

DECEMBER 1944
PACIFIC ELECTRIC
Magazine



MILITARY CHRISTMAS



TICKETS



PACIFIC ELECTRIC RY. CO. FORM 317 A 073030

Good for one continuous trip on any of our lines in the Burbank zone in which zone tickets are valid. If date of issue has expired, ticket may be used for one-way trip only.

12	1	2	3	4	5
20	20	20	20	20	20
40	40	40	40	40	40
12	1	2	3	4	5
20	20	20	20	20	20
40	40	40	40	40	40

EMERGENCY LIMIT 1

HALF FARE IN PACIFIC ELECTRIC RAILWAY CO. Form CFR 490045

14	27	30
13	26	25
15	10	5
20	20	20
30	40	40
40	40	40

DEC 25 1944

LOS ANGELES \$1.50 JURY WEEKLY PASS

Form 1-103

5¢ FARE

GOOD FOR ONE CONTINUOUS TRIP

LOS ANGELES TO POMONA

AUDITOR'S STUDY WEEKLY PASS

22 1944

Price \$1.50

Cash Fare and

ISSUE LINE

Santa Ana

Hollywood

Highway

The Season's Greetings

SINCERE CHRISTMAS GREETINGS

and best wishes to all fellow workers and to their families.

The third year of the war for our country is reaching its close. We can be justly proud that our vital task of transporting workers and supplies has been well done. However, the war is far from being over. Activities in the Pacific are increasing in tempo, which will mean added burdens. Let us resolve for the year 1945 that we will continue undiminished the same fine efforts put forth in the past.

A special word of greeting to the nearly 800 men and women fellow employes now serving in the armed forces both at home and abroad. Wherever you are, we are proud of you. Your co-workers are conscious that their continued efforts are necessary to bring you home again at the earliest possible moment. Our Christmas and New Year's wish for you is that you will all be back with us soon, as victors, to a nation at peace in a peaceful world—and to friends and co-workers whom you will be glad to clasp by the hand because they have not let you down.

O. A. SMITH,
President.

December, 1944

WPB Men Laud PE'S MLWPC

E. L. Turkington, Regional Manager of the War Production drive, War Production Board, and E. K. Young, Los Angeles Area representative for the drive, were guests of the Central Management-Labor War Production Committee at a meeting held Thursday, November 16, in the Conference Room at 974 Pacific Electric Building.

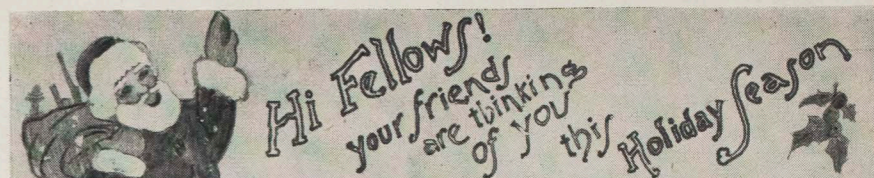
"We're sitting in on your meeting to get ideas," they said. "You know, your committee is being used as a model for other committees because of its excellent organization."

Reports were made on a proposed new suggestion system, on the progress of negotiations regarding an Army-Navy "E" award for railroads, on the recent MECCA drive, on the present Sixth War Loan drive, on the new income tax changes, on manpower, and on a number of minor matters.

Most important to individual employes is the new exemption certificates in connection with the income tax. Employes by now have understood that these certificates had to be filled out and in the Auditor's hands by December 1, or else no exemption would be granted. Of income tax matters more appears elsewhere in this issue.

Most important to the prosecution of the war is the question of War Bonds. At the meeting the plan described in the November issue of the Magazine was said to be ready to put into effect.

Most important to the non-profit and charitable organizations was the excellent report on the recent MECCA drive, in which some eight or ten departments are now signed up 100 per cent, so far as clerical help is concerned, according to R. V. Rachford, head of the clerks' union. Lou Brown, machinists' union chief, reported some 250-275 new members in the Mechanical Department; General Superintendent G. F. Squires reported considerable progress in the Transportation Department, but said that no summary was as yet available. Assistant Chief Engineer L. B. Denton reported that Track Laborers were putting everyone else to shame in their percentage of new members. Nevertheless, it was decided by the Central Committee that those who had refused to sign up for MECCA pay roll allotment of 30c a month would be pursued with further letters and pep talks.



Many Xmas & Birthday - K. Stalder
 Happy Holiday Merry Home - Roy Craig
 Merry Xmas, Happy New Year - Wilfred Jensen
 Season's Greetings Ted Sorvason
 Holiday Greetings to all - Gene Quisenberry
 Merry Christmas - June Handon
 Greetings from Home - Clarence S. Shroyer
 Be home next Christmas - Lloyd & Bill
 Greeting - hope to see you - Eric Nelson
 Merry Christmas - Gene Quisenberry
 As your thoughts will reach all I want from Thailand
 Good luck to you all - G. Thorburn
 You need no requisition for the good I'm wishing
 Best wishes to you all - Alpha R. Barrett
 Season's Greetings - Gene Quisenberry
 Wishing you lots of luck - Raymond H. Alan
 Merry Christmas to all - Eugene Wright
 The Best of Wishes - Hope Robertson
 Christmas Greetings to our boys - Betty Hays
 Best of luck to you all - Edwin J. Pearson
 Merry Xmas - the best of luck to all of you - I. J. Brown
 Para todos una feliz Navidad - Simon Pearson
 Merry Christmas, and wish returns - Gene Quisenberry
 Merry Christmas to all of you - M. S. Niro
 Merry Christmas to all of you - Gene Quisenberry
 May your Christmas be a happy one - Gene Quisenberry
 'Tis the season of good job and cheer - Cliff Larle
 Now looking forward to seeing you soon - Gene Quisenberry
 Merry Christmas - Best of luck to all - Gene Quisenberry
 Merry Christmas & happy New Year - Gene Quisenberry

Greetings to you all - Gene Quisenberry
 Season's Greetings - John Quisenberry
 Yuletide Greetings - Gene Quisenberry
 Christmas Greetings - Gene Quisenberry
 Merry Xmas to the boys - Gene Quisenberry
 Best of Luck to you all - Gene Quisenberry
 Season's Greetings to all - Gene Quisenberry
 Merry Christmas - Gene Quisenberry
 Wishing the best for you - Gene Quisenberry
 Merry Christmas to all - Gene Quisenberry
 Christmas Greetings - Gene Quisenberry
 Best of wishes to you all - Gene Quisenberry
 Merry Christmas - Gene Quisenberry
 Wishing you lots of luck - Gene Quisenberry
 Merry Christmas to all - Gene Quisenberry
 The Best of Wishes - Gene Quisenberry
 Christmas Greetings to our boys - Gene Quisenberry
 Best of luck to you all - Gene Quisenberry
 Merry Xmas - the best of luck to all of you - Gene Quisenberry
 Para todos una feliz Navidad - Gene Quisenberry
 Merry Christmas, and wish returns - Gene Quisenberry
 Merry Christmas to all of you - Gene Quisenberry
 Merry Christmas to all of you - Gene Quisenberry
 May your Christmas be a happy one - Gene Quisenberry
 'Tis the season of good job and cheer - Gene Quisenberry
 Now looking forward to seeing you soon - Gene Quisenberry
 Merry Christmas - Best of luck to all - Gene Quisenberry
 Merry Christmas & happy New Year - Gene Quisenberry

BOYS OVERSEAS will be glad to see these photostated Christmas cards signed by 78 of their friends in the Purchasing and Stores Department, and containing a message from each signer. The card is a full 8½ x 11 size. The idea was originated by Purchasing Agent Clifford Thorburn. Drawing was by Miss Marion Snowden, of the Conductors' Accounts Bureau; and coloring was by Mr. Thorburn's Secretary, Miss Lois Brown.

A new type of suggestion plan was presented for the consideration of the Central Committee by a representative of a widely-used commercial system. The Central Committee voted that action be suspended until a definite recommendation has been made by the Suggestion Committee.

Don Sheets, BRT leader, reporting on the progress of negotiations with the ODT regarding the possibility of an Army-Navy "E" for transportation companies, read a letter from the government agency which states that plans for such an award have been drawn up and await Presidential approval.

After a meeting which lasted more than 2½ hours and was marked by some lively discussion, adjournment was voted.

TICKETS PLEASE!



COLLECTING SCHOOL TICKETS in South Pasadena.

By **LLOYD C. YOUNG**
Chief Rate Clerk
Passenger Traffic Department

Few of us are aware of any romance or fun connected with Pacific Electric tickets. They rarely remind us of happy vacation days, moonlight and roses, or honeymoons, as steam road or steamship tickets often do. Yet doubtless many a veteran can testify that he has returned the "contract portions" of hundreds of the old Mt. Lowe tickets for sightseers to keep in scrapbooks along with the hometown newspaper clippings showing who were recently engaged, married, and then went to Southern California for a honeymoon. There are also those incomprehensible people who collect tickets and transfers for fun and make a lifelong hobby of it; but they are sometimes so exacting and scientific in their collecting that they seem to be working at it, instead of playing, and even adopt seventy-five cent words for the names of their clubs, such as "The Peridromophilic Society."

What Is a Ticket?

Tickets are our signed declarations that the passenger is entitled to the transportation paid for, as well as to all the courtesy and helpfulness we can extend. They are evidences of our intention to perform a service—

to carry men, women, and children to work, to school, to shop, to play, to church, and then back home again. Being such important links between passengers and the Company, tickets are given full attention by those employes who devise, distribute, sell, collect, audit and finally dispose of them; because an error in any of those phases of handling can spell financial loss, or the loss of a passenger's respect and good will.

The experience of decades, as well as complaints or suggestions from patrons and employes, are the principal ingredients used in developing and handling tickets. Constant effort is put forth to maintain the best balance between simplicity of design, expense of printing, speed and ease of handling by sellers, and versatility. By versatility, we mean the number of uses to which a ticket may be put; for instance, the "triplex" ticket may be used for a transfer, a one-way ticket, a round-trip, or a combination of all, with varying return limits as desired. However, versatility and complications sometimes go hand in hand on tickets, with the result that triplex tickets may be parodied by some as "triple threats"—triple threats to accuracy, speed, and good temper. Therefore, a host of simpler forms of tickets are provided for the use of Agents, Conductors and Operators, even though one form of triplex ticket could be used by all of them on one district to sell one-way or round-trip tickets, to points on that district.

Towards Simplicity

Besides experience, complaints, and suggestions, the personalities of employes past and present have entered into the make-up of Pacific Electric tickets and transfers. Always there has been a high standard of precision, reflecting the background of one-time clerks who devised ticket forms, but who are now ranking officials of the Company.

In about 1930, the late Claude E. Morlan, former Chief Clerk in the Passenger Traffic Department, suggested the use of more denominational forms of one-way tickets; that is, the use of tickets which say on their faces they are good for a fare of 15c, 20c, and so on up to 40c. The adoption of this type of ticket eliminated the use of hundreds of forms of one-way tickets reading between specific points.

A few years later, R. O. Christensen, who is now General Agent in the Passenger Traffic Department, developed our present denominational form of round-trip tickets, which sharply reduced the number of different forms of round-trip tickets which had to be stocked by Agents. For illustration, there used to be a round-trip ticket good from Los Angeles to Bellflower and return, and there was another form good from Bellflower to Los Angeles and return. Now both of these forms are discarded and a denominational ticket, good where the round-trip fare is 55c, is sold at either Los Angeles or Bellflower. That same form of 55c round-trip ticket is also used between a multitude of other points on our lines where the round-trip fare is that amount, which means in the aggregate that hundreds of forms of tickets have been done away with.

Commutation Tickets

A remarkable simplification has been achieved also with commutation tickets. A few years ago, we sold 7 varieties of commutation tickets—there were 10-rides, 30-ride family, 40-ride and 46-ride school, weekday commutation, monthly commutation, and 60-ride commutation, with a great deal of punching and dating and writing to almost every ticket.



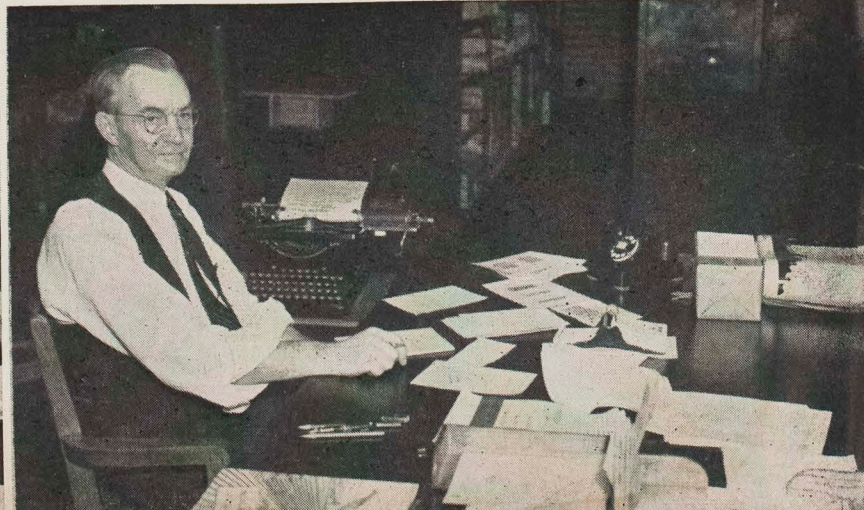
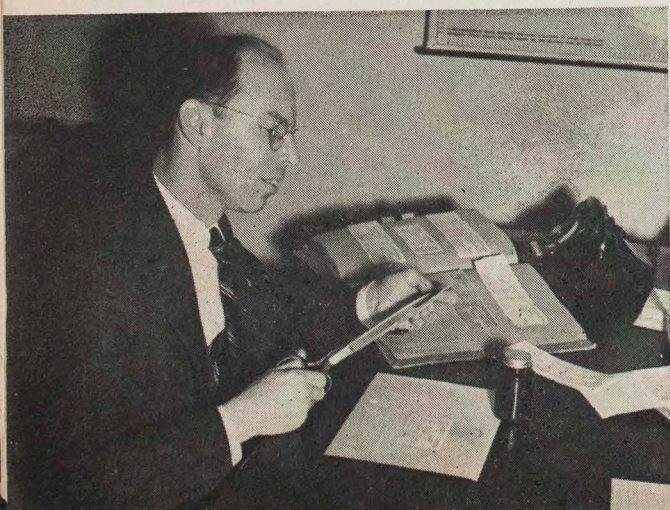
LLOYD C. YOUNG, author of this article, designing a new type of ticket by cutting an old one to pieces and making a paste-up in accordance with suggestions made by Conductors, Ticket Agents, and others whose ideas have been carefully considered.

CARL E. HASKIN, Ticket Stock Clerk, looks up—for the benefit of the photographer—from making out an order on the printer for more tickets. Some of the shelves on which he keeps his millions of tickets are in the background.

Top: After the tickets have been manufactured, packaged, and delivered to the P. E. Building, Bob McVay, General Clerk who assists Carl Haskin, helps the drayman bring the bundles upstairs via hand truck to the Ticket Stock Room, and Carl and Bob then begin to fill requisitions.

Center: Bob is rolling up on the electric winder a roll of tickets a part of which was needed on a certain requisition.

Bottom: One of Mr. Haskin's innovations is the installation of a tiny hand printing press by means of which skeleton tickets may be filled in far more quickly and neatly than was ever possible by using rubber stamps and fountain pens. Agents praise this improvement.



In 1940, Mr. Christiansen developed the present denominational forms of 10- and 30-ride commutation tickets, with a great decrease in the number of moves required to prepare a ticket for sale. A clerk selling a 30-ride ticket today to Bellflower simply stamps the date of sale on the outside front cover, asks the patron to sign the back, and collects \$5.25, which is a far cry from the former practice of dating, stamping, punching, removing Auditor's stub, and having the book signed. Also, it was formerly necessary to stamp on the front of 60-ride tickets whether the purchaser was a "Mr.," "Mrs.," or "Miss"; and the story is that frequently, elderly spinsters, not wishing to admit their lack of husbands, would refuse to state whether they were "Mrs." or "Miss" and walk away without buying a book.

