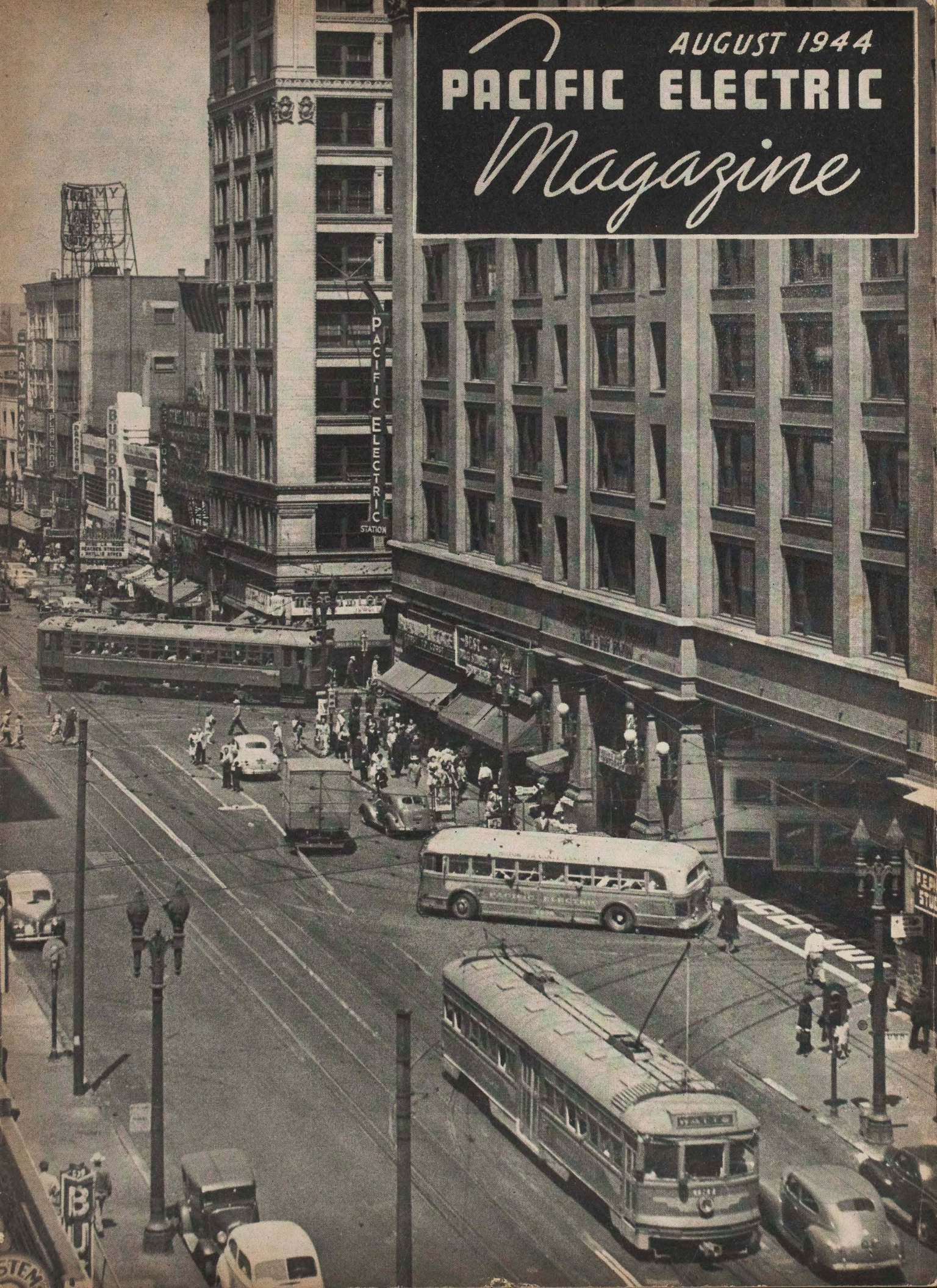


AUGUST 1944
PACIFIC ELECTRIC
Magazine



Battle Fatigue . . .

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

Our scene opens in a Senator's office in Washington. "Jerry, I've got to knock out the text of my speech to the Senate so that the Press will have a copy."

"But, Senator, what about your dinner engagement?" "Oh, rats! I had forgotten about that. The engagement is an important affair too. Some of my constituents from the Unecda Post War Council will be there. After all, we must look to the future. Look, Jerry, just give them the routine stuff; buy bonds, give blood, and avoid black markets."

"Yes, Senator. I'll take care of it."

The Senator leaves. Jerry swings his chair around to face the typewriter. He starts writing.

"Ladies and gentlemen, I am deeply grateful for the opportunity which this occasion provides to . . ."

Jerry stops writing, a sudden look of impatience on his face.

"Nuts!" he exclaims aloud, "the same old ballyhoo!"

He leans back in his chair and looks at the ceiling. Gradually the look of impatience disappears and his face becomes grim as he remembers the cause of the battle fatigue that got him sent home from the front line in Italy to a civilian job.

"If I were making this speech," he reflected, "I'd say:

"People of America, I hope you've enjoyed your dinner here this evening, because I want to talk to you about blood, intestines, broken bones, decapitated bodies — bodies without even a hope of identification, much less of repair — bodies no longer interested in food.

"I want you to imagine that you've been called by Uncle Sam into the Army. You told your wife and kids goodbye five days ago. Now you're in an intensive course of training. You're tired, sore, lonesome, miserable. You'd QUIT, if you could, but you can't.

"Now you're shipped to some other location. More training, sweatin', cussin', and misery. By all that's decent, you'd like to take a vacation, but you CAN'T!

"Next thing you know, you're on your way to some battle ground. You don't know where. You arrive, and you dig in. You're almost past caring. Hell, you might just as well not have a family or home. You never see them.

"There is an alarm. Now the REAL BATTLE! Duck down, you damn fool; want your head blown off? Watch that sniper! Hey, give out with those hand grenades. Water? What the hell do you think this is, Palm Beach or some other place in the U. S.?"

"There come the planes, and they are opening up again on the ground over there.—Hey, Tom! Tom!

Dammit, they got Tom! Get me too, you murdering Hyenas!

"The all clear. Now then—hell, I haven't got any more cigarettes. Wonder how the family is holding up. . . . Damn those Germans! Don't they ever stop!

"O.K., you stupid Nazi fools! You'd better stop right now and give up. Back in the U.S.A. there are a hundred and thirty million people and the whole stubborn bunch are right behind me.

"Do you know what I heard, you back-stabbing



Germans? I heard that employer and employee alike have quit taking pot shots at each other and they're busy making things to take broadside shots at you.

"They've quite personal, petty, selfish bickering. They've quit taking vacations, and days off, and going sick.

"You damn Germans are standing behind the eight ball, see? They're getting on the job, they're staying on the job, and you'll damn well know they're getting the job done.

"You and your filthy goon cousins, the Japs, are going to get your bellies full. Know why? Because the Americans understand the job better than anybody else and they're not selfish. They're behind me, of their own volition. We don't need concentration camps or universal labor conscription over there. We are Americans. You hear that? You dirty rats—WE'RE AMERICANS!"

"—Well, it would have been a good speech," Jerry says, as he goes on typing the Senator's press release. "But the people are still living in the dream of pre-war days. They like to listen to the Senator. It helps hide the real issue—blood, intestines, filth, disease, death, spiritual desolation."

Save Waste Paper! It's Vital Material

Save your waste paper and sell it to the junkman. So suggests L. H. Appel, Chairman of the Salvage Committee of the M-LWPC, in the following statement on the acute shortage of paper material:

"Paper is a vital war material. It has gone to war in enormous quantities, in the form of containers for foods, medicines and blood plasma, bomb bands, shell cases. In short, 700,000 different kinds of items are shipped to the Army wrapped or boxed in paper.

"In the face of this unprecedented demand, a serious shortage of wood pulp, the raw material from which paper is produced, has developed. The chief substitute available for wood pulp is waste paper. To meet the demands of war, more than 8,000,000 tons of waste paper must be salvaged this year, out of a total annual production of 20,000,000 tons of paper and paperboard products. As much of the production goes into construction or is unavailable for other reasons, the magnitude of the salvage job is obvious.

"Each citizen can do his part by observing the following suggestions:

1. Save all waste paper; store it in a dry place.
2. When you have accumulated a stack of papers and magazines about four feet high, sell it to a junkman. Or call up a charitable organization such as the American Legion, Goodwill Industries, Salvation Army — there are a number of them—to send a truck to your home."

Aware of the responsibilities which these times place upon each of us, we will all surely cooperate in the waste paper salvage campaign.

In Memoriam

Stanley L. Nemeč, Technician 4th Grade, United States Navy, formerly a Helper in the Torrance Shops. He died on May 26, 1944, at the age of 25, of wounds received at Anzio beach-head. The Order of the Purple Heart was posthumously awarded him on June 30.

Mr. Nemeč began work for Pacific Electric on March 20, 1941, and was released for military duty on February 2, 1942.

His mother is Mrs. Gizella A. Burian, 1807 Winmar Drive, Los Angeles 41.



HONOR ROLL

Pacific Electric Employees Reported Entering the Armed Services of the Nation in July, 1944

ENGINEERING DEPARTMENT

Addison G. Brown, Jr.

Edgar M. Secord

TRANSPORTATION DEPARTMENT

John W. Green, Jr.

Richard W. Nisley

Robert G. Steward

Roland W. Krafft

Raymond R. Reitzel

Harold F. Stewart

Robert P. Lewis

Paul K. Ricks

Arnold G. Wiseman

Harley A. Margrave

John T. Scruggs

Fay A. Young

Foster R. Shackelford

Reported Returned From Service

MECHANICAL DEPARTMENT

Pete Bersech

Ruth Calloway

TRANSPORTATION DEPARTMENT

William K. Holsberry

Bernard E. Myers

Wayne A. Sinclair

As of July 20

753

Pacific Electric Employees Were In the Armed Forces



Send Christmas Mail Overseas Early

All gifts and cards for Christmas delivery overseas must be mailed between September 15 and October 15 if you expect them to arrive on time, announces Postmaster Mary F. Briggs of the Los Angeles Post Office.

Cards must be sent first class. Gifts, because of the great distance they must go and the rough handling they sometimes necessarily receive,

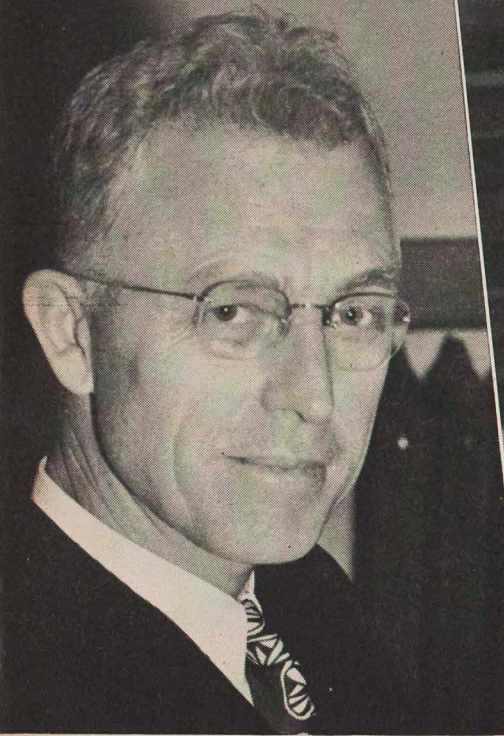
must be packed in boxes of metal, wood, solid fibreboard, or strong doublefaced corrugated fiberboard reinforced with strong, gummed-paper tape and tied with strong twine; they should also be packed in such a way as to permit ready inspection of contents, since all parcels are subject to censorship. No package may weigh over five pounds, nor may it be longer than 15 inches or 36 inches in combined length and girth. Addresses should be placed on both the outside and an inside wrapper.

