

PACIFIC ELECTRIC *Magazine*



**LET'S ALL BACK THEIR ATTACK!
LET'S GET THIS SHIELD UP!**

FEBRUARY 1944

Volume 24 • Number 8

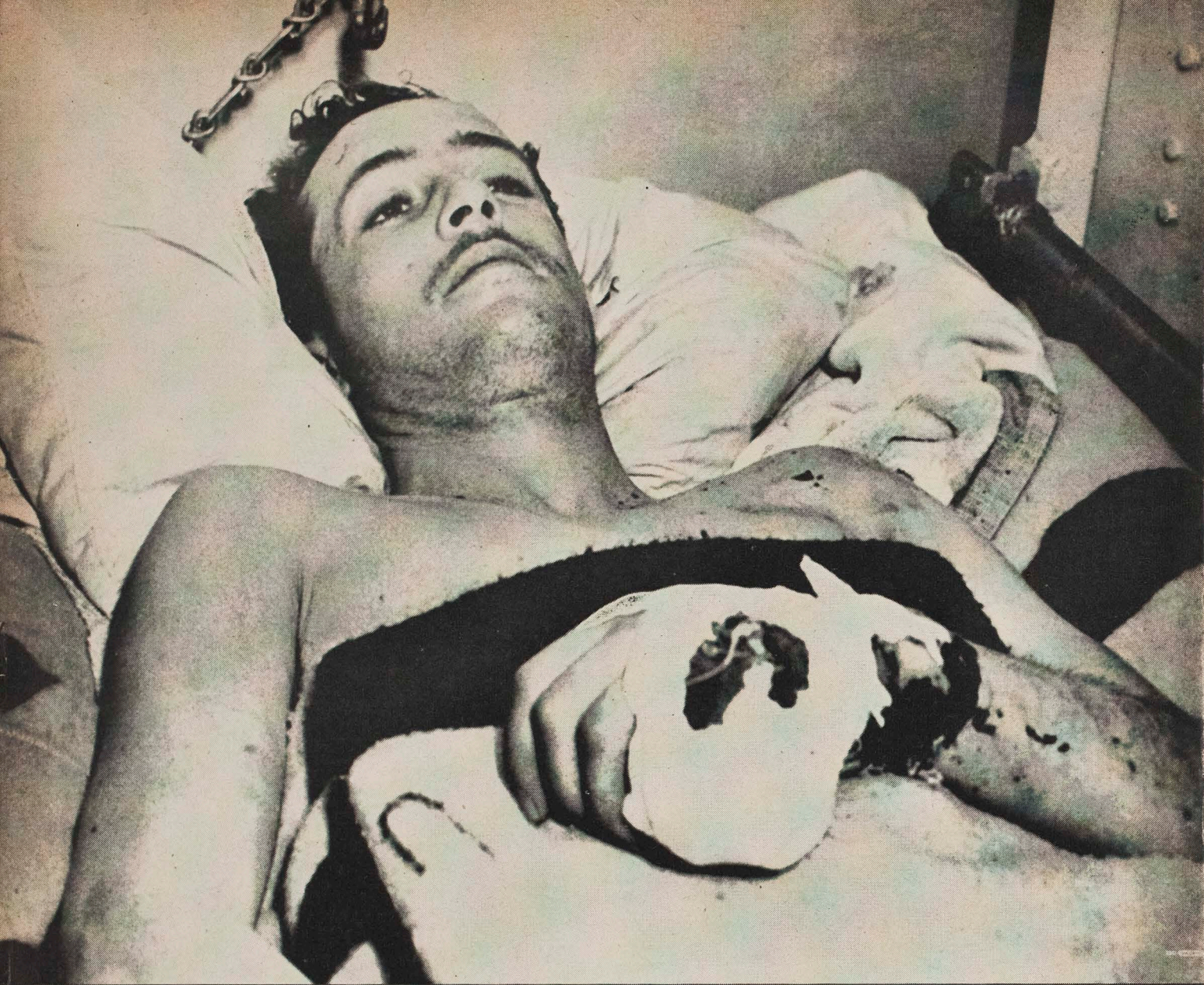


PHOTO SHOWS COAST GUARDSMAN ERNEST GODFREY, BUFFALO, NEW YORK, ABOARD COAST GUARD CUTTER SPENCER AFTER BEING WOUNDED IN ACTION AGAINST NAZI U-BOATS

Could you look this wounded American straight in the eye and honestly say—"I'm doing all I can for Victory."



HONOR ROLL

PACIFIC ELECTRIC EMPLOYEES REPORTED ENTERING THE ARMED SERVICES OF THE NATION IN JANUARY:

ENGINEERING DEPARTMENT

Lorenza P. Amaya
Maurice E. Fuller

MECHANICAL DEPARTMENT

Eugene F. Colvin

PASSENGER TRAFFIC DEPARTMENT

Gertrude O. Carter
Kenneth A. Davenport

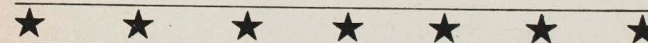
TRANSPORTATION DEPARTMENT

Lorenzo Addante	William K. Holsberry
Curtis C. Boswell	Thomas Montgomery
Archie Bryson	Hugh R. Scott
Alden K. Cave	Nathan Tatilman

REPORTED RETURNED FROM SERVICE

PURCHASING DEPARTMENT: George A. Seitz.

AS OF JANUARY 27, PACIFIC ELECTRIC HAD 679 EMPLOYEES IN THE ARMED FORCES



Could You Look Him Straight In the Eye?

Somewhere on a storm-tossed sea, an American war ship limps toward a friendly port. Its entire structure shows the unmistakable signs of recent enemy action.

Below decks, in a trim bunk, lies an American sailor—his eyes staring upward in that strange quietude with which brave men attempt to cover up extreme pain.

Yes—this American has been wounded—wounded by the shot and shell of enemy planes that bombed and strafed his ship relentlessly until lack of ammunition forced them away.

Ship's medical men do all they can to soothe his pain until his wound can be properly attended to. Maybe he'll live—maybe he won't.

The man's eyes continue to stare upward—upward. Occasionally they narrow into muscle-strained slits—as the torture of a deep-planted shell fragment becomes hellishly unbearable.

Could you look this wounded American straight in the eye—this wounded American whose life may be slowly ebbing away so that you may continue to live as a free individual—could you look him straight in the eye and honestly say—"I'm doing all I can for victory."

FORWARD, AMERICANS!

By Ernest W. Collins

*Forward, Americans! Brave men and free men,
Foes have ne'er conquered in crises of war;
Soldiers, civilians, marines, air- and sea- men,
Follow the beam of our destiny's star.
Ghosts of Pearl Harbor, Corregidor, Flanders,
Wake, and Bataan urge us all to the crest;
Shoulder to shoulder now, privates, commanders,
Every true patriot offers his best.*

*Banish disunity, all work together,
This is a task of production and power;
Transport is hitched to our war-eagle's feather,
Speed is our need this historical hour.
Strengthen morale: hasten training and planning,
Study and strive for a personal worth;
Build for the future while present plants manning,
Work for AMERICA, land of our birth.*

*Firm as the Rock of the infinite Ages,
Strong and alert for whatever betide,
Justice shall triumph tho infamy rages
If we all armaments swiftly provide:
Bulwarks impregnable, Navy and Army,
Planes over all, fast destroyers abreast,
Battleships, submarines (seas are now stormy),
Bayonets, tanks to repel the grim "beast."*

*Battling aggression, Old Glory's protection
Guards individual, national right;
Honor accomplishment, punish defection,
Save our ideals with invincible might.
Forward to Victory—our fair flag is flying
Over crusaders, who fight for all time;
Peace our objective, but, living or dying,
We must preserve every freedom sublime.*

CHORUS

*Hail to the colors! Columbia's calling,
Liberty pierces this dark age with light;
Work, pray, and fight until tyranny's falling
Some deathless dawn universally bright.
FORWARD AMERICANS! Fear not disaster,
Vision the future's horizon afar;
We must advance ever higher and faster,
ONWARD to VICTORY, destiny's star!
Esprit de Corps.*

PASSENGERS BY THE MILLIONS!

War-Time Activity of Passenger Traffic Department Vital to Armed Forces, Defense Workers, and Home-Front Employees

THE IMPACT of war on the normal, routine activities of the Passenger Traffic Department has created a story which is difficult, if not impossible, to tell. Every day new conditions and circumstances arise which emphasize this impact and the change which the war has brought about.

There was a time when gay-colored posters depicted the scenic beauty of the beaches, the mountains and Catalina—and invited the traveler to use Pacific Electric's service in visiting these resort areas.

Representatives of the Passenger Traffic Department were then on the alert for every opportunity to garner more passenger business and special trips and excursions were planned and laboriously sold to a none too enthusiastic public. The influence of the Department was freely given to the support of legitimate recreational and other types of facilities situated in close proximity to the Company's lines, in order that business might accrue from the patronage of such establishments.

Newspapers throughout the Southland carried advertisements designed to sell Pacific Electric service. Fares were studied to determine the feasibility of adjustments which might attract business, while service was analyzed and schedules rearranged to serve the convenience of the greatest possible number at a minimum expenditure of equipment and manpower.

With the declaration of war and the subsequent rapid increase in pass-

enger traffic, however, this routine work of the Passenger Traffic Department was completely revised and, in some instances, became exactly opposite to that which had prevailed in pre-war days. The Department which had always been Pacific Electric's sales organization immediately concentrated on the job of providing adequate service for the ever-increasing volume of traffic which the war had engendered.

Of course, there are certain routine functions which must be and are being maintained, among which are:

(a) the establishment of rates of fares for services as a passenger carrier,

(b) the endeavor to adapt character and quantity of service to the fare received and the volume of business offered,

(c) cooperation with the Law Department in the preparation of data and handling of all matters before the Railroad Commission of the State of California and the Board of Public Utilities & Transportation, City of Los Angeles, pertaining to fares, service and line extensions and abandonments, in addition to protecting from encroachment the territory served by this Company,

(d) the establishment and maintenance of friendly relations with municipalities, civic organizations, industrial and business firms, and the traveling public within the territory in which the railway is operated,

(e) the preparation and release of all publicity and advertising matter



H. O. MARLER
Passenger Traffic Manager

designed to bring about good public relations and increased use of Pacific Electric's facilities,

(f) the management of ticket stock distribution for the system; the supervision of agency operations at Sixth & Main Streets and Subway Terminal, as well as the Information Bureaus at both stations; supervision of the Lost & Found Department and Pacific Electric's interest in all concessions operated either wholly or partially by the Company or leased to private operators.

The Department is headed by H. O. Marler, Passenger Traffic Manager, who for the past 40 years has been with Pacific Electric, most of which

F. E. BILLHARDT

Assistant to the Passenger Traffic Manager

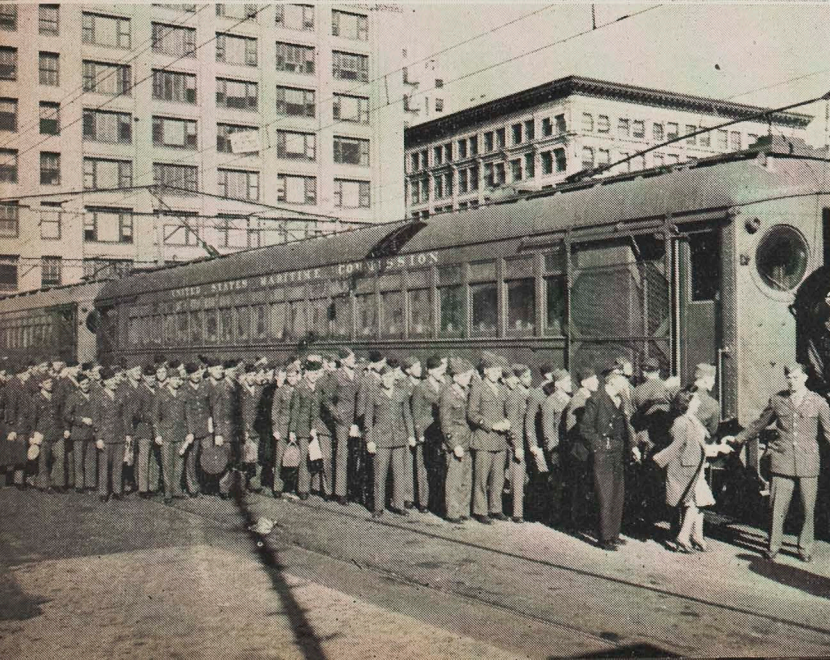
R. O. CHRISTIANSEN

General Agent

G. H. BLYTH

General Agent

**THOSE
WHOM
WE
SERVE**





H. M. HORRWORTH
Traffic Engineer

time has been devoted to actual participation in matters relating to the handling of passenger traffic business. This vast experience, together with a natural aptitude for dealing with the public, has eminently qualified him to handle the many executive duties that fall to his office.

The very nature of the duties of the Department has necessitated his surrounding himself with an able corps of assistants who, through long experience, have become specialists in their particular jobs.

His staff is headed by F. E. Billhardt, Assistant to the Passenger Traffic Manager, and includes R. O. Christiansen, General Agent; George H. Blyth, General Agent; H. M. Horrworth, Traffic Engineer; A. H. Fidel, Traveling Passenger Agent; J. E. Glancy, Traffic Inspector; L. C. Young, Chief Rate Clerk; M. C.

HENRY EGGERT
City Ticket Agent with his Assistant
HARRY DIETSCH



Brucker, Service Clerk; Ralph Dimon, Passenger Agent; Charles Minick, Ticket Agent; Carl Haskin, Ticket Stock Clerk, and C. E. Ferguson, General Clerk. Secretaries and stenographic clerks include Miss Catherine Meli, Miss Dorothy Cooper, Mrs. Pauline Campbell and Mrs. Helen Wagstaff.

The agency at Sixth & Main Streets and Subway Terminal, under the efficient management of Mr. Henry Eggert, with Mr. Harry Dietsch as his Assistant, is also under the supervision of the Passenger Traffic Department. The payroll of this agency lists all cashiers, ticket clerks, passenger directors, personnel of the parcel check room, Information Bureau and Lost & Found Department, as well as the personnel in Mr. Eggert's office.

Passenger matters in the San Bernardino district are handled by C. H. Jones, General Agent and Operating Assistant, who also has charge of freight and transportation matters in this area. D. E. Porter, General Agent at Long Beach, and H. H. Williams, General Agent at Santa Monica, handle both passenger and freight matters in their respective areas.

