January 15 (1928) Motorman **T. Harrison**, San Bernardino Line, while operating an inbound train to Los Angeles from San Bernardino, had the novel experience of being delayed fifteen minutes by a genuine snowstorm between Rialto and Etiwanda.

"Harrison reported that his whistle became temporarily inactive, due to the moisture, that is always present in compressed air, freezing in the whistle pipe and valve. This and the fact that the windows at front of train were coated with snow, necessitating Harrison holding his head out the side window, consequently delayed the train for the sake of safety."

"Harrison, we'll all have to admit your delay excuse to be original."

Next item:

"Motorman **J. T. Wilkinson**, San Bernardino Line, just traded his house and lot in Alhambra for a house on an acre about three miles south of San Gabriel. Wilkinson intends utilizing the extra space of his new place by raising some poultry and also delving into truck gardening on a small scale."

If you see **Motorman Polzien** with a faraway look on his face and eight or ten cars standing at Echandia ready to go in the barn, don't be worried; he is just thinking of those big ones he is going to catch on May 1.

We were all shocked recently to hear of the sudden death of Freight

Conductor **George Link**, who was struck by an automobile as he alighted from a street car on his way home from work.

Conductor "Casey" Jones of the Glendora line has retired. Says he's going to do some farming up in Oregon. They say fishing is pretty good there, too.

The sympathy of us all at Macy St. goes to Conductor **Harry Schiffler**, whose wife passed away last month.

We see Conductor **Kilgore** back on the Covina line. He took the run that came open when **B. L. Brown** retired a few weeks ago.

Say, by the way, here's a good one. The other day, as the trailers were being tied on at Macy, we all heard a whistle being sounded and a call coming for a trailerman for a **Monrovia** run. Conductor **Adie**, leaning far out of the window, saw the trouble and announced in a loud voice to the Terminal Foreman, who was busy on the phone: "They want a trailerman on this **Monrovia** run." Mr. Fox laid down the phone and in an equally loud voice called: "Adie, there's your run waiting for you!" Was somebody's face red!

Ladies and Gentlemen,
Take a Bow!

Pvt. **James T. Kelly**, formerly a West Conductor, tells us he likes getting the **Pacific Electric Magazine**. He writes from Fort Worden, Washington, as of March 27:

To the Ladies and Gentlemen who publish the **P. E. MAGAZINE**:

I have enjoyed your publication very much in the past years, especially so in the past 2 months that I have been in the Army. I have looked forward to it each month like a letter from home. I have enjoyed very much seeing pictures & reading about my old friends & stamping grounds on the P. E. system.

Some of my Buddies who are also from Los Angeles enjoy reading it too, as do most of the fellows in my barracks.

Be sure and keep up the good work.

Wishing you all good luck & continued success,

Sincerely,

PVT. JAMES T. KELLY
Formerly Conductor West

P.S. I have been assigned to a 6 x 6 truck. So I am now in the motor pool instead of the Military Police.

—Away wid yer blarney, Private Kelly! But thanks for the kind words.

Address Kelly at the Motor Pool, Fort Worden, Washington.

OCEAN PARK CAR HOUSE
& BUS LOTBy
C. H.
Croninger

Conductor **R. W. Willard** became a proud father for the second time February 15. It was a baby boy, **Carl Lee Willard**, weighing 8½ pounds. The other boy is 4½ years old.

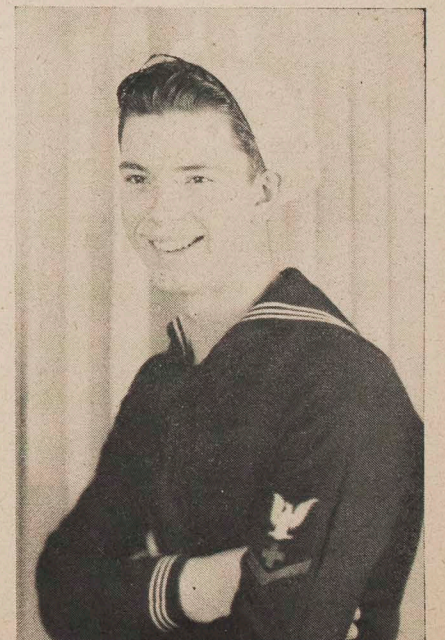
Glen Banta is subbing for **Roy Bettersworth**, the Night Terminal Foreman, who is on his vacation.

Murl E. Timm is back working on the Short Line, after receiving a medical discharge from the Navy last February 25. He had been stationed at Norfolk, Virginia.

W. P. Austin (the chubby or tubby, take your choice) has forsaken Motor Transit and is now working out of the Subway.

Walter Jack Ludvigson, the son of **Rube Ludvigson**, who used to conduct on the Venice Short Line and now is a Fireman on the Southern District, enlisted July 23, 1943, and took his oath August 2, 1943. He was born in Santa Monica July 26, 1926 and was a student at Venice High. He is in the oxygen therapy department at the U. S. Naval Hospital at San Diego, California.

WALTER JACK LUDVIGSON



As the hep cats and slick chicks would say, the joint's jumpin'.

The dance given by Local 448 last February 25 at the Casa Manana was quite a party, and some of the brothers and their wives and friends were swinging a mean torso, not to mention size 12 hoof.

Some of those present: **Claude Green** and wife **Ann**. They were sure cuttin' a rug. **Mr. and Mrs. John Roughgarden** were tripping the light fantastic (John had his wheel chair parked outside). **Deke Boardman** and **Mr. and Mrs. S. McLinden** were having quite a time; so were **Cleek, Jochimson, Sutter, and Chuck Lindberg** (who was escorting a girl by the name of **Reta**). **Truman Baker, Glen Banta,** and brother **Lockheart** were in from West Hollywood. **Ed Don Borders** and his wife **Wilda** were strutting their stuff, and "**Sunny**" **Duggan**, who had had a hard day, was resting at the bar sipping cokes and ginger ale.

Dr. and Mrs. H. J. Hamilton, who attended the dance, were renewing old friendships and seeing how former patients were getting along. The doctor had just gotten over a sick spell which had him out of circulation for about a month. He was telling about a time years and years ago when he was a Conductor working in the Valley; that was when the Valley was just the valley. When the wind blew it would blow so hard that he would have to get on top of the car in order to hold the trolley on the wire till they got out of the wind-swept valley. Those were the days; yes, sir!

The reason **LeRoy Stack** is working in overalls, is that he had to go to the cleaners (and I don't mean a laundry) because he had tax pains on March the 15.

"O.D.T." These letters appear on the front panel of the new White Metropolitan busses that the P.E. was fortunate enough to get to help handle the heavy increase in business. They are the initials of the Office of Defense Transportation. I had the pleasure of driving one in from the beach while they still had a new look. I had about 25 passengers on and every one was talking about how nice the bus was. Passengers were debating on what the letters "O.D.T." meant.

Only three new men showed up this month for the Short Line. They are **T. E. Hall, V. H. Schroeder,** and **E. Vairo**. There were two that I left out last month: **Martin R. Susnik**, who came to the P.E. by way of the Bay Cities Bus Company in Santa Monica, and **Carl F. Schader**, who drove for the Municipal Bus in Santa Monica and then drove for the Trailways System over in Arizona.

Johnnie W. Brown was in Sunday the 12th. He had just gotten in from **Farragut, Idaho**, and he was in the pink of condition. He is to be stationed in **Los Angeles** for a while on short patrol duty; let's hope they don't send him up to patrol **Hollywood Boulevard**.