Furthermore, today there are only 10-ride, 30-ride, and 40-ride tickets. (Before somebody submits a correction, it is true there is also the employe 100-ride local ticket, which is rarely sold; and another rarity, the newspaper commutation ticket—a ticket book reaching almost the size of an ordinary book, and containing gummed coupons to stick on bundles of newspapers while they commute from press to reader.)

Haskin Press, Inc.

The latest improvement in Pacific Electric tickets is traceable to that genius, variously denominated by all who know him, but shown on the pay roll as Carl E. Haskin, Ticket Stock Clerk. Carl is an efficiency expert,

and he is not the kind who has a Phi Beta Kappa key on one end of his watch chain, and nothing on the other end. Evidently, Carl's sense of neatness and his pride in his work were sorely offended by the time-honored method of rubber-stamping destination names on "skeleton" or blank tickets, and it wasn't long after he had taken over Ticket Stock until he had a cute little printing press installed, on which he and his assistant, Robert McVay, print the destinations and time limits on "skeleton" tickets. Their work on the press makes a distinct improvement in our tickets.

At this time, there are about 150 different forms of tickets (and 14 forms of transfers) carried in the Ticket Stock Department. These tickets range in sale price from 5c to \$22.45, and in size from 1 1/4 by 2 inches, to 2 3/4 by 17 inches. Our tickets are printed by a local printer, in lots ranging from 1,000 to 1,000,000 of a specific form, depending upon requirements. Transfers are also printed locally, in quantities ranging from a few hundred thousand to over three million of one form.

Distributing and Honoring Tickets

From the Ticket Stock Department, shipments of tickets go out to 75 agencies for sale to patrons, and to 20 points for distribution to Conductors and Operators. Written ticket requisitions are supposed to be made regularly by Agents or Terminal Foremen, but in this day of record-breaking travel, telephone requisitions to Ticket Stock are frequent.

To change a valuable ticket into a worthless piece of paper is very simple—all it takes is the "click, click, click" of a ticket punch—and then that ticket is on its way to the paper mill. The Conductor or Operator sends the canceled tickets to the Auditor, where they are examined and checked. Sometimes it is most



Top: Every order of tickets that leaves the Ticket Stock Room must be sealed. Here Carl is shown sealing a package of tickets to be delivered to the Santa Ana Agent.

Center: Bob hands the package to Motor Coach Operator L. S. Larson for delivery to the Santa Ana Agent.

Bottom (COVER PICTURE): Ticket Agents at the P. E. Station have their hands full during rush hours like this.

amazing what, besides Pacific Electric tickets, are found in those "Ticket Envelopes"—taxi transfer coupons good between stations in Chicago, dance hall tickets, or even railroad tickets to any place in the United States. It is a wonderful relief to find a long grey ticket, good from Los Angeles to New York City, in one of these envelopes, when you have an angry, distraught mother with two or three children waiting for you back in the office; and it's either find that ticket or else! After examination in the Conductors' Accounts Bureau of the Auditor's office, tickets are sacked for transportation to the paper mill, where they are placed at once in the paper-making vats, to

start their round once again.

Underlying this procedure of ordering, distributing, selling and turning in tickets, there is a comprehensive set of records (see the August, 1943, Pacific Electric Magazine) designed to keep account of every ticket printed, received, and sold.

Truly tickets are important in the carrying out of our business, and while there are no more Mt. Lowe tickets for passengers with reservations in the "Honeymoon Cottage," or tickets good on the old South Pasadena Line including admission to the Ostrich Farm, there are plenty of them left to keep the Pacific Electric Railway Company in the class of a railroad.



So You Want a Rate Order For a Christmas Trip?

BETTER LOOK BEFORE YOU LEAP!

By Lloyd C. Young

Chief Rate Clerk, Passenger Traffic Department

Christmas is coming—hurrah, hurrah; but you folks who want to go back home for the holidays, and use reduced rate transportation or passes on railroads, had better be careful! You see, railroads issue passes or "rate orders" as favors to other railroad employes, and the issuing lines have the right to set up certain restrictions as to trains on which "deadheads" or partial "deadheads" may travel, restrictions as to the dates when they can ride, how much service they must have before passes or rate orders will be issued, and also,

may require a satisfactory explanation of why the employe or his dependents want to travel. There is no general, clear-cut set of rules governing these requirements for all railroads; therefore, it is mainly a matter of making a request on a foreign

Top: Tickets are collected by the Conductors and Operators, canceled with three punch marks, and placed in envelopes to be turned in at the end of the day. Santa Ana Conductor G. M. Cain is shown turning in a fat ticket envelope, along with his trip report and cash, to Mrs. Gladys Witmer, Cash Receiver at the P. E. Station.

Center: Ticket envelopes and trip reports are sent to the Accounting Department for inspection and recording (see August, 1943, issue). After the girls in the Conductors' Accounts Bureau have sorted and accounted for all the tickets in the 10,000 or so envelopes that come in per day, the bits of pasteboard are thrown into wastebaskets, and finally dumped into big paper bags for disposal at a paper mill. Here Betty Jean Mackley is emptying her wastebasket into one of the several paper bags kept in the Conductors' Accounts Bureau.

Bottom: Richard Murphy, Stock Room Clerk, sews up the bags full of used tickets. Two Traveling Auditors accompany the bags on the trucks to the paper mill, and watch while all the bags—unopened—are thrown into the pulp vats. P. E. tickets used to be burned until the paper shortage made salvage a patriotic gesture.

What You Should Know About Your Withholding Tax

By U. L. Drake

Head Clerk, Central Timekeeping Bureau

The current Tax Payment Act of 1943, under provisions of which income tax has been withheld from wages of employes during the year 1944, has been amended and is now known as the Individual Income Tax Act of 1944. There are several important changes in the amended act that will affect the amount of income tax deducted from wages, particularly in connection with allowance for dependents.

In order to comply with requirements of the amended act every employe was furnished with a revised United States Treasury Department form W-4, "Employee Withholding Exemption Certificate," to be used as a basis on which withholding exemptions are claimed, and in accordance with which deductions from wages are made. These forms were required to be completed and forwarded by the employe to the head of his department no later than December 1, 1944, in order that the Central Timekeeping Bureau would have sufficient time to make necessary changes on the payroll records so that the proper deductions from wages will begin with the first pay period in the month of January, 1945.

Each employe hired during the month of December, 1944, is being required to execute two forms W-4; one of the present issue to be prepared for use in making deductions from his December, 1944, earnings, and one of the revised issue to be prepared for use in making deductions from wages beginning with January 1, 1945.

The revised withholding exemption certificate will remain in effect indefinitely unless an amended certificate is furnished. Each employe has been furnished with a pamphlet issued by the United States Treasury Department Bureau of Internal Revenue entitled "Your Withholding Exemptions," which explains why and when a change in the withholding exemptions should be made.

The following rules govern the filing of amended certificates:

1. Employe must file an amended certificate, reducing the number of exemptions, within 10 days—
 - a. When wife (or husband) for whom the employe has been claiming exemption either

dies, is divorced, or claims own exemption on a separate certificate.

- b. When the support of a dependent for whom the employe claimed exemption is taken over by someone else, so that the employe no longer expects to furnish more than half the support for the year.

- c. When the employe finds that a dependent for whom exemption was claimed will receive \$500 or more income of his own during the year.

2. Employe may file an amended certificate, increasing the number of exemptions, at any time—

- a. When the employe claims an exemption for wife (or husband) who does not claim own exemption on a separate certificate (for example, when the employe marries or wife stops working).

- b. When a child is born to or adopted by the employe.

- c. When the employe begins to support a relative and expects to provide more than half of the relative's support for the current year.

- d. When the employe finds that the income of a relative will be less than \$500 for the year (in cases in which the employe has not claimed exemption because he expected the income to be \$500 or more).

As soon after January 1, 1945, as it is possible to do so, each employe will be furnished with two copies (original and duplicate) of the Withholding Receipt form W-2 (Revised) showing the total amount of wages paid to him during the calendar year 1944, and the amount of tax withheld on such wages.

On the following page is a reproduction of the Withholding Tax Table that will be used by the Pacific Electric Railway Company for determining the amount of taxes withheld on wages earned and paid on a semi-monthly basis.

line for a pass or rate order, and then waiting to see what that railroad does about it.

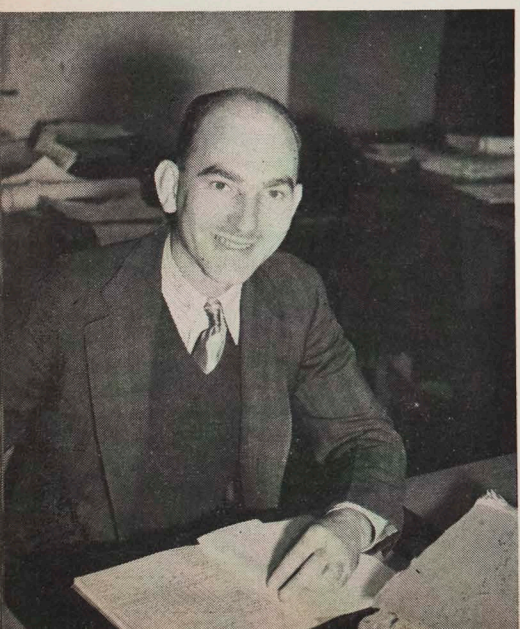
Don't forget that word "wait" in the last sentence. When you make your request on your department head for a pass or rate order, that is only the first request in a long series. The department head then makes a request on the Pacific Electric Pass Bureau for a pass, or on the Pacific Electric Passenger Traffic Department for a rate order, and those offices then make "formal requests" on other railroads for the transportation desired. Unfortunately, there are only two pass-issuing offices and three rate-order issuing offices of foreign line railroads in Los Angeles. The Los Angeles offices of the Union Pacific and Santa Fe issue both rate orders and passes; and, in addition, the Passenger Traffic Department of the Southern Pacific in Los Angeles issues rate orders. This means that whenever you desire foreign line transportation on any other railroad, passes or rate orders must be obtained from St. Louis, Chicago, Louisville, Denver, or other cities, all of which are a long way off; and this takes time. Of course, it is possible to request passes or rate orders by telegraph; but that, if possible, is to be avoided, because of the burden such requests place on the issuing lines, and because of the ever-present possibility of a slip-up being made and no pass or rate order being where you want it when you get there.

Another thing must be kept in mind in connection with rate orders: employes' reduced rates are based upon "regular fares" and not upon "special" or "excursion" fares. For example, the Southern Pacific has a "special" coach-class one-way fare of \$6.60 between Los Angeles and San Francisco; but employes' rates are based upon the "regular" one-way fare, or one-half of \$10.42. Also, round-trip tickets sold on an employe rate are double the cost of a one-way employe ticket between the same points, and are not on the basis of one-half the regular round-trip fare.

Play safe when planning on using passes or rate orders; give yourself plenty of time when requesting them; and pay attention to all the instructions shown on those little pieces of paper.



TALKING OF TICKETS — At the top, discussing a problem concerning the disposition of tickets, are, left to right, R. C. Hollinger, Assistant to the Auditor; P. M. Still, Head Clerk, Passenger and Car Service Accounts; and Miss Florence B. Haldeman, Head Clerk, Conductors' - Operators' Accounts. Left center is General Agent R. O. Christiansen, instrumental in improving many ticket forms. Right center picture shows girls working on some of the thousands of ticket envelopes that come in daily to Miss Haldeman's Bureau. Bottom left is Assistant Rate Clerk Clifford E. Ferguson, aide to Lloyd C. Young. Bottom right is Frank Screech, recently returned from military service, and now Ticket Agent in Mr. Marler's office.



32 years in the Army, and who was commanding officer of Tripple General Hospital when the Japs attacked Pearl Harbor. Colonel Miller supervises the work of 80 medical officers, 15 nurses, a detachment of 500 soldiers, and 700-odd civilians.

In giving their money to Birmingham Hospital with its splendid organization, its superb program of rehabilitation, and its contribution to the welfare of Los Angeles and Southern California, Pacific Electric employes who paid their admission fees to the variety show may well feel that they have contributed to a worthy cause.

Send a Card To Bill Nicolay

Everybody is invited to participate in a card shower for convalescing Bill Nicolay on his 28th birthday, December 19.

Bill is a former Priority Clerk in the Purchasing Department, and the son-in-law of Torrance Storekeeper Charles Stock. Now sufficiently improved to have been moved to his father's home in Gardena on November 18, he was in the Veteran's Hospital at Sawtelle from last May until that date as the result of a bullet wound which has deprived him, at least temporarily, of the use of his legs. He was in the Army service as a Priority Clerk in Dayton, Ohio, at the time, having left Pacific Electric for military duty on February 23, 1943. When one day he went to the assistance of another soldier who was being harassed by two drunken civilians, one of the drunks shot him. Bill was hospitalized at once and dis-

charged from active duty with a commendation from his superior officer for going to the defense of his buddy.

Bill and his wife, the former Lucille Stock, have one child, Jimmie, almost 2 years old. Mrs. Nicolay lives with her father, Charles Stock, in his home at Redondo, and works as paymaster for Doak Aircraft in Torrance.

His friends say that despite his injury Bill is not letting it get him down—that he's as cheerful a young man as you'll find in a day's journey. An organization called the Disabled American War Veterans has given him a wheel chair in which he sits for a short time each day.

Bill's address is now Mr. William Nicolay, 1017 W. 159th, Gardena, Box 173. A visit is better than a card, but don't forget that birthday card shower.

APPRECIATION

"President Roosevelt could not have had better care," says Claude A. Bosenbark of his treatment by Chief Surgeon W. L. Weber, M.D., and his staff as the result of a fractured skull (and other complications) Claude received last July 3.

Claude, one-time member of the night Bonding and Welding crew, wants to go on record in these pages as saying that Dr. Weber is really tops, both as an M.D. and as an all-round swell fellow. Claude should know, for he was under the good doctor's care in St. Vincent's for over a month, with death only a feeble heart-beat away. He likewise feels a debt of gratitude to Mr. Glenn E. Collins, who helped him straighten out his affairs.

He also appreciates the kindness and expert care of the nurses in the

P. E. Medical Department and those belonging to St. Vincent's staff. And he could hardly say enough about the kindness of the late Bonding and Welding Foreman, H. P. Bancroft, who, he said, spent much more than the required time visiting him in the hospital and in doing other kind deeds.

The Magazine feels that those mentioned here will have a merrier Christmas for knowing that they are appreciated.

HOSPITAL LIST

Employes confined at St. Vincent's Hospital, 2131 West Third Street, as of November 27, included:

William Amback, Car Repairer, Mechanical Department.

Jesus Banales, Laborer, Engineering Department.

Angelo Cerato, Painter, Mechanical Department.

George Crippen, Brakeman, Southern District.

Frank Chadburn, Retired, Engineering Department.

Edward A. Cupp, Brakeman, Southern District.

Espanza Curt, Car Cleaner, Mechanical Department.

Dorothy Fabian, Typist, Accountant Department.

Andrew Grentz, Motorman, Western District.

Robert Hoffee, Operator, L. A. Motor Coach Lines.

Charles A. Howe, Clerk, Parcel Check Room.

Benjamin Mannering, Retired, Mechanical Department.

Robert Seeley, Machinist, Mechanical Department.

Robert Slifer, Auto Repairer, Mechanical Department.

Perry T. Strader, Car Repairer, Mechanical Department.

Otis E. Thorson, Conductor, Southern District.

Hemet Bus Driver Severely Injured

The many friends of P. C. ("Jack") Cross, Operator of the Hemet Bus Line, will be shocked to hear that he was involved in a serious automobile accident just east of Hemet on November 15. While he is recovering slowly from his head and neck injuries, he is still confined to the Hemet Hospital at time of going to press.

Mr. Cross is a former Pacific Electric employe, having worked in the Transportation and Passenger Traffic Departments. It is the sincere wish of all his friends that his recovery will be speedy and complete.

Weatherly Wins Wheelbarrow Bet

There was a Presidential election last month—remember?

