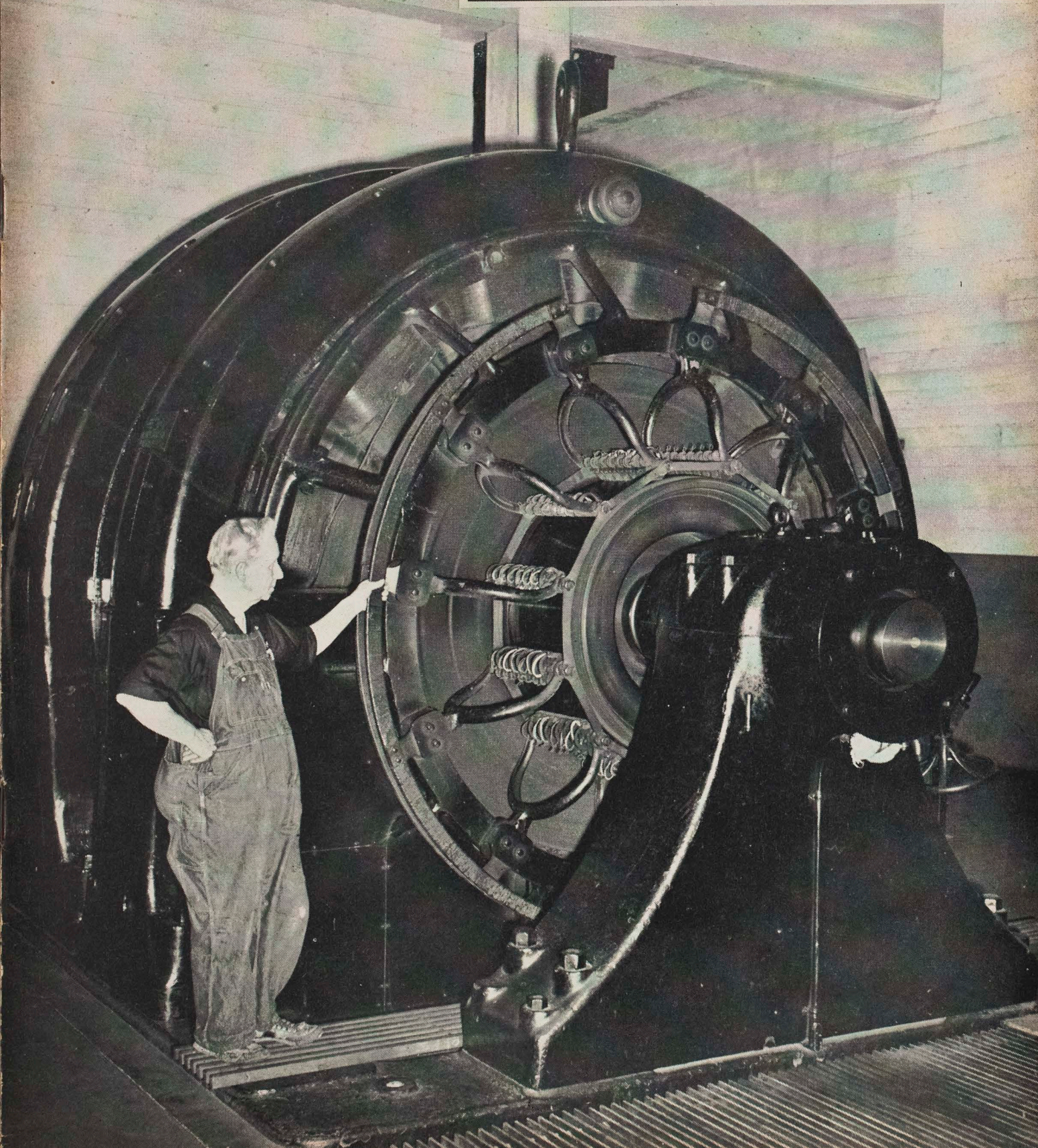


January 1944
PACIFIC ELECTRIC
Magazine



...and WE talk about sacrifice



HONOR ROLL

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

ACCOUNTING DEPARTMENT

Willifred A. Lux

ENGINEERING DEPARTMENT

Clifford A. McKenney

MECHANICAL DEPARTMENT

Cecil H. Chavers

PURCHASING DEPARTMENT

Edward C. Wurm

TRANSPORTATION DEPARTMENT

R. G. Ambrose

Roy R. Gath

John C. Bigler

Bernard E. Myers

Cecil C. Burns

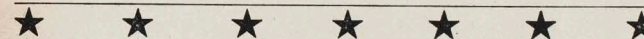
Roberta O'Neill

Robert V. Stansbury

REPORTED RETURNED FROM SERVICE

ENGINEERING DEPARTMENT: Oliver B. Chambers.
MECHANICAL DEPARTMENT: Lionel G. Dupuy, Melvin L. Sampson. TRANSPORTATION DEPARTMENT: John H. O'Neil, Gerald D. Tripp.

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



Sacrifice Can Lose a War, Too!

During the Christmas holidays, people with swollen wallets crowded the streets of downtown Los Angeles as never before, fired with the praiseworthy purpose of making others happy by buying them extra nice gifts this year.

Did you see them, jamming their way through the aisles of the stores, willingly paying for things they didn't really care for—things they later realized the recipients might not really want when the gifts were unwrapped? Such people were making a sacrifice.

Did you hear people telling behind their hand, with a furtive grin, about the "good stuff" they got on the black market? They were making a sacrifice.

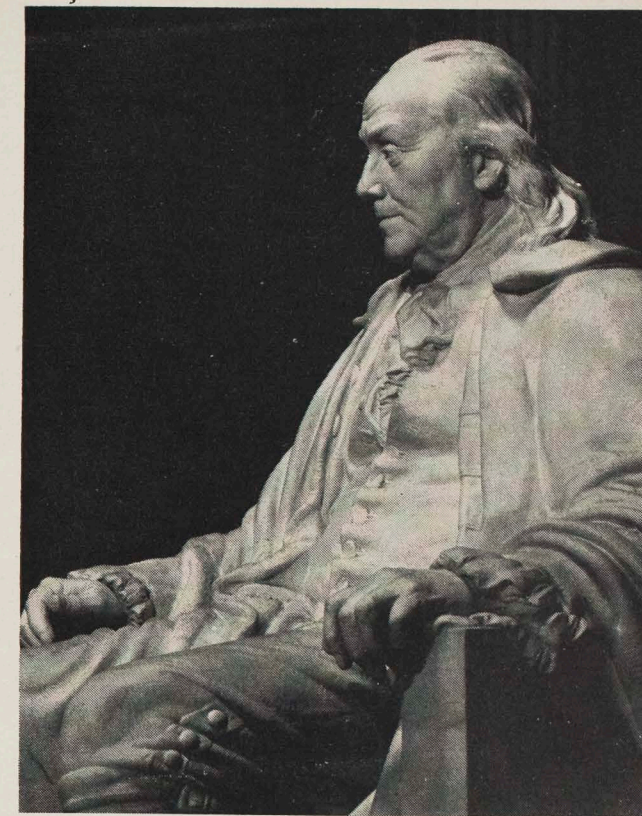
A sacrifice of what?—At least three things:

1. Their country's resources; for every bit of goods purchased for civilian use means that much less material, that much less manufacturing time, that much less shipping space, for needed military production.

2. Their post-war security; for they will have just that much less money when the war is over to help themselves and their families through the trying period of reconstruction; and they will have the unpleasant memory, too, that they wasted money needed for war purposes.

3. Some man or woman, or men and women, on the fighting fronts who might have been spared had their lives been a little better protected by means of a little more equipment which could not be manufactured because somebody wanted to buy a Christmas present.

That's the sort of sacrifice that can lose a war.



BENJAMIN FRANKLIN, first great American, born January 17, 1706:

"Friends and neighbors, the taxes are indeed very heavy, and if those laid on by the government were the only ones we had to pay, we might the more easily discharge them; but we have many others, and much more grievous to some of us. We are taxed twice as much by our idleness, three times as much by our pride, and four times as much by our folly.

(The Way to Wealth)

But many of those same people you saw in the stores, through some sort of twisted, inverted thinking—or perhaps by failure to think at all—didn't realize that they were making that kind of sacrifice. They thought that sacrifice consisted in buying War Bonds! Strange, isn't it? Yet most of them are people who can think pretty straight when their own wants and likes aren't influencing their minds.

In sane moments they realize perfectly well that by investing in War Bonds they can put wasted dollars to work at winning the war; and, when the war is won, get the money back—with interest! They even appreciate the fact, when they think of it, that having War Bonds to cash after the war is going to make for their security. It isn't necessary, most of the time, to point out to them how rarely self-interest and the meeting of a patriotic obligation so neatly dovetail into each other.

But right now, at the beginning of this Fourth War Loan Drive, is the time to remind such people—as well as yourself, perhaps—that they're looking out for Number One when they plan for the future by backing the attack with more War Bonds.

Let's forget sacrifice for awhile and think more of self-interest.

Buy WAR BONDS

FOURTH WAR LOAN DRIVE . . . JANUARY 18 - FEBRUARY 15

POWER!

Pacific Electric's Electrical Division Is Doing A Superb Job of Maintaining An Electric Power Supply Adequate to Meet the Demands of Almost Doubled Freight and Passenger Service

IF a 60-watt electric light—an average-sized light in the modern home—had been switched on seven years after the Norman Conquest of 1066 and had been burning ever since, it would have used up in those 868 years the amount of electricity consumed by the Pacific Electric Railway System in one day. Or, to put it another way, if the average family of three burns 100 kilowatt hours of current monthly, the amount of electricity used by Pacific Electric in a like period of time would provide light and power for a city of 140,000 families. Or, again, if you find it easier to visualize power in terms of horses, the 467,000 kilowatt hours used by the company in one day do as much work as could be done by 622,000 horses in the same period of time.

In terms of electric power consumed, the company for which you work is one of the largest in the United States. In 1934 it was the tenth largest consumer; the building of huge factories since the war began has lowered this ranking but still not altered the fact that Pacific Electric, the longest electric railway in the country, is also one of the largest users of power, the annual cost of which runs to more than a million dollars.

Edison Power

This electric power is purchased from the Southern California Edison Company, one of the largest producers in the country, as is evidenced by the fact that Edison generates power in sufficient quantity to furnish it not only to Pacific Electric, but also to many cities and factories of the Southland.