Employment Stabilization Plan for Southern California

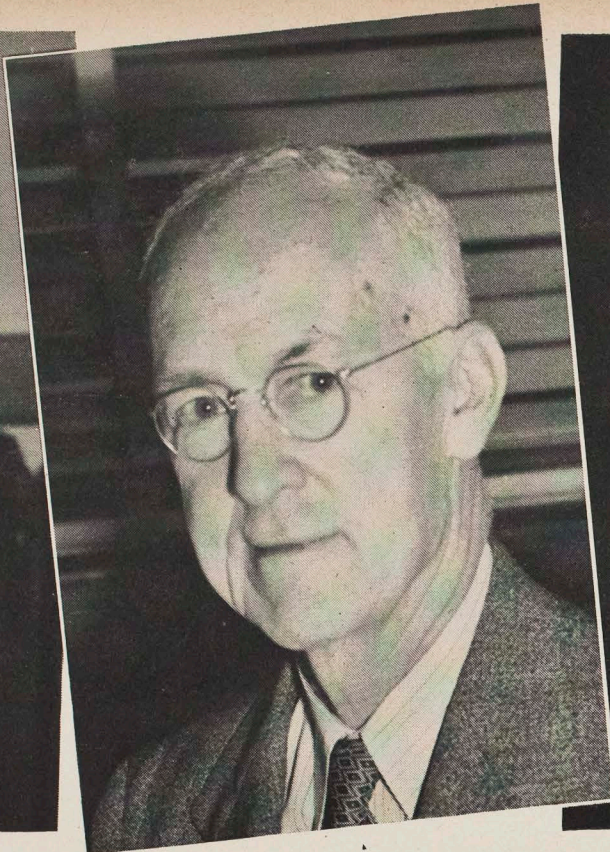
The Employment Stabilization Program for Southern California, revised July 1, 1944, is similar to Stabilization Plans in effect in other labor shortage areas. Its purpose is to direct available workers to employers in essential war activities.

Superintendent of Employment HARRY L. YOUNG has been authorized by the War Manpower Commission to issue "referral cards" to applicants for employment with Pacific Electric Railway.

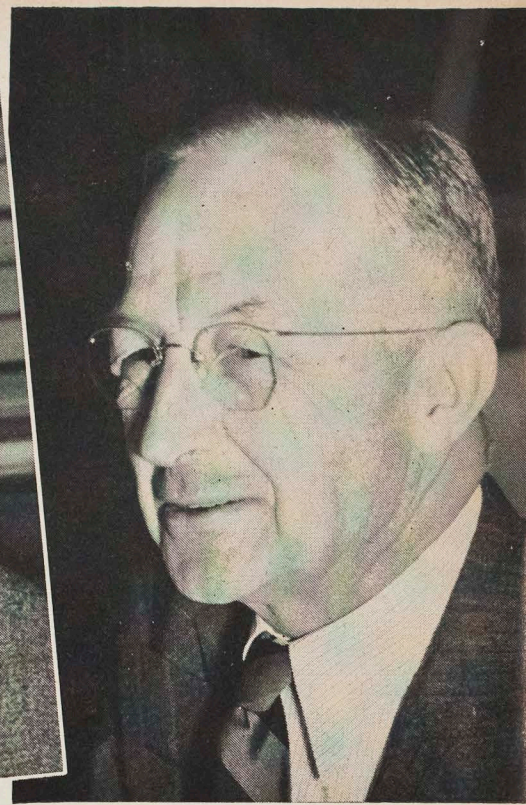
Pacific Electric needs additional employees in most occupations. Railroad work is "war work"—send your friends who want a job to Mr. Harry Young, 217 Pacific Electric Building.



H. D. TURNER
Office Manager



S. A. BISHOP
Retiring General Claim Agent



J. J. STADON
New General Claim Agent

These three men have led the way in establishing the present outstanding reputation for fair dealing of Pacific Electric's Claim Department.

General Claim Agent Bishop Retires; John J. Stadon Appointed Successor

The retirement on August 1 of General Claim Agent S. A. Bishop, head of the Claim Department of Pacific Electric, and the appointment of Claim Agent John J. Stadon as his successor, have been announced by the Pacific Electric management. Mr. Bishop's retirement comes after he had served exactly 35 years and ten months as head of his department, during which time he has given the organization a reputation second to none for honesty and fair dealing in the handling of claims.

Mr. Bishop leaves behind him a host of long-time friends who realize full well and do not hesitate to state vigorously that his retirement is a great loss to the company. His ability as a claim agent and administrator made his name widely known in his own and in the legal profession, with whose representatives he worked for 45 years.

CLAIM CAREER DUE TO ACCIDENT

For Mr. Bishop's long tenure with Pacific Electric does not include all of his claim experience. He began his claim work in 1899 at San Francisco with the Southern Pacific Company

as the result of having been involved in an accident while he was a motorman for the Market Street Railway, which belonged to the owners of the

Appreciation From Mr. Karr

Mr. Frank Karr, Vice President and Chief Counsel of Pacific Electric Railway Company, when contacted concerning the retirement of Mr. S. A. Bishop, stated as follows:

"The time has arrived when, under the rules of our organization, Mr. Bishop must retire from the duties which he has so faithfully and efficiently performed for many years in the capacity of General Claim Agent.

"Mr. Bishop possesses those rare qualifications combining wisdom and industry with a broad view of the general fitness of things. He is a wise adviser, a level-headed associate, and a faithful friend. We will miss his association and all join in best wishes for his happiness and further success."

Southern Pacific Company. Though not at fault, he was about to be discharged from train service because no witnesses to the accident could be located by the Claim Department. Investigation enabled Mr. Bishop to secure from 12 eye-witnesses a signed statement completely exonerating him from responsibility — a performance which secured for him a job in the Claim Department of the Southern Pacific Company, which at that time handled the Market Street Railway claims.

In 1908, after the Southern Pacific Company had obtained a 50 per cent interest in Pacific Electric, Mr. Bishop came to Los Angeles as head of Pacific Electric's Claim Department and has remained in that capacity ever since. In 1932 he also accepted a position as head of the Claim Department of the Los Angeles Railway—an office he held for ten years, along with his Pacific Electric claim work, on a half-time basis. Upon his retirement on March 1, 1942, from the Los Angeles Railway, that company's official publication, **Two Bells**, spoke of him as "one of the outstanding authorities in claim work," who, "with his warmhearted kindness, his sympathetic understanding and his desire and ability to train younger men in claim work, . . . has endeared himself to everyone."

CAME FROM TENNESSEE
Sam Bishop was born on July 21, 1874, in Brownsville, Tennessee —

and has never completely lost his Southern accent! His father, a general storekeeper and mayor of the town, wanted his son to have an education; consequently, in 1889 the youth went to Christian Brothers College in St. Louis, which he attended for four years. In 1893 he traveled west, full of the spirit of adventure, to Portland, Oregon, where a friend who had preceded him had written that young Sam could get a job as a bookkeeper. In this venture Sam was successful. In 1894, however, a hankering for the big city took him to San Francisco, where he secured a job as motorman on the Market Street Railway. A little later he became a conductor, and then a cash receiver, at which job he worked 12 hours a day seven days a week for 22½¢ an hour. Disliking the restraint on his freedom imposed by these hours, he went back to a motorman's job, and it was shortly after this that he had the collision which marked the turning point in his career.

Asked what his plans were after he retired, Mr. Bishop considered a moment, looked reflectively out the window, and then said briskly, but with a gleam in his eye,

"Just tell them I'm going to indulge in a heavy dose of nothing."

HIS HOBBY IS BOYS

In view of Mr. Bishop's many interests, however, this statement seems frankly doubtful. He is a Mason, and for 23 years has also been an active and prominent member of Kiwanis Club No. 1 of Los Angeles. He is also a director of the Tide Water Associated Oil Company. His great interest, however, is in boys, to many of whom he has been a guide and an inspiration. For years, he has been vitally interested in the McKinley Home for Boys, whose present fine buildings and equipment out in the San Fernando Valley on Riverside Drive are due in no small part to his labors of love in raising a building fund. The boys in the home (there are now 286 of them) owe much to his friendly interest and counsel, and it is not likely that they are going to permit their benefactor, who helps them get jobs, to indulge for long in "a heavy dose of nothing."

Mr. Bishop has recently moved into a new home at 1552 Irving Avenue, Glendale, where he lives with his daughter, Zuriel.

The entire Pacific Electric organization—both management and employees—wish for Samuel A. Bishop in his retirement the kind of life he will most enjoy.

CHOICE OF STADON NO SURPRISE

The appointment of Mr. Stadon as new General Claim Agent comes as no great surprise to the many friends who have watched the careful progress of his work in practically every capacity in the Claim Department since the beginning of his career with Pacific Electric on October 1, 1912. Beginning as an Investigator, he has worked tirelessly, efficiently, and with Pacific Electric always uppermost and himself second in his thoughts. He is a splendid example of a precept that his notable predecessor has always been fond of imparting to his boys: "Don't worry about promotion. If you have the talent and will work hard, recognition will come—it's bound to!"

VARIED EXPERIENCE

Mr. Stadon has always had the title of Claim Agent, but that title has covered a multitude of activities, such as getting witnesses, seeking evidence, adjusting and compromising claims, preparing lawsuits for trial, etc. A man who can do anything in his line is a man who will understand the problems which confront his associates whom he must aid and direct when chosen from among them for a position of leadership. Such a man, as members of the department well know, is John J. Stadon — who modestly urged: "Don't throw any bouquets. I'd prefer to have the results speak for themselves."

Born in Selinsgrove, Pennsylvania, he followed the usual routine of public school, attended Valparaiso University, and became, in 1905, a conductor for the Philadelphia Rapid Transit Company. On January 1, 1906, he entered their Claim Department as an investigator, and stayed until 1909, when he went into the catering and confectionery business for himself. Then, for reasons of health, he was forced to move his family to a more equable climate. Hence, his arrival in Los Angeles and his selection as Investigator in Pacific Electric's Claim Department. His predecessor, Mr. Bishop, hired him.

LIKES FISHING & GROWS ROSES

Mr. Stadon, like his predecessor, is a man with hobbies, though the avocational interests of the two men are quite dissimilar. Until the war made deep-sea fishing somewhat restricted, Mr. Stadon could usually be found on week-ends top-side of a fishing line. Since the war, however, he has been experimenting with the growing of roses.

One of the organizers of the Pacific Electric Masonic Club, he was its first President, in 1923. He is also a past master (1919) of his own Masonic lodge.

To General Claim Agent John J. Stadon goes a warm and hearty welcome from all officers and employees of the company.

HOSPITAL LIST

Employees reported confined to St. Vincent's Hospital included, as of July 28:

Richard Butler, Operator, Motor Transit District.

Claude A. Bosenbark, Welder, Engineering Department.

Frank Chadburn, Retired, Engineering Department.

Sidney Corgill, Conductor, Transportation Department.

John R. Dillon, Electrician, Mechanical Department.

Maria Dimitriadou, Janitress, P. E. Building.

Mary Freed, Car Cleaner, Mechanical Department.

Mary M. Hendrix, Steno-Clerk, Local Freight House.

George T. Mesler, Motorman, Southern District.

William H. Payne, Helper, Mechanical Department.

Carroll P. Schye, Clerk, Local Freight House.

Harold A. Stoner, Operator, Motor Transit District.

Joseph Zwissler, Motorman, Southern District.

RETIREMENTS

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

NAME	Department	Occupation	Years of Service
John R. Dillon	Mechanical	Electric Machinist	21
Hyman Eagle	Mechanical	Carpenter's Helper	24
Joseph E. Hudson	Southern Division	Conductor	21
Arthur G. Moore	Southern Division	Conductor	25
Edward J. Reeder	Mechanical	Engineer	25
William J. Waters	Mechanical	Helper	21

WITH JUSTICE FOR ALL—

When Accidents Occur, Pacific Electric's Claim Department Seeks Out the Facts and Endeavors to Make An Adjustment Fair to Both Claimant and Company



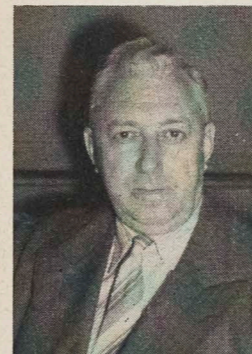
ONLY WOMAN CLAIM AGENT for Pacific Electric is Mrs. George W. (Elizabeth) Thomlinson, who has worked in our Claim Department since November, 1943. She began her claim work with the San Diego Elec-

tric Railway in July, 1942, under the tutelage of General Claim Agent G. C. Widenor, and was the first of 15 women subsequently employed there in that capacity. Her work, she says, is her chief hobby; she enjoys

meeting people and matching wits with them. Small, dark, chic, erect, she moves and speaks quickly and has an alert pair of black eyes in an expressive face whose features reveal both intelligence and humor.