It is reported that **W. Angus**, who is reputed the best Conductor at the **Ocean Park Car House**, is falling off on his diet. He is down to 6 eggs, 2 pork chops, 2 stacks of pancakes, 6 rolls, and 3 cups of coffee for breakfast. Let's hope that the doc can get him back to his old self again. And there is also a rumor that unless he can make more money to take care of his restaurant bill he is going to get another job to work on in between his street car assignments.

While **Bud Bartlett**, the **Ocean Park Cashier**, was off a few days last month, red-headed **Modene Mitchell** was doing his work for him. Most of the boys thought that she was going to be permanent fixture, and showed up bright and early to make their turnins. Imagine their chagrin at seeing **Bud** back on duty (we're just kidding, **Bud**; glad to have you back on the job). But it is surprising what a dash of red will do on a blue Monday.

Courteous Conductor Reaps Reward

Conductor **Clem Stevens**, No. 2900, courteously permitting a passenger to sit in his car as the end of the line until departure time, reaped the reward of a letter of praise to Passenger Traffic Manager **H. O. Marler**. The letter, dated March 28, is as follows:

"Permit me to write you in regard to one of your employees, **Mr. Clem Stevens**, Conductor No. 2900.

"Very often I have occasion to ride his car and his courtesy, pleasant disposition and consideration of the general public is noteworthy of appreciation.

"Recently I had occasion to board his car at the end of the line. It was a cold, windy night and I am an elderly lady. He was most kind and solicitous and permitted me to sit inside instead of waiting at the curb for departure. Little courtesies like this are so humanly kind, and I want you to know he is not only a valued employe, but a GENTLEMAN and manifests his characteristics in the daily performance of his duties.

"Appreciatively,
"MRS. L. BARUCH."

SIXTH AND MAIN TERMINAL

By
**W. B.
Shrewsbury**

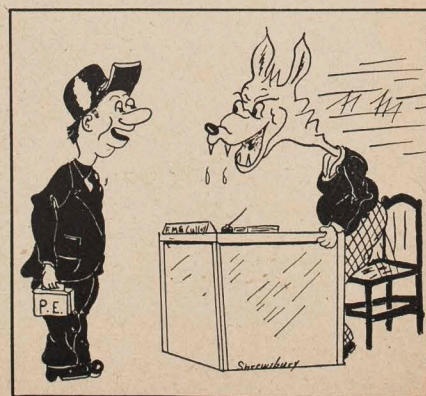


First we would like to say we deem it a privilege to take over this column in the **P. E. Magazine**, and we will do our best to keep you informed of the news as we see it.

The rains really played havoc with our **Santa Ana** track. It was so rough after last storm that the Army was sending new recruits over it to toughen them up for **Commando** training. In fact, things reached such a state it was necessary for the 1299 to make an inspection trip the other day and we were lucky enough to sneak a secret observer aboard, who reported as follows—and we quote:

"The 1299 left the **Sixth and Main Station** amid fond farewells and cheers while the orchestra in the background softly played 'Mairzy Doats.' The trip from **Los Angeles** to **Watts** was uneventful; however, upon our arrival at **Socorro**, the beginning of the single track line to **Santa Ana**, things began to happen. After our Conductor, **L. I. Frank**, had received his orders from the Dispatcher, he went through the car making sure that all passengers were securely strapped to their seats with their safety belts. He then made sure the Motorman was tied safely to the controls (so that he would not bounce off the front platform). After satisfying himself that all were safely secured, he gave two bells and we were off at

The New Man Asks McCulley for Sunday off.



the breath-taking speed of about 8 m.p.h. We did not see much of our Conductor during the trip as he had locked himself in the equipment cabinet and only came out when the train was standing still. I won't bore you with the details of the trip except to say that we arrived in **Santa Ana** a little shaken, but safely enough. After the safety belts had been unfastened there was a mad scramble under the chairs and tables for false teeth, pens, pencils, and other objects that had been shaken loose from their respective owners. However, it was soon straightened out and everything was returned whither it came.

"As soon as the teeth were back in their proper places, with the exception of one man who swallowed his, the conference began. There was much banging of fists and loud shouting for about 30 minutes; then the conference was over and the committee submitted the following report:

"We, the Committee, approve of the appropriation of funds for three new ties and two new spikes to be placed strategically between **Socorro** and **Santa Ana**."

"Then the Committee limped painfully over to the Depot and caught the bus back to **Los Angeles**."

SEEN AND HEARD AROUND THE TERMINAL

Terminal Foreman **F. L. McCulley** leering over his glasses while a Conductor explains why he missed out—Assistant Terminal Foreman **C. R. Moffett** grinning evilly while he marks up the board for the following day—three **Santa Ana Motormen** in a corner gleefully cutting out paper dolls—Conductor **Paul Sanno** back visiting after a month's absence due to a broken arm—Conductor **Newcum** rendering a mean rendition of "Moonlight Madonna" on his three-holed flute while Conductor **O. E. Sandlin** does a simulated strip tease. Very entertaining.

OVERHEARD

From a group of high school girls enroute to school on the big red **San Pedro** car: "Do you know why we call our cat **Victory**? Because he works on defense at night."

William B. Shrewsbury, Motorman, Conductor, and Motor Coach Operator for **P. E.** since August, 1942, also finds time to draw cartoons (see another page of this issue for sample) and is herewith launching out as a columnist for the **Sixth and Main Terminal**. He edited his high school paper in **Kansas City** and, when he was a shoe salesman for the **Fifth Street Store**, used to write departmental news for their company organ. Seems to be also something of a humorist.

Assistant Roadmaster Fuller Now Ensign

Ensign **Maurice Fuller**, formerly Assistant Roadmaster, Northern District, finds his hands full during his basic training period at **Fort Schuyler, New York**. He enlisted in the **U. S. Naval Reserve** and left the company in February on leave of absence. On March 7 he wrote the Editor as follows:

"For some time I've been planning on dropping you a line telling of all that has happened to me, but too much has been happening to take time out. My training is very much in the textbook stage so far, and will be for a while, at least. Our course here is an introduction course designed to make seamen of us in eight short weeks—a feat declared impossible by all **Annapolis** men. In spite of their low opinion of **Naval Reserve** men we are getting to be a pretty salty bunch. . . .

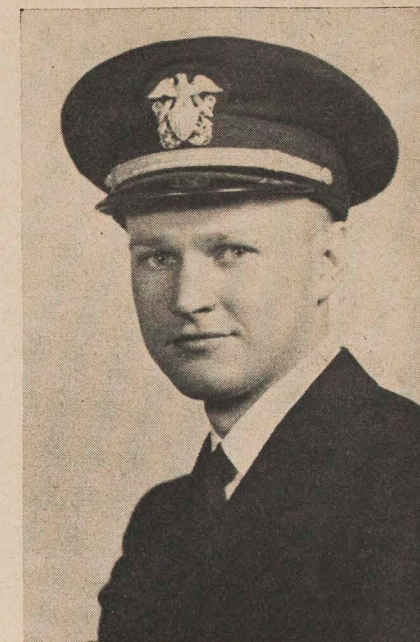
"I want to get my name on the mailing list for the **P. E. Magazine**, but it isn't practicable to do it now as my address will be changed after the 24th of March, and the next one is still unknown to me. Whenever I consider my address to be halfway permanent I'll send it to you.

"The news in the papers indicates that the weather has been of the 'unusual' variety in sunny **California**. Just the kind to not be present for—in the Roadmaster's office especially.

"Luckily our time is our own from Saturday noon until Monday at 7 a.m. This has enabled me to cover **New York** and vicinity fairly thoroughly, and also take in some of the plays and concerts.

"I've neglected my books long enough for this evening, so I'll secure. Please tell all the gang [in the Research Bureau, where Fuller used to work] hello, especially **Bob Forcier**; I didn't get a chance to say good-bye to him.