Carl S. Weatherly, Engineer of the P. E. Building, bet that Roosevelt would carry California. B. C. Merrill, Electrician in the Engineering Department, bet the contrary. Whichever man lost the bet was going to have to wheel the other—in a wheelbarrow—around the block, the day after election, at lunch hour.

Well, guess who had to wheel whom?

Right! Merrill did the trundling, and Weatherly sat triumphantly, if uncomfortably, in the barrow. The procession started in the lobby of the Pacific Electric Building, went down Main Street to Seventh, crossed to the west side of Main, up Main to Sixth, across Main, and back to the lobby, while onlookers, hurrying for a place in the lunch line, wondered who was crazy, etc.

The luck that day was bad. The P. E. Magazine photographer couldn't be there to cover the glorious scoop; a newspaper photographer who had been scheduled to come didn't show up; and the cop on the corner, who had been going to fake giving the boys a ticket, was suddenly replaced by another who wasn't in on the joke.

So why have Presidential elections?

SPEAK GENTLY

By David Bates

*Speak gently; it is better far
To rule by love than fear;
Speak gently; let no harsh word mar
The good we may do here.*

*Speak gently to the little child;
Its love is sure to gain;
Teach it in accents soft and mild;
It may not long remain.*

*Speak gently to the young, for they
Will have enough to bear;
Pass thru this life as best you may,
'Tis full of anxious care.*

*Speak gently to the aged one,
Grieve not the careworn heart,
Whose sands of life are nearly run;
Let such in peace depart.*

*Speak gently to the erring; know
They must have toiled in vain;
Perchance unkindness made them so;
Oh, win them back again.*

*Speak gently; 'tis a little thing
Dropped in the heart's deep well;
The good, the joy, that it may bring,
Eternity shall tell.*

Charles Stock New Storekeeper at Torrance; Wilks, Jolley, Up

Succeeding G. W. McCall as Torrance Storekeeper is an equally well-known personality, Charles Stock, who assumed his new duties on October 15.

Mr. Stock steps up from a position he had held since 1920 as Storekeeper of the Engineering Department material. His railroad experience began with the Los Angeles & Redondo Railroad, when he worked on the wharves at the then thriving port of Redondo. After experience in a number of positions, Mr. Stock became Storekeeper in the Redondo Store. When the Los Angeles & Redondo was consolidated with the Pacific Electric, he was transferred in 1914 to the store at Sherman, now West Hollywood. Here he remained until his transfer to the Torrance Store upon its completion in 1920.

During most of his career, Mr. and Mrs. Stock have lived in Redondo, where they live at 745 Avenue C.

YOUR VICTORY GARDEN

By Agricultural Extension Service, Los Angeles County, University of California and United States Department of Agriculture

Many plants will become diseased and die if the stem just below the ground surface is constantly wet either by irrigation water or rainfall. It is always better to have plants a little too high rather than too low in the winter. If rainfall is heavy some method of drainage of surface water is necessary. There considerations, plant protection and drainage, make the use of raised beds particularly advisable in winter.

Raised beds are not difficult to make. About the easiest way is first to work all of the ground, smooth it off, level it down, then with a shovel dig the irrigation furrows at the desired width. Spread the dirt on the ridge between two furrows. Then flatten this built-up ridge and it becomes a raised bed between the two furrows. Large plants, like cabbage and broccoli, are planted on a 24 to 30 inch ridge in a single row. Two rows of celery, spinach, lettuce, etc., are normally planted on a 16 to 18 inch bed. Three rows of carrots can be planted six inches apart on an 18 inch bed.

The furrows between the raised beds should be on a carefully established grade so as to direct the flow of heavy rainfall out of the garden. The grade should be just enough to prevent flooding the soil surface.

They have two married daughters and two sons, one son being a machinist's mate 2/c in the Navy, and the other still in high school.



CHARLES STOCK, newly-appointed Torrance Storekeeper succeeding G. W. McCall, retired.

Tommy Wilks, former Shop Delivery Foreman, assumes Mr. Stock's former duties as Storekeeper of Engineering Department material; and Bill Jolley, former Section Storekeeper, takes over Tommy Wilks' former job.

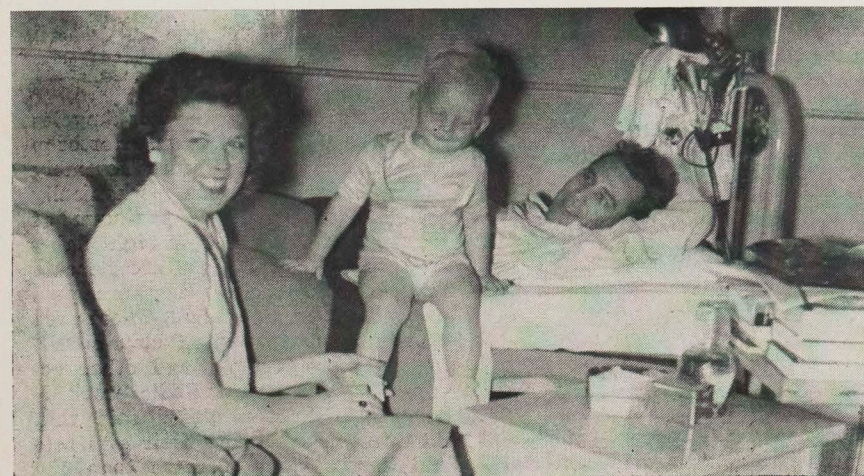
All employes wish Mr. Stock, Mr. Wilks, and Mr. Jolley the best of success in their new positions.

Helpful Suggestions to Applicants for Supplemental Gasoline

1. Be sure to attach your Mileage Rationing Record. You should have received this with your new "A" book. If you do not have one, go to your Local Ration Board and ask for a duplicate. No gasoline coupons will be issued unless your Mileage Rationing Record is attached to your application.

2. It is very important to send your application to your Transportation Committee two weeks in advance of renewal date. The Boards are very busy and short of help, and two weeks is necessary for processing.

3. The usual procedure of obtaining approval slips from Terminal Foreman or the head of your department before sending application to the Transportation Committee is still effective.



MEET THE NICOLAYS—Left to right: Mrs. William Nicolay and son, Jimmie, almost 2, pay a visit to Jimmie's daddy while the latter is at the Veteran's Hospital at Sawtelle. Jimmie doesn't talk much yet, and the few words he does say go for everything. He goes up to his daddy's bed and says, "Hi, Pop!" and if you ask him about his pop, he says pop is "all broke."

Twenty-One Years At La Habra

By A. J. Young, Agent

On August 21, 1923, I came to La Habra as Agent, and am moved to compare some of the things as they were then with things as they are now.

In 1923 there were 11 red cars each way daily, and I sold \$50 to \$60 worth of P. E. tickets monthly; now we have had no red car service for about six years. In 1923 there were Agents at Des Moines, Loftus, Yorba Linda, Brea (with a full-time Assistant), and I had an Assistant Agent at La Habra. Now I am the only main-line Agent between Santa Fe Springs and Yorba Linda—Brea, Loftus, and Des Moines having been closed.

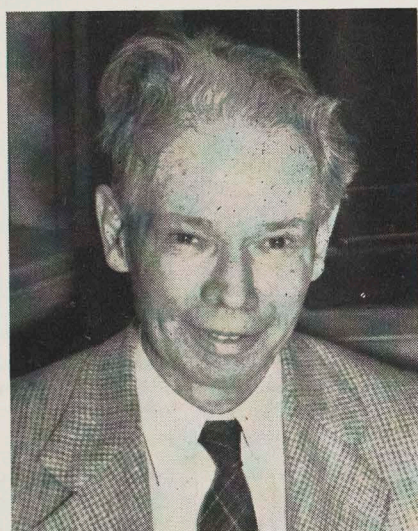
Back in 1923 it was the regular thing to have the local freight leave a car of merchandise here at least twice weekly, and smaller amounts at other times, the L.C.L. running from 1500 to 5000 pounds daily. Now, all of our freight is received in the box motor.

There have been many changes in the office work. At least three times the amount of paper work is required now as was required then. At that time, for example, only two sheets of abstract were required, one for local and one for interline. Moreover, only two copies of waybills were necessary—an Auditor's copy and an office copy; now, five copies are necessary, and an extra copy of all car-

load freight bills is sent to Freight Traffic. In those days, moreover, there was no "all-American" report* to make out at the end of each month.

The town itself has changed. It is now incorporated and is about twice as large as it was 21 years ago. Our only large industry, the La Habra Citrus Association, has more than doubled the size of its plant in this time. Our highly-advertised La Habra Heights has grown from a sparsely-settled group of hills into one of the

*A detailed report of carloads received and forwarded during the month. It became so-called because, when forms (1694 and 1695) first came out at an Agents' meeting, Ernie Donaldson, Agent at El Segundo, noting their complexity, exclaimed, "This report covers everything! We ought to call it the 'all-American' report."



A. J. YOUNG, Agent at La Habra.

REPORT OF VITAL STATISTICS

October 21, 1944, to November 20, 1944

DEATHS

NAME	OCCUPATION	Group		
		Died	Insurance	Mortuary
*Nemec, Stanley L.	Helper	7-30-44	No	No
*Munoz, Raymond R.	Laborer	9-22-44	No	No
Cunningham, William W.	Operator	10-22-44	No	No
Elias, Greg	Check Clerk	10-23-44	Yes	Yes
Massingale, Howell L.	Assistant Agent	10-29-44	Yes	No
Murphy, Lloyd E.	Auto Machinist	10-31-44	Yes	Yes
Andrade, Delfino C.	Laborer	11- 1-44	No	No
Musick, Minor	Ticket Clerk	11- 5-44	Yes	Yes
Miller, Frank E.	Retired Mechanical Foreman	11- 8-44	Yes	Yes
	Retired General			
Culver, Oscan J.	Foreman	11-10-44	Yes	Yes
King, Floyd J.	Lineman	11-10-44	No	No

EMPLOYEES' WIVES' DEATH BENEFIT FUND

NONE

Last available figures show that Employees' Mortuary Fund paid to the named beneficiary \$597.50.

Deductions for the above will be made from pay check received for the second period of December, 1944.

*Reported died in military service.

finest residential districts in this part of the country. It was on La Habra Heights that the first commercial avocado orchards were planted—and now La Habra avocados are known all over the United States. Looking up to the Heights brings before the eye one of the finest views that can be seen anywhere in wonderful Southern California.

A. J. Young started work for Pacific Electric on August 25, 1922, as a Relief Agent. He moved to La Habra as soon as he became Agent there, and has worked and lived there ever since. His wife helps him in the afternoon with the office work, which deals entirely with freight, since passenger trains are no longer scheduled to La Habra, and the bus ticket office is in an uptown drug store, where busses stop.

John Van Deusen Now a Corporal

Former Assistant Research Engineer John E. Van Deusen, Jr., who entered military service in the Transportation Corps, U. S. Army, in August, 1943, has been promoted effective October 1, from private, first class, to corporal. He is now a Technician, Grade 5, in the Administration Section of the Railway Service somewhere in France, where he is "utilizing to the fullest extent the knowledge and experience gained while in the employ" of the Pacific Electric Railway.

This information was contained in a letter from Captain Neal T. DeLong, Public Relations Officer in the Transportation Corps, to Corporal Van Deusen's former department head, Research Engineer L. H. Appel. The letter was dated October 23.

All of John's many friends in the Company are glad to learn of his progress.

His family live in Boise, Idaho.

"Yes, sir, my children all have Bible names," announced the talkative old lady. "There's Esther, and David and Solomon and the last was Pizlem Civ."

"Pizlem Civ?" queried the visitor. "I don't remember seeing that name in the Bible."

"Oh, yes, it is, and I can prove it," exclaimed the old lady. She brought a well-worn Bible and turned triumphantly to a certain page and pointed to the place. "There it is, plain as day," she declared.

She had her finger on "Psalm CIV."

HERE AND THERE With THE WOMEN'S CLUB



By Mrs. Lon Bishop

At the last meeting in October our speaker was Mr. Waldo Rios of the City War Council, who used his scheduled minutes pleading against the idea, held by so many, that the war is nearly over. He advised, "Don't be a headline reader, read the article through (it may give you a different slant). Stay on the job, wherever you are, and back up the boys who are working against terrific odds for you."

PACIFIC ELECTRIC CLUB BULLETIN

TUESDAY, DECEMBER 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, DECEMBER 13:
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

THURSDAY, DECEMBER 14:
P. E. Women's Club Sewing Unit—10:00 a.m.
P. E. Women's Club Annual Christmas Party. An interesting program assured. 1:00 p.m.

FRIDAY, DECEMBER 15:
P. E. Bowling League Matches—Bonnie Brae Bowl—Spectators invited. Last night of bowling until after holidays—8:15 p.m.

TUESDAY, DECEMBER 19:
Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—7:30 p.m.

THURSDAY, DECEMBER 21:
P. E. Women's Club Sewing Unit—10:00 a.m.

P. E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.

MONDAY, DECEMBER 25:
Christmas Day—Club Rooms closed.

TUESDAY, DECEMBER 26:
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, DECEMBER 28:
P. E. Women's Club Sewing Unit—10:00 a.m.

P. E. Women's Club Afternoon Business Meeting and Program—1:00 p.m.

MONDAY, JANUARY 1:
New Year's Day—Club Rooms closed.

TUESDAY, JANUARY 2:
Veterans of Foreign Wars Post No. 3956. Semi-monthly Meeting—7:30 p.m.

THURSDAY, JANUARY 4:
P. E. Women's Club Sewing Unit—10:00 a.m.

P. E. Women's Club Afternoon Card Party. Prizes to the winners—1:00 p.m.

FRIDAY, JANUARY 5:
P. E. Bowling League Matches—Bonnie Brae Bowl, 1818 West 6th Street—First night of bowling after holidays. Spectators invited—8:15 p.m.

SATURDAY, JANUARY 6:
P. E. Rod & Gun Club Annual President's Show and Distribution of Prizes in Club Theater. Families and friends invited—7:30 p.m.

TUESDAY, JANUARY 9:
American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 p.m.

Right next to this is a plea to "get on the job" with the Club's Red Cross Unit. Work has piled up for Red Cross, Navy Relief, and Bundles for America. Come in and help every Thursday at ten, opposite the Club Cafeteria.

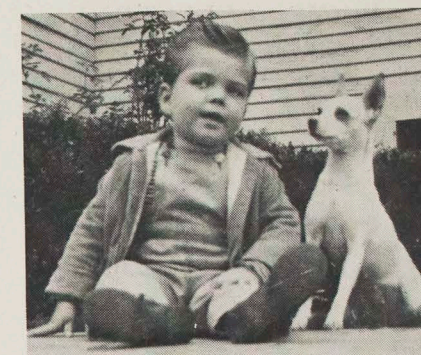
Mrs. Viola Thorn, Corresponding Secretary and C. C. C. (Chairman of Cheery Cards), reported on sick members and read a letter from Mrs. Frank Miller, a member who has been greatly missed at our meetings. Mr. Miller had been ill for some time, and a few days later we had the sad news of his passing. The older Pacific Electric employes know what pals Mr. and Mrs. Miller were, and our deepest sympathy is extended to Ethel and the girls in their loss.

Mrs. Herbert Womersley, a charter member and a voice not heard often in our meetings (she usually gives her "testimony" via cello), was filled with joy because her grandson, after three years overseas, was home and she wanted all to rejoice with her.

After hearing the Treasurer's report on the Club's funds, we think it behooves us to remind you again about the Bazaar on December 7. Come in, won't you, and help in the "recuperation." That "Smart" lady at the cooked-food table is going to have some delicious surprises. You see, she happens to be the manager of the "Smart Way Cafe" at Blue Jay, up near Arrowhead.

Tragic things are happening so suddenly these days, makes one almost afraid to meet a new day. Members and friends were deeply shocked by the very sudden passing of Mr. Lloyd Murphy, husband of one of our most active members. So many happy plans were made for the ranch at Oceanside, but God's plans come first. Maybe some day we'll understand—every heart aches for you, Dora.