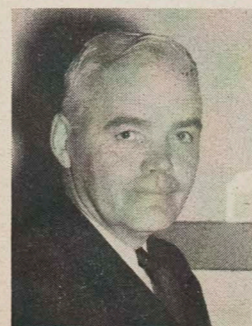
ROY G. CULVERWELL
Chief Clerk



ARCHIE BRAHM
Claim Agent



W. F. PABST
Claim Agent

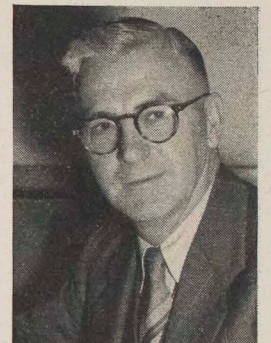


L. A. RICE
Claim Agent

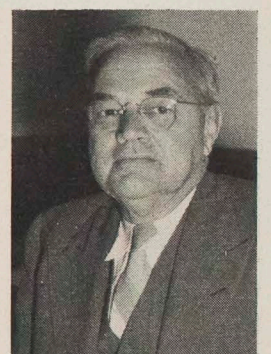
PACIFIC Electric Railway Company has in reality two claim departments. One, which has to do with loss and damage to shipments, is not under consideration here. The other, which is generally thought of as "the" Claim Department, has to do with the investigation and adjustment of claims arising from accidents involving injury to persons and damage to property. Such a department is necessary to every substantial carrier's operations because of the inevitable occurrence of accidents, some of which involve, and some of which do not involve, liability to the transportation company concerned.

The Claim Department of the Pacific Electric Railway Company is a relatively large and substantial department of the company's activities. It has been under the direction of General Claim Agent S. A. Bishop since September 1, 1911, when the company was organized, and was actually under his supervision from January 1, 1911, when the claims departments of the eight constituent companies were taken over by Mr. Bishop, who at that time and since 1908 had been the General Claim Agent of the Pacific Electric Railway Company, predecessor to and one of the constituents of the present Pacific Electric Railway Company.

During the course of any one year there are several thousand accidents which at one time or another result in a very substantial number of claims, causes for which run from loss of life or limb down to loss of so small an item as a pair of stockings. Mr. Bishop, as General Claim Agent and head of his department, has been in charge of this claim work for almost 36 years, and has handled it in a wise, just, and highly successful manner. It has been his duty to see that these claims are investigated so that all the facts surrounding the accident may be brought to light. From these facts legal liability is determined. If it is determined that there is liability, the extent of injuries or damages is appraised in order that a fair conclusion may be



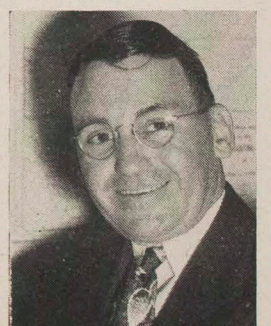
A. F. PABST
Chief Adjuster



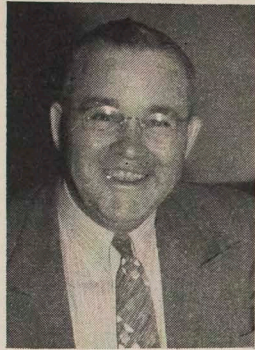
CLARENCE WEBBER
Claim Agent



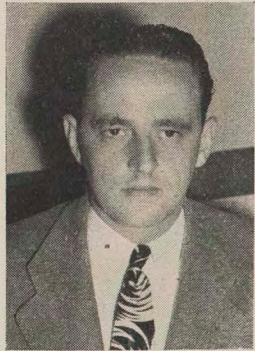
CLARENCE A. WEATHERS
Claim Agent



H. E. ROGERS
Claim Agent



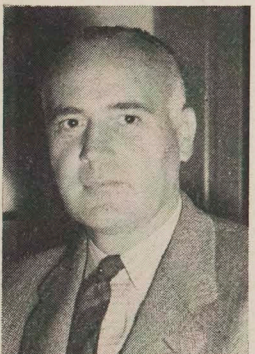
B. P. HAGLER
Claim Agent



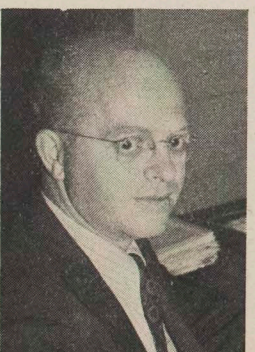
PATRICK D. WOOD
Claim Agent



G. B. MEYER
Claim Agent



D. R. HOUGH
Claim Agent



JAMES C. GALLOWAY
Claim Agent

reached as to what is a proper amount to pay.

In all of these activities, the Claim Department and its officers have the advice of the Law Department, which is maintained in part for that purpose. If satisfactory adjustments cannot be made—if claims are reduced to litigation and are not thereafter adjusted—it is the duty of the Law Department to make whatever proper defense is available; and when the liability is determined in the litigation, the Claim Department makes the payment.

It may be interjected at this point that quite possibly the fate of a case may hang upon the number of witnesses which Motormen, Conductors, or Motor Coach Operators can secure.

It is interesting to note the expense, including claim payments, of conducting the Claim Department for the past five years. The figures are as follows:

1939.....	\$277,543
1940.....	335,217
1941.....	387,769
1942.....	446,339
1943.....	644,049

The rapid increase in costs over the past five years may perhaps be accounted for by many causes, of which increased volume of traffic is doubtless one. But this fact is clear: there is room for considerable improvement on the part of all in the matter of alertness to danger.

Pacific Electric's Claim Department has been headed since August 1 by General Claim Agent John J. Staddon, whose chief duties are to supervise the work of the entire department and to choose its personnel. Mr. Staddon has in the past personally handled the litigated claims—that is, claims which have reached a stage of development where legal procedure becomes necessary. This function Mr. Staddon has been carrying on for at least the past 12 years, for his predecessor, Mr. Bishop.

The Office Manager, H. D. Turner, directs the investigation and adjustment of all current claims up to the point at which litigation begins. His advice on the compromising of the larger claims is sought by all Claim Agents, for his 31 years of experience in Pacific Electric's Claim Department, they know, have brought him claim wisdom. Mr. Turner supervises the work of the 18 Claim Agents as well as that of



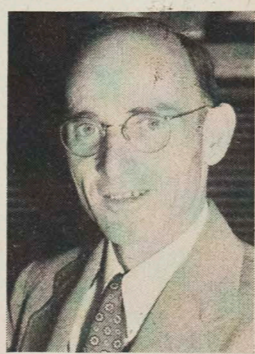
PAUL P. DOMACK
Claim Agent



E. F. BURGE
Claim Agent



ROBERT YERXA
Claim Agent



W. E. LEARNED
Claim Agent



WILLIAM POLLACK
Claim Agent
(In Army)

the 10 Clerks in the office. He has successfully handled a very large mass of detail, at times under exceedingly trying circumstances, and has thus been of very material aid to Mr. Bishop.

Chief Clerk Roy G. Culverwell makes all reports to the Interstate Commerce Commission, the California Railroad Commission, the California Department of Motor Vehicles, the Los Angeles Board of



MISS GERTRUDE O. YERXA
Steno-Clerk



MISS THELMA TURNER
Steno-Clerk



MRS. ROBERT F. RONEY
Typist-Clerk



MISS ANN B. PETERSEN
Typist-Clerk

Public Utilities, and to any police department and appropriate board in any town through which Pacific Electric lines operate. Mr. Culverwell also keeps all records of the settlements of claims. As the department statistician, he makes all weekly, monthly, and yearly statements for the company's general records.

Under the title of Claim Agent, 17 men and one woman are engaged in a variety of duties connected with claim work. A. F. Pabst as Chief Adjuster handles the adjustment of claims outside the office, and is assisted by Clarence Webber, H. E. Rogers, and W. F. Pabst, who give a large part of their time to the compromising of claims. Robert Yerxa, with the aid of W. E. Learned, assists the Law Department in investigating facts and preparing lawsuits for trial. To facilitate this work, Mr. Yerxa and Mr. Learned maintain an office on the sixth floor adjoining that of O. O. Collins, one of the trial attorneys in the Law Department.

Other Claim Agents include Archie Brahm, Clarence A. Weathers, Paul P. Domack, Patrick D. Wood, E. F. Burge, L. A. Rice, D. R. Hough, James C. Galloway, Mrs. Elizabeth Thomlinson, B. P. Hagler, G. B. Meyer, and William Pollack—the last-named being on military leave. They investigate claims, talk to claimants and witnesses, secure evidence, and, with the approval of their superiors, compromise many of the smaller claims.

What makes a good Claim Agent?

First of all, as Mr. Staddon expressed it, a good Claim Agent should be wise and considerate. He should also be the type of individual who, when the front door of a home

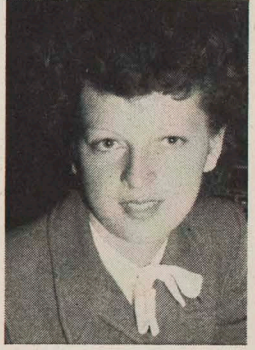


BERNARD B. SLATER
Clerk
(In Navy)

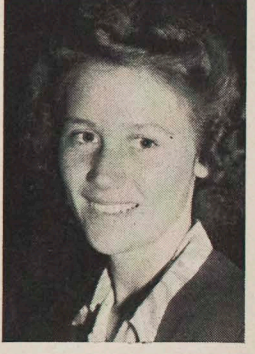
is opened in answer to his knock, is invited in almost before a word is spoken, though he may be a complete stranger. He should be the kind who can sense the type of person with whom he is dealing, and can put himself in tune with that person's mood and temperament. He should be able to lead a conversation to the place whither he desires it to go, without seeming to do so. He should know much of anatomy,



MRS. J. G. SUGDEN
Steno-Clerk



MISS CAMILLE ROSA
File Clerk



MISS LUCILLE TIELENS
Typist-Clerk



MISS JOYCE CARL
Steno-Clerk

medicine and psychology. He should know how to deal fairly with the claimant, without placing undue obligation on the company. He keeps abreast of current politics and current legal decisions from Washington to Podunk Center, for, as Mr. Bishop pointed out, "the latest Supreme Court decision, the latest act of the state legislature, or the last ordinance of any municipality touched by Pacific Electric lines may change a class of claims from non-liabilities to liabilities. There have been many such changes in legislation in line with the temper of the times."

The good Claim Agent, in short, has all the best characteristics of the diplomat, the sleuth, the doctor, the horse trader, and the lawyer.

Pacific Electric's Claim Department, in the opinion of Vice President and Chief Counsel Frank Karr, is one of the "most effective and efficient" on the Pacific Coast, and his implication was that this high standing has been due to the fact that Mr. Bishop and the high type of men and women he has employed have measured up to the foregoing description of the good Claim Agent. It is a safe presumption that Mr. Staddon, who has had the benefit of Mr. Bishop's careful training as well as of his own broad experience in claim work, will carry on in an equally admirable fashion.

Captain Lopez' Last Letter to Father

Notice from the War Department of the death of Captain Eddie B. Lopez, mentioned in the June PACIFIC ELECTRIC MAGAZINE, was received by his father, Conductor Roger J. Lopez, on May 7. A week before, Conductor Lopez had received a letter from the captain describing how he had escaped through Jap-infested territory after being forced down in his plane 100 miles behind enemy lines. Mr. Lopez permits us to print the letter:

April 12, 1944

China-India-Burma Front

Dear Dad,

I received your letter about a week ago but hadn't been able to answer because of the invasion of Burma which kept us pretty busy. I found myself walking out of almost impenetrable jungle after being forced down over a hundred miles behind enemy lines. I'd been eluding Jap patrols, hoping my food would last, and drinking filthy



REPORTED KILLED — Captain Eddie B. Lopez, son of Conductor Roger J. Lopez, was guiding his Flying Fortress on a mission somewhere on the China-India-Burma front when his plane was shot down, according to War Department report.

stagnant water, until I was fortunate enough to run into a British column who succeeded in getting me back to one of our forward bases.

The invasion was truly successful. The Japs are paying dearly for their treacherous deeds, and are rapidly learning the true meaning of the word defeat. The ground troops did a splendid job. These British lads can really dish it out, and take it just as well. We lost, however, a great military mind, the celebrated British General Wingate, who was responsible for the invasion. But he lived to see his almost impossible plan become a reality.

I'm sending you a proof I had taken some time ago, for that's all I have at present. It's a very bad picture, I know. But I'll send you a better one upon the first opportunity. I'll close now for I've a hard night ahead of me. Sincere regards, Dad.

Your son,
EDDIE.

Former Ticket Clerk Lee Bogue Wins Wings

Lee O. Bogue, who worked in the Passenger Traffic Department for a year before joining the Army Air Force, is now a second lieutenant and instructs students in the art of flying twin-engined trainers, according to information in the *Compton Herald-American* for July 6. He enlisted for service November, 1943.

Lee, who began with P. E. as a Parcel Clerk in the P. E. Building, February 15, 1942, was a Cash Receiver and finally a Ticket Clerk before he was called to service in the Army in February, 1943. He won his second lieutenantancy June 27 at Lubbock Field, Texas, after 10 weeks of advanced flying. According to the *Compton paper*, he has been recommended for action with B-26 Martin bombers, and is likely to remain an instructor only a short while.