Sincerely,
MAURICE



PRETTY SALTY—Ensign **Maurice Fuller** has deserted land (Assistant Roadmaster) for sea. Behold him in the uniform of an officer in the **U. S. Naval Reserve**.

Ration Token Mutilators Face Heavy Penalties

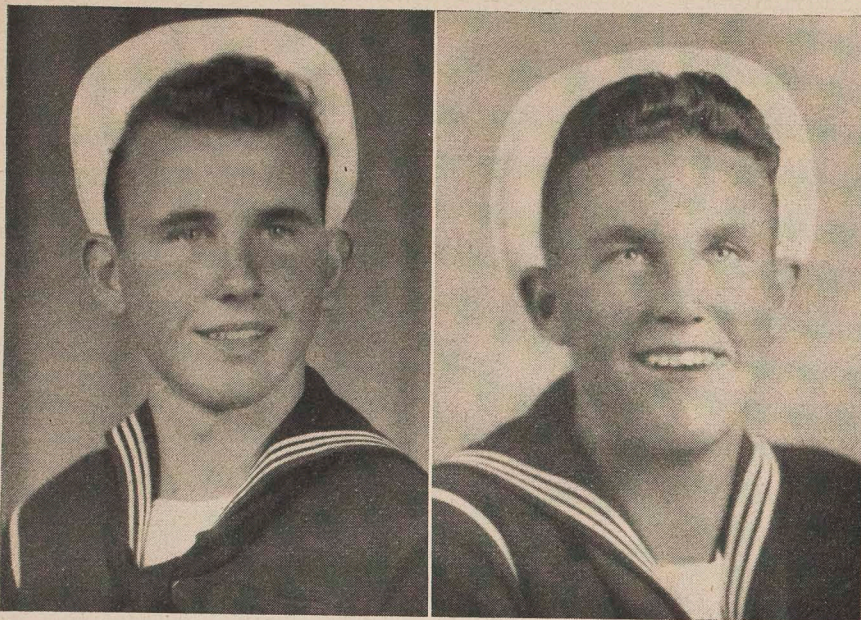
Warning that anyone defacing, mutilating or altering a ration token is subject to the same **U. S. statutes** and penalties as one who does the same thing to actual coins was issued March 22 by **Stanley Jewell**, OPA head enforcement attorney for the food unit of eight southern **California** counties.

"Conviction of defacing, mutilating or altering a ration token puts the defendant in the same position as a counterfeiter, and makes him subject to a maximum fine of \$10,000 or one year in jail or both," says **Jewell**. "Prompt and effective prosecution of all persons involved in such cases has been promised by the **United States Attorney's office**, and our OPA enforcement legal staff is ready to prosecute vigorously all such cases in the **Federal Courts**."

RETIREMENTS

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

NAME	Department	Occupation	Years of Service
Catherine Anderson	Mechanical	Car Cleaner	18
Bernard L. Brown	Transportation	Conductor, North	25
Albert L. Rice	Mechanical	Foreman	44



LOOK OUT FOR COUTS!—Left, Raymond E., and right, Luther D., sons of Terminal Trainmaster C. W. Couts. Raymond, 21, in the Navy since December, 1942, is a Gunner's Mate, 3c in transport service, was home on liberty for 25 days during February and March, and has just returned to South Seas. Luther, 18, in the Navy since July, 1943, is a Seaman, 1c, in submarine service, attached, at last reports, to sub base at Pearl Harbor. He has seen action off the coast of Japan. Both boys are enthusiastic about the Navy, and write that they wouldn't be anywhere else.

MOTOR TRANSIT DISTRICT By Ruth Fisher

We're all so glad to see Uncle Walter back again after an illness of seven weeks. Now that he has gotten used to the swing of things, he is acting more like himself . . . growling like Gilmore the lion . . . giving it to 'em . . . directing like he never did before.

Visitors from the U. S. Service during the past month were: Forrest Hughey, on leave from the Navy. He is looking fine . . . like a real tar . . . life certainly agrees with him on the deep.

Capt. L. I. Mosier dropped in . . . gals, did you see him? . . . SWELL.

Edna Green, formerly Mr. C. M. Allen's Secretary, came to see us while on furlough. She is stationed 35 miles out of Boston, Mass. She looked perfectly lovely in her WAC uniform and healthier than I've ever seen her. There really is something to this Army life. . . . Huh?

Mareita Witschy is our new Steno Clerk. She has taken over like an old hand and is getting along fine. The boys like her and so do we . . . so she's set for life. . . . Hi . . . Rita!

The gang is arranging vacations, so from now on news should be flying in from all sorts of places . . . I hope.

John J. Kinney is now a Service Director for dear old M.T. Among the brass hats, he is acting the part very nicely . . . swell guy, John. We know you can do it well and we are all for you. But to tell the truth, I'd rather be ribbing you than applauding you.

Blanche Maitorena gave a housewarming on March 11. Most of the P. E. was represented. Many lovely gifts were received. A real Mexican dinner was served and such delicious food you never saw or tasted in your life. It seemed as though everybody had "seconds" and Hal Pickler told me afterward that he was ashamed taking two helpings—but it was so good—he went out in the kitchen for his third!!! Those who attended were: Mr. and Mrs. Monty Brucker, Mr. and Mrs. Charles Sein, Mr. and Mrs. George Perry, Mr. and Mrs. S. Brogan, Mr. and Mrs. Bachman, Mr. and Mrs. Wells, Grey Oliver, Henry Stone, Harold Pickler, Dorothy Bailey, Gertrude Pugh, Alice Karayan, Virginia Lamb, Phyllis Bonner, Opal Haas, Marjorie Helwig, Marian Green and yours truly. Everybody hopes there will be an occasion for another . . . it was swell.

W. E. Evans is back with us after having spent several months in the Seabees. H. B. Anderson returned to M. T.; A. E. Crooker has returned also. A. H. Jones is back too.

Breaking in on M. T. are J. W. Brush and W. C. Cole.

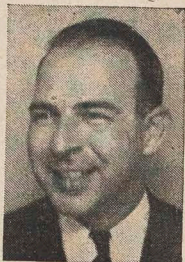
Robert Malhoit passed away on March 12 after a very brief illness. He was the brother of Assistant Service Director J. P. Malhoit.

D. G. Ellison has returned to the Seabees after working for M. T. on his 90-day leave.

CHEERIO.

FREIGHT STATIONS AND YARDS

By Arden Nasher



Things are moving faster and faster in the operating department, and as a result the Stations & Yards column is being more or less neglected these days. If anything exciting happened with you, therefore, and it doesn't appear in this issue, blame it on the war and attendant business.

One noteworthy piece of news is right under our editorial nose and cannot be overlooked; the acquisition by 8th Street Trainmaster's Office of a cute little brunette, fresh from Iowa (Terminal Trainmaster Couts calls her "Oskylucie"). Her name is Beverly Schindle, and if you think those middle-western corn-fed babies don't know their stuff, come down to 8th Street sometime and we'll introduce you. Beverly is the new Steno-Clerk and doing a swell job.

Changes in the Trainmaster set-up have occurred recently, and we now find Bernie Blevins as Trainmaster on the Southern District, D. Wayne ("Godro") Yeager at State Street, and O. C. Jordan temporarily holding forth at the old Fair Grounds (now known as "Hobbs"), due to the recent severe illness of Bob Cason. When Bob gets back to work, "O.C." is to spend some time on the Western District, the idea being to get all the Trainmaster Staff familiar with the whole system. Incidentally we called on Bob Cason a day or two ago and he was much improved and able to get about—slowly—so we have high hopes of seeing him back at the old stand soon.