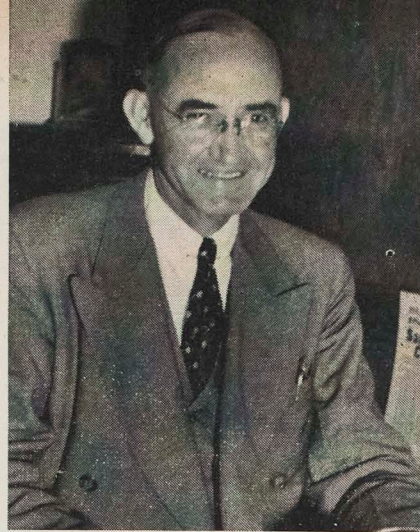
While the activities of this Department are many and varied and extend over the entire system, a carefully formulated plan of management emanating from the office of the Passenger Traffic Manager simplifies its operation.

Especially effective during this wartime period, when service adjustments are continually made necessary by the rapid increase in civilian passenger traffic, and special cars, trains and busses are in demand for troop movements, are the well-coordinated and cooperative efforts of the Passenger and Transportation Departments. The Passenger Department, in cooperation with the Transportation Department, receives and conceives plans of operation and movement. It is the Transportation Department that places equipment and manpower when and where needed.

Passenger Agents from Passenger Traffic work closely with Army and Navy authorities and personally meet incoming trains at the Los Angeles Union Passenger Terminal which are carrying troops destined for points on Pacific Electric lines.

The fact that many of these trains arrive during the night and early morning hours makes it necessary for the Passenger Agents and Service Clerk to remain on call 24 hours a day.

Meeting troops, securing their baggage, getting them loaded on Pacific Electric trains and finally starting them on their way, is a nerve-racking, patience-consuming job which is



C. H. JONES
General Agent
San Bernardino



H. H. WILLIAMS
General Agent
Ocean Park

D. E. PORTER
General Agent
Long Beach



A FEW of the estimated 100,000 people who daily pass through Sixth and Main Station.

usually performed several times each day by our Passenger Agents.

These men also work with the Army Induction Center and arrange for the transportation of inductees to Fort MacArthur. Every morning special provision is made for the transportation of these fledgling members of our armed forces. Trains from Santa Ana Air Base, Camp Santa Anita and San Bernardino Air Depot, as well as the countless busses assigned for service at Camp Haan, are also provided through arrangements made with representatives of the Passenger Traffic Department, in cooperation with The Transportation Department.

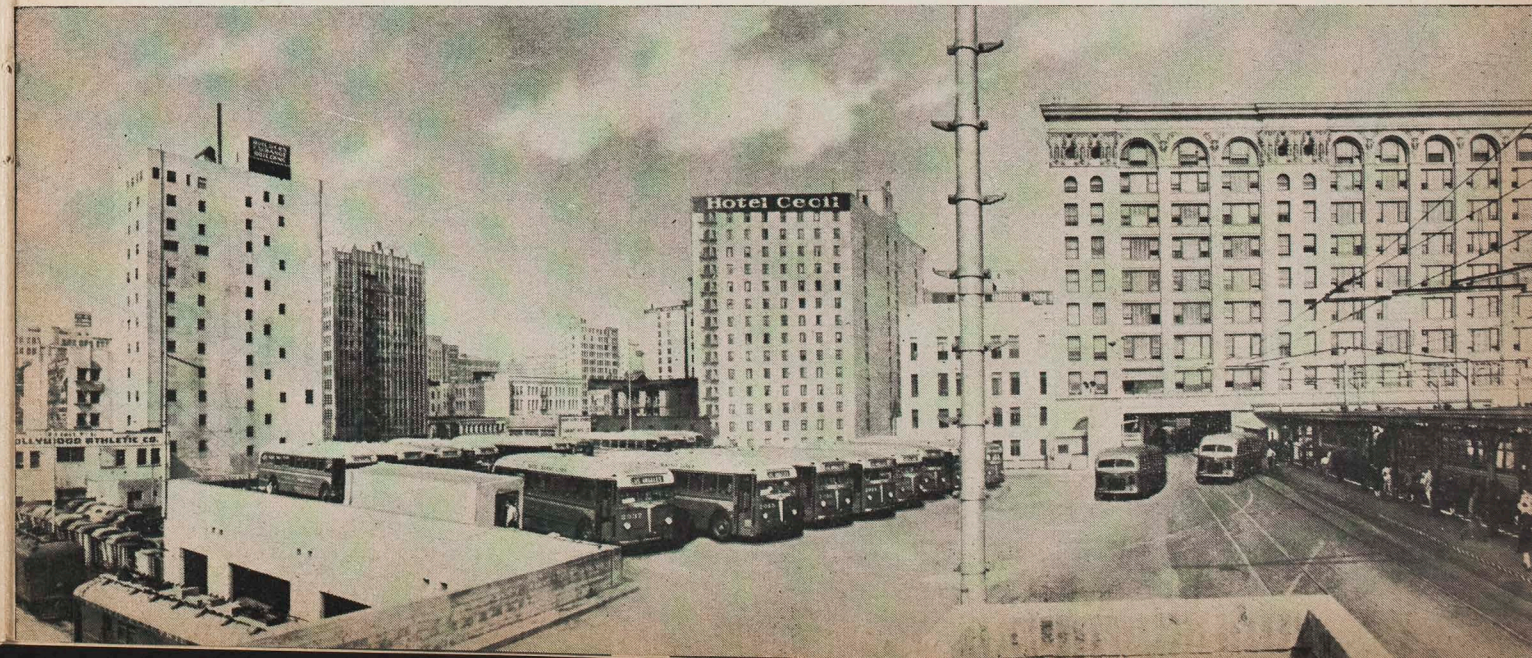
Each week a Traveling Passenger Agent visits the Santa Ana Air Base and ascertains the equipment requirements for soldiers on week-end leave. The Transportation Department is notified and special schedules are set up to provide the necessary extra service in coordination with regular passenger schedules on the Santa Ana Line.

The Passenger Department, in co-
(Continued on Page 10)



RUSH HOUR CROWDS pay fares at Subway Terminal.

A NATIONAL MAGAZINE has published this picture (below) of bus deck and train sheds at Sixth and Main.

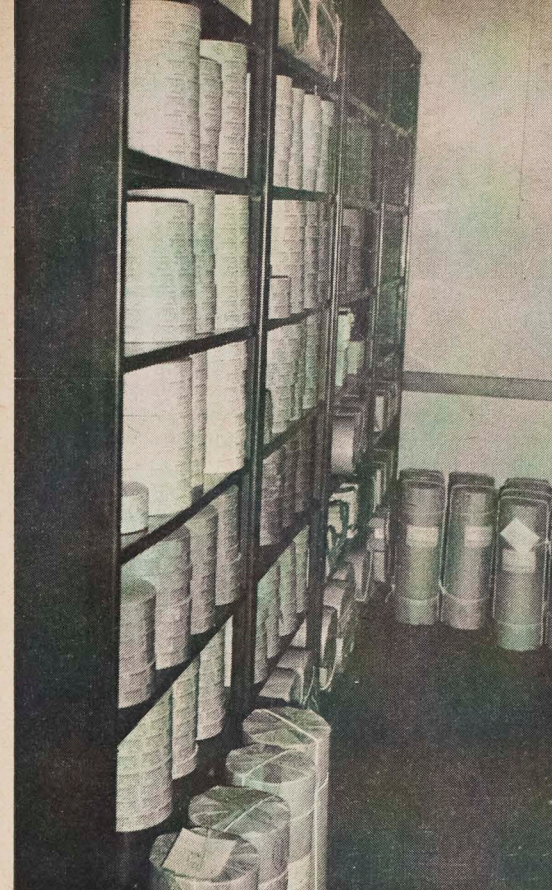
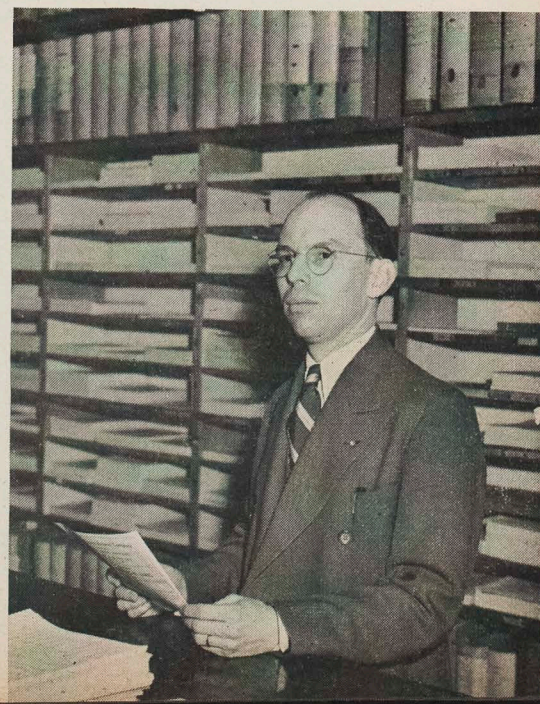




ABOVE (left to right): "Monty" Brucker, Archie Fidel, Ralph Dimon and "Jack" Glancy complete preparations for troop movements over Pacific Electric lines.

LEFT: Helen Wagstaff, Pauline Campbell, and Dorothy Cooper seem to be discussing the possibility of placing model car in active service. (Incidentally the car does run under its own power and will be remembered by many who visited the National Orange Show in pre-war years.)

LOWER LEFT: Charles Minick, Ticket Agent, and (right) Lloyd Young, Chief Rate Clerk.

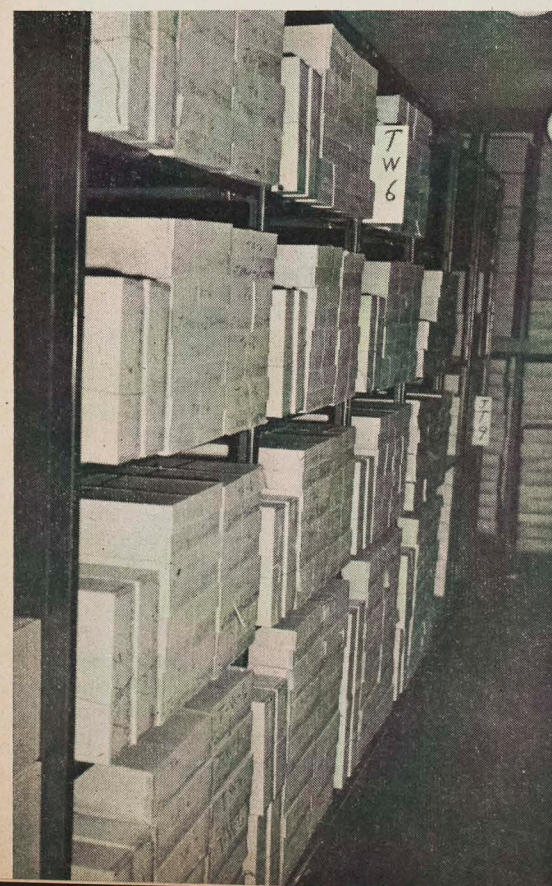
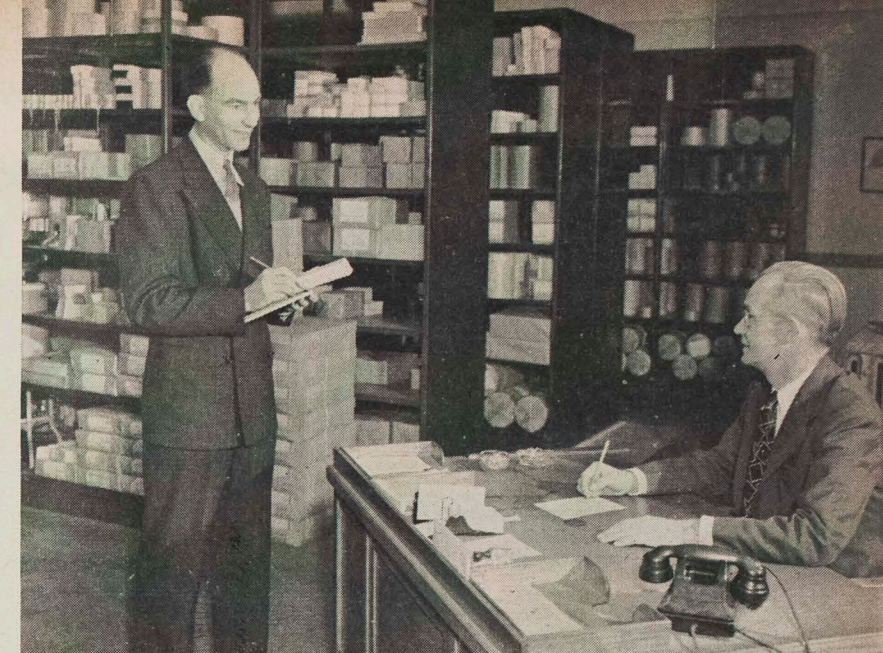


ABOVE: Part of supply of 8,000,000 tickets and (below) more than 12,000,000 transfers on hand in Ticket Stock Room.

RIGHT: Carl Haskin, Ticket Stock Clerk (seated), and C. E. Ferguson, General Clerk.

CENTER (left to right): Edna Tilley, Helen Drew, Thelma Bell, Lenore Teple, and Sibyl I. Mather, Information Bureau.

LOWER: Mrs. Fay D. Phillips, in charge of Lost and Found.



Passengers by the Millions

(Continued from Page 7)

operation with the Transportation Department, arranges for weekly movement of troops from Camp Haan, Camp Anza, and San Bernardino into Los Angeles. These movements vary from week to week and constant contact between our representatives and Camp Haan officials must be maintained in order that maximum use of available equipment may be assured and adequate service provided.

George Blyth, General Agent, is justly proud of his "battle force," comprising Archie Fidel, Ralph Dimon, "Jack" Glancy and "Monty" Brucker—the men who are handling the "lion's share" of this special service work for Uncle Sam's fighting men.

While the handling of special and chartered service is a task of tremendous proportions, none the less exacting is the job of providing adequate service for the added millions of civilians who are now riding Pacific Electric lines each month;—the making and maintaining of adequate but equitable tariffs; the handling of complaints from annoyed patrons; the voluminous correspondence with War Agencies such as the Office of Defense Transportation, whose directives must be followed—in fact, meticulous care must be given every one of the many factors which have to do with the transportation of more than 12,000,000 people each month.

The Passenger Traffic Department is devoting its every effort to the tremendous job at hand,—the wartime transportation of troops and civilians—but, at the same time, it is projecting its thoughts into the future and making plans for the time when it will again assume the role of Pacific Electric's sales organization—when gay-colored posters may again invite the public to travel to the beaches and mountains—when the men and women in the service whom we are transporting now will have returned to us—Victorious Americans.

— STAY ON THE JOB —

Waste Fats Needed for Explosives and Paints

Every war production worker, and every person engaged in essential civilian pursuits, can render vital assistance to the war effort on still another front—right in his own home. The household kitchen is the starting point of vast munitions convoys, in the sense that America now depends upon waste cooking fats for a large proportion of the glycerine required in the manufacture of explosives, paints and other essential war materials.