The young flyer was home on furlough for two weeks during the early part of July, and was scheduled to return to Lubbock on Monday, July 17. He was visiting his parents, Mr. and Mrs. Lee O. Bogue, Sr., who live at 3163 Redwood Avenue, Lynwood.

Late advice is that Lt. Bogue left Lubbock Field on July 26 for heavy bombardment transition school.



LT. LEE O. BOGUE, JR., A.A.F.

TAKE YOUR PICK

"A majority can never replace a man. A majority always represents both stupidity and cowardice. There is no principle so wrong as the parliamentary principle."

— Adolf Hitler, in *Mein Kampf*

"No man is good enough to govern another without the other's consent."

— Abraham Lincoln



THEY HELP TO KEEP 'EM ROLLING AT THE TORRANCE SHOPS — These colored workers include, left to right, the following: Front row: E. G. Priestley, Machinist; Kathryn Canada, Helper, Paint Shop; Daisy M. Brown, Machinist's Helper; Mable McCullough, Upholsterer's Helper; Hannah L. Blount, Helper, Paint Shop; Robert C. Batts, Laborer. Middle row: Sam D. Ball, Shop Laborer; Charles E. Brown, Mill Helper; Sherman Montgomery, Car Repairer; Odus L. Herron, Bus Helper; Juneice Smith, Janitor. Rear row: George Green, Carpenter's Helper; Ned Slaughter, Leader, Jerry Gang; Aaron Brock, Blacksmith's Helper, Shop 1; Henry J. Herring, Blacksmith's Helper; George Johns, Hammer Operator, Blacksmith Shop. Missing were Oliver Goins, Machinist, on vacation; and William Henry Payne, Laborer, ill in hospital.

25 YEARS AGO



On the Pacific Electric

(From the files of the PACIFIC ELECTRIC MAGAZINE for August, 1919).

By "Alec"

Twenty-five years ago, as today, thoughts were centering around pleasant things and places — the mountains and the sea — vacation time. Visions of Yosemite, Grand

Canyon, Sequoia, Yellowstone, Alaska, and a hundred other ideal scenic places to spend the annual two-weeks rest period, were in many minds. In those days such thoughts materialized; today they remain thoughts. Now we have to confine our travels to near-by places. Even a trip to Arrowhead constitutes a luxury to be achieved only at the cost of precious gas coupons.

Obituary item worth recalling: Tribute to the life and work of former Chief Engineer George Pillsbury, 62, was paid by Paul Shoup in the pages of the Magazine. Mr. Pillsbury, who held his title of Chief Engineer from 1895 to 1919 with Los Angeles Pacific Railway and its successor, Pacific Electric, had been succeeded only a few months earlier by E. C. Johnson.

"Thorburn's in town" was the slogan for a vividly described banquet celebrating the return of C. Thorburn from the war and sponsored by the employes of the Store Department. Mr. Thorburn had kind

words for the French system of transportation—and one thinks of the gigantic task that confronts the present generation at this time in the same country. . . . Could they use Mr. T. there now! With him was Clifford Curle, also of the Store Department, who was returning to P. E. after 18 months of service overseas.

Assistant Manager Earle Moyer of the P. E. Club, only recently returned from the militia, was already in the midst of many social activities, being instrumental in the success of a P. E. Band tour to the P. E. camp and Big Bear Lake. He was also looking for prospects for a newly created Office Ball Club.

This being also the month of the annual P. E. picnic at Redondo Beach, the preparations for it and the program to be presented (both under the direction of our genial Paymaster, Joe Smale) were outlined in the August number and clearly indicated that a whale of a time was to be anticipated. . . . Wish we had a picnic this year, too!

PASSENGERS APPRECIATE---

Conductor Alex G. Cochram

Writing in regard to the level-headed behavior of Conductor Alex G. Cochram in handling his passengers after a rather serious collision, a Los Angeles attorney, in a letter dated July 12, says, in part:

"I think it was probably due to the very calm action of your conductor (whose number I neglected to take, but whom I heard somebody call Al) that there was absolutely no confusion, not even any screaming or yelling. His first thought was to attempt to open the door; but it was so jammed it could not be done, and then check the injured, all the while advising everybody to keep quiet and advising the injured that the ambulance had already been sent for. Immediately after checking the injured, he succeeded in opening the door at the end of the car, so that people could get out.

"I have been in several minor accidents, and I must say that I have never seen an operator more cool or more efficient, and I think he should be highly complimented."

TRANSPORTATION DEPARTMENT



By

Suzanne M.
Jacquemin

Well, State Street is still improving—now we have new screen doors and windows to our credit! "Tom, Dick and Harry" have all found new homes and the gang misses the romping of our little balls of fluff!

Crew Caller Andy Moreno celebrated a birthday and began his two weeks vacation on July 22. . . W. O. Baker and D. W. Yeager vacationed at Ice House Canyon. . . Francis Strommen left the company to return to his home state, Oregon. . . Joe Henry and Warren Silliman should get together and compare their babies' pictures, and I bet Buck Jones could even then up with the latest picture of his "granddaughter." . . What did Charlie Couts do with

M. C. Operator E. H. Cobb

July 4, 1944

Pacific Electric Railway Company
Los Angeles, California
Gentlemen:

A week or two ago I had a most comfortable trip from Los Angeles to Redlands, due to the skillful driving of your Mr. [E. H.] Cobb, No. 3141.

He gauged his distances very accurately, economizing on time and space, and was so smooth in his starting and stopping that there was no jar to the bus and the passengers. For the first time in many such trips, I was not car sick.

I thought you might be interested to know.

Very truly yours,

MRS. LEONORA K. PHELPS

the car he had, on which you could sound the horn by dialing a telephone dial? . . . One of the girls that we surely like at the L. A. Freight House is Irene Cunha. . . "O" "C" Jordon and B. F. Manley are very good deer hunters. Ask "O" "C" to show you the picture of his catch! . . . Fred Stramad had a vacation, but it seems he worked harder at home than if he had stayed at the office. . . Andy Moreno was proudly showing off his right arm June 15, not for the muscles (which, by the way, are plentiful) but to show that he really "dood it" and went to the Blood Bank. That's the spirit, Andy! . . . Victor Penrod, Yard Clerk, is quite an accomplished pianist. Victor was confined to St. Vincent's Hospital lately, but his very charming wife informs us that his health is better and he'll soon be back on the job. . . Ivan Erhardt seen sporting new summer "duds" with Charlie Couts, Don Yeager, and Art Nasher all buying new hats at the same time, place, etc. . . Rose Ann Smith is becoming quite efficient on the "efficiency test" job. . . Glad to hear Dispatcher C. A. Newman is back again helping to get those cars over the lines, after being off sick with a minor throat ailment. . . Every day looks like Maritime Day with all the darling Waves the "City of the Angels" plays host to. . . Peggy Oliver, from L. A. Freight House, is seen as Trainmaster's Clerk at 6th and Main. . . Dorothy Bailey, of the Personnel Bureau, was

all ready to blossom out with a new and different column this month and then was foiled by an appendectomy. We're looking forward to reading her article next month. . . Bonnie Jean Pomerenk was off with the measles, but got back to the office in time to celebrate her birthday in good style. . . Did you know that Helen Semnacher has a very gorgeous and expensive collection of small and unusual dolls? . . . Margaret Taylor used to collect match covers, and still does, I believe. . . Susie-Q has her what-not shelf covered with hundreds of various glass, china, copper, and ceramic novelties from all over the world. . . Mr. G. F. Squires was missed while he was in Washington, D. C. on a business trip, as was Mr. T. L. Wagenbach, who spent some time in San Francisco. . . D. W. Yeager pinch hit for A. L. Robertson at 8th St. while the later was on vacation. . . A. Nasher did likewise for K. M. Brown and F. W. Nichols at the Union Station. . . Jack Martin, Yardmaster, should be awarded a prize for the orchid cacti that he raises. . . Mary Margaret Hendrix had to forego a nice evening at the Opera when she was rushed to St. Vincent's Hospital for an appendectomy. . . Harry Bond and Paul Clinton, together with Luvela Smith are "newies" at State Street. . . Guess Betty Demmerle didn't like our earthquakes; it seems she's gone back to New York. . . I. W. Nisley and J. W. Sampson left for Naval duty. . . Mike Smith is now braking on the South Freight. . . June 20 was the arrival date of Linda Gale, second daughter of (Sgt.) Tom and Billie Biederman, former Account Clerk. . . Find that Gertrude Yerxa is a much better gardener than this "brick-top". . . Elma McElhinney's "Mike" is all she claims he is—and more. Never saw a sweeter child! . . H. A. Bates, C. M. Allen, V. C. Prettyman and Ruth Fisher are some more vacationists. . . Jack Butler is recovering from an appendectomy. . . R. M. Hightower transferred from Western District to Motor Transit. . . Pvt. R. J. Leanos is stationed with the fuel transportation section at Tampa, Florida. . . Pvt. Bill Farrow is still recovering from malaria, and is on his second year in New Guinea.

ROOM 221 AND VICINITY

by Lucille Paige

Happy to have Mildred Johnston back with us. Incidentally, she brought back her young brother, age 13, and now has double duty to perform; that is, continuing to be a most conscientious steno as well as keeping up with her brother, who is an inveterate sight-seer.

Our office is proud of the two excellent maps on the south wall, depicting the most important areas in which our boys are fighting.

Margaret ("Bubbles") Jackson acquired a perfect tan from two weeks vacation at Lake Arrowhead.

Katharine Salmon, vacationing this year at Newport Beach, has extended to her friends in this office an invitation to her beach home. Such hospitality is not unusual from one so well thought of, not only in these parts but in other departments, also. Expecting to pass a quiet birthday this year, Katharine was more than surprised when we decided to celebrate her natal day with flowers, an appropriate gift and delectable angel-food cake.

Les Lutes, formerly of our Freight Service Bureau and more recently Assistant Station Supervisor, has been promoted to Supervisor. E. W. Swanson, for many years Head Baggage and Express Clerk in the Central Mail Bureau, has been promoted to Assistant Station Supervisor.

WANDERINGS:

Helen Semnacher looking trim as can be in her new summer pinstripe and accessories. . . Ed Leckemby's businesslike expression and hearty laugh. . . Margaret Senne's natural sophistication and her man-sized job. . . Captain Mosier's recent interesting V-letter. . . Ole Sol beginning to shine once again. . . That far-away look in the eyes of those anticipating vacations soon. . . Lonnie Campbell surrounded by eight girls (in the office, of course). . . Ted Hoyle's small son making a hit with all the girls, reminding us of the song "This is Worth Fighting For." . . Enuff said, see you again.

SCHEDULE BUREAU

By Paul E. Durbin

We seem to have twin Supervisors in this department. Well, almost twins. W. D. Pinkston on July 6, with a cake lighted by "sixteen" candles, and on July 7 another cake for J. D. Hart, also with "sixteen" candles, and we all enjoyed cake, coffee and doughnuts on July 7 at 3:00 p.m., in celebration of the two anniversaries. We were honored by the presence of Superintendent J. R. Worthington, who joined in wishing both the men "Many Happy Returns of the Day."

Joe Henry will tell you all about his operation for a "small fee!" We can't understand why he had to have his face lifted—it always seemed to have quite an appeal to the fair sex!

Beth Muir has been assigned position of Typist-Clerk replacing Kay Morrow, who, after a two-months sick leave, resigned from the company July 1, 1944.



JACK COPE (inset) and his model interurban car. His passengers on this trip were riding on passes.

Kid-Size Model Trains Is Conductor's Hobby

Making model trains that kids can ride in is the hobby of Freight Conductor Jack Cope of the Southern District. It's a paying hobby, too, because he takes his equipment to the beaches, and other places where children gather, and makes a fair number of extra nickels by giving the children rides. He says that 2,000 of them rode on a model interurban car which he ran at Huntington Beach over July 4.

The model interurban car is 9' long, 2½' wide and 4½' high, with seats for ten model children. Built of sheet metal, the car is powered by a ½ h.p. motor attached by a chain drive to the rear truck of the car, and controlled as to speed and direction by a switch handled by the operator, who stands at a control near the track. The trucks of the car are regular trucks taken from cars used in mines; the only change is that Jack has cut down the axles so that wheels would fit the 11-inch-gauge track, of which he has 1000 feet picked up from mines here and there. Ties used are 16" x 6" x 4", and spikes are small editions of those used on big railroads. Four hundred fifty feet of No. 8 trolley wire carries the current at 110 or 220 volts.