We were glad to see our old friend Casey back on the job a few days ago, working as Paul Revere in the company Ford. As usual she was in and out so fast that we barely had time to recognize who it was.

Freight House Notes: Marion Lavelle, formerly Trainee at Santa

Monica freight office, is now holding down the job owned by Roberta Armstrong, who has been absent for a couple of months due to an attack of spinal meningitis. Roberta was in the office a couple of weeks ago and looked very much recovered. She is expected back on the job about the end of March. We also have trainees Hazel Kirby, Irene Mason and Georgia M. Marshall as newcomers to our group. Hazel is working as Expense & Bill Clerk, and we understand that her mother is also employed by the P.E. in the Central Timekeeping Bureau. Irene is breaking in with Fred Leary and Joe Peeler in the Freight Claim Department, and Georgia is in the record room, taking over the job vacated by Claudia Woods, who took a leave of absence several weeks ago. Another newcomer is Jack Auerbach, who is working second trick Bill Clerk job. Jack was recently given a medical discharge from the Army. Welcome to our department, all of you newcomers.

Our old friend Jimmie Boswell also received a medical discharge from the army some time ago, after seeing service in New Caledonia, and is working the third trick Bill Clerk job for James Coyle, who has been absent for about two months due to a heart attack.

Another recent change is the appointment of George Jehl, formerly Assistant Agent in charge of the Extra Board, to the position of Assistant Station Supervisor under Ernie Foskett. George has been transferred to 6th & Main, and we understand that he took the Extra Board with him and will continue to administer it from there.

Mrs. Seymour Lipshultz is taking a week's vacation in Oklahoma City, visiting friends, and has her daughter Betty Jean along for company. We provoked considerable indignation on the part of Papa Seymour when we estimated that Betty Jean was 14 years old—and good reason as the young lady is 18 and probably knows how to twine the old man around her finger.

As we go to press, our friend Donahu at Butte Street is still grinding out the War Bond subscriptions. At last reports he had added another 10 to the previous total of 56, and had also bought several more bonds for cash. Nice work, Don!

Polite youngster is Junior. The other night on the bus from town he pointed out an empty seat to a dear old lady—and then raced her for it.

Mrs. Brown: "Whenever I'm in the dumps, I get myself a new hat."

Mrs. Jones: "I was wondering where you got them."



P.E. MUDHOPS

YARDCLERK WITH A CAPITAL J

or,

WOES OF A MUDHOP

By Dave Newman

O'er so much mud does a mudhop hop
When a mudhop hopping goes;
And frozen nose and blistered toes
Are woes each mudhop knows.

"I say, old boy, you yardclerk there,
A check on six and eight.
Get off your chair and hurry there!
Don't wait!—It's due at State."

Through mud thick black on to the track
He walks his painful walk,
"I'm up the creek!!" his dogs do shriek,
"You put my boots in hock!"

He quickly blows his rain-drenched nose
With nostrils madly twitching,
But then in fright—Oh hateful sight!
"My God!" he screams, "They're switch-
ing!"

They shoot 'em in and pull 'em out
With rank audacity.
Then the shadows loom and—Boom!
Crash! Boom!
Watch out! It's Cassidy!

He rushes up and rushes down,
His pencil scribbling madly,
His brow now wears a deep-knit frown,
His ears are ringing badly.

U-T-L-X-1-3-4-6-
No! Three! No! Five! No! Seven!
U T Hell and X-cuse me, folks,
They've pulled it out, by Heaven!

At last he's through, though fingers blue,
He swims out to the shore,
But when he's there—Oh! Heaven spare!
Good God! They're adding more!

Yet 'spite the rain and 'spite the pain
And rocks that stab like prongs,
He pushes on till soles are gone
And sings his mudhop song:

"O'er SO much mud does a mudhop hop
When a mudhop hopping goes;
And frozen nose and blistered toes
Are woes each mudhop knows.

"And he can say on Judgment Day
When Satan rings the bell,
'You want to send me down beneath?
You can't—I've been to Hell!"

—MUDHOP JOE

An American soldier in England was giving some illustrations of the size of his country. "You can board a train in the state of Texas at dawn," he said impressively, "and twenty-four hours later you'll still be in Texas."

"Yes," said one of his English listeners, with feeling, "we've got trains like that here, too."

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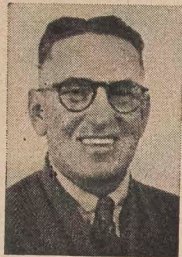
MORTUARY

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SOUTHERN FREIGHT DISTRICT



By
J. E.
Neville

These columns are not and never have been fictionized, so far as I know; leastwise, I don't fictionize them. I write things that people tell me, and if they take a few liberties with the facts, well, then—

Take, for instance, the strange thing that happened to Conductor Ed Vacher and his charming wife, when they went to San Francisco for a visit to Mrs. Vacher's brother, who is ill in the Southern Pacific hospital.

After a couple of days in Frisco, Ed found himself practically out of pocket money (something that can happen to anyone after a couple of days in San Francisco). He went down to a bank and cashed a five-hundred-dollar bond, and stuffed the money in his pocket. Then, on Market Street he transferred it to a billfold.

He put the billfold in the inner pocket of his overcoat (thinking no one saw him), before entering a washroom. Hanging the overcoat on a hook in the room, he proceeded to wash up. He could see his overcoat in the mirror, and suddenly he got the impression it had moved a little bit on the hook; that a hand had reached inside it. Eddie dried his hands hurriedly and investigated. Sure enough, the billfold was gone from his overcoat pocket.

He looked all over the place, but it was hopeless; so he reported his loss to the Police Station, and then started walking up Market Street, his head down in meditation . . . the meditation being along the line that he was a small town lad after all, but he did not think he could be taken in as easily as all that, and he was very chagrined. While he was thus engaged, he passed one of the larger movie houses and his eyes alighted on a familiar object in the gutter. He stooped for another look, and then picked it up along with several cards in the vicinity.

It was his wallet, all right, and the cards were his. Eddie sometimes finds himself wishing it had been empty, as it would have been better for his peace of mind, for the wallet had a five hundred dollar bill in it.

He says the thief must have lost his nerve or something. Lucky Edward! "Extremely so!" he agreed.

That is, in one way. Because, you see, the five hundred dollars wasn't his, for on the way to the washroom he got to thinking about leaving it in his overcoat which he was going to remove, so he took the five hundred dollars from his billfold and stuffed it into his pants pocket, so that after finding the billfold again, he had one thousand instead of the five hundred dollars that he had an hour earlier.

Well, Reader, there you have the strange thing that happened to Conductor Vacher, and if it's fictionized, you will have to take it up with him—I didn't!

A fussy, overbearing lady entered a crowded street car and began mumbling noisily over being compelled to stand. After edging everyone about for a time, a young man tapped her on the shoulder and asked, "Madam, you are standing on my foot. Would you mind getting off?" Bristling, she retorted, "Why don't you put your foot where it belongs?" "Don't tempt me, Madam, don't tempt me!" he countered.



IN CALCUTTA NOW — Major James G. Blake, former P. E. Terminal Trainmaster, is now in charge of all rail, water, and air transportation in the Calcutta quarter of India, having received his promotion from Captain January 9, 1944. Granted leave of absence from his P. E. duties in December, 1942, Major Blake has been overseas most of the time since. His duties were taken over by Charles W. Couts.

TORRANCE TOPICS (MECHANICAL DEPARTMENT)



By
Jack
Wright

Guest Columnist:
Maxine Anderson

For one reason or other Jack has asked me to write our contribution to the Magazine this month. Do you suppose the reason could be spring fever?