We were entertained at the November 3 meeting by three little cuties, all pupils of Mrs. H. A. Smith, piano instructor. It was their first recital (do you remember yours?) We heard songs, piano solos, recita-



"QUEER-LOOKING BUNCH of people, these grownups—aren't they, Blondie?" says David Swanson, 2, son of Safety Engineer John D. Swanson of the Field Engineering Department. Blondie, the dog, listens intently and seems to agree.

tions, and a three-gal jive selection, where they really "went to town."

The three little tots were Phyllis Andrews, aged four, daughter of the President, Diana Moriello, aged five, and Dawn Hunter, aged three and one-half.

Mrs. Smith concluded the program by playing two lovely old selections on her accordion.

Plans were made for the Christmas party to be held December 14. Mr. Vickrey always supplied the tree that annually adorns the Club rooms, and with Christmas Carols, exchange of twenty-five cent gifts, and a real Santa Claus, it should be a very nice afternoon.

After the program, Mrs. Viola Thorn, hostess for the afternoon, and her assistants, Mesdames F. Johnson and Fisher, will serve tempting refreshments in the tea room.

Now just two reminders: the bazaar on December 7, and card party same day, and the annual Christmas party on December 14.

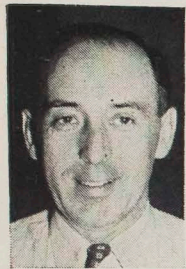
At this writing it seems kinda early to say Merry Christmas, but we do hope you'll have a very nice one.

Try This Little Trick

Maybe you've seen this done before. Try it and amaze your friends—and yourself. Fill an ordinary glass tumbler full of water—right up to the top. Take a handful of nails, about fourpenny size, and begin dropping them point first into the glass. Ask your guests how many they think you can drop in without spilling the water. Some will say two or three—some ten. But each nail displaces only an infinitely small quantity. So the answer is fifty or sixty—or even a hundred, if you're careful.

But the hundred-and-first will finally spill the water. It's the same way with that small bond you buy, that extra hour of work you put in on your war job. By itself, it means very little. Even with a lot of others, it still means very little. But sometime, somewhere, somebody's bond, somebody's extra hour is going to be the one that does the trick! Keep buying—keep working—until the final bell!

PACIFIC ELECTRIC MASONIC CLUB



By
**M. J.
Davison**

On Friday evening November 3, about 250 persons enjoyed a very pleasant visit to the Pacific Electric Theatre, the occasion being our family program.

Our club is continuing to grow. The following is a partial list of the newest members.

Merl E. Ball, Painter, B & B, Belvedere Gardens Lodge No. 621, Los Angeles.

Lester Edward Cooper, Transportation, John Marshall Lodge No. 636 Beverly Hills.

Roy M. Herr, Transportation, Ramona Lodge No. 457, Monterey Park.

Charles L. Ennis, Transportation, Alhambra Lodge No. 322 Alhambra.

Ivan M. Cammack, Transportation, Worshipful Master Ramona Lodge No. 457 Monterey Park.

Andrew L. Robertson, Transportation, San Pasqual Lodge No. 452 Pasadena.

Carroll P. Schye, Transportation, York Lodge No. 423 Los Angeles.

Claude J. Owen, Transportation, York Lodge No. 423 Los Angeles.

Wm. Henry Shoup, Transportation, Utopia Lodge No. 537 Los Angeles.
Ralph E. Sanders, Transportation, Star Lodge No. 88, Decatur, Nebr.
Spurgeon E. Webb, Transportation, Lexington Lodge No. 104 El Monte.
Bernard A. Rudd, Transportation, Lexington Lodge No. 104, El Monte.
More to follow when space permits.

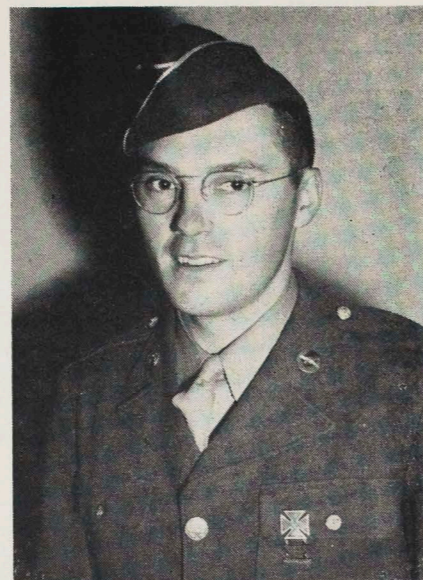
We regret having to report the passing of another brother. Funeral services were conducted for Brother Frank Miller at the Wee Kirk o' the Heather on Saturday, November 11. We extend our sympathies to his family.

Our next meeting will be held on December 15. Watch for announcement by mail.

The only member on the Hospital List at time of writing is past president James E. Douglass. We are all pulling for your speedy recovery, Brother Douglass.

P. E. Motorman In 1924, Now Superintendent, CSL

Through the kind offices of Motorman S. S. Fonner of West Hollywood, we learn that H. E. Harris, a West District Motorman between 1921 and 1924, is now District Superintendent on the Chicago Surface Lines. Mr. Fonner, an old-timer and a good friend of Mr. Harris, forwarded to the Editor a copy of the April issue of Surface Service Magazine, which contained a picture of Mr. Harris and a story of his promotion from Assistant Superintendent. "Mr. Harris had been with us only a short time," said the article, "but had won the respect and esteem of all who got to know him."



PVT. H. F. STEWART

Pvt. H. F. Stewart Home on Leave

Private Harold F. Stewart, former Conductor and Fireman for Pacific Electric, dropped in on his old friends in the P. E. Building while on furlough between October 26 and November 7. His leave coincided with the end of a 17-weeks basic training period at Camp Wolters, Texas, and the beginning of a new period of training at an unannounced new station in California.

Last June 1 the young man, now 22, was called to military duty. Possessed all his life of an intense interest in railroading, he had hoped to enter the Transportation Corps, but Uncle Sam told him he was needed in the infantry.

So strong was his interest in the operations side of railroading that after 3½ years of desk work as Clerk, Statistician, Timekeeper, and Assistant Research Engineer he still wanted to run trains, and had been a Conductor for six months before leaving for military duty. Though the truth of such allegations as the following cannot be vouched for, it is said that so fascinated was he by trains that his Bible was the Railroad Guide, that he spent most of his vacations riding on interurban lines in other cities, or watching trains switching in railroad yards, and that he could recite all of the Pacific Electric timetables from memory. Space will be herein provided in which he may confirm or refute these declarations.

Private Stewart is the son of Mr. and Mrs. Albert I. Stewart of 856 South El Molino Drive, Pasadena.

P. E. POST 321, AMERICAN LEGION



By
**C. E.
Wilcox**

The Past Commanders' night, held at the November 14 meeting, was presided over by Past Commander C. A. Newman. Other Past Commanders present were Harry A. Brainard, W. E. Saines, and V. G. Clemons. F. W. Nichols was not able to be present, nor was B. N. Broberg, who is now back in military service. The Post had as its special guests Lt. Colonel Bertrand Rhine, Major Theo. Levisen, Capt. F. C. Wood, Capt. Walter Buckman, Lt. Carl Francis and Lt. Smith of the Civil Air Patrol.

Colonel Rhine gave a very interesting talk on the cadet schooling and training for boys and girls 16 to 18 years of age. The Post has been asked to sponsor a unit of this Patrol, which is open to all boys and girls of the age mentioned, and I would like to see our members get behind this and put it over. At a later date moving pictures will be shown at a meeting which will be open to all employees of Pacific Electric. I will endeavor to post a notice so that all interested may have the opportunity to see these pictures.

Comrades G. F. Michael and B. N. Broberg have been appointed to the Americanism Committee, and F. W. Nichols to the Hospital Committee, 23rd District, Veterans Administration, Los Angeles County Council, American Legion.

T. J. O'Connor, veteran of World War I, was admitted to our post as a new member.

WANTED: Back Numbers

To complete their files of the PACIFIC ELECTRIC MAGAZINE, some railroad fans are interested in getting copies of the Magazine between the years 1916 and 1923. If readers can bear to part with these back numbers, the Editor would appreciate their sending or bringing them in. Issues after 1923 are not wanted, since a supply is already on hand.

Address the Editor, 994 Pacific Electric Building.

Comrades, if you have any presents to distribute to veterans and are unable to deliver them personally, kindly take them to the P.E. Club, 9th Floor, P. E. Building, 610 So. Main, and we will deliver them for you.

Christmas is very close, so, Comrades, let's make a service man happy by sending a Christmas card to one of the boys.

AMERICAN LEGION AUXILIARY

By Martha Harper

Mrs. Amelia Clifton, 23rd District President, made an official visit to the unit recently. She stated that the subject for Pan American study is Cuba.

Mrs. Alice Newman, First President of our unit, presided at the last meeting, Past Presidents' night. The chairs were filled by the other Past Presidents. After the meeting the unit was served refreshments by the members of the Post. Those who were not there certainly missed a treat.

We welcome Mrs. Bessie Kady, who became a member at the last meeting. Comrade Kady is a veteran of World War II. Wives, mothers, and sisters of all veterans of both wars are invited to attend our meeting and become members. You are privileged to belong, and there is no better way to serve both the veterans and the men in service.

The unit extends to the Editor and his staff best wishes for a Merry Christmas and a Happy New Year; also to Mr. Vickrey, Manager of the P. E. Club, and his staff.

We are happy to report that Gene Clemons, who was seriously injured in an automobile accident, is improving. Also that Lillian Lyons is somewhat better. She has moved to Long Beach.

Mrs. Ellen Bryant, Ways and Means Chairman, reported a good attendance at the card party and will announce the date of the next one soon.

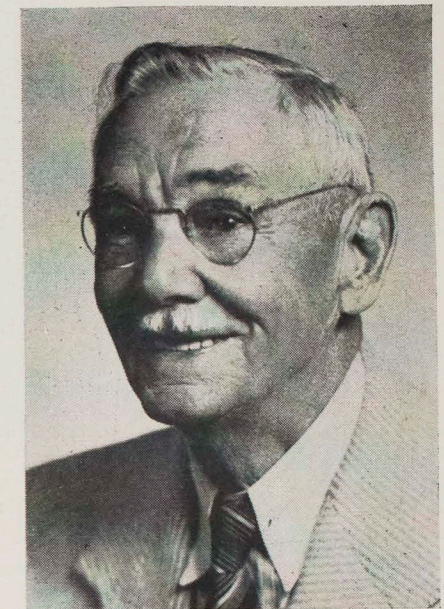
Mrs. R. Withee reports her son, Lt. Geo Withee, has been transferred to Bryan, Texas.

With this issue we welcome back a tried and true correspondent, Mrs. Martha Harper, who will correspond for the Auxiliary in her usual newsy style.

Judge: "What possible excuse did you fellows have for acquitting that murderer?"

Juryman: "Insanity."

Judge: "Really? The whole twelve of you?"



S. G. RANDALL, retired, 82-year-old P. E. veteran Motorman.

S. G. RANDALL Old-Timer

Old-timers will remember S. G. Randall, Motorman who retired from service November 4, 1932, and is now living at 834 Magnolia Avenue, Long Beach. Born November 5, 1862, he's now 82, and confesses that he's "getting so darned old" that his memory of events that happened many years ago is sometimes a bit confused.

Nevertheless, he remembers that on May 17, 1888, he bought a ticket between San Bernardino and Redlands from Paul Shoup, retired Southern Pacific and Pacific Electric President, but at that time Ticket Agent "in a little shed" in San Bernardino.

Beginning his service with the San Bernardino Traction Company in 1901, as Manager of the Urbita Springs resort, Mr. Randall switched over to a Motorman's job and about 1903 ran the first car between San Bernardino and Colton, to see if it would clear the curves.

Things were primitive in those days. When about 1905 he was made Foreman of the Eastern Division, with headquarters at Redlands, he says he loaded his street car in San Bernardino with his household goods, piloted the car to a point in the street opposite his new home in Redlands, and leisurely unloaded the furniture.

Neat as a pin and carefully groomed, despite his age, Mr. Randall, when interviewed, looked typically Californian in a natty gray tweed coat, well-starched blue shirt, sharply creased light blue trousers, and properly polished shoes. He's a fine example of a retired Pacific Electric veteran.

PACIFIC ELECTRIC BOWLING NEWS



By
Charlie Hill

The officers of the Pacific Electric Bowling League extend Christmas Greetings to the members and all other employees, with the wish that the New Year may bring peace and happiness to all.

The race in the Pacific Electric Bowling League is getting tighter than a drum. At this writing, which covers the end of the tenth week, there are only 12 points between the first and last positions, so that all of the 16 teams are still in the running, with only one-third of the season having passed. Seven points separate the eight teams in the first division.

The Subway Terminal, which has been a continuous threat, has finally slipped into first position, replacing on November 17 the Claim Department, which had held the top rung of the ladder since September 29. Subway bowlers Gerhardt, Studer, Poznan, H. Wheeler, and Tony Huber have been going strong, with a big climax on November 17, when they trounced the P. E. Club in three closely contested games to annex four points. The Claim Department lost ground on October 27, when they lost four points to the Subway Terminal aggregation, and again on November 10 bowing to the fast-stepping Vineyard squad 3 to 1. Harry Welch is really a hot spark for the Claim men.

The Field Engineers are in third place with 24 wins. This crew blanked the Motor Transit and Electrical Department, but their forward march was somewhat retarded by the Schedule Bureau, which took a 3 to 1 win, and then by the Timekeepers, who held them on even terms. Clymore and Kappers have been outstanding on their team, with Burley Manley flinging them in there every once in a while.

The Northern District and Motor Transit are tied for fourth place and one point behind third position. The Northenders rolled high season game on October 27 (1027). Clyde Henry and Johnny Hubener have been doing the heavy work for their team during the most recent series, while E. M. Brown and Ed Pont have outshone for the coach operators.

The Schedule Bureau has apparently hit its stride, advancing to sixth spot in the race, and when some of its potential high bowlers really get going, this outfit should be more formidable.

With that boy Glenn setting the pace for the Vineyard squad and George Clineman hitting clean-up for the Electrical Department, these two teams are tied for the last two positions in the first division.

The standings in the last division are: P. E. Scrubs and South District 19 wins each, P. E. Club 18, Trainmasters and L. A. Street Terminal 17 each, Timekeepers 16, and Hi Lo and B. of R. T. tied for the cellar position with 15 wins each.

None of the three lady teams holds a place in the first division. The fair sex seem to take things easy, holding back it appears to deliver the strongest opposition either a terrific punch or a bad scare. Cora Rogers of the Scrubs and Marian Lutes of the Hi Lo are the outstanding bowlers among the ladies so far, and the race between these two girls for high honors is close.

On account of Christmas holidays there will be no League contests on December 22 and 29.

Thanksgiving Turkey Event

The outstanding feature of the season so far has been the Thanksgiving Turkey Shoot, held on November 10. 70 bowlers participated, ten of whom were ladies. When the final checking of results was completed, Clyde Henry was the winner* of the big prize (\$14.00), taking high series of 646, and H. Wheeler was a close second (640). A. Glenn took first prize for high game (239) and E. M. Brown was another close second (238). Henry and Wheeler also rolled the high games of 245 and 244, respectively, but were eligible for one prize only. The runners-up in high series were A. Glenn (633), Ed Wheeler (625), and Charlie Gonzalez (620), and in high games Cora Rogers and "Jug" Yeager (232), Jack Kolar (230), Jack Anderson, Les

Lutes and Ed Wheeler (226), and Charlie Hill (225). Among the leading lady keglers, in addition to Cora Rogers' performance, Ann Andrews rolled a 221 and 602 series, Rosy Henthorne 201 and 587, "Babs" Brooks 209, and Helen Bradford 204. All of the scores mentioned for the shoot, of course, include handicaps. For those who are interested in statistics, 87.5 per cent of the members took part in this special event, knocking down 30,326 pins, which, plus handicap of 9,297 (23.5 per cent), made a total of 39,623 pins, for an average of 188-566.