Under construction in Cope's shop is a 36' yellow streamliner modeled after the Santa Fe Chief. It will consist of two passenger cars and a locomotive.

Mr. Cope plans to put airbrakes on both his interurban car and his streamliner. For this purpose he will use air pumps taken from a Cadillac passenger car.

SIXTH AND MAIN TERMINAL

By
W. B.

Shrewsbury



Inarticulate sounds of "bow-wow! bow-wow!" came from the throat of Fred Willes' small two-and-a-half-year-old daughter as, with eyes agog and tiny finger pointing, she had her first glimpse of M. O. Aubolee, Relief Terminal Foreman. And as Griffin somewhat downheartedly remarked, "It is with the deepest regret that I relinquish my title of number one man of the 6th & Main Terminal to Mr. Aubolee, who has proved by this incident that he is far more deserving of the position than I."

The Bobby-sock Brigade of the San Pedro Line will be glad to learn that R. R. Shappell after a three-weeks sick leave is back on the job.

Incidentally, we wonder what became of Frank Sinatra. Seldom hear him on the radio, and his recordings are as scarce as news for this column. Can it be the fickle "Bobby-sockers" have dropped him for Stuart Hamblen or Roy Rogers, maybe? The first time we heard Sinatra sing "All or Nothing at All" we envied the family across the tracks—they were too poor to own a radio. Of course this is our own viewpoint and does not

necessarily constitute the opinion of our sponsors.

We noticed in last month's Magazine that one of the districts was bragging about the number of passengers carried; so we thought it might be interesting to check up on the South. We weren't surprised to learn that it is impossible to get an accurate count of passengers carried between 6th & Main and San Pedro and Long Beach as all men who are accustomed to speaking in terms of billions and trillions are busily engaged in Washington at the present time.

Agent Bradley, Now Sgt. U.S.M.C., On Leave

Frank H. Bradley, former P. E. Agent at Gardena, now Sergeant-Major of a Marine Corps Infantry Regiment, recently paid a visit to Assistant General Superintendent T. L. Wagenbach while on his way home for a furlough after two years overseas duty in the Pacific. A story of some of Bradley's exciting adventures was published in the May issue of the PACIFIC ELECTRIC MAGAZINE.

Sergeant Bradley came to Pacific Electric as Clerk in October, 1935, and subsequently was promoted to Relief Agent, and to Agent at Gardena, which position he held at the time he re-enlisted in the Marine Corps in March, 1942 for his second tour of duty. His first enlistment had been some years before.

He landed at Tulagi in 1942 and spent six months in the Solomon Islands. After a short stay in New Zealand he went back into action at Tarawa, and then to Hawaii, where the Marine Corps was building a

camp for rest and training. In March of this year he was admitted to the Naval Hospital at Pearl Harbor, where he was under treatment for malaria for two months. While at Pearl Harbor, Sergeant Bradley met Bill Cunningham, former P. E. Agent at Glendale. Bill looked fine, according to Bradley, and was all set to finish off the Japs that the sergeant-major had left.

Sergeant Bradley plans to spend his furlough visiting his father, F. H. Bradley, in Memphis, and his sister, Mrs. L. L. Crudup, in Birmingham. All his friends at P. E. send best wishes as he continues in the service of his country.

PASADENA DISTRICT



By

Harold L. Woodford



BIG SISTER — Mrs. Josephine ("Joe") Killinger, Cash Receiver in Pasadena, is "very much liked by all the men," "efficient," and "takes care of all the Conductors like a big sister," reports Correspondent H. L. Woodford.

things: Conductor John Borger stays at home and paints his house. Motorman L. A. Strople stays home. Motorman D. W. Claudin has dental work done. Conductor J. F. Glines went to Oakland to bring back his daughter and granddaughter. Conductor R. N. Penny went to San Francisco on business. Conductor Art Amos stayed home over in Temple City; however, even in normal times Art wouldn't have left Temple because there is no other place like it to him. (Of course he does have to come over to Pasadena to work his run, and attend the Elks lodge.) Night Leader Switchman Arthur Reid stayed home and cooked and baked to his heart's content. Art used to be a baker back in good old Springfield, Mass. During the depression years, as a side-line he used to wholesale crullers and had quite a business built up, but it was getting to be too much for him and he gave it up.

Speaking of things to eat, Day Leader Switchman Joe Rovai is on a diet, and he really means it this time. He has taken off about 12 pounds in two weeks. When the eighteen-day diet was the fad, Joe tried that. He ate the whole 18 days' diet in one day and said it was a fake because he hadn't lost any weight.

Heard from Geo. Schmidt, retired Pasadena Ticket Agent, that Sherman Townsend, Freight Motorman out of State Street and former Pasa-



SGT.-MAJOR FRANK H. BRADLEY, right, stops while on furlough to visit his former chief, Assistant General Superintendent T. L. Wagenbach. Bradley is the former Glendale Agent.

SUBWAY TERMINAL

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

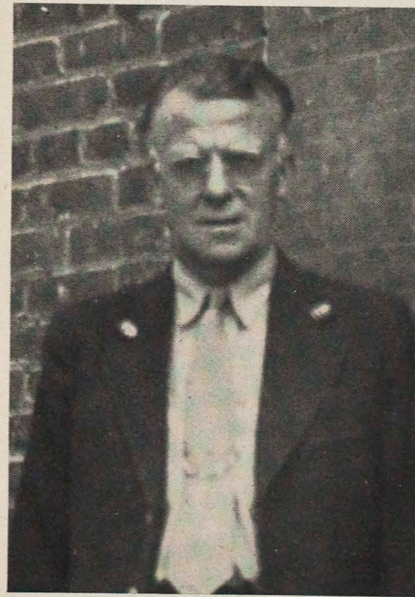


dena Motorman, rode the Elks' goat the other night at Pasadena B.P.O.E. Lodge 670. You picked a good outfit, Sherman.

Conductor Louie Taylor, former Night Supervisor on the San Bernardino freight line, who has been on the sick list too long, was down visiting the boys at the car house a few days ago. He seems to be holding his own, but is not quite up to par yet.

Conductor-Motorman Jack Elderkin is back on the job after a serious but successful operation. Two hours after he was off the operating table he got out of bed and went around the hospital making social calls until a nurse recognized him and asked "Aren't you the fellow we operated on about two hours ago?" Jack couldn't tell a lie and fessed up that he was, so she gave him a good spanking and put him to bed. What a man!

I wonder when the bench is coming, Joe? Do you suppose if we asked Supervisor Art Smith to ask Supervisor Harold Bates to ask Assistant Trainmaster Herman Tiemann to ask Trainmaster Buck Jones—do you suppose? Or do you?



JACK ELDERKIN — His nurse spanked him.

Buyer: "That land you sold me is no good. You said I could grow nuts on it."

Seller: "Oh, no, I didn't say that. I said you could go nuts on it."

Judge: "Now, sir, please tell the court exactly what passed between you and your wife during the quarrel."

Defendant: "A rolling pin, flatiron, six plates and a teakettle."

As these reports are assembled, old "Sol" is doing some of his best beaming over the area known as So. Calif., and as a result, the "heads" of the P. E. organization (the revenue passengers) are flocking towards the various beaches, en masse. Believe us, it takes perseverance to punch twenty or more "triplexes" at one sitting.

Your correspondents, among others, have enjoyed some pleasant sitting at the recently re-opened restaurant in the lobby of the Subway Terminal. The proprietors, Mr. and Mrs. J. W. Stufflebeem, advise that members of the fraternity known as PERY are, and we emphasize the word, WELCOME!

We don't know for sure what Neighbor P. E. Jones is up to, but when we see him running down the main street of Redondo Beach on a put-put we wonder if his idea is to work—ah, shall we say—yes, let's say it—in competition?

Of course they have a new night watchman at the Redondo Service Lot. His name is Hank. You whistle for a dog and presto—out comes a mouse-colored cat. He's just kittenish.

But for that matter the time of year may be responsible. Take Brother Paul Porter, for example. He gets some of his best shoe shine jobs at the north end of the Echo Park Ave. Line; and from a lady, too. Wait, boys, Paul saw her first!

Conductor D. H. ("Dead-head") Lewis has been mooning all over the place of recent date. He hasn't been eating very lavishly, either. His wife left on May 1 to visit old acquaintances back in Tennessee and Georgia and she wasn't scheduled to return until June 30. Ah, well, the old saying, "Absence makes the heart grow fonder . . ." etc.

Likewise on the vacation side, Mr. and Mrs. J. B. Sites left Sat., June 17, for Kansas City, Mo., but Destiny, in the form of tire trouble, intervened at Gallup, N. M. Brother Sites expended two days and nights trying to get tires, and he had an order, too. We're sorry for you and the "Mrs." J. B., but we're glad to have you back.

Definitely not on the vacation side is Conductor W. R. Harrison, who, in his seven months of service with the organization, is still waiting for a day off. The climax comes now; Brother Harrison is fifty-five years young. Sh! We had to bribe eight people for the true story of W. R.'s determination to "keep 'em rolling."

We mentioned in the April issue that Miss Anna Wilz in the Trainmaster's office was beaming, and Brother W. J. Gerhardt was looking kind of dazed. Now the tables have been turned, with W. J. whisking Ann off to Yuma, Ariz., on July 9. Before she could recover her breath from the fast trip, W. J. stood behind her, and when the "Questions" were asked, he shook her head affirmatively. So they were married. Now he is beaming, and rightfully so. Everyone joins in with us in wishing the best of everything for the happy couple, including late sign-ons.

Your friend and our friend, Mr. M. F. ("Mike") Guinn, has been boosted to Supervisor. We're kind of slow to get used to his being all "dolled up," but we're "tickled pink."

Brother A. V. Hand has returned to train service. He had been associated with the doubtful pleasant duties of Conductor Instructor. The consensus is that this is no "push-over." However, all reports from the boys indicated he helped many a "stumped" over the hump. Let's all give "A. V." a hand.

With the publication of this column ends the far-famed collaboration of Messrs. Knowlden and Snow, inasmuch as Messer Knowlden is going back East. We're sorry to lose the services of a fine correspondent, and we wish him all kinds of good luck in the next phase of his career. Ernie wished to state here his appreciation of all the help and cooperation he has in the past received from his associates in the company. Fortunately, the other member of the team, Messer Snow, is still with us to report the doings at the Subway.



PONTS & PONTOONS—The two tallest ones are Conductor and Mrs. E. W. Pont; those nice-looking children, left to right, are Glen, Walter, and Bernice. Father Pont holds down a regular run on the Echo Park Line.

MACY STREET TERMINAL



By
Ted Harrison

nice quiet mountain spot where they spent some time fishing. According to Troxel, some fish were caught and a good time enjoyed.

Motorman Lou Hanna took his vacation, arriving back on the job July 17. We didn't hear what he did or where he went but the first thing he did when he came back was to throw up the System Line Car.

We have Motorman D. B. Gardner with us from State St. freight. Says he got tired of eating smoke so left the steam for the electric.

After some time off on account of sickness, Conductor H. W. Gale, we are glad to see, is back with us.

While one of the directors of the famous K&SRR (Karalis and Shove Railroad to you) was away from his post at El Monte one day someone sneaked up on him and left a "bomb shelter" for them. Asked recently how he liked his new telephone office, Joe "K" said it was all right and very convenient, but that his partner, Joe "S," was experiencing a little difficulty getting inside.

There does not seem to be very much news floating around these days. Here is a hint of what could be a very interesting item if properly written up. Why didn't I write it up? Well, the "victim" just wouldn't talk. Maybe some of you fellows can get more out of him than I did. Ask Conductor Kiler to tell you his experience of being thrown parachuteless out of an airplane into a gum tree! You know: "Flying thru the air with the greatest of ease," etc.; though at the time, he says, "It just wasn't funny."

Motorman George Peak of the Glendora Line received his third degree on Monday, July 17, at the Glendora Masonic Hall. Among those who journeyed out for the doings were the following: C. W. Cammick,

Well, it seems vacations are the main topic just now around here, either what you've done or what you're going to do.

Motormen U. W. Troxel and Jimmie Leath took off one day recently for Bishop; thence to some



H. C. HALPIN, F 1/c, now with the Sea Bees somewhere in the South Pacific, is a former Motor Coach Operator for Motor Transit, and may be remembered by many of the boys as "Hairpin." He is the stepson of Fireman J. R. Walker, who works out of State Street. Mr. Halpin's wife is a Sergeant in the Marines.