News is not in abundance, so I won't hold you too long.

At this time there are certain fortunate ones enjoying the checks received for back pay compensation resulting, as you know, from the recent wage increase granted. We poor clerks and the hard-working shop employes will have to wait a bit longer.

Milton Foster has moved his office over to the Air & Electric Shop as a result of the retirement of Al Rice. There were two new Assistant Foreman appointments made: Lacy King, in charge of the Pipe Shop, and Earl Shulkey, in charge of Wiring. These men will assist Mr. Foster.

Doris Shulkey, wife of Earl Shulkey, in one sense of the word has received a new appointment also; she is proudly a grandmother (a nice big girl). The son and father is in Coast Guard Service.

We have two more lady Machinists, Catherine Donnelly and Phoebe Shirley, who were awarded jobs on the last bids. The fellow-workers of John Anderson and George Bailey (both Machinists) were glad to see them back on the job after a long siege of illness.

Over on the Carpenter Shop side, I am told we have Al Handel, Cabinet Maker, retiring April 5 after 24 years with the P. E. All this time was spent in the shops. Walter Nielsen has sold his farm and moved to the city (Redondo); I suppose this will be a retirement, in one sense of the word. Dirk Nol would retire, but, says he, "They don't make me a good enough offer."

While you are "retiring conscious" I would like to give mention to: John Davis, retired Welder, who was by the office to pick up a pass for himself and wife . . . a trip to Portland, combining pleasure with business. Harry Clark, retired General Foreman, was also in this month for the

same reason; he and the Mrs. will journey to Dunsmuir.

To those who knew John S. King, retired Air Brake Machinist, it was with regret we heard of his death on March 16.

Now to acknowledge our new employes and say adieu: Edwin Ludlow from Macy Garage and Joseph Berdelle from West Hollywood (both by bid); Norma Hudson, Oran Wellman, Emma Crose, Jesus Marquez, Theron Hall, Samuel Sigal, Kathryn Canada, Hannah Blount and Daisey Brown. As Jack would say, "a welcome to each of you."

INFORMATION HI-LITES



By
Deane H.
Aspelmeier

After receiving several slight reprimands for being absent for a month, we will once again endeavor to give "Information" on the Information Department.

As for news, what is of greater consequence than the new tax law that goes into effect on April 1? This will necessitate learning new tax rates on all fares! Boy! What a headache for Information and Ticket Clerks! No more 44-66 to Long Beach or 121-193 to Riverside and San Bernardino.

In regard to personal items, we were so sorry to learn that Bessie Bundy had been taken to St. Vincent's Hospital for treatment. We sincerely hope the treatments will give her relief from the constant pain she suffers.

Several Information Clerks have been entertaining a "come-back" of the "flu-bug." We thought the old varmint had done his worst on his first visit. Neva Cooper was out for almost two weeks and was compelled to put up a stiff fight against threatened pneumonia. Evelyn Cook, Catherine Haldeman, Adeline McIntyre, Florence Spaulding and Thelma Bell did their share of entertaining the unwelcome guest. Cynthia Hornek, Lenore Tepley and Isabel Ash all feel they have had "Benjamin's Portion" of the old bug's bites. Doris Burden spent most of her recent vacation in a dentist's office. Too bad to spend playtime in such a manner. We are sorry to report that Edna

Tilley was forced to be absent for a few days because of acute tonsillitis. This is the first time such a "catastrophe" has caught up with her in more than four years. She is almost her own genial self once more.

We are somewhat worried at this time just how we will be able to make our dear public understand where to go when the process of alteration around these quarters starts. What a test on eardrums that will be, to say nothing of taut nerves.

As for the daffiness of the unpredictable public—there has been no noticeable improvement. During the recent rainstorm, a lady called to ask if the Pasadena trains were running on schedule. On being told there was some delay on all lines, she said, "Oh, dear, I have my hat on ready to go. Do you think I had better take my clothes off?"

P. S. Never try to run away from a cold, unless you can run "most awfully" fast. It has even caught up with the final member of our staff, our chief, Sibyl Mather. And we were all more or less envious of her record up to the present.

Mortuary Fund Pays Dividends

For years Truckman George H. Hill of the Mechanical Department was on sick leave. On January 23 he went to his reward. What was Mrs. Hill's surprise to receive a notice from the company stating that the Mortuary Fund had a check for her!

Yes, for years her husband had paid nothing into the Fund. Yet, because of a rule that employes on sick leave are not assessed for the Mortuary Fund, Mrs. Hill was the beneficiary of a substantial check.—She tells the story in a letter dated March 3 to the Pacific Electric Club:

"It came as a complete surprise when I received word from Mr. Lou Brown I was entitled to a

check from the Mortuary Fund, as George had been on sick leave for so many years. . . . I was under the impression he was no longer considered an employe.

"I am so very grateful and know George would also be happy, if he knew of this.

"I wish to extend my most appreciative thanks to the Pacific Electric Railway and its employes for this very generous deed and for every courtesy they have always given me.

"Gratefully yours,
"GRACE M. HILL
"(Wife of George H. Hill)
"1143 E. 103 Street
"Los Angeles 2, California"

Lucas 9553

MECCA Members Get Red Cross Emblems

Red Cross lapel buttons, window stickers, and folders entitled "This Is My Share," have been delivered to MECCA members as a result of the third dividend of \$2500 voted to the Red Cross by the MECCA Administrative Committee. The distribution of the allotment to counties and municipalities is shown in mimeographed sheets which have been posted on bulletin boards throughout the system.

Distribution to counties and municipalities was made on the basis of the number of Pacific Electric employes resident therein.

Do you belong to MECCA? If not, join today—you'll never miss 30 cents a month, and you can't spend your money for a better cause.

Alice — has been engaged as stewardess and social hostess aboard the S.S. Alexandria, which sails tomorrow. Before leaving port she will have her barnacles scraped.

—East Coast Shipping Record

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SIGNAL DEPARTMENT



By Virginia E. Simmons

Are you up in the clouds these days? It's because it's spring and April, reminding us of robins, and Chaucer, and a plaintive tune called "April in Paris." You might as well come down to earth because there are dandelions in the front yard, and weeds in the victory garden. So . . . to work!

El Monte Tower has a unique victory garden, which is the pride and joy of Roger Lemelle, Signalman. Passers-by and relief men are warned to keep hands off! The product raised is most valuable and practically unobtainable. Onions!

A. M. Cross, Line Foreman, tells us his prized possession is a scarf made from a silk parachute used by a U.S.N. pilot, who bailed out over Tarawa. The original stains and watermarks are on it. His nephew, a Navy parachute rigger, made the scarf and presented it to him.

PASSING BY: Henry Riley and Mrs. Howard Fox (nee Charlotte Collin) eating ice cream sodas, the latter beautifully sunburned from a honeymoon in the snow. Stanley Reid excited over a birthday celebration for his mother, who's 88 years old. Hand-



ROBERT A. ZIMMER is the son of Henry Zimmer, Signalman, who has been with the Pacific Electric since 1923. Bob is a S.K. 3/C, and at present is somewhere "over there."

some Felix Brac, Jr., Seaman 1/c, home on furlough. Lloyd T. Leary, former member of the line gang, now in military service. Robert Ravey, son of District Line Foreman H. B. Ravey, awarded the "Distinguished Flying Cross." Adam and Ruby

Forbes married 28 years on March 18. Ruby gave Adam a "Ruby" (ring). George Prell building and installing a holder and rack for the office ball of twine; Jessie telling him what a "sweet and wonderful" guy he is, and that she will see that he gets a "white star" for his trouble.