Substantial Income Tax Payment May Be Required from You on March 15

Many Pacific Electric employes may not realize that they may be required to make a substantial income tax payment on March 15, 1944.

"Contrary to general belief, the withholding of income and victory tax from wages did not, in many cases, fully satisfy the total income and victory tax liability for 1943," declares the U. S. Commissioner of Internal Revenue. "This is partly because the withholding tax for the first half of the year was for victory tax only and partly because the unfor-given portion of the 1942 tax will be added to the 1943 tax.

"In general, a substantial amount will be due on or before March 15, 1944, from any individual who did not make payments on a Declaration of Estimated Tax during 1943 if he (a) earned enough to become an income taxpayer for the first time in 1943; (b) earned substantially more in 1943 than in 1942; or (c) filed a 1942 re-

turn showing tax due of more than \$50 and paid only half or less than half of such tax.

"For example, a single person who had no 1942 tax but earned \$2,000 in wages in 1943, will owe nearly \$130 over and above the amounts withheld from his wages.

"The 1943 return forms are now available and any person can determine the exact amount which will be due by completing the appropriate form (Form 1040 or 1040A). The Collector of Internal Revenue for your district will be glad to furnish you with any additional information or assistance needed in connection with this matter."

U. S. Treasury Department Form W-2, which shows wages paid in 1943 and taxes withheld on such wages, will be mailed to each Pacific Electric employe, according to U. L. Drake, Head Clerk in the Central Timekeeping Bureau.

PERy HILITES of 25 YEARS AGO

By R. S. Van Hoak

(From the files of the P. E. Magazine for February, 1919.)

"HARRY MARLER IN BELGIUM"

"We have waited a long, long while for an interesting letter from Harry O. Marler, who before going to Uncle Sammy was Traveling Passenger Agent of the road. He went first to American Lake where he first served on the Military Police, then became Sergeant, and has graduated in France as Sergeant-Major of his regiment. . . . His letter is dated from Fousbrugge, Brussels, Dec. 31, 1918."

Mr. Marler saw considerable action in France, participating in three major battles in his six months of overseas service. From his letter commenting on his first impressions:

"Aubreville . . . had been shelled that day by the Germans, and while resting there, some shells came over us, and I can't explain to you just the feeling I had—I was scared, of course; anyone would be to hear those enormous shells whizzing through the air, with their loud shrill whistles and finally, their missions fulfilled—the explosions and bursting—no, I wasn't scared—OH! NO! but it only led me on, as well as the rest of us, more eagerly to get at them."

Mr. Marler's letter carries the spirit of the men and women who make up these United States of America—the will to go forward in the face of ad-

versity, the determination to preserve our way of living.

—PE—

The birth of the P. E. Uniform Department occurred on February 1, 1919. The P. E. Mag of that date reports that "The company, in conjunction with the Los Angeles Railway, had purchased two thousand uniforms of Middlesex cloth, 16 oz. weight, at a price which, without profit, would enable them to be sold at \$27.50 each." The department was given in charge of Mr. L. C. Hart, who after 25 years is still serving as tailor-in-chief to the boys of the P. E. Ry. Congratulations, Mr. Hart!

Your Help Is Needed

Have you noticed the new Honor Roll cards containing the complete list of Pacific Electric employes in the armed services? Revised and up-to-date cards are being published monthly for publication on bulletin boards.

However, in order that the list may be as accurate and informative as possible, your help is needed. Please inform the Editor if you know of any person on the Honor Roll who (1) has been killed in action, (2) has died in the armed forces from natural causes or by accident, (3) is missing in action, (4) is a prisoner of war.

WANTED!

★
Wednesday, Feb. 9

★
2500 Pacific Electric Blood Donors!
★

Twenty-five hundred pints of blood from 2500 Pacific Electric employes may save 2500 lives on the battlefields of World War II.

Wednesday, February 9, has been set aside by the Employe Morale and Publicity Committee (a special committee of the Management-Labor War Production Committee), working in cooperation with the Red Cross, as the day on which a special drive for Pacific Electric blood donors will be carried on at various points throughout the system, announces Committee Chairman T. L. Wagenbach. On that date the Red Cross Recruitment Committee, working under the supervision of Mrs. Roland D. Lee, Chairman, will have representatives at certain points between the hours of 10:00 a.m. and 4:00 p.m. to canvass buildings and take the names of all who will give a pint of their blood.

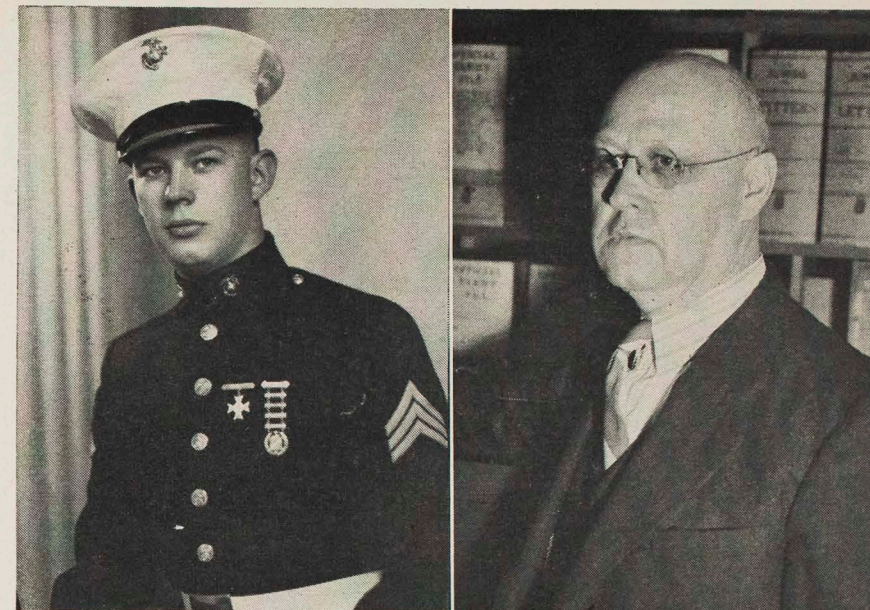
These points will be as follows: West Hollywood, Subway Terminal, Macy Street, Sixth and Main, Sixth and Los Angeles Baggage Room, Butte Street Yard, State Street Yard, Los Angeles Freight Station, Torrance Shops, Long Beach, San Pedro, and Ocean Park. All Station Agents at points not listed will be supplied with blood donor cards for the convenience of employes who will not be solicited by a member of the Red Cross.

Actual donations of blood will be made at dates subsequent to February 9.

Arrangements have been made by the Employe Morale and Publicity Committee for groups of 15 or more to secure free transportation by bus to and from the blood bank.

"Blood plasma . . . is the foremost factor in saving the lives of hundreds of America's fighting leathernecks," reports Lt. Gen. Alexander A. Vandegrift, U. S. M. C., who returned from the Pacific area to take over as Commandant of the Marine Corps on January 1.

"The foremost life-saver (in the Tunisian campaign) was plasma, the donated blood extract," said Surgeon-General Norman C. Kirk of the U. S. Army at a meeting of the American Medical Association last June.



STAFF SGT. PERRY S. BRENTON sends father, Horace F. Brenton (at right), Jap currency pictured below.

H. F. Brenton Receives Jap Money from Son, Marine Sgt. at Tarawa

From a Jap paymaster's safe on Tarawa, which island he helped win, Staff Sergeant Perry S. Brenton, U. S. Marine Corps, took some currency which had been destined for Jap soldiers and sent samples home to his father, Tariff Inspector Horace F. Brenton of the Freight Traffic Department.

Shown on this page are a 100-yen note, worth in ordinary times about \$50 in U. S. currency; and a 10-yen note, worth about \$5. The paper is not as good as that used for American bills, but is nevertheless fairly heavy. The size of the larger Jap bill is about 6 3/8 by 3 3/4 inches; of the smaller, 5 5/8 by 3 1/4 inches. An American bill is 6 1/8 by 2 5/8 inches.

Sergeant Brenton, who was 23 on January 12, has been in the Marine Corps 4 1/2 years, and in the South Pacific about a year. He fought unscathed through the battle of Tarawa.

Born in Red Oak, Iowa, he enlisted in Kansas City two weeks after his graduation from high school in 1939.



30-25 Still in Effect Despite Dim-out Let-up

Actually, the lifting of the dim-out may prove dangerous by implanting a false sense of security in the minds of drivers and walkers alike. Police will continue to enforce the existing speed limits of 30 miles per hour by day and 25 miles per hour by night throughout Los Angeles City and County for the protection of pedestrians.

RETIREMENTS

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

NAME	Department	Occupation	Years of Service
Frank J. Barrett	Mechanical	Clerk	24
Jose T. Bonilla	Engineering	Laborer	20
Charles A. Morgan	Northern Division	Trolleyman	5
John F. Quinn	Engineering	Engineer	33
Floyd D. Wheeler	Southern Division	Conductor	20



VISITING NURSES available for our group-insured employes.

Facts to Know About Visiting Nurse Service

The current epidemic of influenza and colds is increasing the popularity of our Visiting Nurse Service, which is available in connection with Pacific Electric's Group Insurance Plan. Numbers of our employes have taken advantage of the advice and assistance of this corps of nurses during this emergency.

Certain facts should be remembered in connection with the Visiting Nurse Service:

1. The service is for those who are ill at home. Although it is not for those in the hospital, necessary home nursing care is authorized before and after hospitalization.
2. It is for those who are under the care of a duly licensed physician. No more than one visit will be authorized unless a doctor is in attendance.
3. The number of nursing visits made to a group certificate holder depends on his condition, the care required, and the doctor's orders.
4. In case of chronic illness—that is, a long-continued illness—the nurse will make several visits to teach someone in the family how to give the necessary care. She cannot continue her visits indefinitely, however.
5. The nurse does not give anesthetics nor assist at operations. She cannot extend nursing care to members of the family unless they are also individual group certificate holders.

HOSPITAL LIST

The following employes were confined to St. Vincent's Hospital as of January 31, according to N. B. Vickrey, Manager of the Pacific Electric Club:

- Barbara Blazek, Laborer, Engineering Department.
- Charles K. Bowen, Assistant to President.
- William J. Clark, Brakeman, Southern District.
- Oliver Groom, Motorman, Western District.
- Anthony Harvey, Conductor, Southern District.
- Joseph W. Jorgenson, Brakeman, Southern District.
- Louie Lacasella, Conductor, Southern District.
- Harold L. Leeds, Operator, Los Angeles Motor Coach Lines.
- Armenoc Mooradin, Bushelman, Uniform Department.
- Claude O'Dell, Conductor, Western District.
- Jesse R. Radcliffe, Retired Engineer, Southern District.
- Jennie Reithmaier, Drill Press Operator, Mechanical Department.
- Reinhardt Schwemmer, Janitor, P. E. Building.
- Margaret Seymour, Expense Clerk, Transportation Department.
- Refugio Sierras, Laborer, Engineering Department.
- Michael R. Smith, Motorman, Southern District.
- Everett Wolfe, Motorman, Western District.

SPAR Odessa Carter Writes From Florida

It's "Gertrude O." instead of "Odessa" Carter since the lady in question joined the SPARS, according to a letter written January 19 to her former associates in the office of Ticket Agent H. Eggert. Miss Carter was reported in the January Pacific Electric Magazine as having left on January 10 for Palm Beach, where she would undergo basic training. She was formerly Assistant Report Clerk and Comptometer Operator in the Ticket Office.

The letter:

United States Coast Guard
Palm Beach, Fla.
Jan. 19, 1944

Hi gang:

I'm sorry not to have written sooner but we have been pretty busy since we arrived here.

We got into Palm Beach at 2000 Saturday night. (By the way, notice I used Navy time; that is 10:00 o'clock Eastern time.) We were met at the station by a representative of the Red Cross and they had a bus there to take us to our station. When we arrived at the station we had to be assigned to our billets (rooms), bunks (beds), etc. It was almost 2130 (11:30) before we fell in (went to bed) but you could almost say we literally fell in.

On Sunday morning at 0630 we heard reveille outside our window and some one called "Hit the deck." Boy, you should have seen us scramble around in here. There are six girls to a billet and you can imagine six girls trying to get the billet shipshape and themselves dressed in about 45 minutes. I'll guarantee you it can be done.

Yesterday, on inspection we got shipshape—not bad, not bad. We haven't had inspection yet today so we are sitting around on the floor writing. We can't sit on our bunks for fear they will get mussed. You know they are mighty particular how those bunks are made so after they have been made we take great pains not to get them mussed.

I haven't seen anything of Palm Beach yet. We haven't all our uniforms as yet but we have been fitted and may get them this week. If we do we can go to the dance on Saturday. We have been given our play suits, shoes, socks, bathing suits, hats, etc., but as yet have only had occasion to use our play suits. We have had some drill but very little. Most of the time has been taken up in getting us acquainted with regulations, etc. . . . Oh, yes, I forgot to say we had two tests yesterday and one today. We also had our dental exam yesterday and tomorrow we have physical—from what I hear the physical is one shot after another.

So far it has been swell, just like a grand vacation, but I think it will get a little more difficult as we go along. Ours is the largest class that has been here. . . . Say hello to all the girls at the Info and any one else who might be interested. Every one drop a line if you have time. . . . Don't expect too much from me as after this week we will be pretty busy.

— CARTER
Gertrude O. Carter A.S. 4010-313
Co. 142-6 Billet 565-3
U.S.C.G. Tr. Sta.
Palm Beach, Fla.

— STAY ON THE JOB —

Baltimore, in 1817, was the first American city to install gas street lights.

— FINISH THE JOB —

A considerable part of the retina of every human eye is color-blind, says the Better Vision Institute; the outer edge is totally color-blind, only in the center of the retina are all colors seen.

Extra Gasoline Rations Now Harder to Get

Requests for supplemental gasoline rations are currently being refused by ration boards unless the applicant can prove:

- (1) That group riding is impossible.
- (2) That public transportation within reasonable travel-time limits to and from a fixed place of work with fixed working hours is unavailable.

As a consequence of this information, recently received by the Management-Labor Transportation Committee from the OPA, the Committee asks that Pacific Electric employes withhold their applications unless extra gasoline is absolutely essential.

The Committee also asks that if possible, requests for renewal of supplemental ration books be made at least two weeks in advance of the expiration date.

Behind the tightening down of gasoline restrictions are the facts that all surplus gasoline has been used up, and that hereafter the allotment of 134,000 barrels a month for West Coast States will have to take care of civilian needs.

Where use of your car is absolutely necessary, full and convincing reasons must be made on OPA Form 535 and on Pacific Electric's Exhibit "D."