The power furnished Pacific Electric is a 15,000-volt, three-phase alternating current which is delivered by Edison at 13 points scattered over the system. From the delivery meters the current is carried over 314 miles of P. E. 15,000-volt transmission lines to 51 substations, where it is reduced in voltage and transformed from alternating to direct current at 600 and 1200 volts for distribution over the 457 miles of feeders and 850 miles of trolley wire.

Electrical Engineers

The man who is generally responsible for the distribution of this power supply, for the construction, operation, and maintenance of substations, and for the installation and mainten-

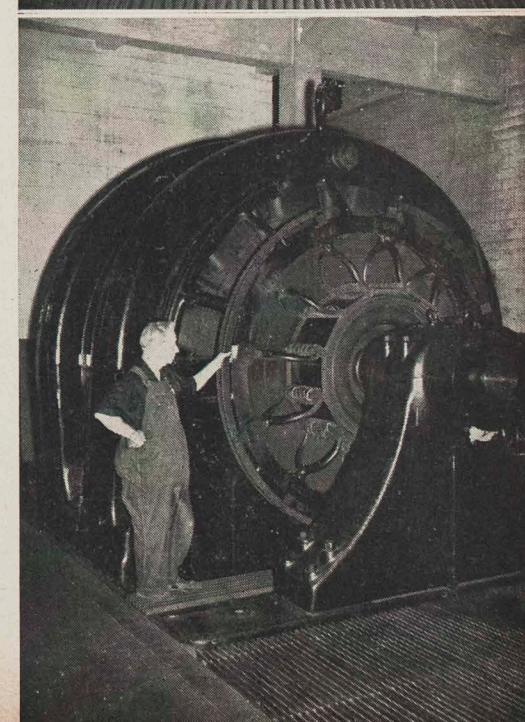
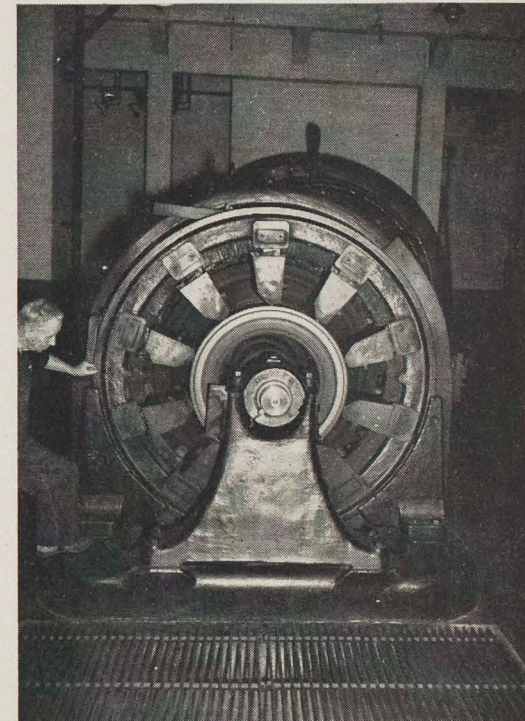
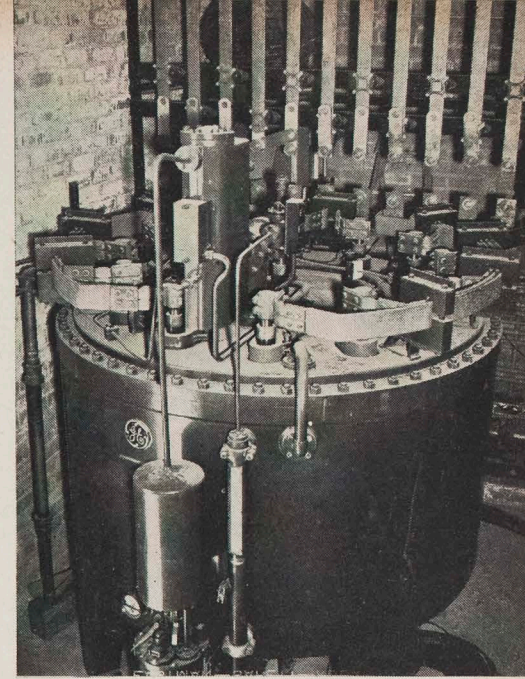
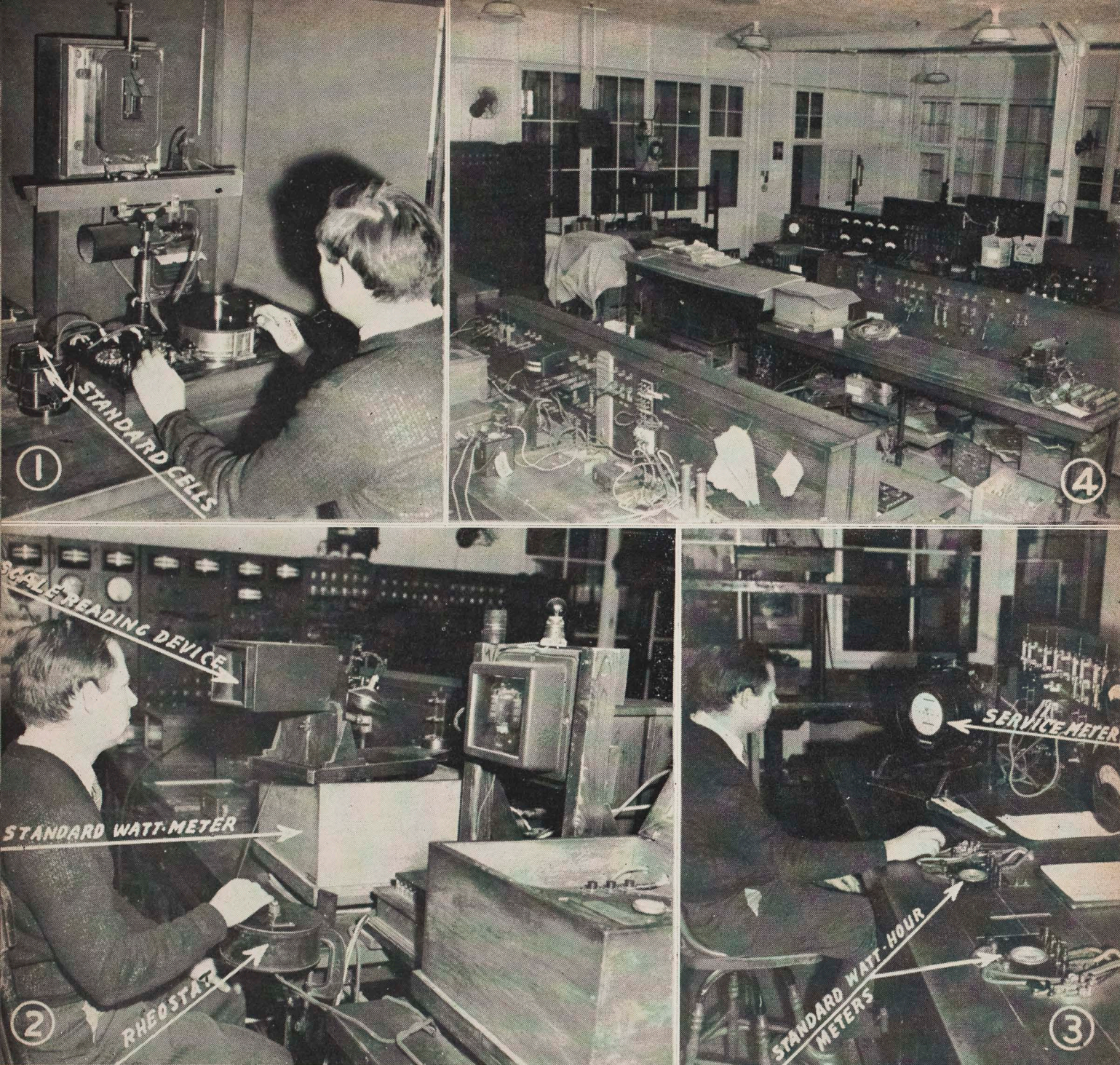
ance of light and power supplies in buildings belonging to Pacific Electric, is Electrical Engineer Julian Adams, head of the Electrical Division of the Engineering Department. Assisting him is R. H. Duguid, who is in charge of the Staff Engineers, including C. F. Quirnbach, P. G. Krick, and F. M. Sullivan. Mr. Duguid and his staff are responsible for all electrical engineering investigations, special tests of equipment, car tests, electrolysis tests, and the testing of all substation and locomotive meters. They make all tests with the Southern California Edison Company and the Los Angeles Railway on power metering. Power reports and bills are also their concern. Mr. Adams and his engineers make it part of their job to keep abreast of all current developments in electricity and its application; for, by and large, new ideas and new applications of principles mean economy and improved efficiency for Pacific Electric.

Additions Since War

When the war broke out, a program of scrapping old substation equipment and substituting modern devices was well under way. Pacific Electric was then in the process of installing—at Ocean Park, West Hollywood, Ivanhoe, and San Pedro—four automatic substation equipments acquired from the Northwestern Pacific Company.

With the advent of war, however, it became apparent at once that Pacific Electric would need a large increase in substation equipment. Therefore a considerable amount which the company had planned to scrap was retained, some of it being used to reinforce existing substations; some, for the construction of new portable units. A new 1000-kilowatt station was installed at Wilmington, an additional 400-kilowatt motor-generator set at

DIRECT CURRENT for Pacific Electric operations is made by these three types of rectifiers: Top, and most modern, is the mercury-arc rectifier with 2000-kilowatt capacity; center, the older rotary converter with 1500-k.v. capacity; bottom (COVER PICTURE), and oldest, the huge motor-generator, with 1000-k.v. capacity. The operator shown is Charles L. Fitzgerald, oldest in point of service (since June, 1903) on the system. He has trained hundreds of substation operators.



POWER METERS ARE TESTED AT THE EDISON LABORATORIES

In order to insure accurate metering of the vast amounts of power Pacific Electric secures from Edison, the watt-hour meters at delivery points are tested for accuracy every six months at the Edison laboratory in Alhambra by an Edison inspector and a P. E. inspector working in collaboration. An error of 1-1/2 per cent in a meter is enough to cause a difference of hundreds of dollars a month on power bills, because of the thousands of kilowatt-hours registered.