PASSING OUT: Surprised and chagrined was E. B. Hargreaves over his recent trip to the Blood Bank. The group of twelve made out fine, except the first-mentioned. He stated his condition might have been remedied if Jessie Eaton had held his hand . . . or head! We understand that one of the young nurses had trouble with Lee Cash, and turned him over to an old nurse????!! The next trip for the Signal Department is May 22. If a group of 15 or more report, transportation will be furnished by the company. So, what do you say, fellows?



GERALD H. BREWER, Signalman, entered service December 29, 1942, and since June 1, 1943, has been in England with a Railway Shop Battalion.

When his group first arrived in England, there were no living quarters for the men, and Nissen huts were constructed. "Jerry" is the younger brother of Jessie Eaton, our Signal Clerk. He receives the P. E. Magazine each month and writes: "I keep very well posted on all the changes and the jobs that are being done." A PFC when the above picture was taken, Jerry is now a Sergeant!

Jack Caplan is back to work after several months illness. It's mighty nice to see him at the foot of the viaduct. During his convalescence, the doctor allowed him to walk only nine blocks a day, and he had to resort to taxis in order to get around. Jack says "the fares ain't fair."

To Albert Steele, who is still confined at St. Vincent's with a broken hip, we send best wishes for a speedy recovery. The "Boss" and "Banny" are both wondering, tho, if he will stall getting well, with all those lady visitors!

A happy, happy birthday to Signal employes George Prell, L. R. Nachman (in military service), C. P. Stinson and E. D. Barnett; to Towermen

Lawrence McKoane and Thomas Ryder. Our apologies to Miss Edna Klein, who had a birthday March 13th. Edna is Miss Eaton's little assistant.

Enjoying vacations during the past month are Jack Caplan, Hubert Dennis and P. M. Orrell.

New employes whom we welcome are: Wm. Covert, Jack Wade, Jeanett DeJongh and Betty Barbee.

The Signal Department is always proud to present men in uniform. See picture of R. A. Zimmer and G. H. Brewer on this page.

AMERICAN LEGION AUXILIARY

By Anna Tucker



The past few weeks have been full of surprises for the Unit. The most interesting was the marriage of Margaret Richards to Edward Allen on April 5, in Las Vegas. The trip was made by air. Margaret is a faithful member of the Unit and has operated the switchboard at the Teris Hotel for the past two years. Mr. Allen is a Navy veteran and at present is Supervisor in a defense industry. They will make their home in Los Angeles for the duration, after which they expect to go to China. The best of luck and good wishes for a future of happiness together!

The potluck dinner on the evening of the 14th of March was a huge success. The dinner and raffles brought in a neat amount, which will add to an already goodly sum in our treasury. I should like to apologize for giving the wrong date in the last issue of Magazine. Thanks to Comrade Davis for correcting it.

Mr. and Mrs. R. E. Withee are more than happy to report the graduation of their son George as a pilot in the United States Army Air Force. George received his commission as 2nd Lieutenant, March 12 at Fort Sumner, N. M. Congratulations, George, we are all proud of you.

We were glad to welcome a number of guests at our last meeting, among whom were Amelia Clifton, 23rd District Vice President, and Estelle Davis, President of Beacon Unit 343. They gave an interesting talk and complimented the Unit on the good work being done. Mrs. Davis

drew the raffle, Alice Newman the door fund, Maple Malmborg the Victory Stamp. You should attend the meetings regularly, girls. You might be the lucky one.

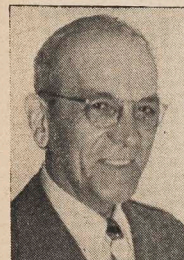
At the close of the regular meeting on March 28, the Unit gave a miscellaneous shower for the bride, Margaret Richards. Many useful gifts for the house were received.

Mabelle Smith reports her son Donald, who is in the Tank Destroyers, has been home on a short furlough.

March is Community Service Month with the American Legion Auxiliary, but I'm very proud to say that our Unit does community service every month of the year by giving food and clothing to the needy, caring for the sick and the motherless children, spreading cheer and comfort in broken homes, working with the Red Cross, giving blood, sending letters to the boys overseas, and praying that our efforts may not be in vain.

PACIFIC ELECTRIC MASONIC CLUB

By Ed. J. A. Hasenyager



The Special meeting scheduled for March 24 saw several new faces among those present. The Secretary reports an excellent meeting, and says that Friday, June 16, was set for the next meeting; so make it a date.

It is urgently requested that any member of our Club who is an officer in his Lodge report the same to Secretary, stating the name and number of his Lodge and the office which he holds. It is our desire to show the list of those names in this column as soon as possible.

MORE WORK: The Club received two invitations to assist in conferring the Sublime Degree during the month of March on Brother Earl Morehead, York Lodge in Watts; and Brother "Bill" Jolley at Torrance. We congratulate them on their preferment and hope that their names will soon appear on our Club Roster.

HOSPITAL NEWS: Brothers J. E. Newman, "Ike" Williams and Leslie H. Appel have been absent from their work a portion of the month of March due to illness.

COMMITTEES: The following is

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Linemen and Linemen Helpers	Laborers and Helpers—Track, Store and Mechanical Depts.	Draftsmen
Signalmen and Signalmen Helpers	Civil Engineers	Towermen
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PACIFIC ELECTRIC RAIL AND MOTOR COACH LINES

March 15, 1944

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SHORT OF HELP in many departments, Pacific Electric has issued the above card and posted it in conspicuous places throughout the system. If you know of others who might be interested, send them to Room 216, Pacific Electric Building.

the personnel of the various committees appointed by the President;

SICK COMMITTEE: C. A. Newman, Chairman, assisted by E. F. Barrett and E. E. Jarvis.

ENTERTAINMENT COMMITTEE: F. J. Leary, Chairman, assisted by R. S. Mead, G. D. Burnett and L. E. Goodman.

MEMBERSHIP COMMITTEE: R. E. Labbe, Chairman, assisted by R. L. DeMoss, J. W. Butler, and J. Hanselman.

IN MEMORIAM: We are sorry to report the passing

of Brother Godfrey Taylor, Substation Operator from Ramona, on March 26. He had been at St. Vincent's for some time with pneumonia. Brother Taylor was a native of Ireland and was a member of Kaw Lodge No. 272, Kansas City, Kansas. We extend our sincere sympathy to his family and friends.

Game Warden: "Hey, young man, what's the idea of hunting with a last year's license?"

Miles: "Oh, I'm only shooting at the birds I missed last year."

PACIFIC ELECTRIC POST, AMERICAN LEGION



By James E. Davis

We are proud to have appear in this magazine a picture of the first father and son who have both become members of our post.

The father, Ray E. Withee, has been a member of our post since its early days, in 1937. He served as Chairman of our National Defense Committee in 1938. (Gap in Historian's records.)

The son: in 1941, Captain George M. Withee, Long Beach Squadron 27, Sons of the American Legion, helped his father, then P. E. Post S. A. L. Committeeman, in the organization of S. A. L. Squadron 321. In the April 1941, P. E. Magazine was a picture of the organizers, standing behind seated members of Squadron 321. George made an outstanding appearance in his neat S. A. L. uniform, while his father also stood out, at the right end of the picture.

George is now a Lieutenant in the United States Army Air Corps, but before being inducted as an officer, he was discharged from the Army Air



LEGIONNAIRES — Father Roy E. Withee, left, and Son George M. Withee, both of P. E. Post.

Corps, thus becoming a civilian for about two hours. In spite of his present active status as an officer in the U. S. Army, his possession of an honorable discharge from the U. S. Army makes him eligible as a member of the American Legion.