— FINISH THE JOB —

Former Asst. Supervisor Becomes Staff Sergeant

ALLIED FORCE HEADQUARTERS, NORTH AFRICA, JANUARY 19—Biehl A. Fay, 124 Eighth Street, Seal Beach, California, has been promoted from grade of Private to Staff Sergeant, according to announcement made here today by Headquarters, Military Railway Service, Transportation Corps.

Prior to entering the armed forces, Sergeant Fay was employed by the Pacific Electric Railway as an Assistant Supervisor in the Transportation Department. He is now serving with a unit of the Military Railway Service somewhere in North Africa.

— BUY EXTRA WAR BONDS —

Do You Know:

That theft and counterfeiting of gasoline ration coupons have developed into a "big racket?"

That a recent ring was found to have counterfeited coupons representing enough gasoline to send 1000 bombers over Berlin for 5 nights in a row?

That the responsibility for driving the "black market" out of existence rests squarely on the shoulders of each person who drives a car?

Thrilling War Scenes Shown Workers In Film, "War Department Report"

How strong is the enemy?

That was the question answered by the motion picture, "War Department Report," shown in the Pacific Electric Auditorium, at Torrance, West Hollywood, Macy Street, and Butte Street between January 10 and 14. So important did the management consider the film that showings were held on company time.

"War Department Report" is an official government film made to show American workers the kind of war we are fighting and the need for all to STAY ON THE JOB AND FINISH THE JOB. It is made up of war scenes and production scenes taken not only by American photographers, but also by enemy photographers whose film was captured.

We learned that our enemies are stronger than we had suspected, with ample supplies of men, equipment, and raw materials. We saw proof that Germany's production of such important items as fighter planes and locomotives is expanding despite strategic bombings. We heard it stated that her people are better fed at the end of four years of World War II than they were at the end of four years of World War I. Graphic, too, was the diagram showing the speed with which Japan seized the world's richest supplies of rubber and tin, plus valuable supplies of oil, coal, iron, and other important raw materials—and built a network of intercommunications. Japan, it was shown, is entrenched behind a system of natural

as well as man-made barriers which make mainland invasion or bombing extraordinarily difficult.

Perhaps the most revealing fact of the entire picture was that millions of dollars worth of equipment could easily be destroyed in a matter of minutes. We saw how thousands of tons of tanks, guns, food, and ammunition were sent to the bottom when burning American ships exploded. We saw how costly American airplanes were shot down, leaving a trail of smoke and flame, and providing Berlin with an enormous graveyard of smashed American bombers.

"War Department Report" revealed that the replacement rate of wornout war equipment is staggering. Six out of eight rifles and eight out of ten machine guns must be replaced every year. Soldiers sometimes wore out three pairs of shoes a month in the Sicilian campaign.

To build up reserves which will surpass those of the enemy; to replace our losses due to destruction and natural wear and tear; to maintain the attack on ten fronts—all this, it was pointed out, requires the uninterrupted flow of supplies along global supply routes totaling 56,000 miles in length over land and sea. In this vast chain of supply, railroad facilities of unparalleled capacity, reliability, and speed were shown to be absolutely essential. "No substitute has yet been found," says the War Department, "for the combination of ship, railroad, and truck."

REPORT OF VITAL STATISTICS

December 20, 1943 to January 20, 1944

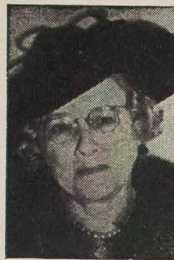
DEATHS

Name	Occupation	Died	Group	
			Insurance	Mortuary
Ayres, Wilmot	Physician	12-23-43	Yes	No
Marquez, Francisco	Laborer	12-23-43	Yes	No
Daly, John H.	Retired Conductor	12-27-43	Yes	Yes
Cherico, James R.	Auto Machinist	12-26-43	No	No
Reeder, Walter C.	Motorman	12-28-43	Yes	No
Kendrick, Thomas H.	Retired Foreman	12-21-43	Yes	Yes
Wilson, Eugenia C.	Retired Janitress	1- 1-44	Yes	Yes
Hernandez, Joe M.	Ticket Clerk	1- 7-44	No	No
Tocci, Silvis	Carpenter	1- 8-44	No	No
Wabnitz, Louis	Retired Foreman	1-17-44	Yes	Yes
Tetstall, Henry	Trucker	1-17-44	No	No
Auforth, Frederick W.	Retired Conductor	1-17-44	Yes	Yes
Ellsworth, Eugene B.	Retired Motorman	1-11-44	Yes	No

EMPLOYEES' WIVES' DEATH BENEFIT FUND

None

HERE AND THERE WITH THE WOMEN'S CLUB



By
Mrs. Lon
Bishop

The first meeting in '44 found many vacant seats, so many members being ill. We want each one of you to know how much we miss you, and we're hoping, with all the cheery get-well thoughts sent out from the Club, that you will be back with us very soon.

We miss our leader, Mrs. J. B. Green, President Emeritus and one of the founders of the Club. She has been very ill and at present is with her daughter, Mrs. Earle Williamson, in San Diego. We send you our love, Ruth, and every member is pulling for an early recovery.

We had another reminder from Mrs. Hornbuckle (in the absence of Chairman Frieda Johnson) of the urgent need of more workers at the surgical dressing tables. The Pacific Electric women have been highly complimented for their efficient work, but are anxious to have every chair filled at their table. Maybe some of you girls in the offices have mothers who would like to help, if they aren't already doing the same work elsewhere. Wear a wash dress and have a covering for your hair. Every Wednesday from ten to three is the day and time, and the Gas Company at 8th and Flower is the place to go.

Our President, Mrs. Howe, read parts of a V letter from her boy, Corporal Dale, somewhere in Africa, telling "Mom" what he had for Christmas dinner, and it sounded better than a Biltmore feed. He also added that he was taking over the Chaplain's duties every so often, consequently doing quite a bit of praying. Buddy, let me tell you, we too are doing a lot of praying over here, and hoping that God will speed the day when this old world will become sane again and bring you all back to those you love.

We have a bit more news of Camp Holmes, where Miss Evelyn Ashcroft of Pomona is interned, and know it will be interesting reading for the family's many friends. Camp Holmes is situated on a mountain trail in the Trinidad Valley, five miles out from Baguio, and there are approximately 500 interned there. It is well organized, has a hospital, six doctors, a dentist, nurses, and good medical care

PACIFIC ELECTRIC CLUB BULLETIN

TUESDAY, FEBRUARY 8:
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, FEBRUARY 9:
P. E. Rod & Gun Club Monthly Meeting—7:30 P.M.

THURSDAY, FEBRUARY 10:
Women's Club Red Cross Sewing Unit—10:00 A.M.
P. E. Women's Club Afternoon Meeting and Program—1:00 P.M.

FRIDAY, FEBRUARY 11:
P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 P.M.

SATURDAY, FEBRUARY 12:
P. E. Agents' Association Meeting—7:30 P.M.

THURSDAY, FEBRUARY 17:
Women's Club Red Cross Sewing Unit—10:00 A.M.
P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 P.M.

FRIDAY, FEBRUARY 18:
P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 P.M.

TUESDAY, FEBRUARY 22:
Washington's Birthday—Club Rooms closed.

THURSDAY, FEBRUARY 24:
Women's Club Red Cross Sewing Unit—10:00 A.M.
P. E. Women's Club Afternoon Meeting and Program—1:00 P.M.

FRIDAY, FEBRUARY 25:
P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 P.M.

THURSDAY, MARCH 2:
Women's Club Red Cross Sewing Unit—10:00 A.M.
P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 P.M.

FRIDAY, MARCH 3:
P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 P.M.

WEDNESDAY, MARCH 8:
P. E. Rod & Gun Club Monthly Meeting—7:30 P.M.

THURSDAY, MARCH 9:
Women's Club Red Cross Sewing Unit—10:00 A.M.
P. E. Women's Club Afternoon Meeting and Program—1:00 P.M.

FRIDAY, MARCH 10:
P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 P.M.

TUESDAY, MARCH 14:
P. E. American Legion Post No. 321. Semi-monthly Meeting—8:00 P.M.
American Legion Auxiliary Unit 321. Semi-monthly Meeting—8:00 P.M.

is given all patients. All the able-bodied have work to do. A regular wood crew cuts, splits, and hauls all wood needed. There is a splendid school for children, supervised by a large faculty from the Brent School also interned there. They have an adequate supply of food—vegetables and fruit; also a little bake shop which manages to supply edible concoctions out of rice and cassava flour. A certain doctor interned there has been most helpful in providing the camp with banana yeast, a great addition to the diet. He also has made soap, face cream, cocoanut butter and many other things. They have a much-used library, and once a week a big entertainment. There is no military camp at Baguio; however, there are about ten American soldiers who do the truck driving.

It was the splendid cooperation of the repatriates who came home on

the Gripsholm that made all this news available to the loved ones over here, and what a blessed relief it must have been to those who haven't heard one word for over two years. We wish we had space to print the whole letter written from the office of "Relief for Americans in the Philippines."

Mrs. Ashcroft of course had her own personal letter, and we'll never forget how excitedly she waved her letter at our meeting: "I've heard from my girl."

Christmas is all over, I know, but we just want to go back and tell you about one of the nicest things received at our house. That was the attractive basket of "goodies" sent to this scribe's "pin up boy" by the P. E. Club. Someone had a grand thought when that was started years ago for the retired employes, and we just want you to know, Mr. Vickrey, (in case you're listenin'), we enjoyed and appreciated it.

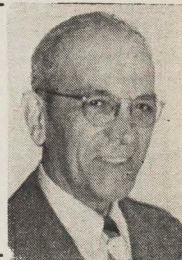
Be seein' you.

— BUY EXTRA WAR BONDS —

PACIFIC ELECTRIC MASONIC CLUB

By

Ed. J. A.
Hasenyager



The meeting for January 19 came off as per schedule. There being no great amount of business, the evening was devoted principally to fraternizing and becoming better acquainted with the new officers.

The Membership Committee presented the following petitions for membership in the Club: Brothers Lester E. Cooper, Motorman, West District; Ray M. Herr, Conductor, North District; and Robert J. Lucas, Rate Clerk, Freight Traffic Department. After due deliberation, all of them were elected.

The Club accepted invitations to visit El Serrano Lodge on January 25 and Redondo Beach Lodge on January 27. It is hoped that a good attendance will be had at both places.

President Gordon Hall is preparing to hold the next meeting in March. Watch for announcement later.

The Club wishes to convey its appreciation for the delightful refreshments served at the January 19 meeting by Mrs. Davidson, mother of our new Secretary, and Mrs. F. M. Hart, wife of one of our members. Chicken

a la king and coffee. Yes, sir! No less! Don't crowd, but you will know what to expect at the March meeting.

An Ancient Definition

Originally printed in the Farmer's Almanac for 1823, published at Andover, Massachusetts, is this description of the true Freemason, copied here from the Chicago Scottish Rite Magazine for April, 1943:

"The real Freemason is distinguished from the rest of mankind by the uniform unrestrained rectitude of his conduct. Other men are honest in the fear of punishment which the law might inflict; they are religious in expectation of being rewarded, or in dread of the devil, in the next world. A Freemason would be just if there were no laws, human or divine, except those which are written in his heart by the finger of his Creator. In every climate, under every system of religion, he is the same. He kneels before the universal throne of God in gratitude for the blessings he has received, and in humble solicitation for his future protection. He venerates the good men of all religions. He disturbs not the religion of others. He restrains his passions, because they cannot be indulged without injuring his neighbor or himself. He gives no offence, because he does not choose to be offended. He contracts no debts which he is not certain that he can discharge, because he is honest upon principle."

In Memoriam

It is with regret that we announce the passing of Brother Louis Wabnitz, retired Mechanical Department employe, on January 17. Born at Lawrence, Kansas, August 9, 1868, he joined the Masonic Order in 1904 at Lafayette Lodge No. 16, Kansas City, Missouri. Moving to California in 1910, he was admitted to Hollywood Lodge in 1911. Brother Wabnitz was very active in the Club in its earlier days. We extend our most sincere sympathy to the family and friends.

— FINISH THE JOB —

Some 25,000,000 waterfowl of various migratory species visited Federal wildlife refuge areas in their southward journey in the fall of 1942; mallards included numbered about 11,600,000.

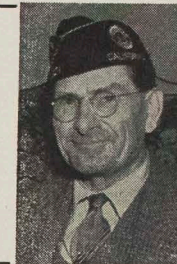
P. E. Passes Good At Redondo Dance

Through the kindness of C. B. Short, Motor Coach Operator on the Redondo Line, it has been made possible for Pacific Electric employes to use their passes for admission to the Redondo Palace Ballroom, it is reported by A. H. Zurborg of the Torrance Store.

Dancing every Friday, Saturday, and Sunday from 8:00 p.m. to 1:00 a.m., on a fine floor mounted on springs, goes on to the music of an up-to-the-minute seven-piece orchestra, says Mr. Zurborg.

PACIFIC ELECTRIC POST, AMERICAN LEGION

By
James E.
Davis



On December 14, a motion was made that our Bylaws be amended so that sons and daughters of members of this post that serve in World War II can join this post even though they, themselves, do not work for the company. On December 28, Comrade Bone made a motion, seconded by Comrade Parker, to amend this amendment by adding the word "wives." On January 11, Adjutant C. A. Newman, Chairman of our Resolutions Committee, reported that no change in our Bylaws is necessary, because, while we have campaigned for membership among the employes of the Pacific Electric Railway and have considered this an industrial post, limited to employees of the P. E. and affiliated companies, there is nothing in our Constitution or Bylaws to prevent us from taking in anybody regardless of where they work. In fact, we have already had one member in our post who has never worked for the company. Comrade Peterson, who did so much to help Comrade Nichols in his hospital work, was voted into our post while he was a patient at the Sawtelle Hospital.

First Vice Commander L. A. Finley accompanied Commander F. W. Nichols on his Christmas visit to the Hospital. Commander Nichols reported that the Christmas presents for the veterans in Ward 3, Sawtelle Hospital, consisted of cigarettes, for which he spent \$4.66, portfolios of paper and envelopes \$10.77, stamps \$14.34, and candy \$1.80.

We extended our subscription to the National Geographic Magazine for the vets in Ward 3, another year, and sent another \$5.00 to Boys' Town, Nebraska.

The post received a letter from Mrs. Trowbridge, thanking us for their Christmas present. Comrade Steinmiller visited Comrade Trowbridge at his home, 919 Victoria Ave., Venice, shortly before our January 11 meeting. He reported that Comrade Trowbridge was up and dressed, for the first time since Christmas.

Judge Advocate B. N. Broberg told us that Comrade Kirkland had hurt a bone in his foot and was confined to

his home, 849 Sheldon Ave., El Segundo.