OUR COURTESY

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

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MORTUARY

Phone PR-5590 915 W. Washington Blvd. Phone PR-5501

B. E. Williams, H. T. Whipple, C. A. Newman, Ray Butler, L. E. Goodman, W. H. Owen, A. P. Baker, T. V. Hoyle, J. Purvis, C. L. Ennis, G. G. Ganes, A. B. Briggs, C. Westmoreland, Joe Lewis.

Motorman Oscar Perry reports that his son, Herbert L. Perry, is Chief Gunner's Mate on board a U. S. destroyer.

OCEAN PARK CAR HOUSE & BUS LOT

By
C. H. Croninger



Seymour Rona, who came to the P. E. from the Bay Cities Bus Co. of Santa Monica, wishes they would put the 5:30 shine at the Ocean Park Bus Lot up for bid. He says he would bid on it. Let's hope they do, and that he gets it.

Bob Goodman, the chicken-and-eggman who lives in the San Fernando Valley, was off last month for a rest. Bob says his address is not "care of R.F.D."

E. Jarvis, who is in charge of all the buses on the West, took a trip back east last month while on his vacation. Brother Davidson had charge in Ernie's absence.

Lloyd Pearson, who has been with the P. E. a long time, tried out one of the Ocean Park bus runs for a week, and found out that there wasn't enough spot on the run. He has gone back to the Subway.

L. E. Ward has moved from Pacific Palisades to Redondo Beach—that is, as far as his work goes. He gave up his Sunset Boulevard bus run for a Redondo Beach run. Wonder how they will like Ward's Hollywood style cap?

Burt C. (C. for Cecil) Butler, one of the new Ocean Park bus Operators, had an unusual experience during the 4th of July rush. Burt was driving the Beverly Hills shuttle, and a newcomer to sunny California got on his bus and gave him a five dollar bill. During the hunt for the right change (nickels, dimes and quarters), he gave her back the five dollar bill, and right then she discovered that she was on the wrong bus and jumped off. When she discovered the extra five bucks, she got on the next bus and came to Ocean Park and returned the "5" to Burt!

H. D. ("Pappy") Dunton is back at Ocean Park, working a front-end job on the Venice Short Line.

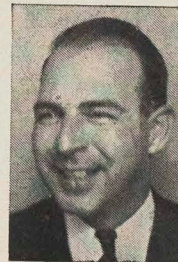
Only three new men reported last month. One, H. L. Stellmacher, put in 20 years as a Pullman conductor; the other two are J. D. La France and A. W. Supler.

Starting in next month's column there will be a short write-up about the men that work out of the Ocean Park Terminal. There will be two items each month; one about the oldest in seniority and one about the newest man. Space permitting, there will be a photo of each.

Jimmie Bellone, who works the Venice Short Line, and Wm. Strosberg, the Ocean Park Mechanic, should get together and see who can catch the biggest fish. They both talk a good fish story, and, so far as talk goes, Jimmie Bellone is ahead.

FREIGHT STATIONS AND YARDS

By
Arden Nasher



We have to thank our good friend Jimmie Moreland for making the deadline this month, as the pressure of regular business had caused the matter to be completely forgotten—until the last minute.

Unfortunately, the items given us are on the somber side: C. P. Schye, that ace of the Jumbo for lo these many months, is in St. Vincent's Hospital for a major operation and his fair co-Jumbo, Mary Hendrix, is in the same place, also for an operation. Believe Mary is in for an appendectomy. There must be something about that Jumbo work that doesn't agree with them.

We were extremely sorry to hear that Henry Holmes, the genial Freight Conductor at Butte St., received word that his son-in-law, a Captain in the thick of the fighting at Saipan, had been killed in action. However, a few days later Hank received word that the boy's brother in New Orleans had received supplementary (though unofficial) information that it was now believed he was seriously wounded but will recover. We're all pulling for him, Hank, and hope that by the time this appears

in print further good news will be at hand.

It's good old vacation time again, and everybody is either going, gone or has been. Trainmaster and Mrs. E. J. Altenburger spent their time at Las Vegas, in May, and a swell time was had by all.

Trainmaster D. W. Yeager spent a glorious two-weeks vacation with his family way up in the mountains, just as far as you can go above Snowcrest (Camp Baldy). We had the opportunity of looking in on him and it was the most gorgeous mountain layout we have ever seen. A beautiful waterfall at the back of the house, running mountain water in the house, hiking and wonderful mountain air, ad infinitum. We surely hated to come back to town.

Road Foreman of Engines W. O. Baker spent some time in the mountains, too, and in addition to that he painted his car. It surely is a honey of a job and we have propositioned him to paint ours, but no soap. He says one is enough.

Fred Nichols, Supervisor of Box Motors, spent two weeks in San Francisco visiting his son and family. He says 'Frisco is having all of our summer weather this year, but the city is not so crowded that you cannot walk on the sidewalk, as frequently occurs here.

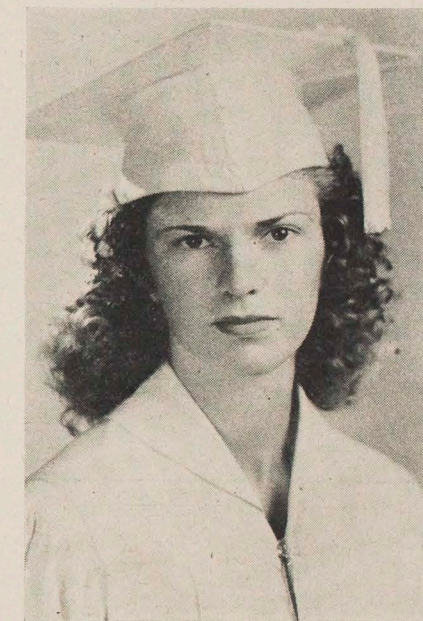
His assistant, Ken Brown, also took his vacation about that time, and tells us he accomplished a lot in his garden. And we understand that "garden" is really a young farm. The writer substituted for both of these gentlemen during their vacations, which gave a lot of you a rest from our often pestiferous activities in connection with accident reports.

Ere* this appears, the writer will be enjoying a trip East, leaving August 20. That's a heck of a time to go to Chicago, where it is hotter

*Whaddye mean, "ere"? This publication comes out on the fifth.—Ed.

than the well known hinges at that time of the year.

Here and there: Our old friend Johnny Roundtree, Agent at Azusa, has had a nervous break-down, due to work, work and more work. We surely hope he will soon be back to normal. . . . Our friend Graham, Agent at Sierra Madre, says it is pretty heavy out that way, too. . . . Our friend in the Yardmaster's Office at Butte St. (second trick), Selma A. Bayless, asks us to inform everyone that she doesn't like to be called Sally, and will everyone please call her Ann. She says she'll even settle for Annie, just so we forget that despised Sally. . . Glad to see George Preece back on the job after a spell in St. Vincent's. He looks pretty good, too.



VERNETTA LOWE, daughter of Clerk-Warehouseman E. V. Lowe, of Wingfoot Station, is the last of four Lowe daughters to graduate from Venice High School, which she did on June 22.

REPORT OF VITAL STATISTICS

June 21, 1944 to July 20, 1944

NAME	Occupation	Died	Group	
			Insurance	Mortuary
Saenz, Jacinto H.	Laborer	6-21-44	No	No
Walker, Joseph	Retired Car Repairer	7- 7-44	Yes	Yes
Sabo, Joseph	Retired Janitor	7- 7-44	Yes	No
Kirby, Cecil E.	Towerman	7-13-44	Yes	No

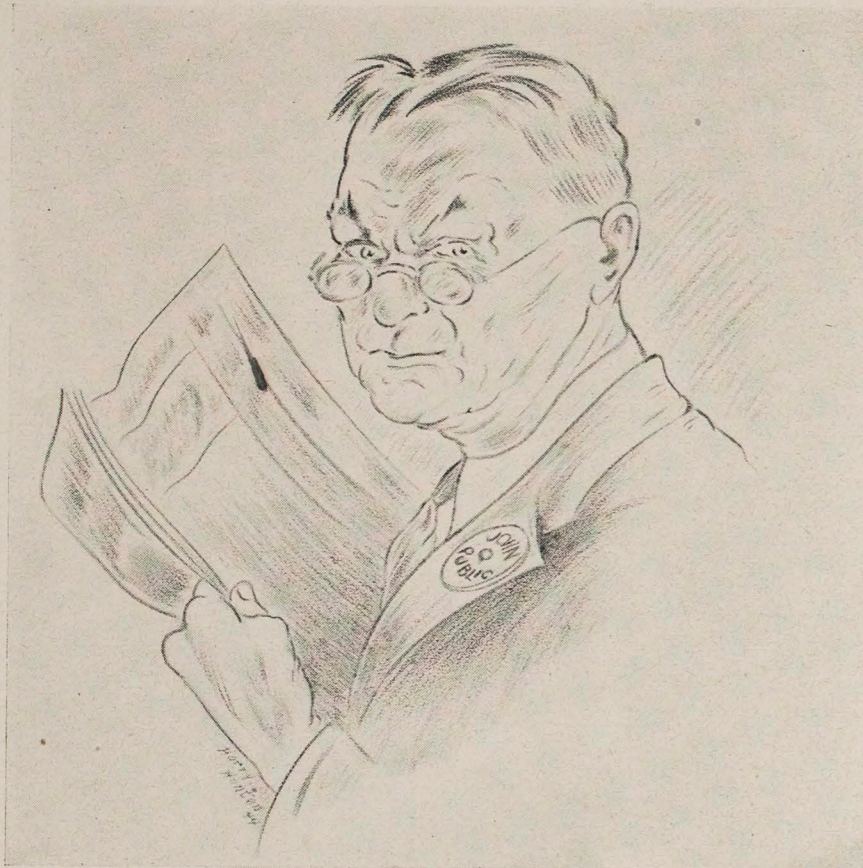
EMPLOYEES' WIVES' DEATH BENEFIT FUND

NAME	Died	Wife Of	Department
Yarger, Lula Sperry	6-23-44	William D. Yarger	Transportation—Ret.
Murdaugh, Mary Jane	7- 8-44	Thomas E. Murdaugh	Mechanical — Ret.

Introducing a New Feature, Entitled:

“Dear Public”

By Harry Hunten

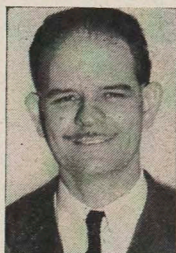


America has long been known as the Great Melting Pot, and on our Pacific Electric cars Trainmen are in constant touch with a cross section of this melting pot. “Dear Public” will be a Conductor’s eye view of this cross section—a series of expression studies running the gamut of human emotions. Some will be ridiculous, some satirical, some may even bite a little if they get close enough home—but all are drawn in a spirit of good-natured fun entirely without malice, and we hope you will enjoy them.

The artist, Harry Hunten, is a Pacific Electric Conductor who has been with the company since August 24, 1928. Born in Utah, November 25, 1901, he lived most of his early life in Colorado, where his father was a coal mine clerk. Harry came to Los Angeles just before the depression. Pencil drawing is his hobby, and his contacts with passengers have provided him with plenty of material, as you will see in succeeding issues.

WEST HOLLYWOOD DISTRICT

By G. R. Stevens



Ono, California
July 21, 1944

Dear Editor:

I am still up here at my ranch at Ono, Calif., convalescing, and am feeling better. This mountain air and water is doing me a lot of good.

Please send me back issues of the P. E. MAGAZINE for May, June, July, as I miss them very much and would appreciate receiving them. Fishing is exceptionally good up here.

Best wishes
Sincerely
G. R. STEVENS

PACIFIC ELECTRIC BOWLING NEWS

By Charlie Hill



With the approach of the annual meeting, which is a prelude to the regular bowling season, interest among the members of the bowling league appears to be perking up. This meeting is scheduled for Wednesday, August 16, 1944, at the Pacific Electric Club, 7:30 o'clock. At that time officers for the ensuing year will be elected, and general plans formulated for the fall and winter season. All employees, particularly those who are interested in the keg-gling art, and members of their families are invited to attend this meeting, which should be interesting, as well as short and snappy.

The Pacific Electric team in the Bimini 875 Summer Scratch League has also been on a vacation, physically or spiritually, as is plainly evidenced by its continued downward trend, which has finally hit bottom, where the team is resting rather uncomfortably at this time. Since the last issue of PACIFIC ELECTRIC MAGAZINE the P. E. quintet lost eight out of a possible nine points, taking it on the chin from the Aetna Cleaners, Smitty’s Polo Stables, and Felix Vercellino, in their respective order. The one point taken by the railroaders was at the expense of the Vercellino five in the opening game. The only outstanding features as results of our efforts were the high series for the team rolled by Charlie Gonzalez (531) on June 26, your scribe (544) on July 10, and Johnny Hubener (541) on July 17. “Stan” Worsdell has been compelled to leave the team on account of an appendectomy.