We now have 105 paid up members and we hope we soon will have many more.

Other new members: Motor Transit Operator Louis John O'Brien, U. S. Naval Reserve, World 2; Southern District Conductor Everett L. Elliott, U. S. Coast Guard, W. W. 2; Railway Clerk James Victor Meuse, 64th Infantry, 7th Division, W. W. 1; and Brakeman Roy Edward Center, U. S. Navy, W. W. 1.

These Comrades became members of our post at our March 14 meeting, which was preceded by a banquet held by our Auxiliary and much enjoyed by all who attended.

Also before the regular meeting, our Auditing Committee, consisting of Burgess N. Broberg (Chairman), James E. Davis, Lloyd A. Finley, Galen F. Michael, and Virgil G. Clemons, examined the books and signed their official "O.K."

Visitors at our March 14 meeting: James Harper, husband of our genial Auxiliary President, Martha Harper. Comrade Harper was using crutches and had one leg in a cast, as a result of breaking it when he slipped off a freight motor.

Chief Painter George C. Franklin, U. S. N., Sergeant-at-Arms and Charter Member of Midway Island Post 21, told us about his experiences during the Japanese attack on Pearl Harbor Dec. 7, 1941. He had helped, over the radio, install the first officers on Midway Island Post, shortly before the war began.

Adjutant Clarence A. Newman asked that a new Adjutant be broken in to take his place at the end of his present term of office, because he has been finding his rapidly multiplying duties too arduous.

Commander F. W. Nichols selected Comrade McBride, a veteran of World War Two, who had acted as Adjutant, when Comrade Newman was absent, Feb. 8. He immediately started breaking in.

Comrade Newman served as First Vice Commander for 1938, Commander for 1939, Junior Past Commander for 1940, and has served as Adjutant ever since. Adjutant Newman was also 23rd District Chaplain for 1941. He is a P. E. Dispatcher and he has lately become an active member of the Masons.

Commander Nichols reported that between our Feb. 8 and our March 14 meetings he had visited Sawtelle Vet's Hospital twice. He talked to us about a paratrooper whose lower



LEGION AWARD WINNERS — Evelyn Willits and William Cota, of Robert Louis Stevenson Junior High School.

limbs were paralyzed because of an injury to his spine. The last time Comrade Nichols saw him, the paratrooper was able to wiggle his toes a little bit, and he couldn't have been any happier if he had received a million dollars.

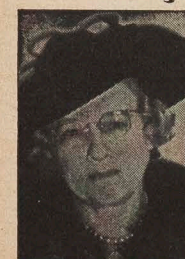
PACIFIC ELECTRIC CLUB BULLETIN

- TUESDAY, APRIL 11: American Legion Post No. 321. Semi-monthly Meeting—8:00 P.M.
- American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 P.M.
- WEDNESDAY, APRIL 12: P. E. Rod & Gun Club Monthly Meeting—7:30 P.M. ADDED ATTRACTION: Chairman of Entertainment Committee has a surprise in store and promises an interesting sporting picture.
- THURSDAY, APRIL 13: Red Cross Sewing Unit—10:00 A.M.
- P. E. Women's Club Afternoon Meeting and Program—1:00 P.M.
- FRIDAY, APRIL 14: P. E. Bowling League Matches. Grand Sweepstakes—Arcade Recreation Center—542 South Broadway—8:15 P.M.
- THURSDAY, APRIL 20: Red Cross Sewing Unit—10:00 A.M.
- P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 P.M.
- TUESDAY, APRIL 25: American Legion Post No. 321. Semi-monthly Meeting—8:00 P.M.
- American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 P.M.
- THURSDAY, APRIL 27: Red Cross Sewing Unit—10:00 A.M.
- P. E. Women's Club Afternoon Meeting and Program—1:00 P.M.
- THURSDAY, MAY 4: Red Cross Sewing Unit—10:00 A.M.
- P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 P.M.
- TUESDAY, MAY 9: American Legion Post No. 321. Semi-monthly Meeting—8:00 P.M.
- American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 P.M.
- WEDNESDAY, MAY 10: P. E. Rod & Gun Club Monthly Meeting—7:30 P.M.
- THURSDAY, MAY 11: Red Cross Sewing Unit—10:00 A.M.
- P. E. Women's Club Afternoon Meeting and Program—1:00 P.M.

SIXTEENTH BIRTHDAY of the P. E. Women's Club was celebrated on Thursday, March 9. Count the candles and see. At right are the Club Officers; below, the entire group, or at least as much as could be got into the picture. Officers include, left to right: Mrs. E. J. Hasenyager, Treasurer; Mrs. Frank Hart, Recording Secretary; Mrs. Ralph Howe, President; Mrs. Fred Hendrick, Corresponding Secretary; and Mrs. A. W. Kitto, First Vice President and Program Chairman.



HERE AND THERE WITH THE WOMEN'S CLUB



By Mrs. Lon Bishop

The meeting held on February 27 proved a very valuable one to garden growers, for the speaker was a garden expert, Mr. Reynolds from the Department of Agriculture.

We noticed that in the March issue of the Magazine under the caption "Raise Vegetables" practically the same information was given, so we

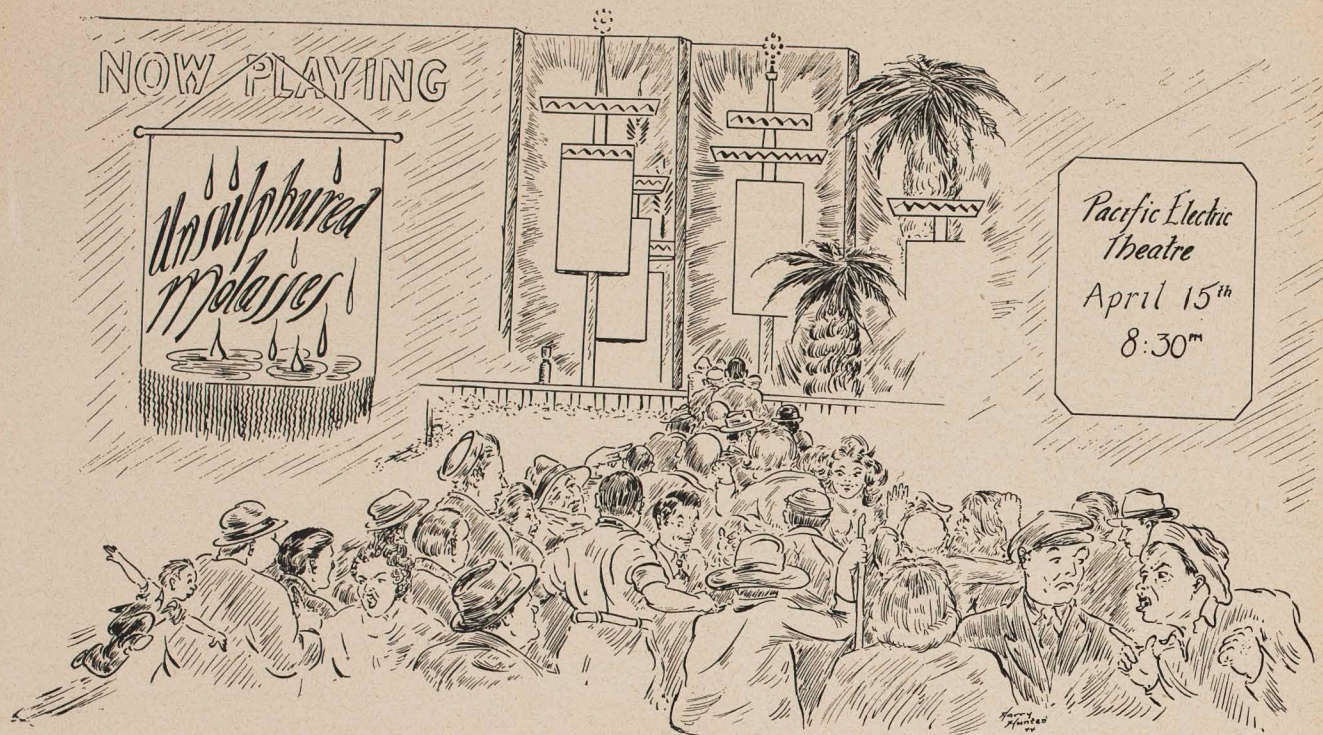
teenth: "Pater" Geibel and Messrs. Thorburn, Thomas and Vickrey. How we love their visits and those talks, each speaker heckled by one or all of the others, in a way the members thoroughly enjoy.