Before our December 28 meeting we had a pot-luck dinner with our Auxiliary. The "eats" were excellent, and a good time was had by all. We hope they will invite us again some time.

At the meeting held after the dinner, Truck Driver Garner E. McBride, who served in Service Unit, Transportation Corps, World War II, became a member of our post. His name was written alongside one of the unassigned numbers for the drawings, and he drew the \$2.50 War Stamps. Comrade H. L. Young drew the door fund.

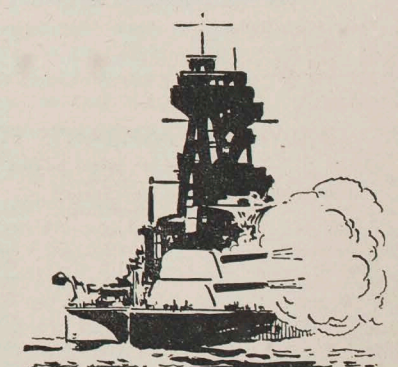
Comrade T. B. Mellen is now a member of our post.

At the January 11 meeting we welcomed the following new members: Motorman Frank H. Miller, Air Service unassigned, World War II; Motor Coach Operator Donald L. Anderson, Co. A, 84th Infantry, World War II; Operator Warren William Hoover, Infantry S.A.T.C., World War I. Comrade W. W. Hoover drew the door fund, while Second Vice Commander Galen F. Michael drew the War Stamps.

— STAY ON THE JOB —

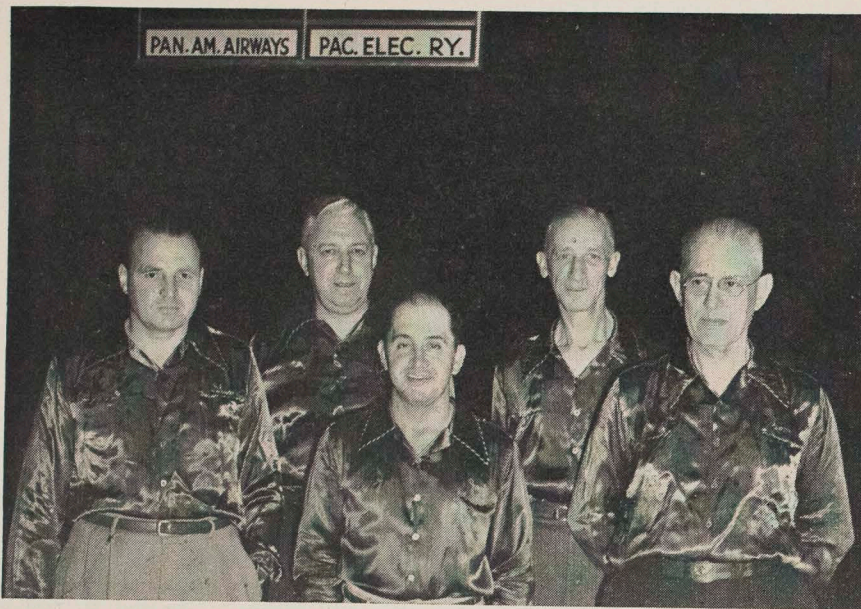
★
What You Buy With
WAR BONDS
Battle Wagon

"Our paratroops landed and established a bridgehead behind fleet bombardment," the communique tells us simply. Every time our dreadnaughts fire a broadside of nine 16 inch guns, it costs American taxpayers \$15,000. That's cheap if it helps save the lives of our fighting men. Figure it out yourself and buy more War Bonds.



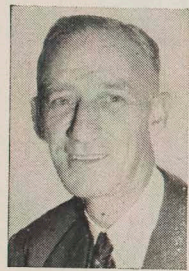
All of our glycerine, most of our greases are going into the manufacture of explosives. Don't bid against the government for war materials. Learn to use something else. Learn to save. Buy War Bonds.

U. S. Treasury Department



PACIFIC ELECTRIC BOWLING TEAM just before game with Pan American Airways in Steamship League matches at Angelus Bowling Academy, 924 South Olive, on Tuesday, January 11. Left to right are Stanley Worsdell, Archie Brahm, Johnny Hubener, Charlie Hill, and Charlie Gonzalez (Captain).

PACIFIC ELECTRIC BOWLING NEWS



By Charlie Hill

With the first three weeks of rolling in January completed at this writing, there has been no change in positions of the leading six teams since the last issue of P. E. Magazine.

The Schedule Bureau continues the lead with 46 wins and 18 losses, while the fast-clicking Claim Department aggregation are right on the heels of the leaders, just three points behind. The Trainmasters, likewise, are still hanging onto third position, three points above their nearest adversary, the Motor Transit, who have 34 wins and 30 losses. The P. E. Scrubs hold forth in fifth place, only a single point over the South District, which team has 31 wins and 33 losses. After sixth place follow respectively in order: P. E. Club, Electrical Department, North District, Hi Lo, Field Engineers, and Vineyard, the last two teams being tied (25 and 39).

The highlight since the last writing was the 2801 series rolled by the Schedule Bureau on January 21, which

WEEKLY HIGHLIGHTS OF P. E. BOWLING LEAGUE

Table with 4 columns: Team, High Game, Team, High Series, Individual High Game, Individual High Series. Includes dates like Jan. 7 Vineyard (955) and Jan. 14 Claim Dept. (954).

INDIVIDUAL ASPIRANTS FOR 1943-1944 SEASON PRIZES

(Compiled for games bowled up to and including Jan. 17, 1944)

Table with 4 columns: Name, High Individual Actual Pins, Series for Season Handicap, Total. Lists names like T. Putman, W. Almany, D. Newman, etc.

is season high so far. This score was accomplished mainly through the efforts of Jimmy Rankin, who rolled a 265 in the second game, with a total series of 630.

Charlie Oliver of the P. E. Club also rolled on the same night his season high game, knocking over 245 pins, with a series of 595.

Ono Gregg of the Arcade Recreation has been filling in as substitute on the various teams, in order to help out and also to establish a season book average. He has rolled 15 games so far, attaining an average of 178.

Ace Harrison rolled a 590 series on January 7th, and Art Pabst came through with a 582 on January 21. Jack Williams bowled a 589 on January 21 in addition to his 586 weekly high on January 14.

In the awarding of individual prizes for the season, under the rules men participants are entitled to a handicap of 75 per cent of the difference between their average and 200 scratch for individual games and 600 scratch for series; while the ladies are entitled to 90 per cent of the difference. The governing factor would be the individual's average at the time game or series is rolled. The table given below shows the standing and results attained by the eighteen top aspirants for the current season up to and including January 21. There are nine positions for prizes; first place honors under each caption entitling the bowler to a special bowling ball prize, and the next eight will be given cash prizes. Winners of bowling balls will not participate in cash prizes and no team or individual may draw prizes under both high game and high series. High series is given preference over high games.

Steamship League

With the second series of the third and last round completed on January 25, the Pacific Electric team stands in third place, three points behind the league-leading St. Paul White quintet; with the American Fruit Growers holding second position by a one-point margin over the electric railroaders. Since the last report the electrics have taken 12 of a possible 20 points, winning three from each the Grand Trunk Lines, Pan American Lines, and Greyhound Lines; losing three to the Wells Fargo, and breaking even in their series with the leading St. Paul White team. The Fruit Growers took all four points from the Transportation Club, which allowed them to slip in ahead of the P. E. aggregation. The latter, on the same evening, could do no better than an even break with the leaders. In this series "Little Dynamite" Hubener, "Stan" Worsdell, and "Poopsie" Hill were hot as pop crackers, but "Arch" Brahm and Captain Gonzalez contin-

ued to be infested with splits. The red shirts garnered the first game easily with sufficient pins to give them totals, despite losing the second and third games. On January 25 the red shirts lost the first encounter by three pins, but the balance of the way played havoc with the opposition—the Greyhounds.

FINISH THE JOB AMERICAN LEGION AUXILIARY



By Anna Tucker

Congratulations to our genial editor, W. Warren Silliman, Jr., and to his lovely wife, on the arrival December 31 of an eight-pound baby girl. The young lady has been named "Durelle."

Technical Sergeant Gerald M. Brown, U.S.A.A.F., has been enjoying a well deserved leave from active duty with his parents, K. M. and Katheryn Brown of Gardena. During many flying missions overseas, including thirteen over Germany, eight over France and two over Norway and Denmark, he has experienced the loss of one gunner, and many of his comrades have been wounded. Through all this, Gerald has come home safe and sound. He has been awarded the Distinguished Flying Cross, and the Air Medal with three Oak Leaf Clusters, all of which he earned so well. Too much praise cannot be given these boys who are doing such a grand job. Owing them so very much, the least we can do is give them all the moral and financial support possible. Buy Bonds, and work for peace and contentment for all.

The unit is busy sewing, making garments for the Hospital. Anyone who can't attend the regular meetings, but who will take garments home to make, we will appreciate your contacting Hospital Chairman Bernice Nichols.

The following message on legislation was given at the 23rd District Meeting December 19, by Myra Belle Clemons, Chairman:

"The legislative program for the ensuing year is perhaps more important and touches more closely the lives of our unit members than any previous year the organization has been in existence. I refer particularly to the pending bills which would provide

adequate pay for every honorably discharged service man as he is returned to civilian life.

"Your chairman, therefore, urges each member of the Twenty-third District to write or wire her congressman to act immediately. A registered protest today against the neglect of our boys who have given so nobly their services to protect our American way of life will make a safer and better America tomorrow. Write or wire at once!"

This problem has been so wisely illustrated by our Chairman that we, not only as members of the unit, but as true Americans, should do our utmost to help these boys get what they deserve. Make it your special issue, and we will surely win.

At our last meeting, January 11, we were very fortunate to have as our guest Junior Vice President Estelle Harmel, who gave a very interesting talk on rehabilitation.

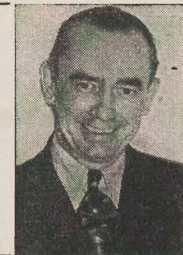
Since the establishment of the National Child Welfare Division, the American Legion Auxiliary has had a part in the distribution of \$52,000,000 to the children of veterans throughout the nation. More than six million children have been helped, ninety-one per cent of them with their own mothers in their own homes. Child Welfare Chairman Martha Harper reported on this nation-wide activity of the Auxiliary.

To any member of the Post or the Auxiliary who has a son or daughter or any relative in the service: I should be very glad to receive any information you would care to give me, for mention in our column. We are interested in all the boys and girls in the service.

BUY EXTRA WAR BONDS

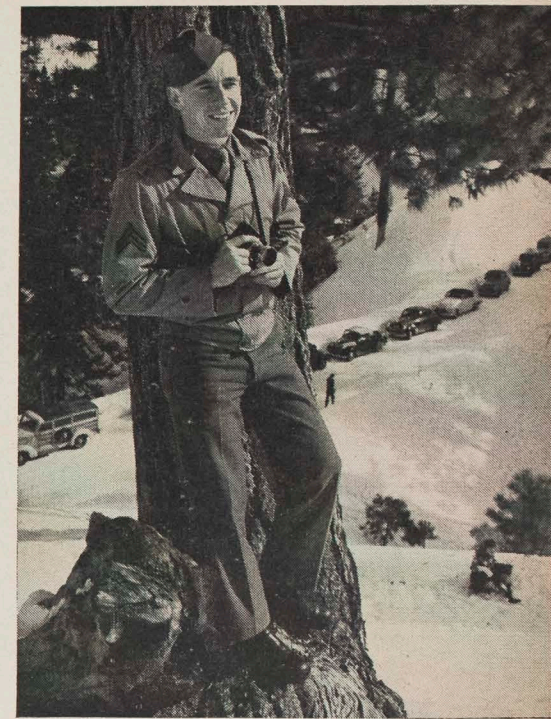
PACIFIC ELECTRIC ROD AND GUN CLUB

By Arlie Skelton



Greetings, Rod and Gun Clubbers! The 1943 Tournament Season is now a thing of the past. The President's annual party and the distribution of prizes were held January 8.

January 12 regular monthly meeting was called to order by Retiring President L. L. Lloyd, who, after finishing up a few odds and ends of business for the past year, with appropriate expressions of appreciation



ON ANGELUS CREST—Cpl. Arlie Don Skelton, 19, Radio Operator, U.S.A.A.F., went for a little trip with a friend into the mountains when he was home on furlough, January 1-3, from Camp Pinedale, near Fresno. The friend, Pvt. 1/c Gene Trindl, of Hammer Field, Fresno, took this excellent picture on January 8. Both boys are enthusiastic camera fans. Arlie's mother and dad (Rod & Gun Club columnist) are very proud of this picture.

for past cooperation, turned over the gavel to our smiling President-Elect, J. Samuel Harris.

President Harris announced he had been working on committees to help him carry on the work during the 1944 Tournament Season. The list of these committees was to be made public at our February meeting.

A vote of thanks is due A. M. Cross, Chairman of the Entertainment Committee, for putting on a swell show for the President's annual party, January 8. Too bad only about 15 people were able to come out to see it. Our apologies to F. B. Patterson, the member who went out and recruited new members to make a quorum, so an election could be held at the December meeting. Credit was given other members who, though trying, were not so successful as Pat was. B. F. Manley reports 20 boats have been reserved from the Arrowhead Company for the opening of trout season May 1. This of course means that if transportation can be obtained to get up there, the Blue Jay Camp will be reserved for our members as has been done in the past. It's only a 20-mile

walk from San Bernardino and is down grade coming back. Remember the date: May 1, 1944.

One fish and two deer heads have already been registered for the 1944 Tournament Season. These came in too late to be included for 1943 prizes. So far as we have been able to determine, only one boat is operating now for sport fishing. This boat leaves Santa Monica pier daily at 8 a.m. Fishing is mostly for rock cod. However, a school of barracuda is due to put in an appearance during February.

Your Rod and Gun Club meetings are held regularly in the P. E. Club rooms, the second Wednesday of each month at 7:30 p.m. All members are welcome, whether you do any hunting or fishing or not.

Come out and talk, or just listen.

— STAY ON THE JOB —

INFORMATION HI-LITES



By
Deane H. Aspelmeier

Here we are back to the usual daily routine after a very busy Christmas season. Guess all of us feel as if we very little care whether we ever see another Christmas Day, if it is like the one we experienced in 1943. The question we would like answered is, "Where did all the people find places to go?"

In addition to very heavy work, the "flu bug" did his best to interfere, and tried to wreck the "How, When, and Where Department." Seems like we just can't get rid of the "varmint." The only person who has withstood the "bites" of the nasty critter is our time-tested-and-still-going-strong chief, **Sibyl Mather**. What's the recipe, please??