So accurate are the tests that every instrument used in making them must be checked to an error of 1/100 of 1 per cent. The standard used for measuring accuracy is a dry cell whose voltage has been tested and certified by the U. S. Bureau of Standards to be of one volt and a five-place decimal which varies according to the cell tested.

(1) Dorr Kimball, Assistant Laboratory Technician for Edison, is shown using the potentiometer to compare the standard cell with a working cell which is to be used in testing the accuracy of the standard ammeter and voltmeter. The potentiometer is so delicate an instrument that its accuracy might be destroyed by vibration. Hence,

it is supported on a concrete column which is entirely independent of the building or its foundations. The instrument is also independent of the table at which the technician is working.

(2) If an error is found in the standard voltmeter and ammeter, it is corrected, and these instruments are then used to find the error in the standard watt-meter. This done, Kimball uses the watt-meter to test the standard watt-hour meters. In this picture his right hand is shown moving a variable rheostat by means of which he keeps the indicator of the watt-meter at a fixed point while an assistant watches the watt-hour meter. Kimball reads the scale on a magnifying scale-reading device placed on top of the watt-hour meter.

(3) He is now ready to use the standard watt-hour meters (the small circular dials shown in the table) to test the watt-hour meters used in measuring the power delivered by Edison to Pacific Electric. A delivery meter is shown under test, at the far end of the table.

(4) General view of the Edison laboratory in Alhambra.

rectifiers formerly used for the operation of the interurban railway on the San Francisco-Oakland Bridge. After the Electrical Division had made a number of modifications to allow for differences in voltage and frequency between Bay area power and Los Angeles area power, these rectifiers were installed, one at the already existing Watts Substation, and the other at a completely new substation on Terminal Island.

Construction and Maintenance

Along with all this construction work, it has also been necessary to carry on an unusual amount of repair work due to heavy power demands and the overloading of substation equipment.

Directly in charge of the maintenance, as well as the installation, of substation equipment is General Foreman Karl A. Greenewald, who superintends the activities of 31 electricians. Such big jobs as rewinding generators and motors, replacing motor bearings, overhauling transformers, and repairing oil switches are done by this crew, which also has the not inconsiderable job of installing and maintaining light and power equipment in all terminals, stations, shops, and other buildings belonging to Pacific Electric. The center of electrical construction and repair is at Washington Street Yard, where a shop, store, and testing laboratory are maintained.

The upkeep and minor repairs for automatic substations are duties of six maintainers under the supervision of Foreman H. H. Copenhaver. Because relays are so important a part of automatic equipment, relays in such substations are counted in hundreds, and their upkeep is a major duty of Mr. Copenhaver's crew.

Substation Operations

Substation operations are directly under the control of Superintendent T. H. Ewers, whose office is in the old Central Substation at 636 South Central Avenue, Los Angeles. All substation operators, from San Bernardino to the ocean, are connected with this station by telephone, and must call in once each hour, on the hour, to let the Central Operator know that all is well at each particular station. Failure to call is reason for alarm on the part of the Central Operator. All switching operations are also carried out by means of instructions from the Central Station Operator, for obviously, all operations must be coordinated in order to assure the safety of the men who are working on line repairs or installations. Some switching for the Western District is done at the Vineyard Substation.

Suppose Foreman Miles Madsen of

a Maintenance Crew has an order from District Line Foreman J. E. Kenner for some repair work on a certain 15,000-volt transmission line between Substation 13 at Stanton and Substation 14 at Santa Ana. Such a high-powered line must first be de-energized. Let us imagine a typical conversation:

T. W. Kennedy, Central Station Operator, picks up the receiver of the private power line telephone; he has heard one long ring.

"No. 1; Kennedy," he intones through the mouthpiece.

"This is Madsen, calling from Stanton. I want the 13-14 high line."

"O. K., I'll call you back at Stanton when I get the line out."

Kennedy then calls the Substation Operator at Newport, because in order to keep power at Santa Ana, the Santa Ana station must be supplied from Newport.

"No. 18."

"Close the Edison high line disconnects and oil switch. We're going to open the 13-14 line; so you'll be running on the Newport delivery."

"O. K., then," repeats the Newport operator, "I will close the Edison high line disconnects and oil switch."

The Newport operator hangs up, performs the indicated switching, and rings Central Operator:

"Edison high line disconnects and oil switch are closed at Newport."

Kennedy then calls Santa Ana Substation:

"No. 14," intones the Santa Ana operator.

"Open the oil switch on the 13-14 line."

"Open the oil switch on the 13-14 line," repeats Santa Ana. He hangs up, carries out his order, rings Central Station, and says:

"The 13-14 oil switch is open at Santa Ana."

Kennedy then calls Stanton Substation on the Santa Ana line:

"No. 13," he hears.

"Open the disconnects on the 13-14 line."

"Open the disconnects on the 13-14 line," repeats Stanton.

When No. 13 reports the operation done, Kennedy again calls Santa Ana:

"No. 14."

"Open the disconnects on the 13-14 line at Santa Ana."

No. 14 repeats and carries out the order, and reports it accomplished.

Kennedy then calls Stanton:

"Short and ground the 13-14 line."

When Stanton reports, Kennedy orders Santa Ana to do the same, and, as soon as Santa Ana has made his report, Kennedy calls Foreman Madsen:

"The 13-14 line is open, shorted and grounded at Stanton and Santa Ana."

Echoing the information, Madsen

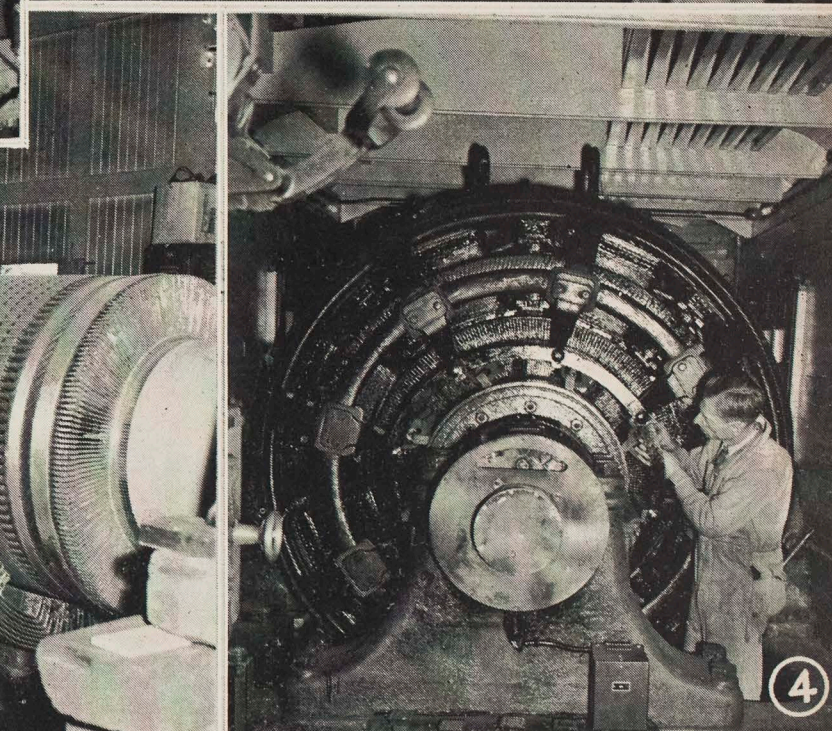
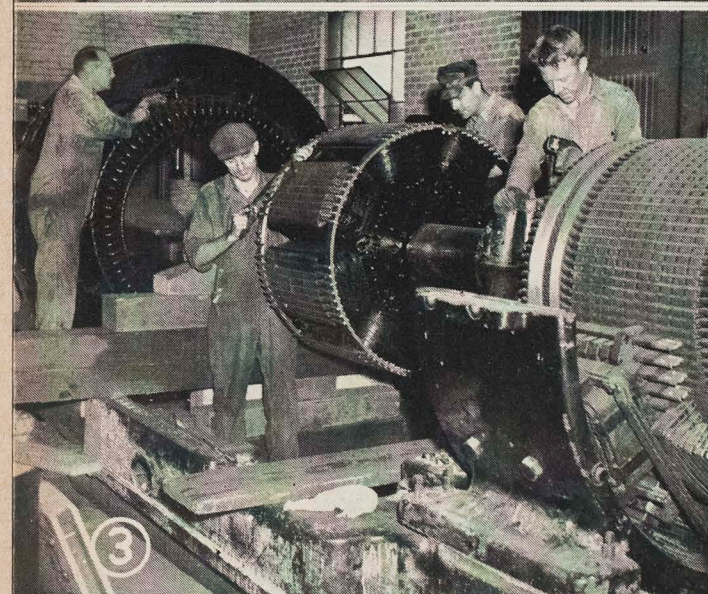
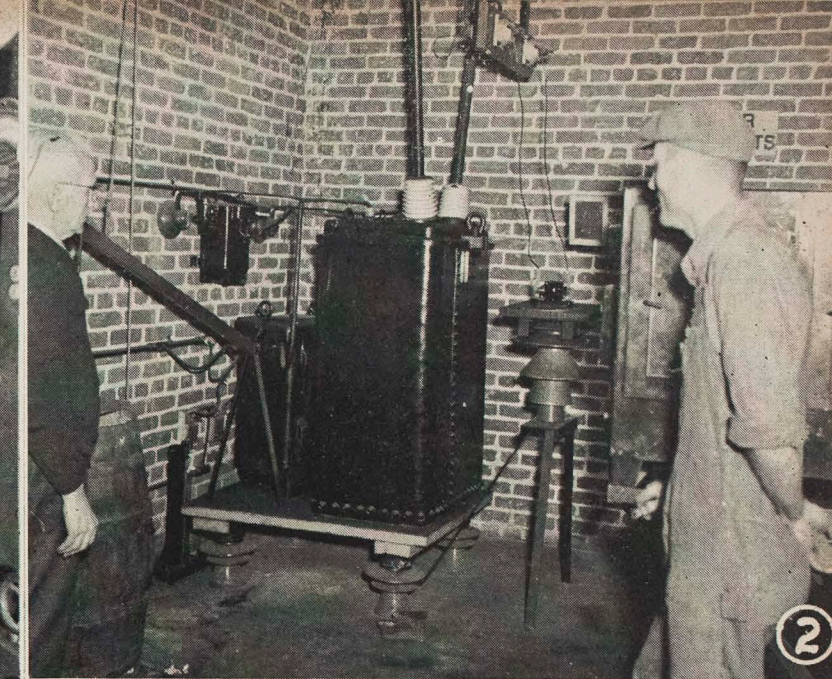


SUBSTATION OPERATIONS are in the capable hands of Superintendent T. H. Ewers (top), shown working on time cards in his office in Central Station at 636 South Central Avenue, Los Angeles.