Steamship League

November 21 marked the beginning of the second round in the Steamship League and the Pacific Electric team holds down first place among the ten contestants. The red train crew had won 12 straight points, when the Transportation Club proved rather stubborn and there was quite an argument to eke out an even break with them. Then followed an even greater obstacle—the Freight Transport; and with Bill Fulton leading the attack with a 573 series, the railroaders were taken for a 3 to 1 ride, allowing Ronnie De Long's American President Lines to navigate into first place, one point ahead of the railroaders. The following series with the President Lines proved a thriller, the railroaders winning the first and then the final encounter by a close score, after Ronnie and his gang showed some real class in the second to win by a big majority. This even break kept the President Lines in first place temporarily by the one-point margin over the P. E. Team. Johnny ("Little Dynamite") Hubener's 601 and Stan Worsdell's 568 formed a barrage that mauled over the St. Paul White Insurance team on November 21. Hubener's series was made up of 190-172-239. The 3 to 1 win again put the P. E. Team in first place, as Wells Fargo team was taking the President Lines for a like count.

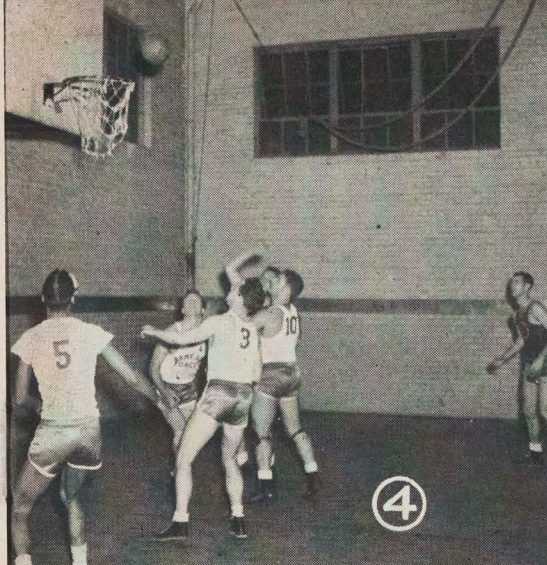
Stan Worsdell is still the top bowler in the league, while Bill Fulton of the Freight Transport is a close second.

The Wells Fargo team, of which "Jug" Yeager, Don Houston and Charlie Coutts are members, have been going at a rapid pace since their match with the P. E. Team and are at this time in third place.

WEEKLY HIGHLIGHTS OF P. E. BOWLING LEAGUE

Team High Game	Team High Series	Individual High Game	Individual High Series
Oct. 27 North District (1027)	Schedule Bureau (2691)	G. Clymore (234)	C. Cardwell (625)
Nov. 3 Field Engineers (914)	Schedule Bureau (2661)	J. J. Shafer (208)	J. J. Shafer (556)
Nov. 10 Subway Terminal (954)	North District (2554)	A. Glenn (208)	H. Welch (543)
Nov. 17 Field Engineers (911)	Timekeepers (2605)	H. Welch (209)	H. Welch (598)

*Individual scores do not include handicap.



BASKETBALL NEWS



By
George M. Kappers

The first two games have already been played at this writing, with the following results: First game won; second game lost; Pacific Electric thus tied for third place.

There were approximately four Pacific Electric employees present at the first game, and some 40 at the second. Let's make it over 100 every game.

The night of the first game the boys looked like a polished team. The second night I think everyone had eaten too much dinner, had done things they shouldn't have the night before, or something similar. Anyway, no combination seemed to work the second night. However, next game and all games hereafter we hope to present that polished team of the first night.

So much for now. More scores next issue. Remember, all games are free—no admission charge. Let's have a good P. E. employe attendance.

George Marcel Kappers, Field Engineer, who started writing the basketball column when the season started a couple of months ago, is a rabid sports fan, no matter what the game may be. His overflow of interest in basketball impelled him to get a Pacific Electric team together this year and schedule some tough opponents. His wife, Jean, team mascot, is one of the smallest members (in size) of P. E.'s Engineering Department.



(1) BASKETBALL SQUAD—Back row, left to right: Jean Kappers (Mascot), Taylor, Craft, Kappers (Manager), Clark, Milnes (Co-Captain), Arnold (Captain), Frances Easterman (Mascot). Front row: Marshal, Savoy, Hickey, Dosch, Easterman. (2) Two points for P. E. by Hickey, whose head appears over the shoulder of No. 3. (3) Two points for P. E. by Arnold (arms in air), shooting from the free-throw line. (4) Pot shot by Milnes (extreme right).



SCHEDULE ON PAGE 20



**1944-1945
MAJOR MUNICIPAL CLASS "A" LEAGUE NO. 112**

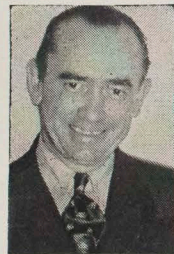
Sponsored by

MUNICIPAL BASKETBALL ASSOCIATION
SCHEDULE OF PACIFIC ELECTRIC GAMES

(All games are played on Thursday at Lincoln High School,
3501 North Broadway. Five-minute grace period.)

Date Played	P.E. Score	vs.	Opponents' Score	Time of Game (p.m.)
First Round				
Nov. 9, 1944	(31)		M. P. 9th Service Command (26)	7:00
Nov. 16	(22)		A. A. F. West Proc. (41)	9:00
Nov. 23	()		L. A. Police R. & A. ()	8:00
Nov. 30	()		Glendale Marauders ()	7:00
Dec. 7	()		Rediform Club ()	8:00
Second Round				
Dec. 14	()		M. P. 9th Service Command ()	9:00
Dec. 21	()		A. A. F. West Proc. ()	9:00
Dec. 28	()		L. A. Police R. & A. ()	8:00
Jan. 4, 1945	()		Glendale Marauders ()	7:00
Jan. 11	()		Rediform Club ()	7:00

**PACIFIC ELECTRIC
ROD AND GUN CLUB**



By
**Arlie
Skelton**

Greetings, Rod and Gun Clubbers!
It is with deepest regret that we learn of the untimely passing of another of our comrades of the fishing banks, **Lloyd E. Murphy**, who died suddenly October 31, 1944. Mr. Murphy was Fishing Captain of our club and served on various committees a few years back, was a good sportsman and was held in the highest esteem by all the members who knew him. Our deepest sympathies are extended to Mrs. Murphy in her hour of sorrow.

Last month we mentioned the prospects of a club outing to Quail Lake for some duck shooting. This seems to have fallen through as the facilities will not be available to us on week ends.

SPECIAL NOTICE: The President's Annual Show and awarding of prizes for the 1944 Tournament Season is to be held in the P. E. Club Auditorium at 7:30 p.m., Saturday, January 6, 1945.

President **J. Sam Harris** has done a splendid job of the Club's affairs this year, although somewhat handicapped by the shortage of gasoline

and sporting goods. Let's show our appreciation by turning out to the one meeting of the year honoring our retiring President. **A. M. Cross**, Chairman of the Entertainment Committee, will be on hand with another of his super-duper shows. We understand Mr. Cross, in addition to his connections with the drama world, is also doing right well by the F.B.I. Having purchased a motion picture sound projecting machine for the Club at a bargain, he hooked it up and found it so "hot" it was fairly playing the "Prisoner's Song." The machine had been stolen from the U. S. Marine Corps some time back, and through Mr. Cross' efforts it was returned to the proper authorities.

Just found out why **B. F. Manley**, **Harold Smith**, and **L. L. Lloyd** were absent last meeting. They forgot about it. **Scott Braley** has been conspicuous by his absence since he went deer hunting and had such poor luck last fall. What's the matter, Scott? Can't you take it?

C. G. Gonzalez and **Dick Prettyman** are both lame due to recent accidents; Dick bumped his knee, while Gonzalez took a nasty fall in trying to avoid stepping on some fresh paint.

F. B. Patterson has been appointed a member of the Executive Committee to fill the vacancy caused by the untimely passing of the late **H. P. Bancroft**.

ATTENTION DEER HUNTERS! Bring your deer horns to the December 13 meeting for measurements to compete for the several valuable prizes offered this year. Also, the election of officers for the 1945 Tournament Season will be held at this meeting. Plenty of free nickel cigars

offered by the candidates. Let's have a big turnout.

Only five more months until the opening of the trout season and our annual outing to Lake Arrowhead. What do you say, men, we reserve 25 boats this year and take the whole gang? We have been taking 20 in the past and some of the fellows were unable to obtain boat accommodations. Several others did not make the trip on that account. If you haven't been taking this trip regularly, but wish to go next time, let your wishes be known so boats can be obtained for all who wish to go. These boat reservations should be in not later than January 1, 1945.

Your ace reporter wishes you a **MERRY CHRISTMAS** and a **HAPPY NEW YEAR**, and lots of good hunting and fishing trips in 1945.

Who owes whom a buck steak dinner?

MINOR MUSICK

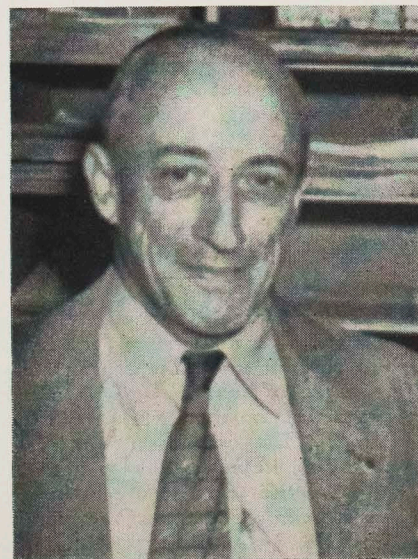
The many friends of **Minor Musick**, Ticket Office Cashier, were sorry to hear of his death on November 5, 1944.

Mr. Musick had been employed in the Los Angeles City Ticket Office since June 1918, where he had held various positions. He was best known at the Cashier's window, where his unflinching loyalty to his friends will always be remembered.

Services were conducted on November 8, 1944 at the Chapel of Turner, Stevens and Turner in Alhambra.

The many friends who attended and the beautiful floral pieces were but a small tribute to his many years of service.

To his wife and family we offer our sincere sympathy.



MINOR MUSICK

**EASTERN DISTRICT
ENGINEERING DEPT.**



By
**Mabel E.
Forsberg**

Our slogan "We will leave it better than we found it" has already shown results and has also been favorably commented on by outsiders. This written slogan, in evidence at the Engineering office, is also appearing at several locations on the Eastern District.

The race is on between the three sections camps: Mr. Pais, Foreman Section 31, Upland; Mr. Shunk, Foreman Section 32, San Bernardino; and Mr. Chavez, Foreman Section 33, Riverside. Our Section Camp program has already shown results. Riverside Section 33 reports five additional men, an increase of 50 per cent over August, 1944. The Upland Camp, Section 31, houses four track laborers and families, an increase of 25 per cent. San Bernardino Camp, Section 32, houses ten track men and families, an increase of 10 per cent over August, 1944.

A complete set of Common Standard drawings have been received and are included in our files.

We are revising our filing system to conform with that of the office of our Chief Engineer.

Extra Gang Number 9 now has 93 men, an increase of 33 per cent, which is probably the reason for the extra spring in Foreman Sharp's walk.

Extra Gang Number 13 now has 24 men, which is an increase of 25 per cent over August, 1944. Mr. Martinez' hat fits a little tight.

Mr. Leonard Andersen, Local Chairman, Brotherhood of Railroad Signalmen of America, visited our office on October 16, 1944. The following were present at a meeting held in the Engineering Office: Mr. Andersen, Signalmen **Rene Hunckler**, **Harry Williams** and **Harry Null**; Bonders and Welders **Temp Smither** and **Antonio Contreras**; and Assistant Engineer **H. R. Searing**. Many subjects were discussed and all present expressed themselves as having a better understanding of past and present problems. We are looking forward with pleasure to another visit by Mr. Andersen.

We are glad to hear that **James O.**

Rucker, Paving Foreman of the Eastern District, who has been ill in the hospital, is much improved. We trust he will have a speedy and complete recovery. **Dionicio Ortiz** is taking over paving duties temporarily.

Antonio Contreras, Bondar and Welder at San Bernardino, has received information from Washington that his son, Private First Class **Jesus G. Contreras**, was slightly wounded in action in Germany on October 2 and is being cared for in a hospital in England. We hope, Tony, that you will soon receive news that your boy has fully recovered.

"Abie" Holmes, with a far-away lost expression on his face, and much stumbling, finally found, after the morning had wasted away, that he was looking at the world through borrowed glasses—they were mine!

Richard Lee Searing, age 17, son of **H. R. Searing**, Assistant Engineer, reports for sea duty this month.

Bruce Emanuel and **Ray Hamilton**, both members of the line crew, have recently enjoyed vacations. This completes the vacation list with the exception of **A. B. Holmes**, Junior Engineer; **Rene Hunckler**, Signalman; and **Art Soderberg**, B & B Foreman. Perhaps they are waiting to vacation with old Saint Nick himself, who knows?

Bridge and Building, under the able direction of Mr. Soderberg, is credited with bringing a new glint to the Eastern District. General house-keeping has shown marked improvement.

Bill Mapstead is seen fondly stroking his remodeled truck tower. He is the man who holds up the Terpsichorean standards for the Eastern District.

Sometime, when occasion permits, ask "Abie" Holmes and "Scotty" Burns about the galloping chairs in our office. Both have qualified as members of the "bronco busters club."



SLIGHTLY WOUNDED in action in Germany October 2 was Pfc Jesus G. Contreras, son of Antonio Contreras, Bondar and Welder.

The new venetian blinds have given our office that dressed-up look. It is really surprising what a little paint, new light fixtures and new blinds will do. We regret we do not have "before and after" pictures. There are rumors of open house after the linoleum has been laid.

Dame Rumor insists there is a romance in our midst.

Our stork column—nothing to report.

Our Slogan: "WE WILL LEAVE IT BETTER THAN WE FOUND IT!"

"What does my husband need most, doctor?"

"Quiet, madame. Here's a prescription for an opiate. I want you to take it twice a day."

DENTAL DEPARTMENT
PACIFIC ELECTRIC RAIL AND MOTOR COACH LINES

OWNED AND OPERATED BY
BEN A. PATTON, DDS., BS.

Under schedule of charges for Dental Services approved by the Pacific Electric Management.

**TERM PAYMENTS, IF DESIRED
BY PAYROLL DEDUCTION**

826 Pacific Electric Building
TUcker 7272
VAndike 5844

SIGNAL DEPARTMENT



By
Virginia
Simmons

Dear Santa:

Begging your indulgence and trusting we're not too impertinent we hereby submit a few requests:

For "the Boss," ability to play more than two holes of golf; for Edna Klein, her boy friend home for Xmas; for Walter Stratman, a jar of vaseline for that hairline; for Bill Moesby, an indelible pencil to call his own; for Felix Brac, a pair of earphones to hear the office buzzer; for Ernie Hargreaves, six welders and three trucks (!); for George Prell, the return of the 5c cigar (ditto for Herbie Eaton who is now smoking a pipe of a somewhat irregular design—says it's a commode); for Smitty Sayles, a day off to go to the races; for Bine Baldwin a green carpet in his shop and a window to throw light on it (where'd he get that idea?) for Jessie Eaton, a hot plate and coffee pot for the office, plus a PIANO for the home!

Hopefully yours,

We deeply regret the passing of Floyd J. King, Lineman who met with a fatal accident while making repairs on a high line during the recent storm. Our sincere sympathy is extended to his wife, Mrs. Goldie Lee King, and son Donald. Mr. King had been engaged in line work in the East, and had been employed by the Pacific Electric since March 1.

Recent developments: Paul Turri, new Bonding and Welding leader, and his gang are down at West Basin and it looks as if they had a lifetime job ahead of them. Flasher light signals have been installed at Alameda Street, on the Santa Ana Line. Bert Brainard's new slogan is "We deliver." He's that proud of his new granddaughter, Sandra Louise. Mary Fenstenmaker changed her name to Mary Smith, a simple matter of one and one make two, only two became one. Much happiness to the bride, and congratulations to Mr. Smith!