We are sorry to write of the continued illness of **Bessie Bundy**. Seems as if some folk have more than their share of troubles and trials, and Bessie has certainly had a double portion. Hope the old pendulum soon starts to swing the other way for you, Bessie.

Isabel Ash is absent at present, and is under the doctor's care following an operation for sinus trouble. We understand she will soon be with us again.

The youngest "member," (by proxy or something), on the Information

Staff is the new baby daughter, born January 17, to Mr. and Mrs. **L. D. Horton** of Temple City. The mother, Mrs. **Dorothy Horton**, made a goodly number of friends in the short time she was with us. Congratulations, Dorothy, and to the "daddy" too. Hope you will bring the young lady to see us sometime.

— BUY EXTRA WAR BONDS —



JOE M. HERNANDEZ

Joe M. Hernandez, Ticket Clerk at Sixth and Main, died of pneumonia in St. Vincent's Hospital on Thursday, January 6, 1944, at 11:20 p.m. after a short illness. He had worked up until Christmas Eve.

Joe had been with Pacific Electric in various capacities since April 30, 1937. For a number of years before that he had worked with the former Motor Transit Company. In September, 1942, when the station at Fifth and Los Angeles Streets was consolidated with that of Sixth and Main, he became Ticket Clerk at the main terminal.

He was born July 31, 1906, in El Paso, Texas.

Surviving are his wife, **Sadie**, and their four children, including three boys and one girl. Two of the boys are twins.

Funeral services were attended by a large number of friends and relatives at 9:30 a.m., January 10 in St. Stephen's Church, 37th and Woodlawn Streets, Los Angeles.

To Mrs. Hernandez, the children, and other relatives is extended the deepest sympathy of the Pacific Electric organization.

— FINISH THE JOB —

Doughnuts have been known to and used by Arabs for centuries, the American Red Cross says; Arabs call them swinges.

ENGINEERING DEPARTMENT

By **Vic Labbe**

Maurice Fuller is now an Ensign, and left for New York Sunday, January 23. Good luck, and hurry back.

Odessa Carter is now at the Palm Beach, Florida, Spar Training Station. We lost a keen girl, and hope she returns real soon.

Maud Kirby is fully recovered from an appendectomy.

Ronald Podleck transferred to the Transportation Department.

Lots of matrimonial adventures—**Robert Woodbury** in January, **Rusty Halverson** in March. This is leap year, so expect there will be more.

Fred Bixenstein is still off sick. Better get well and come back to work.

Walter Dekama is wondering how long it takes for a raise to go through.

Understand from a good source that **John Swanson** is holding something back from us. It could be!

Jean Fogarty is still trying to get a husband, so look out, you holdouts. This is leap year and believe me, Jean can leap.

Virginia Lovell has a Lieutenant, but as yet she has failed to show us the bars.

Rudy Widman thinks he will be a teacher later on. He says, with all the dames he has to coach, he might as well be a professor.

The bills payable crew are now in a cage—and no fooling.

Nancy Kelly says leap year is like all years to her—no men in her life—but I question that.

Harold Miller hopes he will get back pay like the rest of us, as a man can't live on wind these days.

Charming Mr. **Bates** of the Field Department is thinking of matrimony, and you never can tell how soon.

Another pair of slacks arrived in the Field Department. Well, it's a woman's world, so expect anything to happen.

Walker, Jr. is playing a game with Uncle Sammy. In the Army—out—well, what next?

Doris Newhaven says she has her boy friends under control. No wonder. They are in some other country for the duration.

Glad to see **Reuben Gies** back on the job again in the Structural Department.

See **Dale Hyde** is "oneing" it now.

Gus Guercio is still single, girls, and it's leap year. Room 694, straight ahead.

The Signal Department has a

snappy column now. That gal can sure write.

Ever notice **Grey Oliver** coming back from inspection trips? Says the sandwich is for **Fred Bixenstein**, but it's hard to believe.

Margo Pauline Connor's eyes are not brown, they are green. And she will soon be a bride.

Girls you seldom see any more: **Betty Demerle** . . . **Mable Harvey** . . . **Marie Shaw** . . . **Patsy** . . . Why hide away somewhere?

— BUY EXTRA WAR BONDS —

TORRANCE TOPICS

(MECHANICAL DEPARTMENT)



By
Jack Wright

Hello, dear readers (all six of ya'). Did you miss us last month? You did, did you say? Well, now, that's just wonderful. . . . Everyone likes to be missed here-or-there, and we're sorry to have passed up the opportunity to tell you about our Christmas party. Oh, well, maybe we can tell you about our next year's party.

Now that the first paragraph has been bumped through (it's always the hardest), let's look into the "Shops' Crystal Ball" and see what we can see!

NEW FACES: Since our last peek . . . **Harold Schellenger**, **Delcie Skaggs**, **William Morley**, **Florence Stinson**, **David Stinson**, **Nell Sevier**, **Earl Hodson** and **Mary Lee Owen**. Two of these are on hand for a return engagement here at the shops: **Wm. ("Little Caesar") Morley** and **Mary Lee ("Call Me Sweetheart") Owen**. Welcome to our tribe, all of you.

MISSING FACES be **William Payne**, **John Anderson**, **Battista Zanotto** and **William Chapman**, who can tell us about their operations when they return . . . **Barbara Blazek**, who is hospitalized as the result of an argument with auto . . . **Albert Rice**, who is recuperating from an overdose of flu, and **August Fitzgerald**, who has learned the lesson "don't be stickin' your finger in other people's business"—this business being the fan pulley of one of Mr. **White's** pancake motors—result; a very badly mangled thumb.

THIS 'N THAT: **Alma Nixon** celebrated her wedding anniversary Saturday, January 22 . . . **June Tarbit** went her one better, and tacked on

his birthday in addition to his 25th wedding anniversary January 23 . . . then there is **Ralph ("Pencil Stubs") Mohr**, who was telling me about his last batch of home brew he ran off . . . he called it his airplane beer. (Mebbe it made him high, eh Nick.)

COULD IT BE: That Torrance Shops might arouse enough enthusiasm to get up a softball team? I **MEAN & GET IN A LEAGUE PLAY** . . . **Alfred Ghezzi** and some of the boys are trying to stir up the subject by doing a bit of bat and field practice during lunch period . . . It's a bet our P. E. Club would help by donating a ball, or a bat, or a glove or a something if we can show we are serious about this thing . . . Let's get it going, comrades . . . Championship teams have come out Torrance Shops, why not again . . . Y even a prize-winning Brass Band you did have once, right?

EARLY VACATION-EERS: are **Susie Wooster**, **Frank & Victoria Thompson** . . . "Not going places, particularly, but we ARE doing things, definitely," says they . . . Well, now, that's fine, don't you think?

CHANGE-ABOUT, or changed a bit, is what you might say of the day gate-keeper. . . . Haven't you noticed any difference? "Yep, I'm going to live up to my name this New Year," says he, "and be . . . 'Good Deed Fred Maisey' as they usta call me" . . . Not such a tough guy after you learn his innermost temperaments.

Before closing, let us say, if you haven't read that late mystery book, "The Case of the Crowing Rooster," you may get your copy across the street in "Ma" Davis' circulating library . . . and while you are over, try a piece of her delicious epple pie . . . yum-yum.

So long, everybody, and may we say "Won't You Be Our Valentine?"

— STAY ON THE JOB —

January 22, 1944
Los Angeles, Calif.

Dear Friends of the Pacific Electric Railway:

I wish to thank everyone for your wonderful contribution which I gratefully acknowledge.

I have the fine satisfaction that Joe left behind many dear friends that appreciated him and I want to let you know how proud I am that he belonged to such a fine company.

I appreciate your sympathies and thank you again for your kind thoughts.

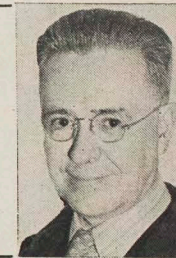
Sincerely,
MRS. JOE HERNANDEZ



THE MORLEY BROTHERS, Bill (left) and Herbert.

TORRANCE TOPICS

(STORE DEPARTMENT)



By
Fred B. Hopkins

Folks, meet the Morley brothers, **Bill** and **Herbert**, both formerly employed at Torrance. At the left, **Bill**, who has been honorably discharged from the U. S. Army and is back at his old job again in the P. E. Shops at Torrance, and at the right, **Herbert**, formerly of the Stores Department personnel and known best to all of us here as "Junior" when he was assistant to **Frank Winterberg** of the Motor Coach section. Last November we had a visit from Herbert, while he was home on furlough from Camp Adair, Oregon, where he is attached to the 91st Infantry Division as Radio Technician of the 91st Signal Corps. Since then we were very happy to receive from him this picture, along with a fine letter in which he paid high tribute to **Frank Winterberg**, with whom he served while here. He also told of a yen to be back here with us once more, but, as there is a much greater job to be done, his first concern is the duty of serving

his country.

On Saturday morning, the 22nd of January, we listened with interest to a radio program over the Columbia Broadcasting Co. in which reference was made to the Infantry at Camp White, Oregon. Said program started off with a song—"What do you do in the Infantry? You march! You march! You march!" and was followed by a report that some statistician had figured the combined mileage that had been traveled by the entire regiment since a given time last year amounted to 356,000 miles. Well, **Frank De Baun**, who used to be here at Torrance as assistant to **Frank Winterberg** in the Motor Coach section, and who was later transferred to Macy Street, is at Camp White, where he is at present undergoing his "boot-training," so we figured that a large part of the 356,000 miles must have been marched by Frank. A letter came from him a couple of weeks ago, and this was the first that anybody had heard since his induction into the Army last fall. Frank said that, in spite of the continual marching and sprinting all day long and day after day, he had put on weight and was now 8 pounds heavier than he was when he entered the service. We were surely glad to hear from Frank and maybe, if he sees this about him, he will send us his picture which we will be glad to print in our next issue.

Remember how, in our December issue, we told of the famous bear hunt as told to us by the **Deacon Ordway**, and which had purportedly taken place in the Torrance Mountains? Well, this story must have been too much for the Deacon, for shortly after its publication he fell victim to the ravages of the flu, and, in consequence, we were deprived of his big-heartedness and charming personality for a stretch of almost three weeks. This means that the rabbits, squirrels and other small game in the Torrance Mountains have been having a holiday, and it would now seem safe to predict that even the ground hog may feel a sufficient sense of security to come out and cast his shadow.

At a recent meeting of the Good Citizens' Committee of the Southwest District of Los Angeles, presided over by the famous "Two-Gun" **Professor Cain**, a vote was taken in favor of allowing **Bette Hay** and her husband, now honorably discharged from the Army, to come to live in their community. As a result you will now find them residing on West 81st Street, where they moved from Redondo Beach the latter part of January.

— BUY EXTRA WAR BONDS —

War Bonds are vitamins for Victory. Buy now.

SIGNAL DEPARTMENT



By
Virginia E. Simmons

We are proud to present **Oren Smith**, Signal Engineer, who has been with the Pacific Electric since 1929.

Mr. Smith was born in Philadelphia, one of a family of six boys. He has a hazy recollection of getting ten cents from a charitable lady for taking a cat to the Humane Society. That was his first earned money.

A prodigious reader, his preference is for economics at the moment. This



SIGNAL ENGINEER
ALBERT OREN SMITH

subject, along with English, were his favorite classes in school. Mr. Smith is a most thorough reader, and even in light reading, underscores any part that he does not understand, then proceeds to look up a definition or explanation. His close associates remark that he retains all that he reads, possessing an amazing memory.

As to music and songs, Mr. Smith quietly states that he prefers anything to **Frank Sinatra**.

The carnation is his favorite flower.

But his real hobby is his small daughter, who will tell you her name is **Diane 'Miff**, and her daddy is Mr. 'Miff!

To really sum up Mr. Smith's personality, we'd like to include his favorite maxim, which reveals the real man. "Oh, God, help me to win, but if in Thine inscrutable wisdom, Thou willest me not to win . . . then make me a good loser."

Statistics? A horrid word! It's even hard to pronounce. But . . . while you're all busy figuring out your income taxes, we'll add a few more figures for your perusal.

Would you believe that 876 trains pass in and out of the Subway Terminal Tower every single day? That means 6,132 trains per week, or 26,280 trains per month. "Down in the hole" is our name for this tower. But we rather like **Jesse Grogan's** terminology "The Midnight Mission," because you're always praying to see the light of day.

Jesse's name for Amoco Tower is appropriate too: "The Bridge of Sighs." His greeting was always "Well, I hope the place holds together until 10:30 (then a sigh of relief at quitting time). Amoco Tower has 727 trains a day, and handles more freight than any other tower on the system. Over 129,000 freight cars were handled through Amoco during the month of December.

Henry Riley, first-trick Towerman, has the heartiest laugh on the four-tracks. He always tells a new man that to graduate from Amoco and get your sheepskin, you must be able to handle three freights rolling at once. That's coming in and out of Butte Street, and one rolling off the Airline. And maybe you think that isn't a thrill! (I know!)

The Sixth & Main Terminal Tower, better known as the Rear Tower, is third on the list with 683 train movements per day. This tower is unique in that it has a spittoon (just like banks). **Jimmy Dullnig**, first-trick Towerman, is practically an institution there. He makes mighty good coffee, too!

If you pick up the telephone receiver, down on the four-tracks, and hear a mild voice say, "This is the Glamour City," you'd be speaking to **Paul Crunk**, first-trick Towerman at Watts Tower. 590 trains pass daily, and 65 levers are operated to keep things moving. The levers have a pistol grip, and after walking up and down all day, pulling them back and forth, you'd scarcely appreciate "Pistol Packin' Mama"! Even so, there are three fire extinguishers hanging on the walls, that demand explanation. **Johnny Huber**, Maintainer, told us the place almost burned down once, but we wonder.

Island Junction, our new tower, has 363 train movements each day. Freight from the Southern Pacific, Union Pacific, and Santa Fe roads

account for 46 of them. Incidentally, a beautiful new oil heater has been installed there, so no more cold nights for **Charlotte Collin**.

Man failures or apparatus failures in any of the towers are reported immediately by train crews to proper officials. The signals and interlocking plants on the system must, insofar as is possible, be kept free from trouble for avoidance of delays.

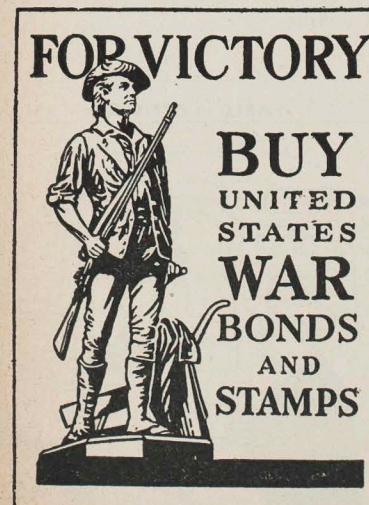
One thing these figures prove. If you miss your train, there's bound to be another one, by and by.