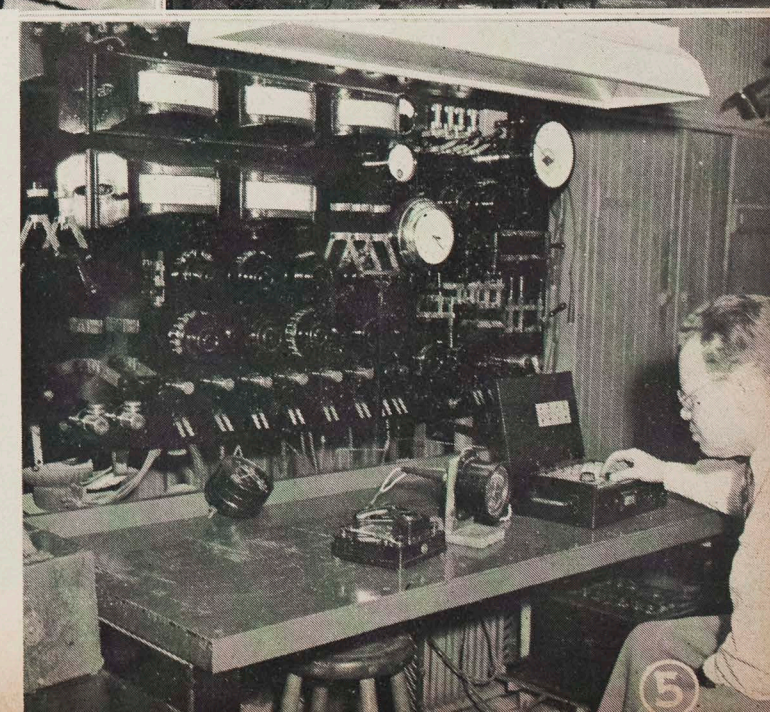
SWITCHING OPERATIONS are handled mainly from this office (lower picture) at Central Station. Thomas W. Kennedy, one of the Central Operators, is shown getting hourly reports from operators in 40 Substations. The square black panel beyond his head contains control switches for Watts Substation.

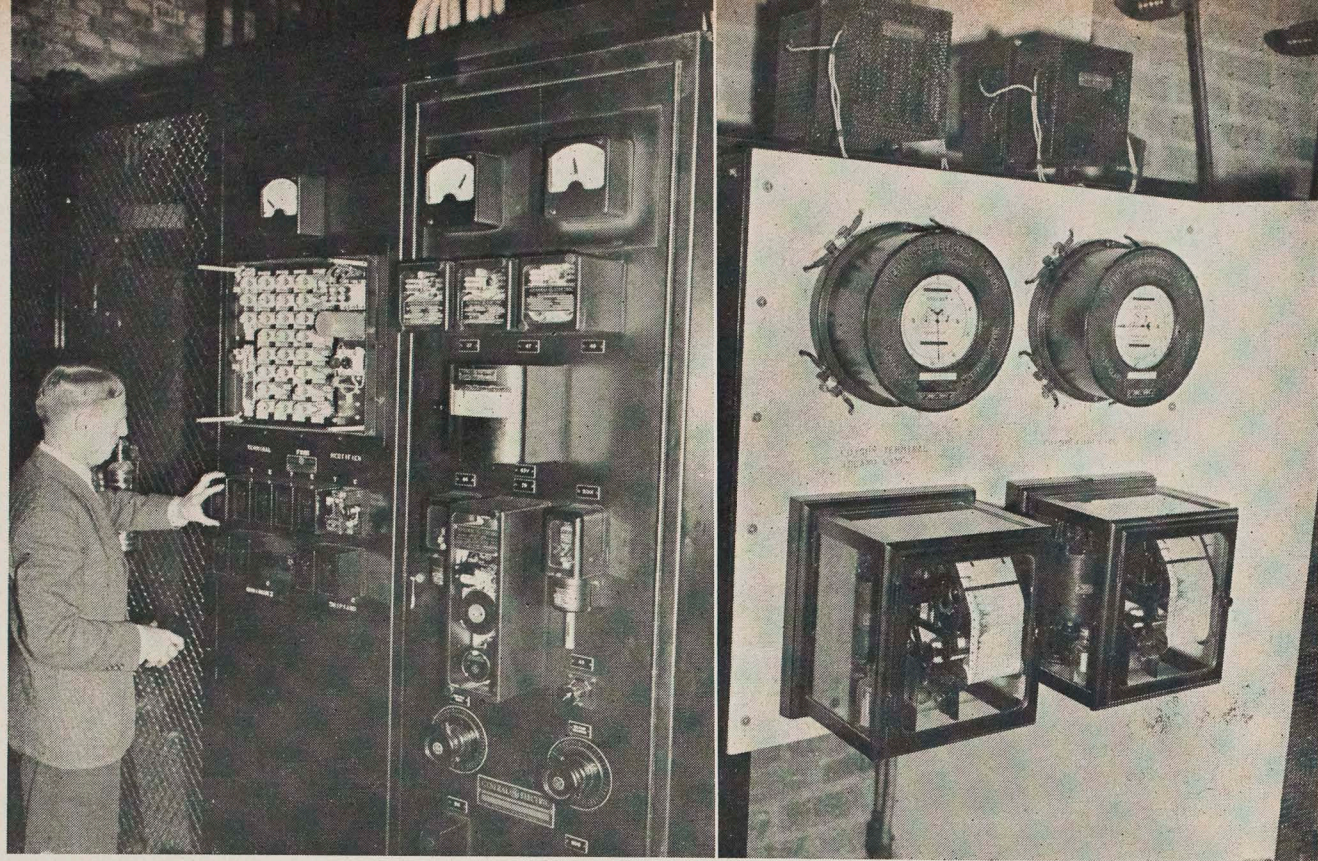
Stanton, and a similar addition at North Hollywood. Three new portables have been completed. Two of these contain 1,000-kilowatt motor-generator sets; the third is a two-car unit, one car of which contains two 600-kilowatt motor-generator sets, and the other car, transformers and 15,000-volt switching equipment.

Pacific Electric, acting as agent for the U. S. Maritime Commission, has also acquired from the Pacific Gas and Electric Company two completely automatic 2,000-kilowatt mercury-arc



AT WASHINGTON STREET YARD: (1) Karl A. Greenewald, General Foreman of Substation Maintenance and Construction, looks on while Kenneth Coats, Leader, adjusts a 15,000-volt oil switch in new portable substation. (2) Electrician Walter Ohlinger tests the dielectric strength of transformer oil (in black cup under mirror) by subjecting it to 45,000 volts as Electrician Fred Hensel stands by for emergency. (3) Rebuilding a 1000-k.w. motor-generator set are Electricians Bill Gillespie, Fred Hensel, Jack Nielsen, and Lawrence McCallum. (4) Leader H. E. Moor inspects brushes of M.G. set newly installed in portable sub. (5) F. M. Sullivan, Staff Engineer, tests locomotive ammeters.





C. F. QUIRMBACH, Staff Engineer, shown inspecting the relays and other automatic equipment at the Terminal Island Substation. At right are shown two delivery meters which measure the Edison power delivered at this substation; below them are curve-drawing watt-meters which record the hourly ups and downs of power used.

adds, "O.K., I'm going to work on it."

When the repair has been made, Foreman Madsen so informs the Central Operator, who thereupon goes through the same procedure as before, in reverse. There are a number

EDWIN S. MILLER, Working Foreman of Substation Maintenance, inspects a circulating pump on the temperature-regulating unit for the mercury-arc rectifier at Terminal Island Substation.



of other routines carried out in the same manner, for extreme care in carrying out simple orders is essential to safety.

Outstanding Stations

Although the Central Station is the most important of all from the point of view of switching operations, the station at Valley Junction, with 3500-kilowatt capacity, is the most powerful on the system. It is likewise the most modern and best equipped of the manually operated substations, containing two huge 1000-kilowatt motor-generators standing some ten feet high and a more modern synchronous converter of half the size and half again as powerful. Of the automatic substations, Watts, though not completely automatic, is the largest; while Terminal Island, with mercury-arc rectifier* and the latest automatic equipment, is the most modern.

Some Electrical Terms

A definition of certain electrical terms might be of some aid in enabling readers to gain a clearer picture of substation work. Here are a

*For a complete description, see the article by Staff Engineer C. F. Quirnbach, "Mercury-Arc Rectifiers of the Pacific Electric Railway Company," in the October-November issue of the *Research Engineer*, published by the Bureau of Research. Copies may be secured from Mr. L. H. Appel, Research Engineer.

few of the commonly used expressions:

A **substation** consists of electrical equipment by means of which current is reduced in voltage and changed from alternating to direct current or vice versa. The change in voltage is accomplished by transformers; the change from a.c. to d.c. by the motor-generator, rotary converter, or mercury-arc rectifier.

A **transformer** is a device for raising or lowering the voltage, or electrical pressure, without changing the total amount of power.

A **motor-generator** is a machine consisting of an alternating-current motor which drives a direct-current generator.

A **rotary (or synchronous) converter** is a machine so arranged that alternating current supplied at one end through what are called collector rings turns the armature and is collected as direct current through the commutator at the other end.

A **mercury-arc rectifier** is a device for changing alternating to direct current by passing the current through a mercury arc in a high vacuum. Because electricity can flow in only one direction in such a vacuum, the alternating current emerges as electricity flowing in only one direction, or direct current.

An **armature** is the movable part of a generator or motor, and consists of coils of wire wound around an iron

January, 1944

core. When this armature is moved through a magnetic field (the force of magnetic attraction), a current is created (the principle of the generator). When an outside current is passed through the coils of the armature in a magnetic field, the armature will turn (the principle of the motor).