Quotes: "I'm too short to be a bigamist."—Johnny Neff. "They may run me on a single track, but I'll find my spur."—Carlton Parsons

Eddie Crettol's back from visiting his folks in Missouri, but don't get



WELDER P. W. TURRI, *Signal Department*, and his son, Paul, Jr., *Fireman 1/c, U. S. Coast Guard*.

him started on the subject of duck hunting. Which reminds us, if you want a good recipe for roast duck, see A. M. Cross.

Accidental: Claude Bigwood took the motor off a saw and broke two toes. Lee Baker was watching the femmes go by, fell and sprained his leg when the annunciator rang unexpectedly.

A word of welcome to all our new employes. They are Edward Fessler, Marie Blaga, Rosa Belle Patterson, Towermen; Charles Conway, Frank Nolting, Arthur Bachmann, Jack Smith, Walter Crosby, Assistant Signalmen; Pasqual Zito and Willis Hart, Groundmen in line crew.

And now folks, a Merry Christmas and Happy New Year!

INFORMATION NEWS-LETTER



By
Adeline
McIntyre

Dear Mr. Editor:

I have scoops—nice juicy ones, too. First, we have a brand-new bride.

Deane Aspelmeier Weds G. H. Koch

Friends were recently surprised to learn of the marriage on November 6 of Mrs. Deane H. Aspelmeier of the Information Bureau and George H. Koch of the Special Agents Department.

The immediate families of the bride and groom witnessed a very pretty wedding in the parlors of the Bethany Presbyterian Church, 1629 Griffith Park Boulevard, Los Angeles, at 5:30 p.m., with Dr. Robert Karr, former pastor of the church, officiating in a single-ring ceremony. Preceding the ceremony, Miss Frances Knight, organist and friend of the bride, played "I Love You Truly" in the adjoining auditorium, and accompanied Mrs. May Moyer, also a friend of the bride, in the song "Because."

The bride wore a lovely dinner dress of Schiaparelli pink crepe trimmed in black sequins with an orchid corsage.

After the wedding a buffet dinner was served to 20 guests at the home of the bride.

Congratulations and best wishes to Mr. and Mrs. George H. Koch from all Pacific Electric employes!

Deane Aspelmeier became Mrs. George H. Koch on November 6 at the Bethany Presbyterian Church, and to celebrate this occasion we gathered together November 19 and presented the happy couple with a table lamp to remember us by. Of course, refreshments, including coffee, a nice big white cake with luscious white flowers on it, etc., went with the lamp. A good time was had by all.

Florence Spaulding returned from a month's visit with her husband stationed in New Orleans. She gave us some very interesting information on transportation in that city, and also some highlights on the historic Old South.

Something else nice I want to tell you about: Fay Phillips, in charge of Main Street Lost and Found Department, recently made a late trip in from Baldwin Park to return a service man's grip containing important papers left on a P. E. car. He was leaving Southern California that same evening. Nice going, Fay; I am sure Uncle Sam and P. E. thank you.

Have to sneak this in, too: A service man carrying two grips walked up to the counter accompanied by two attractive ladies, and asked: "Where can I park these two bags?" Immediately, rather embarrassed, he explained. "I mean the grips!" He was forgiven by all.



MR. & MRS. G. H. KOCH

"When is the next car or bus in from Pacific Electric?" was one question recently asked. Will someone please help me answer this one? One at a time, please!—Over the phone, a wee, small voice: "I want the Lost and Found." There being two such departments, I asked: "Where did you lose the article?" Furiously the voice came back: "He isn't an article, he is my daddy, and I want him!"

And now my tale is told, but I still have a bone to pick with a certain new bride. I was not picking berries on my vacation; it was green apples off the lilac tree.

—So you see, Mr. Editor, everything happens to me!

ADELINE MCINTYRE

SAN BERNARDINO DISTRICT

By Bob Belfrage

Mr. J. A. "Pat" Patterson, Ticket Agent at San Bernardino, is quite sick at present and in the St. Vincent's Hospital, Los Angeles. Our good wishes are with you, Pat.

Steve J. Campbell is new San Bernardino Yard Clerk. Good luck, Steve. Art Nasher is working Trainmaster's job at San Berdoo. Art says he likes it out this way and getting a lot of good experience.

Raymond Kraft, San Berdoo Yard Clerk, has bid in a new job at Claremont and will be leaving us soon. Our loss is Mr. Hammond's gain.

Mr. & Mrs. Russ Van Deren spent a nice two weeks' vacation in Frisco

attending Masonic and Eastern Star Convention. Both reported a swell time. Fred Grant acted as Foreman in Russ' absence.

We record with deep sorrow the passing of Art White's mother. Art just returned from Dansville, New York, where he spent several weeks with his relatives. Art returned to his job as Yard Clerk November 20.

We extend our sympathy to Brake-man & Mrs. B. H. Fraysher in the loss of their son George, who passed away October 25. He had been in ill health for some time. The Frayshers reside at Mira Loma.

Agent Shafer and his Clerk, Joseph Dean, of Fontana, are plenty busy these days. Both passenger and freight business have greatly increased. A large part of this is due to the Kaiser Steel Mill Corporation. Ground was broken for Kaiser Steel Mill April 15, 1942. The blast furnaces were the first units to be put into operation. The first steel plate for ship construction was rolled August 31, 1943.

We extend our sincere sympathy to Brakeman L. W. Storey of San Bernardino in the passing of his wife

Martha on October 15. She had been in ill health for several years.

Am glad to report that Conductor H. B. Thompson who recently underwent an operation at Loma Linda Hospital for goitre has returned to duty. The operation was very successful. H. B. and Mrs. Thompson visited her brother Bruce Murray at Grants Pass, Oregon, while recuperating.

Motorman George Miller, who works the night hauling job between San Bernardino and Congress, is having trouble with his tom cat. George gets home at irregular hours in the early mornings because of business conditions. Tom always meets George for a feed. One morning recently George got home unusually early, Tom being a little late. About 5:30 a.m. Tom could no longer wait for George and made a football rush through the glass window, doing several dollars' worth of damage. George says he will have to arrange to get off duty at a regular hour or else get rid of Tom.

Our popular Baggage Clerk, Anne Spuler, is very busy these days handling Baggage & Express. Anne is a wonder. She only weighs 98 pounds and is a five-footer.



O. P. DAVIS (second from right), former Superintendent of the Southern and Western Districts, retired June 1, 1934, and lives in his house trailer the year round. Gasoline rationing has curtailed his fishing and traveling activities so that at present he is spending his time either at Laguna Beach or Palm Springs. He went to Cathedral City for the winter on November 15. This picture, taken three miles below Laguna, shows, left to right, Mrs. Ira Davis, Mrs. A. C. Moll, Mrs. O. P. Davis, Mr. Davis, and Supervisor A. C. Moll of the Western District, who was down there on a visit during the latter part of September.

PASSENGERS APPRECIATE

Trainmen In General

October 27, 1944.

Pacific Electric Railway Company,
Los Angeles, California.
Gentlemen:

Knowing how many letters of complaints you probably receive these days, I feel it my duty to write you one of commendation. It really gives me pleasure to do so, too.

I live near Gardner and Sunset and ride back and forth to my office near Ivar and Hollywood Blvd., twice a day. Your service is excellent considering the shortages which you must endure. Your trainmen are polite, agreeable and considerate to the very best of their ability and under present conditions. I really marvel at the way they keep their pleasant dispositions and courtesy handling so many thoughtless and bad-mannered people as they do.

With best wishes,
(MISS) HAZEL LYTLE.

Motorman Wm. J. Benk

October 31, 1944

Pacific Electric Railway Company,
Los Angeles, California.
Dear Sirs:

I have been out in California a few years and have ridden on the P. E. regularly but yesterday was the first time I had an opportunity to ride on the train going from Genesee and San Vicente to town, and I must say I never saw a more pleasant motorman than the one that was operating the train I was on. I have often asked a motorman or conductor how to get to a certain place and always received a short or an impatient answer, but the motorman [William J. Benk] I speak of (badge number 2697) was very pleasant and courteous to me when I asked him for directions. I also observed how pleasant he was to the other passengers when they were getting off the train.

At the time I was on the train, the traffic was heavy and the train was quite crowded and the way he operated the train—it was pleasure riding.

I was so impressed by the manner of this motorman that I felt I had to pass it on to you people as I am sure you welcome the news as to how your employees treat the public.

Sincerely,
MISS ELLEN CONEER.

M.C. Operator R. W. French

November 5, 1944

Pacific Electric Railway Company,
Los Angeles, California.
Dear Sirs:

I would like to mention an incident that took place on the nine o'clock bus from Redondo Beach to Los Angeles on October 25, Driver 2378 [R. W. French].

An elderly woman got on the bus either at Hermosa or Manhattan—she seemed to walk with a cane and by the time the bus arrived at Olive and Eighth Street, she seemed too stiff to get off. The driver went back and helped her to the door and then stepped to the street and had her put her arm around his neck and lifted her to the street. It was such a kindly act.

I have been making the trip from Redondo Beach several times a month for the past three years, taking two little girls to the Orthopedic Hospital, and we have had the same courteous treatment from all the drivers.

Yours truly,
PHOEBE J. MILBURN.

Conductor H. L. Vandervort

October 31, 1944.

Pacific Electric Railway Company,
Los Angeles, California.
My dear Sirs:

I apologize for the card, but I want to especially commend the kindness, patience, and consideration of Conductor 1792 [H. E. Vandervort] on the Pacific Electric car on the Long Beach line about or a little after 12:30 today, October 30, 1944. To everyone, to every question, he showed patience and consideration.

Sincerely,
MRS. SUE C. JULIAN.

M.C. Operator W. G. Ridenour

November 19, 1944.

Pacific Electric Railway Company,
Los Angeles, California.
Dear Sirs:

I am writing you in great joy over a trip taken to Redondo Beach on November 16. It was such a pleasure to have the Conductor-Motorman call streets, tell points of bus transfers, and make it so pleasant for the passengers. His number was 2276

[W. G. Ridenour]. I am sure you should value him highly, as I think the public does.

Respectfully,
RUTH SNOOK.

TRANSPORTATION DEPARTMENT

By

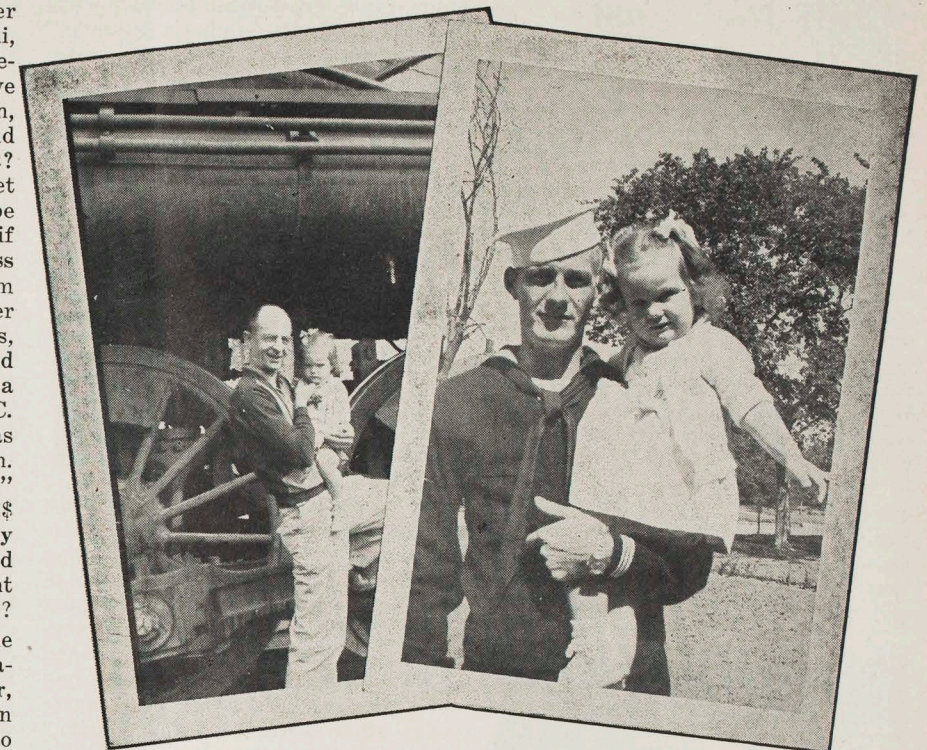
Suzanne M.
Jacquemin



The Quiz Kids give a marvelous definition for news—the same thing merely happening to different people.

Paul Clinton, Relief Clerk State St., announces the arrival of the Clinton household's third child, Monica Joan, born Sunday, November 19, 1944. Monica weighed 6 pounds 8 oz. and her two brothers think she is quite the "Queenie" . . . That super-duper smile of Steno-Clerk Beverly Schindel is due to the fact that at Huntington Park on October 25, 1944, Beverly decided to change her name by marrying S/Sgt. James L. Fyock, U. S. Marines, who is now stationed at Santa Ana. Beverly commutes from Santa Ana to work every day—now that's a declaration of love, but then they say that the Marines always get their—gal! . . . What would you think of a Trainmaster's Clerk that came to work wearing one green and one blue crocheted earring? Claims it was due to dressing by candlelight, as all the electricity was off during our big storm. . . . The elections were pretty heated out our way—Yardmaster Barney Blevins cultured a beard and Fireman Joe Gerst almost lost his Adolph Menjou mustache, catch? . . . The Masonic Club's Minstrel show given on November 3, 1944, at the PE Club Theatre, was one of the best amateur shows I've ever seen . . . S1/c Luther Duane Couts, son of Terminal Trainmaster Charlie Couts, called his Dad from Pearl Harbor. That must have been quite a thrill, as Charlie has not seen Luther since September of last year—Charlie's other son, GM Raymond Couts, S1/c, sent his Dad a Ralston cigarette lighter and it can now be told that he took part in the invasion of the Philippines. . . . Dorothy Hill decided to return to the PE and has the Account Clerk job at Hill St. Terminal. . . . Fireman Johnny Walker couldn't get his small granddaughter out of Sears without

buying her a miniature swing—rather expensive being a Grandpappy, oui, Johnnie? . . . With the cigarette becoming quite recherche, pipes have rapidly become the reigning fashion, but with tobacco scarce also, and stogies definitely out, what next? However, my second charm bracelet boasts a one-half inch silver pipe which you may beg, borrow or steal if need be. . . . Ralph ("Tiny") Ross claims he will rapidly jump from amateur to professional photographer with his present batch of models, hats and all. . . . Fred Stranad and family went to San Bernardino for a military wedding. . . . Conductor C. H. Michael went to Mexico City—as did Eleanor Lifur—for a vacation. They say it is definitely a "boom" town with more Cadillacs and \$\$ than Hollywood Blvd. . . . Chris Spray has a whole yard full of firewood, and no fireplace. Timber! Anyone want to make a swap for a pair of nylons? . . . Step into Room 209 and welcome back Superintendent of M/C Operations R. R. Wilson. . . . Art Nasher, now working C. H. Jones' job at San Bernardino, had us all fooled into believing he had a new car when he had the old one painted, seat covers, etc. It's a beauty and looks better than new. Art says Trainmaster Earl Johnson looks like a country gentleman with his "sartorial" suit—get out Webster's, please. . . . The Claim Dept. had a field day when Messrs. S. A. Bishop, O. D. Harris and H. D. Turner visited the same day. Yes, Betty Demmerle showed up with a magnificent sparkler on her third finger left hand. . . . Conductor J. Keiller and Fireman O. H. Hawes have been informed by the War Department that their sons have been killed—our deepest sympathies are extended to these two men and their families. . . . Roscoe Hurley had a black eye (door knob and stuff, no doubt!) . . . Butte Street will soon qualify as a matrimonial bureau with the latest new cuties, Catherine Dolan, Mary Cecelia Lawrence, and Corrine Trostle. . . . Florence Furnival and John Zimmerman are back at Butte and David Newman now at 8th St. . . . Mary M. Hendrix back on Jumbo days. . . . Yardmaster's Clerk Ann Bayless resigned to keep house, as did Dorothy Blow Tang. . . . Kasey Hoffman, Detail Clerk at Butte St. brightening up the Mechanic Dept. . . . Walter Popejoy claims the gang has no consideration for his education "Knowledge" as they always misplace his school books. . . . Tommy Walker claims Millie Murphy practically has hysterics when you mention "Grable"—why, mister? . . . Fred Knerr works at State St. and definitely adds life to the office. . . .