In passing . . . Three new employees have been added to our rosters: **L. N. Sauber**, Signalman; **Angelo Dascenzo**, Helper; and **Lloyd H. Martin**, Towerman. Messrs. **Roy Oakley**, **Woodrow Lewis**, and **Cecil Martin**, Signalmen, all in military service, recently paid the office a visit. **Bert Evans**, Leader, has been in the east. We all extend our sympathy to his family over the recent death of his mother.

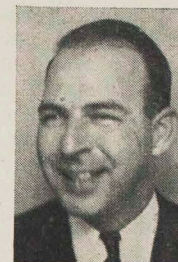
A "bug" is not something you spray with Black Leaf 40, but may be either a Hayes derail or an impedance bond. Can you answer this one . . . "Who is the 'Dream Boy' on the four-tracks?"

Washington and Lincoln aren't the only birthdates celebrated in February. We extend felicitations to Signal employes **John Metz**, **Arthur Gilbert**, **Frank Edmonson**, **Milton Stoll**, **Tom Silva**, **James McAllister**, **James Haley**, **Roy Long** and to **Walter Stratman**, Signal Foreman, who was born on February 29! We wonder what he does the in-between years? We also send greetings to Towermen **Earl Wallich**, **Cecil Kirby**, **P. J. Baker**, **Chris Johnson**, **Max Schuring**, **Tom Ambos**, **Lee Baker**, **Hugh Williams** (in military service) and the Misses **Virginia Simmons**, **Dorothy Greene**, and **Charlotte Collin**.

Vacations are in swing again. Those who recently enjoyed them are **Jesse Grogan**, **Chris Johnson**, **Earl Wallich**, **Mateo Flores** and **Wesley Scranton**.



FREIGHT STATIONS AND YARDS



By
Arden Nasher

Youse guys and gals who took delight in telling us that the word "local" in last month's column didn't make good sense, did one thing that was appreciated by ye scribe, anyhow; convinced him that somebody does read these poor efforts occasionally. Incidentally, the original MS reads "LCL" and someone further along the line evidently thought we left out a couple of letters.

In any case, you station folks should feel very kindly toward Ye Ed, as he gave us more than our quota of space in honor of the fact that we had news about a part of the organization seldom heard from. You might keep up the good work, and send us anything that would make interesting reading.

Last month we mentioned that the dope from Agent **Ernie Donaldson** at El Segundo failed to make deadline. Too bad, as there was a lot of good stuff in it. This station is handling about 3500 loads per month (try and beat that), and a just completed \$3,000,000 rubber plant should help us all to get tires some of these days. They carry close to a half-million dollars worth of business on their accounts receivable. The office force consists of **Ray Kraft**, **Jim Scott** and **Earl Wells** at the Yard office, while **Ernie** himself, **Elsie Swanson** (from Minneapolis), and **Al Hough** are at the Station. **Ernie** says if all the Swede girls are as good as **Elsie** from Elsey, he'll take more of them.

We have a note from **Dave Newman** at Butte Street, telling us that **Nate Tatilman**, former Yard Clerk at State Street, and **H. R. Scott**, Per Diem Clerk at Butte Street, now in the Navy, both went to the Naval Training Camp at San Diego, and should be good company. The gang gave them each a silver name-bracelet as a going-away present.

James V. Meuse is now Yardmaster's Clerk at Butte Street. He has had 23 years of service on the Boston & Maine, and they say he gets awfully homesick when he sees a "B & M" car go by.

Roy Bressie, Yardmaster at State

Street, is probably wondering about the "purloined letter." He received a very long and interesting letter from **Harry Holt** last week, and when the writer happened into the State Street Yard Office that day, they gave it to him to read. Absent-mindedly placing it in his pocket, he has been carrying it around ever since. **Harry** says they are ready to take off for foreign parts unknown at a minute's notice, and in the meantime he felt right at home, as they were having an old-fashioned California rainstorm that made a quagmire of the parade grounds and caused the surrounding fields to look like lakes. The other members of his outfit wondered if he brought the California liquid sunshine with him.

Afraid we have been a bit lax in noting that **Jack Baume** is now an Express Handler de luxe, working for Agent **Woosley** at 6th & L. A. Streets. **Jack** likes to see his name in print, and asked us to let his friends all know where he was a couple of months ago, but we just naturally slipped up. Cheer up, **Jack**, they know it now, and better late than never.

Seen here and there: **Harry Snyder**, our old friend of El Segundo, working a braking job in State Street and looking fat and happy; "**Molly Dolly**," former Messenger in Chief Clerk **Jackson's** office at Butte Street, (and speaking of messengers, we've just seen a gorgeous new blonde driving the Ford—wonder if she's got a phone number); **A. J. ("Eddie") Charland**, working a tramp job, in 8th Street; **D. W. Shelby**, back from an involuntary layoff, at Long Beach; "**Sambo**" **Sung Kook Whang**, cleaning up the yard at 8th Street after "**Shorty**" **Wamsley's** crew had finished feeding the cats. We also talked to "**Tiny**" **Harper** at home the other day, and he tells us that the Medical Department has his leg bolted together and he manages to hobble around pretty well, thought it will be some time until he returns to work. We're all pulling for you, **Tiny**.

If any of you folks are having trouble finding a place to eat, see **Milo Seiglar** in Mr. **Whiteside's** office. **Milo** has a lot of places spotted, and he knows just where to eat and what to order every day. Prominent on the list is the **P. E. Restaurant** at the back of the lobby at 6th and Main. He says if you order roast beef on Wednesday you'll be delighted.

Our friend **Don Houston** is knocking off about a hundred words a minute on the next machine, so we'll give up in confusion, for this time.

— BUY EXTRA WAR BONDS —

Over 8,500,000 hunting licenses were purchased by American sportsmen in the 1941-42 season at a cost of nearly \$14,000,000; they paid an additional \$1,500,000 for federal duck stamps.

TRANSPORTATION DEPARTMENT



By
Suzanne M. Jacquemin

So this is February. Month of valentines and such, and, girls, it is LEAP YEAR.

The Government Movie we saw in the auditorium of the Pacific Electric certainly should have opened our eyes.

Eleanor Lifur has a new pair of earrings, and was called by her boss a "bird in a gilded cage"—and here I thought she worked in the "Pent House!" . . . Dorothy Hill has the following to say about the PERYCO: "After hearing my parents and their friends talk about how fine the Pacific Electric Railway Company was to work for, I decided to apply for a position. I applied and was employed as an Account Clerk. I enjoy my work very much and hope to continue being an employe of the "big family" for a long time." . . . Betty Hoefener has but definitely started a new hair style; she calls her hair pins yellow plastic, but confidentially they are nothing but good old graphite and wood pencils.

New employes for this month are Ruth Johnson, Personnel; Joan Appleton, Schedule Bureau; Betty Patterson, Instruction Department; and Gladys Clay. . . . We have two leaves of absence, namely Jean Strickland and Viola Cable. . . . June Bates, of the Trainmasters' Office, has left us for New York City, and Peggy Thompson now works for the Telephone Company.

Lucy Paige contributes the following item for our column: Our own Jeannie Everson has been ousted from her living quarters. No, it's not what you think. Her landlady's granddaughter contracted the chicken pox and poor Jeannie was either locked in (quarantined) or locked out. She chose the latter and had her clothes thrown out the second story window, (elopement style), and went to camp with her parents, who have recently established residence here in a "pill-box."



SON OF TRAINMASTER—*Second Lieutenant Lawrence M. ("Larry") Jones, 4th Ferrying Group, Municipal Airport, Memphis, Tennessee, is the son of B. G. Jones, Trainmaster for Northern and Southern Districts.*

In honor of Lauretta Siegfried's birthday on January 14, and her forthcoming marriage to a doctor in Salt Lake City, Utah, a dinner party was given at "Bit of Sweden." Those in attendance were Jeanette Everson,

Betty Hoefener, Elsie Unger, Irene Norquist and Lucille Paige. A luncheon was also given Lauretta on January 26, before she left the P.E. for Salt Lake.

Mr. L. J. McGrath has now been assigned Head of Train Dispatchers and has turned some additional schedule work over to our very capable Mr. L. S. Jones. . . . We found out why Charlie P. ("Poopsie") Hill has been looking so worried lately. Not only his girl-friend, but also Lillian Olson, Kay Morrow and Joe Henry have been "out" with the flu, but then, who hasn't? . . . Eva Mae Ashley really has a grey hair—her boy friend, Shelly Hall, has left for overseas. . . . My, how Paul E. Durbin does get around! Saw his picture in the S. P. Magazine for January on page 27; look for yourself if you don't believe it.

The youngest son of Supervisor H. A. Bates, 2nd Lt. Wallace E. Bates, U. S. Army Air Corps, paid the Trainmaster's Office a short visit while on leave. Lt. Bates received his wings at Williams Field, Arizona, and will be stationed at Van Nuys Air Base for the present. Supervisor Bates also has another son serving Uncle Sam.

Well, don't look now folks, but this is all the news I have for this month.

— STAY ON THE JOB —

MOTOR TRANSIT DISTRICT

By Ruth Fisher

Operator James Marlo, as you can see by the picture, was very much perturbed when an Officer gave him a ticket. Operator Bowman happened to see the incident and drew the cartoon and sent it to me. After talking to Marlo, learned that the sweating should have shown on the Officer's face, because Marlo got out of it without a fine.



OCEAN PARK CAR HOUSE & BUS LOT

By
C. H. Croninger



Operator Pletcher missed out one morning. He was slightly misinformed. . . . Someone told him that the Whittier Terminal burned down. . . . Hear-say, of course. It happened to be the San Bernardino Terminal but it didn't burn down.

Donna Jean Austin arrived on October 13 at 9:21 p.m. Mr. and Mrs. W. P. Austin are the proud parents.

At 5 a.m., November 3, Mr. and Mrs. Sam Adams welcomed Samuel Rodney Adams. He, like his brother, looks like his Dad!

R. G. Gibson visited us last week. He used to be a Ticket Agent at Whittier. He can be reached at:

R. G. Gibson
Military Police 336
Prisoner War Camp
Ogden, Utah

To those who know George Shively the following V-mail letter will be of interest:

Honolulu, Hawaii
Nov. 16, 1943

Hello Ruth and all the gang:

Take notice of the place I now am. It is really a vacation land. Believe me, this is one place where a person could really enjoy life. The climate is just perfect, in my estimation. The only drawback is the mosquitoes; they are really dive bombers. We sleep under nets at night and take a hammer to bed with us. If their bills come thru the net we use the hammer to bend them over and kill the mosquitoes the next morning.

Had a grand boat ride coming over. We had a wonderful ship and the sea was never very rough. Did not get seasick so enjoyed it immensely.

When you get in the WAVES come on over and we will go swimming on the beach at Waikiki.

Tell Uncle Walter and the others hello for me, and when you get your dogs all straightened up drop a line. Tell the rest to do so if they can.

Aloha,
GEO. SHIVELY
G. A. Shively, MM 2/c
99 U.S.N.C.B. Co. D-3
c/o Fleet P. O.
S. F., Calif.

Minnette E. Johnson is our new Clerk in the Dog House, and we hope that she will stay with us for a long time, on-account-of-because—we like her!

— FINISH THE JOB —

Two little rabbits were being chased by a pack of wolves. One little rabbit turned to the other and said, "How 'bout you and me stopping a minute and outnumbering 'em?"

Any of the boys with a bit of news, or who know of some incident that occurs during their tour of duty that would be of interest to the other boys, let me know, and I'll write it up. Also, if anyone has a brother, sister, father, mother, grandmother or grandpappy in the service and would like his relative's picture in the P. E. Magazine, let me have the picture. It will be returned as soon as it is published.

Murl E. Timm, who used to conduct on the V S L, and was considered quite a good Conductor, was in visit-



ROBERT J. BOARDMAN

ing the gang the middle of last month, showing off his Navy blues, and the stripes of an Electrical Machinist's Mate, 1st Class.

Here is the new address of O. T. Peak: Co. B-1, Hut 19, United States Naval Construction Battalion, Detachment 1007, Fleet P. O., San Francisco.

Robert J. Boardman enlisted in the U. S. Naval Reserve September 29, 1943 and received his boot training at the U. S. Navy Base in San Diego. He is now stationed at Gunnery School at the Great Lakes Training Station, just north of the windy city,

Chicago. Robert is 18 years old. He and his brother Ray were both students at Venice High.

His older brother, Ray, enlisted in the Army in September, 1941. Ray was stationed at Pearl Harbor at the time of the Jap sneak attack. In 1943 he was transferred to Australia, where he is serving under General Douglas MacArthur. Ray is 21 years old, 6 feet 3 inches tall, and weighs 200 pounds. In a recent letter to his parents, Mr. and Mrs. Daken Boardman, he gives great praise to the Australian people, who feel that there is nothing too good for the American boys.

— BUY EXTRA WAR BONDS —

Eddie Giffin Writes Long Beach Trainmen From Honolulu

When Conductor (South) Eddie C. Giffin took a 30-day leave of absence during September, 1940, to go on maneuvers with the National Guard, he wound up by going over to Honolulu with the first shipload of Coast Guardsmen to help protect Pearl Harbor, and has been there ever since. Soon after he arrived, however, he was borrowed from the Coast Guard as a mechanic by the Oahu Railway and Land Company, in which capacity he remains today. He is, of course, on military leave from Pacific Electric.

He writes A. W. Ross, one of his associates out of Long Beach Terminal, as follows:

c/o Oahu Railway and Land Company
Honolulu I, T. H.
December 12, 1943

Mr. A. W. Ross
549 Rhea Street
Long Beach 6, California
Dear Mr. Ross:

Gosh, what a grand welcome it was to have a Christmas card from you and the grand bunch of men at the Long Beach Terminal. I can't express myself as I'd like to in thanking you for such a card. Really it brought back many a happy memory of when I worked with some of you men. Yes, and for you men that I've not met, it will be a pleasure to meet you. I know that some of you get sore at times about how the job there goes. Well, I've had things happen to me. (P.S.: Ask some of the old timers around there. I used to be in the Trainmaster's office for demerits all the time) . . .

Some of you new fellows may think it's a hard problem to get along with the passengers. . . . Any time you get stuck on a question of what to do and you need some advice, why, ask one of the old-timers there at the Long Beach Terminal and I'm sure he'll show you the best way. . . .

It's 'way past blackout, so I'd better close. Many thanks for the lovely card and I sure do appreciate it. Hope some day that I'll be able to return to the States and work with the swell old gang and all of you new fellows. It'll be a pleasure to work with men like you.

Wishing you all a very merry Christmas and a very happy New Year.

Sincerely aloha,

EDDIE C. GIFFIN (1344)

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.