A **commutator** is a device for changing the direction of an electric current.

While many other terms are used, these are among the most common. **Transmission Lines**

The big and dangerous job of stringing and maintaining the 15,000-volt "high" lines, the trolley lines, and the paralleling feeder lines, was briefly described in the November issue of the *Pacific Electric Magazine*, as part of the work of the Signals and Overhead Division, and particularly of General Line Foreman R. M. Cobb.

Design and layout of all overhead lines, however,—as well as of all other parts of the entire power distribution system—are the jobs of the Electrical Engineer and his assistants.

Some interesting details not before mentioned in connection with power lines follow:

1. There is a loss of 35 per cent in the transmission, transformation, and distribution of power.

2. All trolley lines are at 600 volts except the 1200-volt lines between Valley Junction and San Bernardino; between San Bernardino, Sunkist, and Highland; and between San Bernardino and Colton.

3. Trolley wire is pulled to a tension of from 2000 to 2500 pounds, according to its size.

4. Foggy weather sometimes causes electricity to jump from power line to crossarm via damp insulators. Jumping may cause a pole fire.

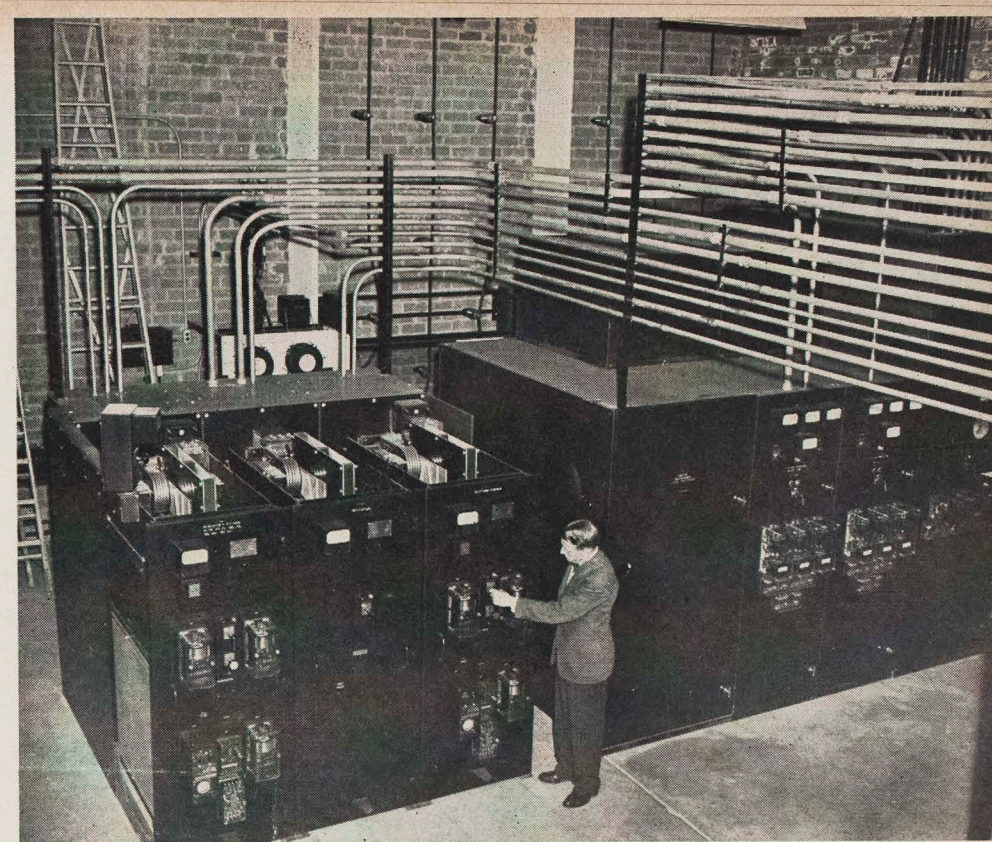
5. Contrary to expectation, rain is welcomed, because it helps to wash the dirt off insulators. Dirty insulators cause current leakage.

6. Current travels less in the center of a wire than close to the outside surface.

7. The average life of a wooden pole is 20 years.

8. Greasing trolley shoes and substituting trolley shoes for trolley wheels has eliminated a major cause of radio interference, and also greatly prolonged the life of the trolley wire. **Challenge Met**

With freight and passenger loads in 1943 practically double those of 1942—whose loads were, in turn, double those of 1941—the rising demand for adequate power has sounded a ringing and crucial challenge to Electrical Engineer Adams



TERMINAL ISLAND SUBSTATION, a general view. In cage partly shown in right foreground is housed the mercury-arc rectifier.

and his men to provide more and better power equipment, in the face of grave material shortages, than ever before. But, by dint of hard thinking, long hours of planning, careful work-

manship, and close cooperation on the part of every man in the Division, the persistent challenge has been, is being, and will continue to be, successfully met.

AUTOMATIC SUBSTATION MAINTAINERS—Left to right are Herman Soder, William Kilpatrick, H. H. Copenhaver (Foreman), Thomas Shepherd, Frank Hart, Fred Thomas, J. B. Rogers.



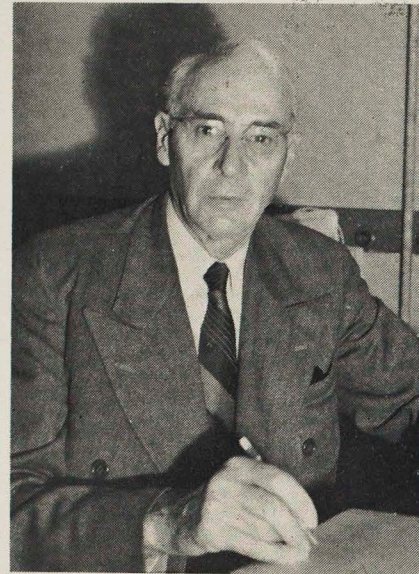
O. D. Harris Retires From Claim Department

Assistant General Claim Agent Otto D. Harris, retired from active duty with Pacific Electric on Friday, December 31, after 37 years of faithful service.

He came to the company as Assistant General Claim Agent on April 16, 1906, and since that time had assertedly missed less than a week because of illness. "Work and keep fit for it" Mr. Harris says is his motto, and his record proves that he has remained true to it. Pacific Electric has always come first in his list of obligations. He has allowed nothing to interfere with his work.

Mr. Harris was at one time mayor of Arcadia for six years, and was at the same time president of the Arcadia Board of Education. He has lived on a 1½-acre ranch at 15 East Colorado Boulevard in that city since 1915.

Asked concerning his plans after retirement, Mr. Harris said, "Nothing for 30 days." He added that he plans to make no plans until his son, Capt. R. D. Harris, returns from the war. Captain Harris is in the Military Police.



O. D. HARRIS, Assistant General Claim Agent, retires.

Before he came to Pacific Electric, Mr. Harris was Assistant General Claim Agent for the Omaha and Council Bluffs Railway for four years. He had previously traveled for R. G. Dun and Company between 1896 and 1901.

Best wishes from Pacific Electric follow Mr. Harris in his retirement.

Dr. Weber Says:

At the present time there is an epidemic of colds and so-called flu. In view of the shortage of doctors the epidemic might assume serious proportions, and for this reason I believe a word of advice to the prospective patient might be timely.

The most important thing to do is to go to bed at once and stay there until the temperature has been normal for at least two days, or better, three. A great many of the cases that we have seen have had a sudden onset of extreme weakness, general aching, headache and fever.

No drug can be taken that is specific in its action, but oftentimes relief can be obtained by taking two aspirin tablets and a hot drink, followed up by one aspirin every three to six hours, as the pains and aches require. If you do not have aspirin you might have emperin compound, or migraine.

However, the most important factor in the treatment is to go to bed and stay there, because the majority of cases will recover with the simple expedients of absolute bed rest and plenty of fluids.

W. L. WEBER, M.D.
Chief Surgeon

Many Soldiers Owe Lives to Fast P.E. Service, Says General at San Berdoo

High praise for the speed and efficiency of Pacific Electric service and for the cooperation of General Agent C. H. Jones of San Bernardino was expressed by Brigadier General Lucas V. Beau, Commander of the San Bernardino Air Depot, in a recent letter to Mr. Jones. The letter, which arrived too late for inclusion in the December issue of the magazine, follows:

Headquarters
San Bernardino Air Service
Command
San Bernardino Army Air
Field, California
December 2, 1943

Mr. Charles H. Jones, General Agent,
Pacific Electric Railway Company,
San Bernardino, California
Dear Mr. Jones:

The successful accomplishment of our job at the San Bernardino Air Service Command requires transportation facilities of a high order, and I want you to know how much I have

appreciated the fine cooperation which has been extended to us at the field by you and your organization. You have helped us in the problems of shipping vital war materials with speed and efficiency. There are probably many men alive today who owe their lives to the prompt delivery of equipment and supplies made possible by the Pacific Electric Railway Company's service.

Probably you have heard that I am about to leave San Bernardino for a new assignment at Patterson Field, Ohio. My leaving would be incomplete, indeed, however, if I did not take this opportunity of thanking you for the help you have given us.

I will consider it a personal favor if you will continue to extend to my successor, Colonel James G. Taylor, the same fine cooperation you have extended to me in the past.

Sincerely yours,
LUCAS V. BEAU,
Brigadier General, U.S.A.



ODESSA CARTER

Ticket Office Loses Odessa Carter to SPARS

The Ship of State gained a SPAR and Pacific Electric lost an Assistant Report Clerk and Comptometer Operator when Odessa Carter left her job in the office of Ticket Agent Henry Eggert on December 31. She will entrain for Palm Beach, Florida, January 10 for basic training.

Miss Carter joined the Accounting Department on August 19, 1928, and held positions in various bureaus until April, 1942, when she entered the Passenger Traffic Department in her present capacity.

She was runner-up in the voting for queen of the Brotherhood of Railway Clerks float in the last Tournament of Roses, New Year's Day, 1941.

The best wishes of the entire company go with Miss Carter as she goes into the service of her country.

L. A. M. C. Publishes New Paper, 'Gas Fumes'

"Gas Fumes" is the title of a new monthly 12-page mimeographed publication by the Los Angeles Motor Coach employees issued with the approval of the management, according to its News Editor Ray Cormier, who happened into the P. E. Magazine office early in December in quest of L.A.M.C. history.