SMALL CHARMER—When two-year-old Roberta swallowed a rusty washer while in the East with her parents, Mr. and Mrs. R. L. Nunn, Grandpa J. R. ("Johnnie") Walker (left-hand picture), State Street Fireman, went back to get her, as her mother was also ill. Roberta's daddy (picture at right) is a former Conductor on the West who is now a naval instructor in aerial gunnery at Norman, Oklahoma. He says hello to his old gang and tells them he'll be glad to get back home on the job again.

Room 221 and Vicinity by Lucille Paige

Tho' the rains may dampen our spirits, there was nothing dewey about the election results.

THINGS THAT HAPPEN ONCE IN A LIFETIME: Mr. Erhardt smoking a ceegar (which occurs every time a little life is added to the P. E. family census).

Mr. Roy Wilson back on the job, and of course, in mufti.

The fracas given for Jeanette Everson's birthday turned out better than expected, despite the fact that this gal wasn't able to start her flivver, even though Mr. L. S. Jones so kindly offered his assistance. (Thanks again, L.S.J.)

Lucca's was the dining spot, after which the party adjourned to Millie Johnston's bungalow for a session in fudge making, spitball throwing, and the usual chatter. Those in attendance were Lorraine Larson, Mildred Johnston, Rose Ann Smith, Clare Tomes, Ileen Baldwin, and of course, Jeanie Everson, and Betty Hoefener. Because of transportation difficulties, the Misses Larson, Baldwin and Everson were cordially invited to take shelter with Millie Johnston. Has anyone heard of the shortage of

"space" in Washington? Then please use your imagination from here on concerning said accommodations. The censor restricts further elucidation.

Katharine Salmon looked up from her desk the other day and lo and behold, there was her son, Robert, of the Army Air Corps from South America, and with a 15-day furlough. No need to say how excited she is as he has been away for many months.

WHAT EVER BECAME OF: Rose Anne's pigtails . . . my last paycheck . . . Wilma . . . Mrs. Skeffington.

THE TALL AND SHORT OF IT: Clare Tomes and Rose Ann Smith, F.D.R. and T.E.D. Empire State Building and our own P. E. Building.

VACATIONER: Mildred Johnston spending a week in Portland, Oregon, as the guest of Rosella Smith, formerly of this office.

HORSENSE: To put two bucks on a long shot's nose and see him come in the winnah. To fall off a filly and forget to notice whose arms came to the rescue. Ho hum.

When your heart goes bumpty-bump. . . . Afraid it doesn't mean a thing. Probably the old ticker needs rewinding.

"Chili Joe" Lost To Freight House

"Chili Joe" has gone. He died in St. Vincent's Hospital on October 23 after a brief illness.

Everybody at the Los Angeles Freight House knows who Chili Joe was, because he had worked there ever since July 29, 1906, when he joined Pacific Electric. His real name was Greg Elias, and he was 65 years old last May 9.

Joe was second from the top of the Stations and Yards roster, Mrs. Della Wiebers of Santa Monica being the only member to outrank him in seniority.

"Joe is no longer at the routing office," says Assistant Terminal Freight Agent F. B. Spencer, "but he will be remembered for his devotion to duty and loyalty to friends and fellow workers throughout the



GREG ELIAS

many years he worked there."

To Chili Joe's family is extended the deepest sympathy of Pacific Electric employes.

FREIGHT STATIONS AND YARDS

By
Arden H.
Nasher



No doubt the appearance of this column at all will be a surprise to our little red-headed girl at State Street, as she almost swept our usual sources of information clean before we got to them. However, there were one or two things she missed, to wit:

Wilmington: Head Clerk Joe Connors, who has held sway these many years at the Joint Freight Station, has bought himself a swell new home in Torrance, and on November 19 Mrs. Connors and he held an open house which was very well patronized. Plenty of refreshments, and a swell Italian feed that sent everyone away feeling more than full to capacity. Joe really has a nice place, a modern 5-room home and an acre of ground with scads of grapes, turkey, chicken and guinea hen pens, as well as the usual rabbit hutches and outbuildings. It's really a small farm, and we all wish them the best of luck in raising their crops and flocks.

West Hollywood: Agent Crow tells us that he lost his A-1 100 per cent plus clerk, Marvel J. Richards ("Jeannie," for short). Seems that Jeannie had to take a leave of ab-

sence, probably for her health; but we are hoping to see her back soon. She is one of the best gals on the 'phone we have seen for a long time (business, of course).

Freight House: Margaret Seymour taking a one month leave of absence, due to poor health. She hasn't been feeling so well since her operation in February and hopes that a month off will do much to improve. She is expected back December 20, and in the meantime our friend Hazel Kirby, formerly of West Hollywood, Whittier and the Freight House, will relieve.

Lucille Cocke, Expense Clerk, is also going on a vacation the first part of December, while Theressa Willey (no relation to Fred Willey), Bill and Switching Clerk, is taking her vacation the latter part of December.

We have a new addition to the Accounting Department; Mary Kaiser, Typist Clerk. Milton M. Liptz is back from service abroad, via a medical discharge. Milt was in the South Pacific, and will probably find working as Freight Inspector in the Claim Department somewhat tame. (Not having been to the South Pacific, we found it anything but, when we worked as OS&D Clerk.)

Dorothy S. Orrell, daughter of Fred Spencer, Asst. Agent, is now also working for Fred Leary as Claim Clerk. Orville Russell, working on the Bill Desk, was at El Segundo and in the L. A. Warehouse, before taking over at his present job. David E. Morton, Night Chief Clerk, is the proud papa of a baby girl, born November 10, and though they say the mother is doing fine, Orville seemed to be a wee bit groggy right after the blessed event. Bernice Leavitt taking two weeks' vacation and an additional two weeks' leave of absence account friend husband, who is in the Navy, being on furlough. The couple went to Salt Lake City for a visit, and we hope they don't freeze to death before they get back. Jake Anderson, Chief Accountant, going on vacation beginning December 10.

Claremont: Our friend, the Agent at Claremont, is no doubt rejoicing in the acquisition of one of the very best of the veteran Clerks: Raymond Krafft, formerly of El Segundo and San Bernardino. Ray, who has been holding down the second trick job as Car Clerk at the latter point for several months, bought himself a house trailer and doesn't care where he works now, as he takes his home right with him.

Dolores: Wonder what the teletypewriter trouble was at Dolores a couple of weeks ago? Anyhow, Bill Braley, Yardmaster, got it straightened out for us, thereby saving Supervisor Maloney a few more gray hairs.

San Bernardino: Of course, you have an able correspondent at this point, so we will sign off by merely stating that Los Angeles' good fortune was San Bernardino's hardship when the writer was assigned to this outlying seaport for an indeterminate period, due to the absence of C. H. ("Casey") Jones, who is on sick leave. Glad to say that Casey has been in to see us several times recently, and looks much improved. In the meantime, our drab existence is enlivened occasionally by visits from Charlie Coutts, Earl Johnson, "Jug" Yeager, Bill Baker, Jack Walsh, and all and sundry of the road crews working out of State Street.

LONG BEACH FREIGHT HOUSE



By
Jack
DeLaney

Fred Boren and Norvel Knox, two old timers with the company and both from San Pedro, are now employed at the Ticket Office at Long Beach.

Bob Buford, our old reliable Red Cap at the station, has been off sick with a bad burn on his arm. We hope he will soon be back.

Katie Turner, also an employe at the L. B. Ticket Office, is still making trips to Riverside, and we wonder what March Field has to do with it.

Scott Anderson is the new Janitor at the office, and that explains why everything is so clean and nice.

We are proud to say that we are battling 100 per cent at the Ticket Office, both for MECCA and Bond purchases.

Bob Haynes, our Agent at the Ticket Office, has just completed a homemade trailer with refrigerating compartment to haul his fish back in when he gets enough gas coupons to take him to his old stamping grounds, Lake Henshaw. Bob says several around the office doubt his veracity as to his fishing abilities and he is anxious to prove that he really can catch a fish.

Arthur Morrill, our Chief Clerk, is rapidly recovering from his recent auto accident that put him in the General Hospital for several weeks. He is back home now but doctor's orders are for him not to report for work until the early part of December. Art says it is tough staying

away from the office. He manages to get down occasionally and see his old friends.

November 14 we had a couple of birthdays here. Our old side kicker Vic Watson, Telegraph Operator, managed to take a few minutes off from his busy job to have a piece of birthday cake. Vic, by the way, is quite an eligible bachelor. Little bit thin on top, but apparently that is due to sleeping in short beds.

Evelyn Metcalf, our genial Demurrage Clerk, also celebrated her birthday. She is pretty busy keeping account of the many cars in and out, but was able to spare a few minutes.

Hester Amidon, our efficient Government B/Lading Clerk, is going in for bowling in a big way. She says she is batting around about 95 now.

Betty Roney, our Car Clerk, is mighty busy also. Lots of cars in and out, but she manages pretty well helping Sanford Burrows take care of them. She spent some of her time last week out in the yards with the sealing iron, trying to put seals on a flat car.

Madeline Somerby, our petite Govt. B/Lading Clerk, spent quite a bit of her valuable time few weeks ago looking for a waybill stretcher. She says she hasn't given up yet. Says if there is such a thing, she is going to find it.

That's about all for the office force. Here are a few notes about the outside gang who are helping in a big way keeping the cars rolling.

Trolleyman P. H. Paulson is a real patriot when it comes to voting. However, after he performed his sacred duty November 7, he did not know just whom he cast his vote for, Roosevelt or Dewey.

If you are out for a good time during the Christmas Holidays we suggest you call on Condr. J. A. McCarty. He says he will have on hand just what it takes.

Engineer Charley Shean visited Hollywood Park recently and he says he even lost the well-known empty barrel. So presumably he bet on the wrong bangtails.

Extra Motorman L. E. Cole is on an indefinite vacation because of a bone in his leg or something. He is a Trolleyman on one of the Diesel locomotives. However, when the later models of this equipment arrive Mr. Cole will probably return to the right side because of the improvement in seat conditions new models will have.

Brakeman Ed McSorley has just finished giving Brakeman Charley Ronco instruction in the fine arts of the complicated duties of a Brakeman on assignment number 2217, which is performed on the east side of the flood control. And by the way, Mr. Ronco was Mr. McSorley's Conductor

on the Northern Pacific about 25 years back. Strange things do happen these days!

SOUTH BAY NEWS REDONDO BEACH HDQRS.

By
A. M.
Ginn



Greetings from Redondo Beach!

The writer will present news items gathered from the beach cities of Redondo, Hermosa, Manhattan, El Segundo, Playa Del Rey and the vicinity of Westchester. Starting late in the month, our news items are scarce, but next month will bring some interesting reading.

W. E. Brown answered the call for Fireman, but after a few days trial decided a coach driver has the best deal.

W. G. Ridenour has moved to Redondo and says it's a lot better than deadheading.

The Chamber of Commerce at Redondo is a very efficient information center. Mrs. Lillian Engstrom is the secretary in charge. Mrs. Engstrom helps many Operators to locate obscure streets for their passengers.

Some of our genial race horse boys may want to train at the riding academy at Playa Del Rey after the present races are over—just in case (of after effects).

The Operators on the extra board don't think much of the run that changes the fare box cards at Redondo Garage. They say the rain drops just trickle and trickle right DOWN their necks.

Al Blunt, our likeable Garage Foreman, says, "Sure, we can fix 'em, why not?"—He's doing a good job, too.

Allen M. Ginn, Motor Coach Operator, takes over, beginning this month, the job of reporting the doings of the Redondo Operators. This isn't his first experience in that line, as he used to correspond for a trainman's journal when he worked (1930-42) for the Cleveland Interurban. Most of his experience has been in Ohio, where for a year (1921-22) he was Assistant Superintendent of the Steubenville, East Liverpool & Beaver Valley Railroad. His hobbies are driving and photography. Welcome, Allen!



OPCH TRANSPORTATION FORCE—Back row, left to right: Relief Terminal Foreman J. M. Craft; Conductors J. Livingston, L. D. La France, M. E. Kramer, A. M. Daniels; Motorman F. A. Taft. Middle row: Conductor B. L. Virgin; Motorman E. B. Perry; Conductors C. H. Knott, H. L. Stellmacher; Terminal Foreman R. H. Battersworth. Front row: Conductors A. L. Price, J. B. Slinker, J. B. Smith (lately transferred to the Engineering Dept.), Fred Taylor, E. R. Folsom.



OPCH TICKET OFFICE STAFF—Left to right: Ticket Agent T. R. Bartlett, Receiving Cashier Modene Mitchell, General Agent H. H. Williams.

OCEAN PARK CAR HOUSE AND BUS LOT



By
**C. T.
Kaneer**

F. J. Douglass has just returned from his vacation in the Eastern Mountains and, from the stories he has to tell, the Ocean Park force are going to follow him on the next one he takes. Make way for stowaways, Doug!

W. C. Sarver, an O. P. Trainman on military leave with the Merchant Marine, is coming back to Dear Old

P. E. Sarver says he was out in some of the hot spots of the Southern Pacific. Welcome back.

H. R. Kerley, our Sunset Boulevard Romeo, is taking his vacation at this time, so if there are any questions as to his whereabouts just tell them.

W. D. Shaw just returned from thirty days' leave to Ohio. Before leaving, he was one of the famed Redondo boys, but Shaw says he will take O. P. any time.

Our Trainmaster, Mr. J. E. Douglass, is in St. Vincent's Hospital with a broken leg. We all wish him a speedy recovery.

O. Senf leaves November 20, 1944, for Salem, Oregon, for three weeks. Have a good time, fellow, as we sure do envy you.

C. H. Cooper just returned from two weeks' vacation and reports he needs another week to rest up. So, fellows, take my advice: from all indications, fall house cleaning is here again; so you had better hold your vacations up a month or two.

C. C. ("Chuck") Lindberg, O. P. Operator, has decided to see the world through a porthole. Chuck has joined the U. S. Navy. Sorry to see you go, Chuck, and good luck to you.

We wish to welcome the following new men to the great terminal at O. P. and wish your stay here a happy and successful one: Motorman D. W. Garrison; Conductors E. L. Blair, H. H. Morgan, R. W. Eddingfield, H. G. Ackerman and G. R. Gordon.

Salesman: "Madam, do you suppose you could interest me in selling you a pressure cooker?"

WEST HOLLYWOOD TERMINAL

By
**Charlie
Croninger**



The following bears out the old saying that it's a small world: Paul Holmes, Ted Ophus, and L. L. Lauderbach were buddies on the U. S. S. Minnesota in World War I. Paul was in the ordnance department; Lauderbach was in the hole (in Navy talk, the "black gang"), and Ted was an electrician's mate. Fate took a hand and brought these former buddies together again as Conductors for Pacific Electric—Paul at West Hollywood, Ted in the Valley, and L. L. at the Subway.

Elbert Sheppard's boy, Paul, who was across for 21 months, is now at the San Diego Naval Hospital. Paul wore three decorations for doing a little cleaning up for Uncle Sam on Guam and Guadalcanal. Since Paul is in the Marine Corps, there is little doubt about the cleanliness of the job.

I didn't think I'd have to look for any news for the column this month, as this space was supposed to be filled by N. P. Beauchamp and his Conductor, Frank Farquer. They had said they would fill the whole column.

Fred Sweatt's boy, Fred, Jr., is a test pilot for the U. S. Army.

J. H. Ramsey was going to supply a picture of a duck he said he caught while operating a street car. It must have been quite a trick.

A. A. Bullington and his brother, Claudie, are back at West Hollywood. Both are working as Motormen.

Herman Preston Davis, Sr., and his wife, Ella Blanche, are surely proud of their baby boy, Herman Preston, Jr., who is three months old and, according to his daddy, has a mouth full of teeth. Junior's nickname is "High-Powered."