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MISTRESS OF CEREMONIES at January 24 celebration on Los Angeles City Hall steps of 981st anniversary of the independence of the Duchy of Luxembourg was our own Suzanne M. Jacquemin, who writes the column for the Transportation Department. The 48th birthday of the Grand Duchess Charlotte was also celebrated. At the speaker's stand are Suzanne and Sylvan Robert, representative of the Free French, operatic star, and vice president of the France Forever Club. Seated at left is Los Angeles' Deputy Mayor, Orville Caldwell. Seated at extreme right is Suzanne's mother, Mrs. Adele Jacquemin.

Luxembourg Ceremony Emceed by P. E. Girl

Miss Suzanne M. Jacquemin of the Trainmaster's Office was mistress of ceremonies when her native land, Luxembourg, the smallest of the United Nations but one of Europe's oldest states, celebrated the 981st anniversary of its independence and the 48th birthday of the Grand Duchess Charlotte January 24, 1944, on the steps of the City Hall at 11:30 a.m.

Suzanne opened the ceremonies in grand style by raising Luxembourg's tri-color of red, white and sky-blue to float proudly from the south flag mast on the Spring Street steps of the City Hall till sundown.

After giving a brief historical sketch of the country, she introduced the various guest speakers. Deputy Mayor Orville Caldwell represented the City of Los Angeles, reading a telegram from Oklahoma City sent by our Mayor Bowron. Federal Judge J. F. T. O'Connor and Dr. Charles Winsel, dean of the consular corps, gave short addresses. Suzanne's father, Mr.

Eugene V. Jacquemin, director of the Luxembourg Relief Society, spoke in behalf of the Fourth War Loan. George Spilenaar of the United Nations Committee and many other distinguished visitors were present.

In closing the celebration, Suzanne eulogized all freedom-loving nations.

— FINISH THE JOB —

PASADENA DISTRICT



By
Herb Morin

Conductor **Louis Taylor** has been off sick for almost a month. He's an old-timer with more than 20 years of service, and we hope to see him back soon.

Our official amateur photographer, **Tommy Montgomery**, has been called to the army. It is reported that he was married and spent a honeymoon in Frisco. Best of luck to the bride and groom!

Chief Gunner's Mate **Bill Richards** was home on a two-day leave. He is looking fine.

A letter has been received from Electrician's Mate 2/c **Ralph Ellison**. We were

glad to hear that he is O.K. We have never had a photo of Ralph for the Magazine. How about it, Ralph? Do we get one? Glad you enjoy the Magazine. Continued good luck to you, and we hope you get home soon.

Harold Stewart, formerly of the Research Bureau, has transferred to Conductor, and is working out of Pasadena. We're glad to have you with us, and hope you like it here.

Ole Olafson has bid in a Fireman job at State Street. He loves the smell of the smoke and steam those freight engines put out, I guess.

We are accumulating a surplus of fuses in Pasadena since **R. F. Slocum** has taken a Watts run.

Conductor **Dick Nywening** is proud of his nephew, **Richard Barwegen**, of Purdue University, who played left guard in the East-West game at San Francisco January 1. (The game ended in a 13-13 tie.)

This month we welcomed back from Pasadena City Lines Conductor **O. A. Margeson** and Motorman **R. F. Steele**. Glad you've come back, fellows.

— FINISH THE JOB —

Motorman's Son Writes From Jap Prison Camp

On December 27, Ocean Park Motorman **Dewey Tucker** and Mrs. Tucker received a card from their son, **William Edward Tucker**, Musician 2nd Class, U. S. Navy. Billy was writing from a Japanese prison camp at Moulmein, Burma, reporting that his health was good and he was uninjured, and that he wanted to know about his family and friends. What that card meant to his family can be realized when his story is told.

In 1940, at the age of 18, Billy left University High School in his senior year to join the Navy. He served on the battleship *Oklahoma* (later damaged at Pearl Harbor), and in August, 1941 he was assigned to a cruiser. In the spring of 1942 his ship was



TOMMY MONTGOMERY

sunk in action off the island of Java and his parents were notified by the Navy Department that "Your son . . . is missing following action in the performance of his duty and in the service of his country." Then, after many long, silent months came this little printed card, with its glad messages checked off and signed by Billy himself.

— STAY ON THE JOB —

Drive Right!

Many motorists, who are stopped by police officers for their "road hog" tactics of driving in the center of the street, counter with the remark,

"But Officer, I was driving at the top maximum speed and no one could pass me and still be driving at a legal limit."

The Los Angeles Police Department advises these drivers that the California Vehicle Code requires all motorists to "drive as close as practicable to the right-hand curb or edge of the roadway except when passing another vehicle or preparing to make a left-hand turn."

— BOOST YOUR BOND BUYING —

Sailor Son of Driver Home On Short Leave

Some thrilling stories of his war experiences were told by **William Arnold Laughlin**, 19, Seaman 2c, U. S. N., when he spent a few days on leave with his parents. He is the son of **Arnold Laughlin**, Motor Coach Operator for the past 20 years. The young sailor was in fine health and seemingly none the worse for his experiences.

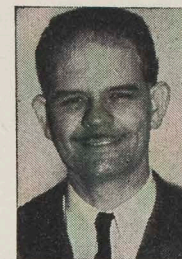
He has returned to an unannounced destination.

Laughlin's young brother, also in the Navy, has also recently departed for parts unknown.

W. A. LAUGHLIN



WEST HOLLYWOOD DISTRICT



By
G. R. Stevens

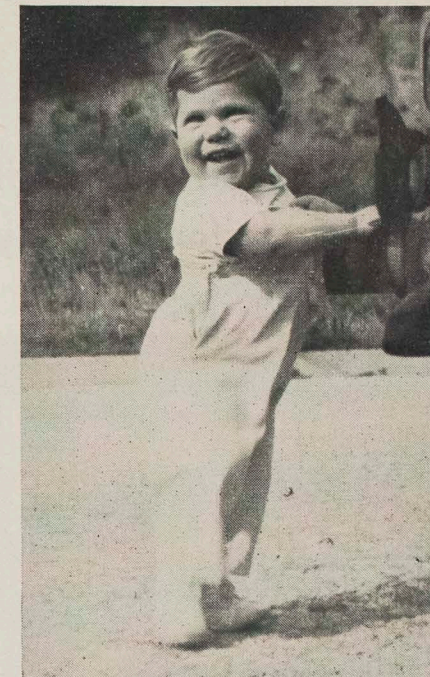
On the evening of January 17, 1944, John Marshall Lodge No. 636 F & A M of West Hollywood held its installation of officers. **August E. Einert** was installed as Worshipful Master. A nice crowd turned out and enjoyed the fine program and refreshments. John Marshall is a growing concern and many of the members are Pacific Electric employees. Also installed, connected with the Pacific Electric, were **Tom Slack**, Senior Deacon; **Mervin Davison**, Senior Steward; and **James E. Garner**, Past Master, as Tyler. August E. Einert gave a nice talk on Masonry in general, and what it is doing to help win the war. Gus and his wife, **Bessie**, are sure going to be a busy couple this year, as Bessie is the Matron of the Holly Vista Chapter, Order of the Eastern Star.

Latest reports are that Motorman **Jess Harp** is out of the hospital and confined to his home, where he will be for some time.

Former Conductor **J. T. Johnston** is our new Train Service Instructor on the West District.

Motorman **F. I. Sweatt** recently visited his son, **Fred Sweatt, Jr.** for two weeks at a United States Army Camp in Arizona.

Congratulations! Motorman **Glenn Hale, Sr.** is a proud grandfather again. A baby girl, **Sharon Rae Row-**



J. D. ("DONNIE") JOHNSTON, 11 months old, 26 pounds, is the son of J. T. and Mary E. Johnston. J. T. is the new Train Service Instructor on the West.

land, weight 7 pounds, 9 ounces, was born on December 9, 1943 to his daughter, Mrs. Patricia Rowland, at the new Navy Hospital at San Diego.

Latest reports on our boys now at the war front: Motorman **Frank Cummings**, U. S. Navy, was last reported stationed in England. Motorman **Toliver**, U. S. Army, also is stationed in England. Motorman **M. L. Stiles**, U. S. Army, is reported stationed in New Guinea. Good luck to these boys is the wish of this column, and of all their friends of P. E.

Good news! We are a little late with this happy event, but better late

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WHAT EXCUSE

Can You Write This Fellow
for Not Buying Bonds?



than never, when good news like this is discovered. A baby girl, named Emma Frances Parker, was born at the Hollywood Hospital on October 21, 1943. The proud parents are Motorman and Mrs. F. J. Parker.

Mrs. Jack Wright, our West Hollywood day cashier, and her husband, Jack Wright, celebrated their sixteenth wedding anniversary on December 31, 1943. Congratulations to the happy couple.

More news about our boys in the service: Motorman Johnny Cranford of West Hollywood was inducted into the U. S. Army and is now stationed at Fort MacArthur. Johnny says to say hello to the boys, and reports everything is fine. Good luck, Johnny.

Sorry to report that Conductor L. A. Kennedy's son-in-law passed away recently in Marshalltown, Iowa.

Motorman Harry Watson was off sick 21 days with the flu, but is now back on the job.

A lot of us will be glad to learn that Charles Mullins is back in West Hollywood again, after a long sick leave.

M. Jardell is our new Subway Station Depot Master. A. J. Falco, who came to West Hollywood from the South District, is now transferring to Hill Street.

The Fourth War Loan Drive is under way. It is called the greatest offensive yet . . . — buying more War Bonds to win the war. They will come in mighty handy after the war is over. So, for the future of the good old U.S.A. and for our own future, let's buy War Bonds.

An old lady, who was about to die, told her niece to bury her in her black silk dress, but to cut the back out and make herself a dress.

"Oh, Aunt Mary," said the niece, "I don't want to do that. When you and Uncle Charlie walk up the golden stairs, I don't want people to see you without any back in your dress."

To which the old lady replied: "They won't be looking at me. I buried your Uncle Charlie without his pants."

"This letter says my dachshund died."

"What happened?"

"He met his end going around a tree."

Army Doctor—"Have you any physical defects?"

Selectee—"Yes, sir. No guts."

Woman (in a crowded car, to her friend): "I wish that good-looking man would give me his seat."

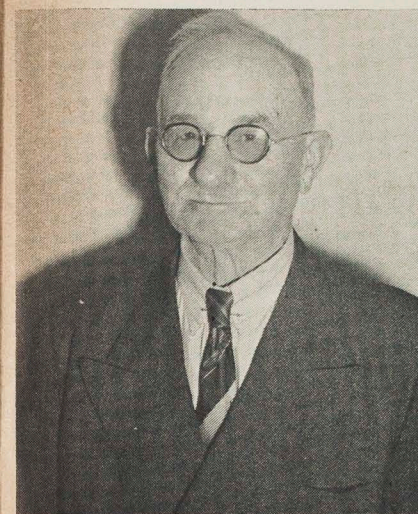
Five men got up.

Bill—Love's certainly grand. My feet are on the ground, but my head's in the clouds.

Tom—You'd better pull yourself together.

Teacher, answering phone: "You say Johnny Jones has a bad cold and cannot come to school? Who is this speaking?"

Voice, in a harsh tone: "This is my father."



HARVEY LESLIE CLARK, 75, Motorman, L. A. P. E., 1895-1904, ran the first car through the shed at North Raymond and Fair Oaks, Pasadena; also saw the first house built in the desert of cactus and rattlesnakes now known as Hollywood. He says that in those days he averaged \$61.40 a month for two years, with a wife and two children to support. For 37 years a resident of Salem, Oregon, he is here on a visit and is staying at the Marengo Hotel, Pasadena. He wanted some California sunshine.

There was a pile of stones in the road with a lamp on the top of it. An old fellow was in charge.

"What's this lamp for?"

"So motorists can see the pile of stones."

"But what's the pile of stones for?"

"To put the lamp on, of course."

Willy—Ouch, I bumped my crazy bone.

Silly—Just part your hair on the other side and it will never show.

JUDGE JINGLE SEZ

"Last Tuesday a farmer named Sutter
Appeared in my court with his daughter;
She drove through a crosswalk
Without making her hoss-walk;
Sentence—ten days or ten pounds of butter!"

Don—How did you make out in the pie-eating contest?

Hal—Not so good. Bill come in first and I came in sickened.

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Two babies in adjacent beds in the hospital. Said one to the other, "I'm a girl—what are you?"

"I'm a boy."

"But you look like a girl," she countered.

"I'm a boy—I'll show you when the nurse leaves."

Finally they were alone. He shyly lifted the covers. "See," he said, "blue booties."

A Mississippi negro visiting Memphis had the misfortune to run a red light and be stopped by a policeman. He readily admitted his guilt, but added the explanation, "Boss, I seen the white folks pass when de light was green, and I thought de red light wus for us niggers."

First Old Maid: "Do you always look under the bed?"

Second Old Maid: "Always."

First: "Ever find anything?"

Second: "Only in old-fashioned hotels."

A certain country minister posted this notice on the church door: "Brother Smith departed for heaven at 4:30 a.m."

The next day he found written below:

"Heaven, 9 a.m. Smith not in yet. Great anxiety."

The novice of trout fishing had hooked a very small trout, and had wound it 'till it was rammed against the end of the rod.

Pupil: "What do I do now?"

Instructor: "Climb up the rod and stab it."

He took her gently in his arms
And pressed her to his breast;
The lovely color left her face
And lodged on his full dress.

A man called at the minister's home looking as though he had something on his mind.

"I just came to ask you," he said, "whether it is right for any person to profit by the mistakes of other people?"

"Most certainly not," replied the minister.

His caller brightened, and held out his right hand. "Then, if that's the case," he said, "perhaps you'd like to return the ten dollars I gave you last October for marrying me!"

Give a man enough rope and he'll get most of the camping equipment tied on the car.

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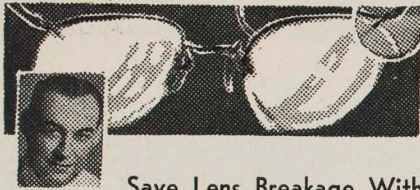
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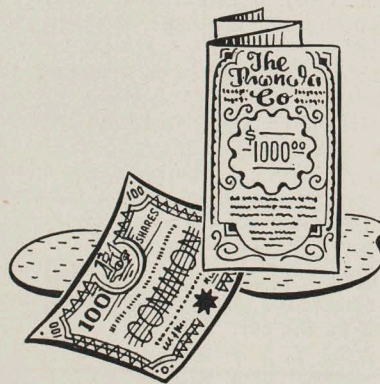
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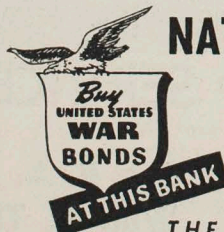


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