Operations, letters from service men, departmental notes, and columns by supervisors constitute the type of material used, Cormier said.

The Editor is Operator C. P. Hunt; the Assistant Editor, Operator "Cap" Hendricks.

★ ★ ★

The Lament of the Christmas Tree

By May Rapley McNabb

*Said the Christmas tree by the old back fence
To the one just over the way:
"So they put you out in the cold like me.—
Last week all was bright and gay;
Wonderful lights in my branches shone,
With the children dancing by;
And now I am trembling, cold, and weak."
Said the other tree, "So am I."*

*Said the Christmas tree by the old back fence
To the one just over the way:
"A little boy threw a rock at me
As he passed along today;
And last week up in my branches strong
A beautiful sled hung high.—
With ingratitude I am sick to death."
Said the other tree, "So am I."*

*Said the Christmas tree by the old back fence
To the one just over the way:
"A little girl made a face at me
As she went to school today;*

*And last week, up by a big bright light,
A dolly was hanging high.
For that same little girl I am grieved so much."
Said the other tree, "So am I."*

*Said the Christmas tree by the old back fence
To the one just over the way:
"I wish up there on the mountain side
They had only let me stay.
I was young and green and my roots were strong,
And I laughed as the snow flew by.
Now I am trembling, old, and weak."
Said the other tree, "So am I."*

*Said the Christmas tree by the old back fence
To the one just over the way:
"Ah, well, old friend, let us be content;
For, still, we were loved for a day.
And perhaps in years and years to come
They will think of us with a sigh.—
Good-by, old friend; I am reconciled."
Said the other tree, "So am I."*

HOSPITAL LIST

The following employes were confined to St. Vincent's Hospital as of December 28, according to N. B. Vickrey, Manager of the Pacific Electric Club:

John E. Anderson, Machinist, Mechanical Department.

Manuel Ballard, Janitor, L. A. Motor Coach Lines.

Russell Butcher, Conductor, Western District.

Lee A. Cole, Freight Motorman, Southern District.

Julian Detatorre, Laborer, Engineering Department.

James E. Harper, Freight Conductor, Southern District.

O. D. Harris, Claim Agent, Claim Department.

David Laviers, Car Repairer, Mechanical Department.

Guercido Ortiz, Laborer, Engineering Department.

William Payne, Messenger, Mechanical Department.

Stephen Rouleau, Retired Machinist, Refugio Sierras, Laborer, Engineering Department.

Thomas Trollinger, Substation Operator, Engineering Department.

Hughlet Young, Conductor, Southern District.

MABEL I. DONOVAN

Her many friends mourn the loss of Mrs. Mabel I. Donovan, Stenographer in the Law Department since September, 1918, who passed away at St. Vincent's Hospital on Sunday, December 19, 1943, of heart disease. She had been in the hospital for several months.



Mabel I. Donovan

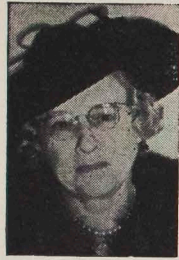
Funeral services were held at the Utter-McKinley Chapel, 8814 Sunset Boulevard, at 3:00 p.m. on Tuesday, December 21. Interment was in Hollywood Cemetery.

Mrs. Donovan is survived by two married daughters, Mrs. Eleanor Billings and Mrs. Margaret Myers; her mother, Mrs. Minnie Post; and three brothers, Clark, Elmer (a retired Pacific Electric employe), and Lester (now Cashier at the Los Angeles Freight House). Mrs. Donovan was born in Ashley, Illinois.

The sympathy of the entire company is extended to the family in their loss.

Fight Infantile Paralysis
January 14-31

HERE AND THERE WITH THE WOMEN'S CLUB



By
Mrs. Lon
Bishop

First we want to deliver a message from everyone connected with the Christmas sale held on December 9. "A million thanks to every one of you girls and boys who contributed so generously to our success, and to Dr. Weber for that box of delicious dates and for sharing his valuable time with us for a short time during the afternoon."

For your interest, which was clearly shown, we want to tell you that \$225 was the profit for the day. It was a grand day (indoors), and all were so happy, they forgot to be tired.

The candy table was a popular spot, and a sign went up early: "Quota sold for the day," and the "sweet trio," Mesdames Rambo, McDonald and Thomas, went home happy. There was a smile of satisfaction on the faces of Mrs. Miller and Mrs. Childs, for they absolutely cleaned up on aprons. Over on the needle-work table, another group of four, Mesdames Kitto, Leatherman, Ruppel and Florence Johnson, did a rush business. Then a very attractive table was the baby table with Mrs. Frank Weimer, and Mrs. Crunk in charge, and they had many interested buyers. Mrs. Ashcraft, with her homemade cookies, sold out early and could have sold ten times as much. Mrs. Chaplin, in charge of the quilt raffle, made a tidy sum for the treasury.

Mrs. Frank Hart is to be congratulated on her merchandise order raffle, clearing \$62, the winner being Mr. Jerry Rons of the Mechanical Department. Even at the white elephant table Mrs. Hornbuckle and Mrs. Hasenyager found homes for all their charges, and we'll just add: "Never was so much made with so little."

The Red Cross group had a table with Mrs. McKinney in charge, selling some things they have made "on their own," raising money to buy materials, linings, etc. for their Army Emergency Relief work.

So you see, it was a splendid day, and we'll add one more thank you to that million.

The annual Christmas party was held December 23, and fifty-two members and friends were on hand to greet Mrs. Santa Claus.

PACIFIC ELECTRIC CLUB BULLETIN

Saturday, January 8:
P. E. Rod & Gun Club Annual President's Show and Distribution of Prizes—Club Theater, 7:30 p.m. — Open meeting, all invited.

Tuesday, January 11:
P. E. American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit No. 321. Semi-monthly Meeting—8:00 p.m.

Wednesday, January 12:
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

Thursday, January 13:
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, January 14:
P. E. Railway Bowling League Matches, Arcade Recreation Center—8:15 p.m.

Thursday, January 20:
Women's Club Red Cross Sewing Unit—10:00 a.m.
P. E. Women's Afternoon Card Party—1:00 p.m. Prizes to winners.

Friday, January 21:
P. E. Railway Bowling League Matches, Arcade Recreation Center—8:15 p.m.

Tuesday, January 25:
P. E. American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit No. 321. Semi-monthly Meeting—8:00 p.m.

Thursday, January 27:
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, January 28:
P. E. Railway Bowling League Matches, Recreation Center—8:15 p.m.

Thursday, February 3:
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 4:
P. E. Railway Bowling League Matches, Arcade Recreation Center—8:15 p.m.

Tuesday, February 8:
P. E. American Legion Post No. 321. Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit No. 321. Semi-monthly Meeting—8:00 p.m.

Wednesday, February 9:
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

Mrs. Frank Miller, who always plays that part, couldn't carry on as usual, due to the illness of Mr. Miller. However, with Mesdames Johnson, Leatherman, Thomas and Rambo acting for her, the group were well taken care of. Everybody seemed happy, although there was that little undercurrent of feeling for those brave mothers whose boys can't be home for awhile.

Christmas carols were sung, and little three-year-old Ralph Howe told us all about "the folks I know" and from the way he kept his eye on his grandmother, we all knew who loved Granny.

One of the happiest things we listened to was a letter read by Mrs. John Ashcroft from her daughter, from whom she hadn't heard for two years. She is a prisoner in the Philippines.

Gifts and cards were exchanged, and a delightful snack served later by Mesdames Frieda Johnson, Childs, Fisher, and McKinney.

Mrs. Florence Johnson had her Christmas party with the "boys" at

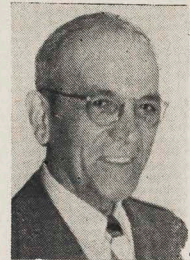
the hospital—twenty-four of them—and she was a real Santa Claus, having boxes of candy and cigarettes for each.

She stayed till "after eight" (signs don't mean a thing to that gal).

She even held a pipe for one patient to smoke, and kept pitchers filled with water—a real all-round cheery soul that means so much in a hospital.

All for this time—we'll be seeing you in '44!

PACIFIC ELECTRIC MASONIC CLUB



By
Ed. J. A.
Hasenyager

The meeting of December 15 was held according to schedule. This was the meeting at which the officers for 1944 are elected; the following were successful in their campaign efforts:

President, Gordon Hall, Transportation.

First Vice President, R. E. ("Bob") Labbe, Accounting.

Second Vice President, Fred J. Leary, Local Freight.

Third Vice President, Clarence A. Newman, Transportation.

Treasurer, H. G. McDonald, P. E. Building.

Secretary, Marvin J. Davidson, Accounting.

The new officers were installed by the retiring President.

The Treasurer recommended that the Club invest its surplus funds in another Series "G" War Bond. The recommendation was approved.

The Membership Committee presented applications for membership in our Club from Brothers Tom Melten, Conductor, West District, Kenneth E. Leonard, Supervisor, Transportation Department, and Allie E. Brown, Motorman, West District. The applications were approved.

The War Birds fly out, drop their "eggs," and come back home.

In the October 1942 issue of Pacific Electric Magazine there was a picture of Coyle K. Logue, son of Mr. and Mrs. B. H. Logue of 116 North Orange St., Rialto, who had been commissioned a 2d Lieutenant in the U. S. Army Air Force.

Coyle, now a 1st Lieutenant, has

returned to the States after being overseas for more than a year, a member of a Flying Fortress crew that made twenty-five separate bombing missions over Germany and Poland and, among other things accomplished, shot down five enemy planes. His decorations consist of the Air Medal, the Four Oak Leaf Cluster and the Distinguished Flying Cross. When his leave is up after Christmas, he will be assigned to a training base in the United States.

Hospital News

Brother Walter White of the Mechanical Department suffered a most painful injury on December 5 when he slipped on his basement steps and fell, fracturing his right arm near the elbow. Brother White is at home, 4411 North Figueroa St.

Brother Fred U. Brown, of the Line Department, also suffered a painful injury on October 11 when he fell from the tower of his line car. He is still absent from his work and any one wishing to give him a call will find him at his home, 12651 Westminster Ave., Venice.

The St. Vincent's Hospital list contains the names of two of our members: J. E. Anderson and John Childs.