AMERICAN BOWLING CONGRESS

It might be of interest, especially to the members of the Pacific Electric bowling fraternity, to read the following facts concerning the magnitude of the American Bowling Congress, of which the P. E. Bowling League is a member through the Los Angeles Bowling Association. According to the latest data available at this writing, the A. B. C. had a membership of 145,314 teams as of March, 1944. Despite the existing war, which has taken from the realm,

ATTENTION, ALL BOWLERS!
EVENT—Pacific Electric Bowling League Meeting
PLACE—Pacific Electric Club, 917 Pacific Electric Building
DATE—Wednesday, August 16, 1944
TIME—7:30 P.M.

temporarily at least, an enormous number of bowlers who are members of sanctioned leagues, the interest in bowling has grown, as is clearly proved by the fact that the membership in the A. B. C., given above, represented an increase of 1,675 sanctioned league teams over the previous year.

The Los Angeles Bowling Association, which is an auxiliary of the American Bowling Congress, according to information furnished by Jack Armstrong, Secretary of this local organization, has a membership of 288 leagues, composed of a total of 2,756 teams, and representing approximately 12,825 bowlers in the vicinity of Los Angeles alone. This membership consists of 2,205 five-man teams, 169 four-man, and 372 three-man teams.

SIGNAL DEPARTMENT



By Virginia E. Simmons

We wonder if the Bonders and Welders had anything to do with the weather getting warmer (at last)! Their favorite expression you know, is “give me the heat!”

Let it be agreed that August is the favorite month for vacations. This year, we find our men “right around home.” House painting seems to offer the greatest diversion, at least for Roger Lemelle. Roger worried all during his vacation over who would tend the El Monte tower victory garden. Bernie Edmunds reports that production is up (wild radishes and a good crop of weeds).

Pete Day spent a couple of days at Lake Arrowhead “to get the temperature of the water.”

Leonard Andersen, just to be different, is going to Cleveland on his vacation.

Incidentally, Andersen took Milt Stoll to the “5 and 10” to get a pair of overalls. The store manager informed him that the store did not sell tents. Danny Barnett came to the

rescue, vamped the blonde clerk, and Stoll got said overalls!

It took new glasses to make Bill Moesby remark he’d been blind for years. Bill’s figured out a way to save \$2.75 a year. Ask him about it.

Bill worked in his lath house his two weeks.

Not vacationing, but interesting:

Arle Skelton devotes two hours a day to painting his house. He says, “It takes me an hour to stir it up, and an hour to put everything away.” Incidentally, while resting, he leaned up against a rabbit hutch which fell over and squashed one of his best hens.

Overheard — Larry McKoane remarked to Jeanette deJongh: “I see you’ve got on the right kind of socks today.” Jeanette has a habit of putting her folding money in her bobby socks. Imagine her chagrin one day to reach down and find she had on long stockings!

Here’s one for Ripley—Harry McGarvin has a hen that lays an egg every two weeks—the size of a duck egg!

Did you know: Bob Hart recently celebrated 34 years of married bliss and has eight grandchildren to prove it? (Bob’s been a railroad man since 1905). Johnny Neff buys four pounds of horse meat a week for his cats? (Jimmy Dullnig’s name for Johnny is “Snuffy Smith”). P. J. Baker is an uncle to Donna Reed, M.G.M. starlet?

It’s “Happy Birthday” for Signalmen Frank Cousins, Roger Lemelle, Lee Graff, Floyd Benoit, Roy Oakley and Jack Edwards, the last two mentioned in Military Service. Jack, S./1C, in the U. S. Coast Guard, recently enjoyed a 10-day leave from



ANTIAIRCRAFT GUN?—No, it’s a P. E. Signal that Milton L. Stoll, Leader and Signaller, is standing by.

Camp Le Jeune, North Carolina.

Greetings are extended also to Towermen Mayne Howard, Clarence White, Warren Hunter, and C. P. Parsons.

All of us in the Signal Department were grieved over the passing of Cecil Kirby, Towerman at Slauson, on July 13. He had been confined to the Hospital for the past three months. Mr. Kirby came to work for the Pacific Electric, as a Towerman, October 29, 1919.

Our deepest sympathy is also extended to Stanley Reid, Towerman at Oneonta, whose mother passed away on July 20.

DENTAL DEPARTMENT

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HERE AND THERE WITH THE WOMEN'S CLUB



By Mrs. Lon Bishop

The Club's annual picnic was held in the garden of Mrs. Wm. Shoup's home on June 22. It was an afternoon of real pleasure for about twenty-five members, and what a joy it was to have our own Ruth Green able to be out with us.

There is lots of talk in the Red Cross unit about the things they're going to do and places they're going to visit, but at present they're on the job every Thursday at ten, getting out much-needed supplies of bedding, baby clothes, ditty bags for the boys, etc. On August 4 the group goes to the Production Center to fill an order for 2000 bags with articles furnished by the Red Cross.

With sorrow we note the passing of Mr. George Miles and Mr. James Boswell. Mrs. Miles was the Club's second President and Mr. Miles always had shown a keen interest in the Club. Mr. Boswell was well known

PACIFIC ELECTRIC CLUB BULLETIN

- Wednesday, August 9: P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.
- Thursday, August 10: Red Cross Sewing Unit—10:00 a.m.
- Thursday, August 17: Red Cross Sewing Unit—10:00 a.m. P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 p.m.
- Tuesday, August 22: 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, August 24: Red Cross Sewing Unit—10:00 a.m.
- Thursday, August 31: Red Cross Sewing Unit—10:00 a.m.
- Thursday, September 7: Red Cross Sewing Unit—10:00 a.m. P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 p.m.
- Tuesday, September 12: 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, September 13: P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.
- Thursday, September 14: Red Cross Sewing Unit—10:00 a.m. P. E. Women's Club Afternoon Meeting and Program—1:00 p.m.

Small Boy: "Papa, are you growing taller all the time?" Papa: "No, my child. Why do you ask?" Small Boy: "Cause the top of your head is poking up through your hair."

to the older members, and we want the families to know that the loving sympathy of the members is extended to them.

Guess we had better remind you to start thinking about September 14, the opening day of the new Club year. The newly elected President, Mrs. H. J. Andrews, is a little mite of a thing, but she's a worker and we believe that when she gives the "Go" signal on that date, things are going to hum.

Mrs. Viola Thorn furnishes us with a recipe for Polly Patterson's Aplets, which take the place of hard-to-get, expensive candy: No. 1—Mix 1/2 cup thick unsweetened apple sauce with 2 tablespoonfuls of Knox gelatine. Let stand for ten minutes, to dissolve gelatine. No. 2—Mix 3/4 cup thick unsweetened apple sauce with two cups sugar. Bring to a boil. Combine the two mixtures and boil briskly for fifteen minutes, stirring constantly. Remove from fire and add 1 cup walnut meats cut fine. Pour into buttered pan and let stand over night. Next day cut in squares and shake in sack of powdered sugar. Recipe says it will keep indefinitely. (We'll bet it won't.)

Be seen' you.



BRIDE AND GROOM — *Sergeant and Mrs. Pasqual C. Palacios, who were married on May 21 while the sergeant was on furlough after a long tour of battle duty, as you will remember if you read last month's PACIFIC ELECTRIC MAGAZINE. Pasqual is a former Helper in the Torrance Store; Mrs. Palacios is the former Dolores Gonzales, whose father operates a crane at Torrance. We'd say Pasqual knows how to pick 'em!*

INFORMATION HI-LITES



By Deane H. Aspelmeier

Since a number of inquiries have been "What's happened to the Information Column?" we return to let you know that nothing is wrong except we have been too busy to find time for much writing. If we could only write as fast as we have to talk these days, in no time at all we would have sufficient material for an entire magazine. It is a good thing for the inquirers that talk isn't rationed the way some other "utilities" are, or some of the traveling public would be stranded or have to stay home.

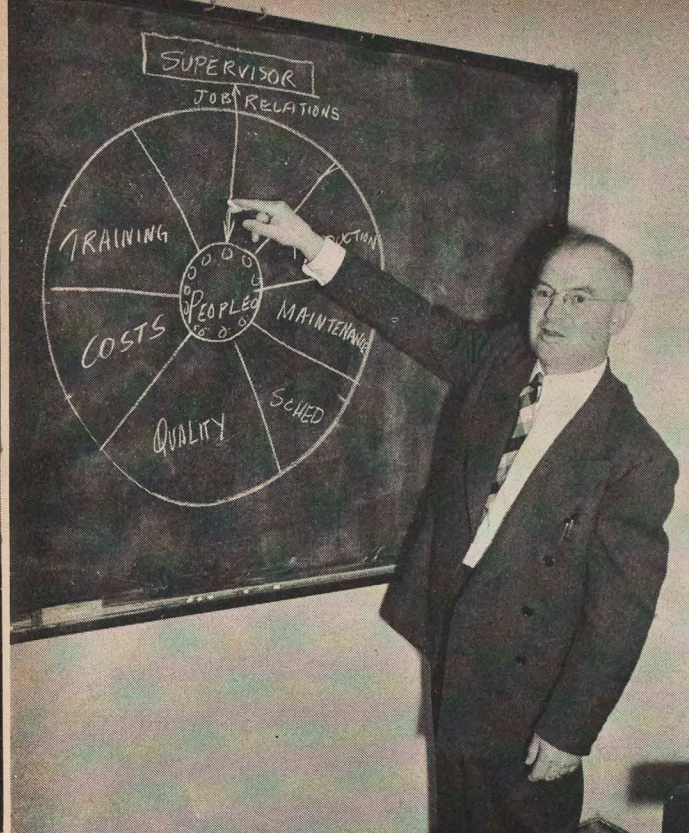
Things have been happening just the same old way, and changes are being made. A new member has been added to our staff in the person of Caroline Dalthrop. At first she was on the night shift. It was found necessary to give more service in our phone room because the noise occasioned by the laying of the new floor in the Main Station Room made it impossible to give the necessary service otherwise. At present she is on a relief shift and all are getting a chance to know her better. A hearty welcome to you, Caroline.

Bessie Bundy has again been on the sick list, but we understand she is better and expects to be back soon. We looked at Adeline McIntyre's black eye askance, but found her story of an infection had to be accepted. Glad it was no worse. Neva Cooper's son has received orders for overseas duty. Evelyn Cook and Catherine Haldeman have enjoyed short visits with their daughter and service men sons-in-law.

Cynthia Hornek has had a little variety in her relief duties. She has been substituting for Fay Phillips in "Lost and Found," while Mrs. Phillips is on vacation.

We had an unusual experience recently when we were moved bodily to temporary quarters in the front part of the Depot, while the floor in front of our regular counter underwent replacement. It seemed much like a camping-out trip, and we were all glad to get "back home."

You may have noticed the pleased expression on the face of our lovable, smiling Chief, Sibyl Mather. With such a large force under her super-



JRT GRADS & TEACHER—*Two classes in Job Relations Training, taught at Torrance by Assistant Superintendent of Equipment E. A. Stevens (above), shown as they finished their courses on Thursday, July 13. Members of both classes will receive certificates of completion, having attended five periods of two hours each. These men are all supervisors, and are being taught how to improve their supervision.*

Top group: rear row, left to right, includes Section Storekeeper Merced Sepulveda, Shop Delivery Foreman T. J. Wilkes, Shop 12 Foreman Gus M. Gundersen, Assistant Pipe Shop Foreman Lacy King, Shop 12 Assistant Foreman E. H. Pierce; front row, Section Storekeeper Joe P. Torres, General Foreman F. A. Shultz, Shop 12 Assistant Foreman G. W. Thatcher, Air & Electric Shop Foreman M. F. Foster.

Bottom group: rear row, left to right, includes Section Storekeeper Royce J. Robertson, Paint Shop & Upholstering Foreman P. William Peet, Assistant General Foreman Thomas H. Moore, Section Storekeeper E. J. Rieber, Machine Shop Foreman James Tarbit; front row, Wiring Department Assistant Foreman E. C. Shulkey, Track and Line Storekeeper Charles W. Stock, Store Inspector E. W. Lock, Blacksmith Foreman John Julian, Scrap Dock Foreman Jose A. Vidal. General Storekeeper G. W. McCall, who belonged to the top group, was on vacation, but will make up lost work.



vision and transportation changes taking place over night, she decided the best way to publish such changes was via the blackboard method. After thirty-eight years of dispensing information she knows just what is needed to keep on the alert the largest force the Information Bureau has ever known.