Gordon Jackson reports that his brother Tom was killed in France, his other brother, Jim, is a prisoner of war in Germany, and his wife's brother, Ed, was killed in action in Italy on July 5.

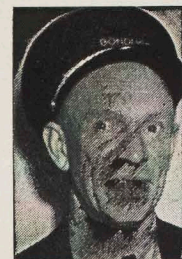
It's a little early, but I wish everyone a very merry Christmas and a happy New Year.

A railway engineer was recently arrested for speeding.

Maybe he was only trying to beat some motorist to a crossing.

MACY STREET TERMINAL

By
**Ted
Harrison**



We were all sorry to hear that Conductor Ocevsky got word that his brother had been killed in action. Your many friends here at Macy extend our deepest sympathy.

Though I've known Motorman Peak since 1922, it wasn't until the Hospital List came out with his name on it that I discovered that his real name is Glenn and not George. Anyway, George—I guess you'll still be George to most of us—we're glad to see you back again on the job.

Motorman Britt has taken the day line car and is now likely to be seen anywhere on the system. Guess you cover a little more territory than you used to, don't you?

Saw Motorman Nichols the other day and he said he was going back to a steam locomotive, so he took off for Baldwin Park for the helper job. Now he is back at Macy Street. What's the matter, Nick? Too quiet out there?

Guess Motorman J. W. Macdonald is happy again. He's back on the San Berdoo box motor.

Motorman Oscar Perry has been on the sick list for a few days.

On November 5 Conductor "Sergeant" Ochevsky was taken to the hospital with an attack of ptomaine poisoning. Guess they fixed you up all right, as we see you back on the job. How do I know the date so well? You see, they got me out of bed at 3:00 a.m. that morning to work the Sergeant's job.

Policeman: "So you just drove on past me when I blew my whistle?"

Motorist: "But, officer, I'm deaf."

Policeman: "Well, you'll get your hearing in the morning."

SIXTH & MAIN TERMINAL

By W. B. Shrewsbury

We almost had to forego this column this month because of a casualty resulting from the cigarette shortage. We had the misfortune of having our hand stepped on reaching for a cigarette snipe on the corner of 6th and Main at 6:00 p.m., but we have learned our lesson. Now we hunt for cigarette snipes in less congested areas such as San Fernando Valley and Lower California between 2 and 4 a.m.

As soon as we find out who our new Congressman or Congresswoman is, we are going to write him, her, or it a letter and find out why there is so much partiality being shown between men and women. There was a time when things were on a pretty even keel. But those times have changed. For a while women could not get girdles or bobby pins and men could not get shorts or suits with vests, but now women can get girdles and bobby pins, but can a man buy shorts? The answer is no, he can not. We maintain that if a woman can buy a girdle, a man should have equal rights and be able to buy shorts. In desperation we have tried everything, even making our own, out of old pillow slips and worn-out gunny sacks. We even tried knitting a pair, but after six balls of yarn and many fruitless evenings spent at home, we gave up. Our creation was beginning to frighten us. It did not resemble any pair of shorts we have ever seen, or heard of, for that matter. Even Frankenstein would probably have balked at wearing them.

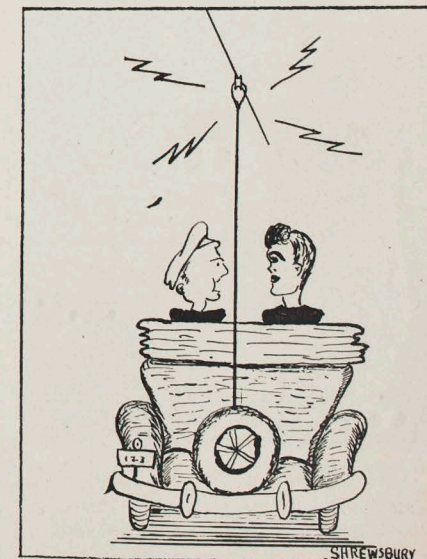
ASIDE FROM NONSENSE: R. G. Cantrell is on a 6-months' leave of absence. E. F. Lamm (big union tycoon) is back from a 20-day vacation in Nebraska. Our friend the miniature railroad magnate Mort Conklin, who, three months ago, when he severed relations with the P. E., told us that anyone working for a transportation company was crazy, is back at the 6th & Main Terminal.

COMMISERATIONS GO TO: Conductor Mike Pacaro, whose son was injured in France. Conductor A. L. Payne, whose brother was killed in Italy. Motorman H. C. MacDonald,



PAUL D. PAULSON, Electrician's Mate, 3/c, is the son of Motorman (South) and Mrs. Paul H. Paulson of 1057 Summerland Ave., San Pedro. In service since February 19, 1942, on a transport, young Paulson, 22, has been at Guadalcanal, the Marshalls, and New Caledonia, and his ship has narrowly escaped being torpedoed. His father has been in Pacific Electric service for 21 years.

whose hand was badly burned removing a fuse at the Hawthorne Station. Relief Terminal Foreman M. O. Aubolee, who is crying the election blues. V. C. Self, who after the election either intentionally or unintentionally stepped in front of a Yellow cab. F. L. Newton, Conductor on a mail run, who always breaks out with a rash from handling mail sacks along about the time the Christmas rush starts.



"The P. E. wouldn't renew my 'B' book."

RETIREMENTS

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

NAME	Department	Occupation	Years of Service
Clemente Corrales	Engineering	Laborer	17
Louis Haines	Mechanical	Car Repairer	20

PASADENA TERMINAL



By
H. L.
Woodford

Motorman R. M. Steele, whose son was reported missing in action over Germany last month, has now received later information that he is a prisoner of war.

His parents, however, have the satisfaction of knowing that their son distinguished himself while in bomber combat to the extent of winning the coveted Air Medal with an Oak Leaf Cluster. The following letter was sent from an air base in England to the Pasadena Post:

"S/Sgt. David G. Steele, son of Mr. and Mrs. Richard M. Steele, Pasadena, Calif., has been awarded the Air Medal and an Oak Leaf Cluster while serving as a tail gunner of a B-17 Flying Fortress at the base commanded by Col. Harold W. Bowman, Arlington, Va.

"The citation accompanying the award read—'For exceptional meritorious achievement while participating in sustained bomber combat operations over Germany and German



PRISONER OF WAR—Staff Sergeant Daniel G. Steele, son of Pasadena Motorman and Mrs. R. M. Steele, is a prisoner of war somewhere in Germany. He has been awarded the Air Medal with an Oak Leaf Cluster.

occupied countries. The courage, coolness, and skill displayed by Sgt. Steele reflect the highest credit upon himself and the armed forces of the U. S.'

"Sgt. Steele received gunnery school training at Kingman, Arizona, advanced training at Alexandria, Louisiana. Prior to entrance in the Air Corps he was employed by Monitor Piezo Products Company, South Pasadena, Calif. He is a graduate of Pasadena Junior College class '42."

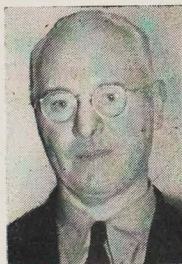
Conductor Harold Humphreys is a proud papa again—for the third time—Mrs. H. presenting him with a 9½ lb. boy. (He is a good fisherman, too.)

Conductor T. S. ("Sid") Wellock bid in a front Watts; Conductor Oldridge a back end Watts; and Conductor Jim Ryan goes back to his Temple City bus run.

SICK LIST: Conductor Archie Holmes has been off with sinus trouble, Motorman Mode Frasure threw his hip out lifting a head light, and Motorman J. Wyatt has been off with a very troublesome impacted wisdom tooth.

SUBWAY TERMINAL

By
W. F.
Servranckx



Terminal Foreman H. W. Bradbury recently made a hurried trip to Mexico City, where his father died after a short illness. Our sincere sympathy to the bereaved family.

Trainmaster J. E. Douglass met with an accident at Santa Monica resulting in a fractured leg, according to reports. He is recovering at St. Vincent's Hospital. Here's hoping you get well very soon, Jim!

The Sixth War Loan Drive is on. Don't forget, boys, to buy an extra bond!

Conductor and Mrs. Joe Dismuke returned from a 30-day trip to Alabama. Now that election is over, it can be revealed that Joe just wanted to make sure that his home state was still voting Democratic. Glad to see you back, Joe.

And now everyone wants to know what a "Boyle Heights" cigar is. I don't know, boys; I can only say that Louis smokes good cigars.

Our Local Chairman, Tom Boswell,

has been confined to his home for a couple of weeks with a boil in his nose. We hope Tom will return soon.

The trainmen at the Subway Terminal are thankful to Mr. G. E. Collins and to Mr. Vickrey, respectively President and Manager of the P. E. Club, for their efforts toward, and for their success in, securing permission of the management to allow trainmen again to play cards during their spare time—but don't forget, boys, to read the letter on the notice board.

A merry Christmas and a happy New Year to all of you from yours truly and from Mrs. Servranckx.

Give that pint of blood as soon as you can. Our boys may need it.



Vol. 25, No. 6 December, 1944

Published monthly by
PACIFIC ELECTRIC RAILWAY COMPANY
O. A. SMITH, President
610 South Main St.
Los Angeles, California

in the interest of active and retired employees of Pacific Electric Railway and Motor Coach Lines.

Contributions of news items regarding employees or activities of the company are invited, and should reach the Editor on or before the tenth working day (Saturdays, Sundays, and holidays are not counted as working days) before the fifth of the month.

Address all communications to the Pacific Electric Magazine, Room 682, Pacific Electric Building, P. O. address 208 East Sixth St., Los Angeles 14, California.

EDITORIAL SUPERVISION

Glenn E. Collins
682 P. E. Building

EDITOR

W. Warren Silliman, Jr.
994 P. E. Building
TU 7272, Ext. 2195

ASSISTANTS

Fred B. Hopkins, Charles P. Hill, Mrs. Lon Bishop, Victor P. Labbe, J. E. Neville, G. R. Stevens, Arlie Skelton, James J. Adams, Arden H. Nasher, Mrs. Deane H. Koch, Adeline McIntyre, Suzanne M. Jacquemin, Jack Wright, John Curtis, Virginia Simmons, Rolla S. Van Hoak, Ted Harrison, W. B. Shrewsbury, H. L. Woodford, A. K. Hartman, Jack DeLaney, M. J. Davison, Joe Peyton, Bob Belfrage, Mabel E. Forsberg, C. E. Wilcox, Charles T. Kaneer, George M. Kappers, W. F. Servranckx, A. M. Ginn.

PHOTOGRAPHY

Jack B. Herold

Copy deadline for January issue:
December 20.

HONOR ROLL

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

TRANSPORTATION DEPARTMENT

Norman E. Bliss Carl C. Lindberg
James E. Casper Dwight R. Stanton
Philip DiMascio

ENGINEERING DEPARTMENT

Alphonso Grajeda
Aureliano Ruiz

MECHANICAL DEPARTMENT

Robert J. Bonar

☆ ☆ ☆

Reported Returned From Military Service

TRANSPORTATION DEPARTMENT

Ralph F. Fehn Leonard A. Waters
E. C. Griffin Robert Roy Wilson
H. E. Hay

MECHANICAL DEPARTMENT

Louis V. LaGarde

☆ ☆ ☆

As of November 22

772

Pacific Electric Employees Were In the
Armed Forces

President Smith on War Bonds

To help our own employees now fighting our battles at the fronts all over the world, we who remain behind should realize that it is our "solemn duty" to back them up with the purchase of War Bonds, especially during this Sixth War Loan Drive, says President O. A. Smith in a letter to employees.

Dated November 25, his letter reads as follows:

Fellow Employees:

The Sixth War Loan Drive is under way.

There are 772 former Pacific Electric employees now in the armed service. While our country's fighting men, including our fellow workers, are driving towards victory on the battle fronts, it is our solemn duty on the home front to provide them with everything it takes to defeat our enemies. Purchase of War Bonds paying 2½ per cent interest is a small contribution when compared with what the service men on the fighting fronts are giving.

The opportunity is at hand to prove once again that we are more than willing to do our part at home and lend our dollars in support of the Government's war finance program. We must back the Sixth War Loan, November 20-December 16, to the limit of our ability.

As an over-all quota for all industries, the U. S. Treasury Department is calling for the purchase of at least one \$100 War Bond (price \$75) per person. ALL REGULAR PAYROLL SAVINGS PURCHASES DURING NOVEMBER AND DECEMBER, SUCH AS MADE UNDER PACIFIC ELECTRIC'S PAYROLL ALLOTMENT PLAN, WILL COUNT TOWARD THIS QUOTA.

Hence, if you are purchasing less than a \$100 bond every two months under the Payroll Allotment Plan, won't you increase the amount of your allotment, at least during the drive, to meet your personal quota? A blank form for this purpose was handed you with your pay check for the first period of November. If possible, buy an extra \$100 bond in addition to your regular purchase of bonds under the Allotment Plan.

Let our Christmas message to the boys at the front be our wholehearted support of the Sixth War Loan Drive!

O. A. SMITH.

Why Celebrate Christmas?

The traditional reason is known to even the smallest child: To commemorate the birth of Jesus. Older folks may add that early Christians, deep in bondage to Rome, placed their hope in Jesus as their deliverer from this physical and political yoke. Some few, more thoughtful than the multitude, came to the conclusion that the liberty Jesus promised his followers was freedom of mind and spirit. To the early Christians, Christmas was thus a season for rejoicing in the new hope of freedom; and this tradition, fostered by the Church for 2000 years, has been handed down to us.

In the twentieth century, totalitarian leaders, clever enough to realize the threat of Christianity—the embodiment of the hope for freedom—to their dreams of personal supremacy, tried to abolish the Church, and to satisfy the religious instinct of their peoples by making a religion of their party philosophies. To their amazement, they have found that they are unsuccessful; people (except the Japanese) have refused to make a religion of spiritual and mental slavery. For fear of losing prestige, dictators have dared to execute few outstanding religious leaders who have commanded a large following. Stalin, reputedly the implacable enemy of the Church, has astutely and gracefully bent to the storm of popular demand and permitted the continuance of public devotions.

Bearing these facts in mind, it is clear that there is special reason to celebrate joyfully and meaningfully this 1944 Christmas season. Though many of the world's people are still oppressed, it is now virtually certain that their yoke will not long hence be loosed. It is fitting, therefore, that we should join the newly liberated Peoples of Europe and the Pacific isles and rejoice in new hope for the mental and spiritual freedom of all men.



Save Lens Breakage With

NOBRĀK

RIMLESS MOUNTINGS



W. F. MORRISON

OPTOMETRIST
to
TRANSPORTATION
EMPLOYEES
and Dependents

818

P. E. BLDG

For quick convenient service

TU 6494

FEET HURT?



You can walk in style and Comfort in
KNAPP Aerotred SHOES
FOR MEN AND WOMEN

with velvety-soft, air-cushioned in-
nersoles and buoyant support to the
arches... For substantial savings and
Expert Factory Fitting Service, consult
YOUR LOCAL SHOE COUNSELLOR

(Union Made)

M. E. NIXON

2035 Midvale, Los Angeles 25

Phone ARizona 3-3229

MEMBER • FEDERAL DEPOSIT INSURANCE CORPORATION • • • FEDERAL RESERVE SYSTEM •



WITH THE OLDEST BANK
IN SOUTHERN CALIFORNIA



Thousands of
our depositors
have found our
Bank-By-Mail Service complete, safe
and satisfactory. The facilities offered
are as near as your mail box. Call,
telephone, or write for particulars.



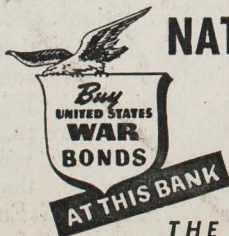
Our Trust
Department is fully
equipped to under-
take any trust service.

Escrows handled.

THE FARMERS AND MERCHANTS NATIONAL BANK OF LOS ANGELES

FOURTH AND MAIN STREETS

CALL MADISON 7272



THE OLDEST BANK IN SOUTHERN CALIFORNIA