The Fourth War Bond Drive begins in January 1944. Let's "Back the Boys Over There."

DIG, MY BROTHER, DIG

By Delmer Dufield
(In Chicago Scottish Rite Magazine)

To help the boys, who're over there,
The ones, 'way out beyond,
And keep our bombers in the air,
Each pay-day, buy a bond!
Didst ever have a secret yen
To do something that's big?

Would'st like to help, this war to win?

Then DIG, MY BROTHER, DIG.

Think not this war already won,
Successes though we've had;
For we have only just begun;
Defeat can yet be had:
Envision ships, afloat, at sea,
Your pennies help to rig;
Then feel that you are ever free
To DIG, MY BROTHER, DIG!

Now, "Ten per cent" is not enough,
To make the tanks to roll;
So buy, to make the going rough,
Ere Axis takes the toll:
You're not compelled to do this thing,

It's just your chance to do,
And, what the future's going to bring,
Is strictly up to YOU.

Whate'er the hardships we must bear,
They're soft, beside defeat,
When we might have no clothes to wear,
And, maybe, naught to eat:
So do your darndest, every day—
That's doing something big—
And when you get your weekly pay,
Then, DIG, MY BROTHER, DIG.

AMERICAN LEGION AUXILIARY



By
Anna
Tucker

The meeting of the unit on November 23 was full of business and excitement. All committees turned in good reports. Especially interesting was the hospital report by Bernice Nichols. Once a week she and Mr. Nichols visit the boys at Sawtelle, comforting them and giving them cigarettes, magazines, candy and whatever they find they need. In addition each year, at this time, the unit donates money to buy gifts for the Christmas party given at the hospital.

The unit remembered our boys in the service by sending cards and greetings of cheer.

Winnie Parmenter, District President, was a guest at the Christmas party December 28.

Technical Sergeant Gerald Brown was among the fortunate boys in service to spend the holidays at home.

Membership Chairman Myra Belle Clemons reports the unit will receive

National Citation for membership quota for 1944.

Members of the unit who have been ill recently are very much improved at this time.

In the November issue I spoke of a rummage sale planned for some time in the near future. At our last meeting on December 14 our President, Martha Harper, suggested we give the clothing we have on hand to the clothing drive now in progress. The motion was made and carried, so that is one more item toward our community service work.

Alice Newman, Community Service Chairman, reports much good work being done. Several thousand pounds of paper have been turned in, besides many articles of clothing given needy families. We are so anxious to do our part in this great work, so please notify us if you know of a veteran's family or anyone else who needs help.

Gene L. Clemons and wife spent Thanksgiving with the home folks.

The card parties are proving a worth-while pastime. Time and place of the next one will be published later.

The annual Christmas party and pot luck dinner was held on Tuesday evening, December 28, with members and friends present, about 75 in number. A wonderful holiday spirit shone forth from every corner, and the tree furnished by the Pacific Electric Club was very beautiful. For the tree and the use of the tea room we wish to express our most sincere thanks and appreciation. We are very grateful to the Club executives for all courtesies shown us in the past. May the coming year bring you all much happiness and prosperity. To Sam, our always cheerful "stand-by," thanks for all your kindness and help.

Fight Infantile Paralysis
January 14-31

DENTAL DEPARTMENT

PACIFIC ELECTRIC RAIL AND MOTOR COACH LINES

OWNED AND OPERATED BY

BEN A. PATTON, DDS., BS.

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

TERM PAYMENTS, IF DESIRED
BY PAYROLL DEDUCTION

826 Pacific Electric Building
Tucker 7272
Vandike 5844

PACIFIC ELECTRIC ROD AND GUN CLUB

By
Arlie
Skelton



Greetings, Rod and Gun Clubbers.

The December meeting of the Club is the date when the election of officers for the coming year is held. The by-laws require twenty members (a quorum) for election of officers. Our little club has only seven hundred fifty bona fide members. The gas and rubber shortage being what it is, sometimes it's pretty hard to get twenty members of that number who can attend meetings. December 8 was one of those nights. Only eighteen members were present and H. P. Bancroft, C. G. Gonzalez, A. M. Cross and others were busier than one-armed cranberry merchants trying to round up just two more members.

These boys usually get what they go after, one way or another, so there being no other members immediately available, they just waltzed in with three new applicants, who were promptly voted into membership and the election proceeded with the following results for 1944 officers: President, J. Sam Harris; First Vice-President, A. M. Cross; Second Vice-President, yours truly, Arlie Skelton. They say a vice-president is like a spare tire, just to be used in case of an emergency. I guess a second vice-president would be like that old tire you kept in the garage (before rationing) to be used for a spare in case you got really hard up.

Another new officer, but a faithful worker in the club as stenographer for many years, is our newly-elected Recording Secretary, Rollin A. Podlech. The Club is indeed fortunate in being able to acquire the services of so able a Secretary. I struggled along in that position for six years, therefore, I know of which I speak.

Robert Dorner retains the office of Financial Secretary and C. G. Gonzalez retains the office of Treasurer. "Bob collects the dues, and 'Gon' banks them."

The Executive Committee, so far as I have been able to determine, remains the same as last year: H. P. Bancroft, W. G. Knoche, B. F. Manley, E. L. H. Bissinger and J. B. Rogers. Thus goes the line-up for the 1944 Tournament Season.

The special deer hunting season

Dr. Wilmot Ayres, Beloved PE Physician, Passes December 23 After Long Illness

The innumerable friends he had made during his 14 years as Assistant Surgeon for Pacific Electric were deeply grieved to learn of the passing of Dr. Wilmot Ayres at 3:00 a.m. on Thursday, December 23, 1943, in St. Vincent's Hospital, after an illness of more than a year.

Funeral services were held at the Wee Kirk o' the Heather at 12:30 p.m. on Monday, December 27, followed by interment in Forest Lawn. A large group of friends crowded the flower-decked chapel to pay a final tribute to the beloved physician.

Pall-bearers were Pacific Electric friends of Dr. Ayres, and included A. C. Bradley, R. M. Cobb, K. A. Greenwald, Benjamin Mannerling, W. S. Weeks, and F. F. Willey.

Dr. Ayres is survived by his wife, Ethel, who lives at 216 South Hamil-

ton Drive, Beverly Hills; and by four sisters and one brother, all of whom live in Pennsylvania.

Born August 23, 1882 in Shermansdale, Pennsylvania, Dr. Ayres received his M. D. degree at Jefferson College of Medicine at Philadelphia in 1910, and interned at Pottsville Hospital in Pennsylvania in 1911. He served as a front-line surgeon in World War I, first with the Canadian forces and later with the American. Upon his return to the United States he practiced medicine in a number of communities until he came to Pacific Electric on August 12, 1929.

Dr. Ayres was a 32d degree Mason, belonging to the P. E. lodge; and was

PACIFIC ELECTRIC POST, AMERICAN LEGION

By
James E.
Davis



Freight Traffic Manager William G. Knoche was our first Finance Officer. He held that responsible position for four years and helped very much in getting this post started off right. Our main source of revenue, besides membership dues, is the candy and cigarette concession which was secured from the company, largely through his influence. Now he has transferred to the San Marino Post. We are very sorry to lose Comrade Knoche from our post, but we realize that San Marino Post gains by our loss. At our last meeting in November, a motion was passed to present a Citation for Merit to Comrade Knoche, in appreciation of his services to our post. The motion set no date for the presentation.

Ye Scribe was off sick the first week in December, and had not fully recovered when the Joint Initiation Ceremony was held at Teddy's Rough Riders Post, December 10, so he stayed at home. He has heard no report from that meeting, probably because he was A. W. O. L. from the meeting of our post which was held December 14, while his youngest daughter, Lorena, was in the hospital. He is working again and his daughter is home again but he is a little short on information about post affairs.

Our Post authorized Commander Nichols and the Hospital Committee to spend up to thirty-five dollars for Christmas presents for the veterans in Ward three, Veteran's Hospital, at Sawtelle. Comrade Nichols has had charge of the Hospital activities of this post, and has bought Christmas presents for the veterans in Ward three for several years.

Comrade Trowbridge is at home but

didn't seem to be a howling success, so far as picking off easy bucks was concerned. Our own B. F. Manley got a couple of shots, (Monache Meadows type), near Cajon Pass. Harold Smith went along for the ride, and to breathe fresh mountain air. No shots. Jack Coffman got a couple of shots but no bucks. Then there is our own Lee Bartula, of the dispatchers' board. Lee is a sportsman deluxe. He doesn't hunt for "meat on the table," he is what's known as a "head hunter." Goes in for trophies. He wanted to imagine he was hunting in the far-away frozen north, so he went up on the Ridge Route, braved a snow storm and got set for some rugged hunting. Very shortly after leaving the car he suddenly found himself confronted by a big four-point buck, fifty feet away, standing broadside (a difficult shot). Lee wished he hadn't taken that last drink. Lee shook his head, the buck shook his head. Lee fired a shot, the buck ran away, then Lee went on and had his rugged hunt. He said he could have killed him, but it was such a beautiful head, he didn't want to take any chances of spoiling it, so he shot at its neck. The buck didn't get it in the neck.

Ira E. Black, retired Conductor, Western Division, advises not to make any rash promises around Roy Ratliff, his former Motorman. It seems they used to spend their day off going to Henshaw to fish. Ira was a plug caster. Roy would take his can of worms, get comfortably seated in the boat, and just sit there and fish all day, taking what might come his way. Ira became sympathetic. Wishing to promote the finer angles of angling, he passed his rod to Roy and said, "Here, Roy, take my rod and cast. I'll eat the first fish, raw, you catch." Roy never spoke, just spread that big old Texas grin all over his face, slowly raised his two hundred thirty pound bulk to his feet, took the rod and started casting. He landed five three-pound bass in rapid succession, laid the pole down, picked up his can of worms and went on about his fishing. Poor Ira, sitting over in the other end of the boat, tried to whet up an appetite for raw fish, because, down in Texas, a man is just as good as his word. Well, Ira, I learned about Roy the hard way many years ago, but we'll not go into that now. Still water often runs deep.

At this time I thank my many friends for their kind consideration shown by electing me to the office of Vice-President, even though they know it will not be possible for me to attend very many meetings because of my new hours at work. To my successor as Recording Secretary, Mr. Rollin A. Podlech, I extend my best wishes, and hope he gets as



WILMOT AYRES

much pleasure out of his work and his associations with a swell bunch of fellows, as I have in the past.