Perhaps you may enjoy one of the recent chuckles that came to us. Not long ago a man came to the counter and, in broken English, said that he wanted what sounded like

half-and-half "dog-box" or "dog bus"-leaning more towards the dog-box pronunciation. On being asked to repeat, he demonstrated with his hands and said again what we took to be, "Where can I get a dog-box?" We were not a little nonplused for a time, but asked numerous questions, such as "Do you wish to ship a dog?" When we found that this was not what he wanted we tried various other suggestions unsuccessfully.

Finally in desperation we asked where it was to go, and found him

mumbling something about San Francisco. As a last resort we asked him if he was going to San Francisco too, and he laughingly said yes, looking as if he was glad we were showing a little intelligence, at least. Finally a light began to dawn, and we asked him if he wanted to go to San Francisco on a bus. "Yes, yes," was his reply. "Oh, do you mean you want to go on the Greyhound Bus?" "Yes-dog-bus." Boy—what a puzzle that was!

PACIFIC ELECTRIC POST, AMERICAN LEGION



By
**James E.
Davis**

Pacific Electric Railway Post officers for 1945, elected June 27, are: Commander, **Orville R. Newhouse**; First Vice Commander, **Galen F. Michael**; Second Vice Commander, **Elmer P. Malmberg**; Sergeant-at-Arms, **Ray Withee**; Chaplain, **Richard O. Carey**; Historian, **Cloyde E. Wilcox**; Finance Officer, **Kenneth M. Brown**. Executive Committee, **Roy Mead**, **Alfred W. Bone** and **Virgil G. Clemons**. Elected as delegates to District Meetings and Department Convention were **Frederick W. Nichols**, **Clarence A. Newman**, **Virgil G. Clemons**, **Alfred W. Bone** and **Lloyd A. Finley**; Alternates **Galen F. Michael**, **William D. Parker**, **Ray Withee**, **Kenneth M. Brown** and **Sara A. Backer**. The Election Board was composed of Comrades **C. E. Wilcox**, **Brady** and **Jenkins**.

Comrades **A. A. Malmberg** and **L. A. Stewart** declined nominations. Also rans included Comrades **D. L. Anderson**, **Charles H. Cooper**, **James E. Davis**, **Thomas H. Hill**, **Walter L. Hume**, **George E. McBride**, **Robert E. O'Neill**, **F. O. Willie** and **John H. Shelton**.

Commander **Orville R. Newhouse** has served one year as Historian, three years as Finance Officer, and has held important posts on various committees. He declined the nomination as Commander but his comrades refused to take no for an answer, so he was elected unanimously.

Finance Officer **Kenneth M. Brown** was also elected unanimously after our present Finance Officer, **Roy Mead**, had declined the nomination.

Comrade **Brown** had gone through the chairs, as Second Vice Commander, First Vice Commander, Commander and Past Commander.

Comrade **Virgil G. Clemons** declined so many nominations that he got the habit, and even declined as Chaplain—I believe unintentionally. Even so, it took a run-off election to beat him by a narrow margin.

Our new Commander announced the following Committee appointments: Americanism, **E. P. Malmberg**; Auditing, **G. F. Michael**, **L. A. Finley**, **V. G. Clemons**, **C. H. Cooper** and **R. E. Mead**; Boy's State, **A. M. Cross**; Budget and Finance, **K. M. Brown**; Child Welfare, **G. F. Michael**; Constitution and Bylaws, **W. D. Parker** and **R. E. Withee**; Disaster and Relief, **A. W. Bone**; Hospital, **F. W. Nichols** and **R. O. Carey**; Inter-Post Relations, **A. W. Bone**; National Defense, **E. P. Malmberg**; Membership, **G. F. Michael**, **R. E. Withee**, **C. E. Wilcox** and **L. A. Finley**; Publicity, **C. E. Wilcox**; Resolutions, **C. A. Newman**; Service Officer, **R. E. Mead**; School Awards, **W. L. Hume**; Adjutant, **C. A. Newman**; Refreshments, **O. F. Fackler**; Judge Advocate, **V. G. Clemons**.

The Post welcomes one new member, Motor Coach Operator **Wiley Marvin Carpenter**, U. S. Coast Guard Reserve, World War II.

Sergeant-at-Arms **A. A. Malmberg** and Sergeant-at-Arms-elect **Ray Withee** carried the Post colors in the Fourth of July parade to the Coliseum.

Our Post bought a new United States flag because our flag was in bad condition.

The American Legion School Award presented to **Harriett Arutunian** (her sister won the award four years ago) and to **Louis John Frank**, on July 22, was the fourteenth school award made by this Post. The first award was made at the Woodrow Wilson Junior High School in El Sereno, February 3, 1938. All awards made since that time were at the Robert Louis Stevenson Junior High School, **J. H. Hutt**, Principal. Comrade **A. W. Bone** made the presenta-

tion speech. Other speakers included Auxiliary President **Martha Harper**, who had as a guest, **Mrs. C. A. Wilkinson** of Ogden, Utah. Comrade **F. W. Nichols**, who served as a member of the School Award Committee until his election as Commander, took part in the services as usual.

AMERICAN LEGION AUXILIARY



By
**Anna
Tucker**

New officers for the coming year, elected on the 27th of June at the regular meeting are: President, **Maple Malmberg**; 1st Vice President, **Ellen Bryant**; 2nd Vice President, **Nellie Mead**; Secretary, **Phyllis Withee**; Treasurer, **Myra Belle Clemons**; Chaplain, **Bernice Nichols**; Sergeant-at-Arms, **B. Rose**; Historian, **Alice Newman**. Executive Committee: **Juanita Braley**, **Lydia Shelton**, and **Ollie Jaycott**. Joint installation of officers with the P. E. Post was held July 21 at **Teddy Rough Riders Hall**, 61st and Broadway.

Lorena Glanzaman, 23rd District Treasurer, honored the unit with a visit, and gave a very interesting and instructive talk. Other visitors on the 27th were **Nellie Brinker**, **Ruby Lee Anderson**, and **Icadore Carlson**.

Mr. and Mrs. **Ray Withee** report their son, **George**, is now a co-pilot on a B-29.

Elmer P. Malmberg is visiting his grandfather in Michigan.

Much good work has been done by our girls this past year by giving blood, doing Red Cross and Ambulance work, serving at the U.S.O. Blood donors are **Alice Newman**, **Martha Harper**, **Juanita Braley** and **Lydia Shelton**. There are others, I am sure, but I do not have their names at this time. **Katheryn Brown** reports 7650 hours of Red Cross work, which is a wonderful record. **Phyllis Withee** reports 140 hours of ambulance service.

The unit donated \$15.00 to the Red Cross and \$15.00 for the Clubmobile.

Bernice Nichols visited the Women's Cottage at Sawtelle and gave them flowers and jelly.

Community Service and Salvage also had good reports. **Nellie Mead**, **B. Rose**, **Ellen Bryant**, **Lydia Shelton**,

Myra Belle Clemons, **Alice Newman**, and **Anna Tucker** reported salvage of substantial quantities of paper and clothing.

Gene Clemons, M 2/C, has fully recovered from an eye injury. Gene is the son of our very efficient member **Myra Belle** and Comrade **Virgil** of the Post.

Martha Harper has gone to Texas for an extended visit with Mr. Harper's sister.

Corporal **Donald Stephens** and wife **Zella** spent a few days with the home folks, Mr. and Mrs. **C. C. Tucker**. Mr. Stephens graduated from Adjutant General School in Ft. Washington, Maryland, and is now stationed at Camp Custer, Michigan. Mrs. Stephens has a position with the Kellogg Company in Battle Creek.



Vol. 25, No. 2 August, 1944

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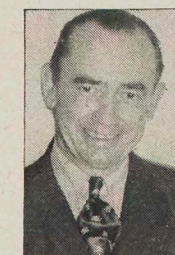
PHOTOGRAPHY

Jack B. Herold

Copy deadline for September issue:
August 19.

PACIFIC ELECTRIC ROD AND GUN CLUB

By
**Archie
Skelton**



Greetings, Rod and Gun Clubbers.

Notes, while looking over the minutes of the July 12 meeting: It seems that President **J. Sam Harris** was late for the opening, but arrived with an alibi before the meeting was over. **A. M. Cross**, 1st Vice-President, gave the meeting to order and was doing a swell job of pinch-hitting until Mr. Harris showed up.

We were indeed sorry to hear that **W. G. Knoche** was too ill to attend the meeting. We hope his illness is not serious and that he can be with us again soon.

Vacations seem to be in order. **A. M. Cross** spent the first portion of his vacation just resting and puttering around the house, then managed to get down to San Diego for a little ocean fishing, returning by way of Lake Henshaw for some bass and croppie fishing. Reported good luck. **Hans T. Dullnig** spent his vacation at home entertaining his son, who was home on furlough from an army camp. While the boy was making a few social calls Hans managed to find time to mend that leaky roof that caused some concern last winter. **Robert Dornor**, Financial Secretary, spent his vacation fishing at San Clemente State Park. He also reports good luck. Sorry we don't have more information on this outing.

Probably the most pathetic case among our confirmed surf fishermen is **K. L. Oefinger**. Poor old Kooney spends his evenings fishing for halibut off the pier at Redondo Beach. For a surf fisherman of no mean repute to settle down to pier fishing for such lowly fish as halibut, sand dabs and tom cod is beyond the wildest imagination.

We understand our old friend **Scott ("Sitting Bull") Braley** has gone soft, and bought himself a house trailer to do his camping in.

In case you are interested in what yours truly, a swing shifter, does in his spare time, here it is: Plays nursemaid to a flock of chickens, ducks and rabbits, tends a victory garden, then tries to do repairs and apply a coat of paint to "ye old

manor." However, we did find time to run up to Big Bear Lake over a week-end just to try out our Johnson outboard motor.

Many a sportsman's prayer now is: May those "A12s" be spared until the deer season opens. If transportation is available, **F. M. Manley**, **B. F. Manley**, **Harold Smith**, **E. L. H. Bissinger**, **Jack Koffman**, **K. L. Oefinger** and yours truly hope to find our way back to the Monache Meadows for a few days, hunting the wily bucks.

Question: Who is Chairman of the Prize Committee? Seems to be a draw between **Scott Braley** and **F. B. Patterson**. They alternate each month. Scott had it first, then resigned because of razzing. Pat took it temporarily, then resigned. Now Scott has it again and, believe you me, nobody is saying a word. You will recall in the good old days, before Pearl Harbor and rationing, Scott made quite a hit with the ladies (his hobby) and the junior members by offering a prize list in their divisions that made a lot of the revenue members turn green with envy. Sorry, but prize lists for those departments have been discontinued for the duration, for obvious reasons.

Your next regular monthly meeting will be held at 7:30 p.m., Wednesday, August 9, at P. E. Club.



COVER PICTURE—Pacific Electric office building and terminal at Sixth and Main, where busses leave the Pacific Electric Station, where Pasadena cars turn north on Main Street, where the Watts-Sierra Vista Line picks up and discharges innumerable passengers, where pedestrians and automobiles are apparently always in a hurry.

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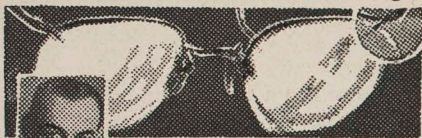
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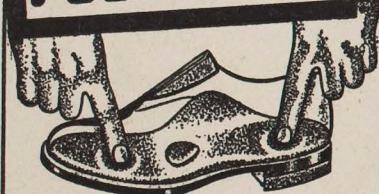
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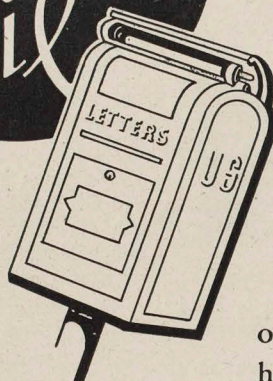
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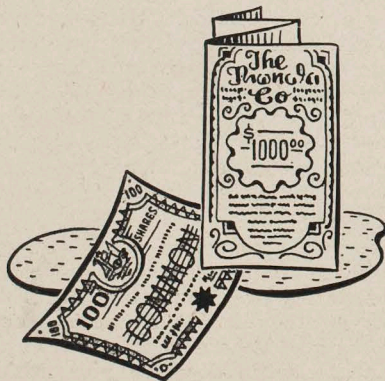
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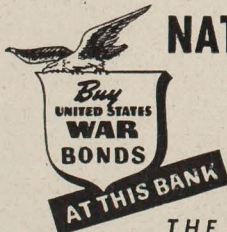
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