We missed and the "boys" missed our own Ruth Green; parties aren't the same without Ruth and Neal arguing over which is the younger. Hurry back, Ruth, we need you.

The music for the program was furnished by Mrs. Herbert Womersley playing her beloved cello, accompanied by Frieda Maynard. Mrs. Mary Nordahl, a charming visitor for the second time, sang request favorites of the members with Mrs. Claire Officer at the piano. Hats off to four swell entertainers.

The Club being just sixteen (bobby sox age) Mrs. Kitto, the Program Chairman, had hopes of getting F. Sinatra (wishful thinking, of course) and then, failing to persuade our boys to give a bit with "Mairzy Doats," she was forced to draft them into the program. So, placing a song book in their hands, we were treated to a command performance of "When You and I Were Young, Maggie." We wish you all could have been listenin' Anyway it was healthier and wiser than having Sinatra, for when you get to be "Maggie's" age, it's better to laugh than swoon.

After the program, ice cream, cake and coffee were served in the adjoining room on tables lovely with candles, a pretty doll typifying a sweet sixteen-year-old, bowls of pink roses, and cute favors for all. On each serving of cake was a lighted pink or green candle. It was a nice party and a happy day, and Frieda Johnson and her Committee, Mesdames Curle, McDaniels and Bishop, were given a big thank you. Another one goes to our genial editor and to Mr. Herold, photographer, for being so nice about the picture.



BIG VARIETY SHOW!

Fun! .. Laughs! .. Cloning! .. Music! .. Fast-Moving Entertainment!

Rapid-fire comedy, songs, dancing, and a million laughs are packed into two hours of entertainment entitled "Unsulphured Molasses," extravaganza deluxe to be given by P. E. guys and gals on Saturday, April 15, at 8:30 p.m. in the P. E. Auditorium.

Vince Barnett, reputed the best-known joker in Hollywood, and Jack LaRue, character actor well known in gangster films, headline the show with a 15-minute comedy act, according to the authors and producers, E. R. Knowlden and R. D. Snow, of Pacific Electric's Transportation Department.

So well dovetailed are the 23 sequences that introductions, bane of the theatre-goer looking for simon-pure

entertainment, are practically non-existent. Furthermore, the producers promise that the show won't run over the allotted two hours. Sequences run in length from 10 seconds to 10 minutes. There's never a dull moment!

Sponsored by the Pacific Electric Club, the extravaganza will be prefaced by brief five-minute talks from President O. A. Smith and from Superintendent C. H. Belt, of the Instruction and Safety Bureau.

Admission is free to the families and friends of Pacific Electric employes. See the bulletin board in your terminal, shop, or office for the name of the person in your department who will supply you with tickets. Admission is by ticket only. Get up a party and come!

Saturday, April 15 .. Pacific Electric Auditorium .. 8:30 P.M.

PACIFIC ELECTRIC BOWLING NEWS



By
Charlie Hill

Two more weeks of rolling, followed by team sweepstakes on April 14, will ring down the curtain to close the 1943-1944 season of the Pacific Electric Bowling League. The final two weeks should prove an exciting finish, with six teams, namely, Trainmasters, Claim Department, South District, Motor Transit, North District, and Hi Lo all fighting for second place honors. While the Trainmasters and Claim Department have been alternating in second and third positions since December 17, the other teams mentioned have been in there pitching and are now right on their heels.

In the ladies' department the Hi Lo team is leading the P. E. Scrubs by three points at this writing.

The Schedule Bureau quintet have

WEEKLY HIGHLIGHTS OF P. E. BOWLING LEAGUE

High Team Game	High Team Series	Individual High Game	Individual High Series
Mar. 3 Elec. Dept. (1000)	Claim Dept. (2797)	J. Anderson (248)	J. Anderson (659)
Mar. 10 N. Dist. (1005)	North Dist. (2672)	"Vic" Prettyman (234)	Ona Gregg (627)
Mar. 17 P. E. Scrubs (912)	Schedule Bur. (2650)	"Vic" Prettyman (214)	Joe Shafer (588)
Mar. 24 Trainmasters (965)	Trainmasters (2773)	"Vic" Prettyman (242)	"Jug" Yeager (633)

cinched first place standing in the league. Despite the fact that the strong South District team rapped the leaders 3 to 1 on March 24, the latter practically "backed" into the championship when their nearest threat, the Claim Department, on that same night took it on the chin for a 4 to 0 count at the hands of Harry Hampton's North District aggregation. This gave the Schedule Bureau a lead of 11 points, which cannot be overcome during the two remaining weeks of play. The winners took the top rung of the ladder on October 15, and never relinquished that position, although they were hard pressed up to the last two months of play.

On the eventful evening of March 24 Tommy Putman, top bowler of the Claim Department team, had gotten the worst of a scuffle with a bull, sustaining injuries that prevented his bowling, and, to help out, Laurel Jones left a sick bed, but it was just not in the cards for his teammates to win, despite Captain Archie Brahm's 562 series. It was no use, as the North District, led by the attack

of "Vic" Prettyman, had another of their big nights. And speaking of that chap Prettyman, it has been uncanny the way he has been bowling them over after those several weeks layoff. During the first three weeks after his return he has consistently led his team in high games and high series. His 242 against the Claim Department decided the issue in the first game.

Leonard Anderson of the South District keggled a handsome 248 game and a 659 series on March 3, which may hold good for a first place prize for the season. "Jug" Yeager unraveled three excellent games on March 24 (217-203-213) for a total series of 633, while "Andy" Robertson, of the same team, uncorked a 568. Don Houston is still trying to land a real good series, and has two more weeks left.

The Hi Lo ladies have had the Indian sign on Ole Swanson's Motor Transit all season, during which time the score: Hi Lo 12, Motor Transit "Zero." Those girls are certainly tough at the alleys, especially with Marion Lutes trying to land that 200 game.

The team sweepstakes to be held on April 14 will no doubt be an interesting event, and should attract a big audience. All prizes will be distributed on the same evening.

STEAMSHIP LEAGUE

The Steamship League came to a close on Tuesday, March 21. The Pacific Electric team finished in fourth position, after leading the league during the entire first half.



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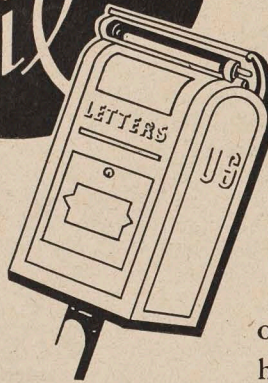
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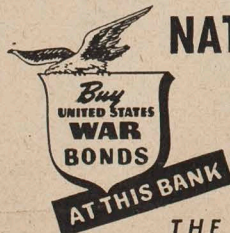
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