Annual meeting and prize awarding at the President's annual party in the P. E. Club Auditorium, 617 South Los Angeles Street, Saturday, January 8, 1944 at 7:45 p.m. Next regular monthly meeting Wednesday, January 12, at 7:30 p.m. Make it a date.

Print the complete address in plain block letters in the panel below, and your return address in the space provided. Use typewriter, dark ink, or pen. Write plainly. Very small writing is not suitable.

No. MR. N. B. VICKREY
PACIFIC ELECTRIC CLUB
610 S. MAIN ST
LOS ANGELES, CALIFORNIA
J.H. Wild H.S.N. Road
BATT. H. 357 CH. 54 Co
H.P.C. 788 1/2 PENTHURST
N.Y.C. N.Y. OCT. 21 1943

"NORTH HERIEM"

Hello Mr. Vickrey:
Received the Pacific Electric Magazine a few day ago, and enjoyed every word of it. It is the third magazine I have received. It is very nice for you and the Company to go to so much trouble. I thank you very much for the magazine each month.
I've been overseas for almost a year! and I'm ready to return to the States. Well, this is all, and many thanks for the magazine!
As ever
James H. Wild

V - MAIL

GLAD TO SEND IT, JIMMY!

Wild was a Trucker in the L. A. Freight House before he was inducted into military service April 2, 1942. We're mighty happy that you and so many other boys like the magazine. Makes us feel that we're having some small part in helping morale.

REPORT OF VITAL STATISTICS

November 21, to December 20, 1943

DEATHS

Name	Occupation	Died	Group Insurance	Mortuary
Welch, John	Janitor	11-24-43	No	No
Yorke, John B.	Retired Motorman	12- 1-43	Yes	Yes
Stevens, George A.	Retired Wireman	12- 3-43	No	Yes
Keyes, Patrick	Retired Trucker	12- 7-43	Yes	Yes
Fancler, Paul V.	Retired Clerk	12-14-43	Yes	Yes
Donovan, Mabel I.	Stenographer	12-19-43	Yes	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

Name	Died	Wife of	Department
*Bessie Ostrow	11- 1-43	Jacob Ostrow	Engineering — Retired
Florence L. Hartman	11-27-43	James S. Hartman	Transportation Dept.

*Reported subsequent to last publication.

in very poor health. The post sent him a Christmas present of twenty-five dollars, with our wishes for a merry Christmas and a happy New Year.

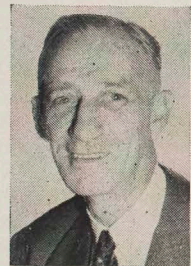
Acknowledgment has been received of our contribution of twenty-five dollars a year to the Melia Houge Nurse Fund.

A new post has been organized in the Twenty-third District, called Morningside Park Post No. 398. Their Charter was presented and their first officers installed at Scully's Cafe December 2.

P. E. Janitor **Joseph Oriando**, who served in the 15th Sanitary Train in World War I, is a new member of this post.

All P. E. Railway employees who have served in the armed forces of the United States in either World War I or World War II, and who have an honorable discharge, are cordially invited to join this post.

PACIFIC ELECTRIC BOWLING NEWS



By
Charlie Hill

With the close of the December 17 matches, the race for position standing is getting tighter all the time, with the Schedule Bureau leading by the slight margin of two points over their closest rivals, the Claim Department five, who had at that time 33 wins and 19 losses. The Schedule Bureau has maintained its lead mainly through the results of the efforts of **Joe Shafer** and **Jimmy Rankin**, who are ably assisted by "**Ted**" **Wolfe** and "**Ace**" **Harrison**, Shafer having acquired the highest individual average (181) of all regular bowlers in the league.

Possibly the outstanding feature during the past month was "**Tom**"

Putman's high game of 272, with a series of 661, both feats being performed on December 10. When **Tom** is hot, he is hard to beat. **Ned Rich's** 543 series was a big factor in the Claim Department's even break with the Schedule Bureau. "**Arch**" **Brahm** and "**Gon**" **Gonzalez** gave assists to keep their team in second place.

The Trainmasters have climbed to third position, and promise to be first place contenders when the final bell is rung.

In fourth place at this writing is the Motor Transit contingent, which team has been going places despite the absence of **Art Pabst**, due to illness. **Brantley** has been the mainstay of this team.

The P. E. Scrubs are holding their own on the fifth rung of the ladder, closely followed by the South District team with 26 wins and as many losses, one point behind the Scrubs. **Helen Wagstaff**, still enjoying the highest handicap in the league, has been instrumental in holding up her team's standing. **Paul Jacobsmeyer**, of Uncle Sam's Navy, is the leading man with the South District, and **Johnny Kinney** has been going at a rapid clip.

The North District and Electrical Department are tied for seventh place with 24 wins and 28 losses. All members of the former team have been rolling consistently, with the result that this team has been gradually climbing. Although circumstances have brought about several changes in the Electrical Department line-up, this team is also holding its own, and will probably be somewhere near the top when the season closes.

The P. E. Club has apparently now left the bottom of the ladder permanently, and are now in ninth position. **Dowder** and **Oliver** have been the main factors.

The Hi Lo and Field Engineers are tied for tenth position, both teams having met with some stiff opposition during the past month, despite nice scores by **Koppers** and **Wilkinson** of the Engineers and the consistent bowling of **Marion Lutes** of the Hi Lo.

At this time the Vineyard squad is in last place. This is an enthusiastic bunch, however, and with that spirit should not stay down there. They lost the services of **Bernie Helbling**, who

left the team to join the Electrical Department.

The bowling league has taken a two weeks' vacation for the Holidays and, now that the Christmas festive season is out of the minds of the bowlers, they will all probably get down to serious business for the grand wind-up.

Steamship League

The Pacific Electric team's first real set-back for the season came on December 21, when the American Fruit Growers nicked the leading railroaders for all four points, which enabled the second place **Paul White** quintet to change positions with the railroaders. Since the last writing the Pacific Electric have enjoyed a slight lead in first place over the insurance contingent; but on this disastrous night the railroaders lost the first game by two pins and the third game by six pins. **Joe Shafer**, substituting for **Stan Worsdell**, rolled a nifty 607 series, but the balance of the team were below par. **Joe** rolled a 243 as high game for Division No. One.

On December 10 **Stan Worsdell's** 558 series was instrumental in the Big Red Train's 3 to 1 count over the Transportation Club, while **Gonzalez, Brahm**, and **Hill** put over big scores to tow the President Lines into dock on the following Tuesday, the latter team rallying in the last frame to win the first game for their only point of the evening.

The writer joins the other officers of the League in wishing for all a New Year full of good things. We hope that, before the next Christmas, there will be universal peace, and all of our fellow-bowlers who are now away in foreign lands or other places doing service for Uncle Sam, may be back with us bowling them over.



Wasted money means wasted lives. Every dollar you can spare should be used to buy War Bonds. Buy more of them next pay day. You've done your bit; now do your best.

Fight Infantile Paralysis
January 14-31

WEEKLY HIGHLIGHTS OF P. E. BOWLING LEAGUE

Team High Game	Team High Series	Individual High Game	Individual High Series
Nov. 26 Schedule Bureau (954)	North District (2736)	C. Henry (219)	C. Henry (580)
Dec. 3 Trainmasters (949)	Schedule Bureau (2676)	R. M. Jones (225)	R. M. Jones (593)
Dec. 10 Hi Lo (986)	Hi Lo (2723)	Tom Putman* (272)	Tom Putman* (661)
Dec. 17—Tie Game	Trainmasters (2609)	Joe Shafer (234)	McBride (586)
Trainmasters (899)			
South District (899)			

*Season's High.

TRANSPORTATION DEPARTMENT



By
Suzanne M. Jacquemin

Have you made all those good New Year's resolutions for 1944? Believe me, they're so much fun to break.

HERE'N THERE 'ROUND PERYCO—**Jody Howell** left for New Mexico and her job as File Clerk was bid in by a "newie," **Evelyn Clark**; but just as we got used to **Evelyn's** smiling countenance, **Ann Beth Peterson** exercised her seniority rights and took over. **Ann's** position was abolished when a new job was created after **Odessa Carter** left to serve under Uncle Sammy. . . . **Evelyn** may now be found in the Purchasing Department. . . . Here today and gone tomorrow—no?

The loveliest pair of brown eyes in the company belong to **Pauline Connor** of Passenger Traffic; if in doubt, see for yourself. . . . The Schedule Bureau has a new member added to their crew, **LaRue Walker**. . . . Our Treasurer, **Mr. M. S. Wade**, has a splendid barbecue pit; now all he needs is a few more of those precious "points." Is there a vegetarian in the crowd? . . . If you want to raise **Myrtle Irene Shaw's** blood pressure, just ask her for the definition of a "P.S." . . . **Mr. O. D. Harris** of the Claim Department retired December 31 and we are surely going to miss him. . . . If we ever get those fluorescent lights they have promised us it will definitely be the "piece de resistance" of our department. . . . We would like to write something about **Joe Padou**, but he's just too quiet and doesn't let us know what's cooking. . . .

What the best dressed man will wear this winter is modeled by **Ted Hoyle** and **Art Smith** in their hip-high rain boots. . . . **Patsy Reyngoudt** seems to be the last one on our vacation list of 1943. . . . Overheard **June Bates** discussing the new carbon paper and saying it makes "rumba copies." . . . Conductor **E. R. Knowlden**, Southern District, came in with a huge pile of **Look** Magazines for our Reception Room 224; the new mags were badly needed and thanks, pal. . . . **Lucy Paige** made a cake for the Dispatchers, and **Dot Hill's** mother gave us a surprise cake also for our "afternoon tea." . . .

Mrs. Ruth Lyda takes over in place



CHRISTMAS as celebrated in the Schedule Bureau. Left to right are **L. J. McGrath, Lloyd Covell, W. D. Pinkston, Joe Henry** (proud father of **Baby Chris**), **Paul E. Durbin, L. S. Jones, J. D. Hart, Lillian Olson, La Rae Walker, Fred D'Arcy, Eva Mae Ashley, C. P. Hill, Betty Solem.**

of **Mrs. Jackson** in the Personnel Bureau. **Ruth's** home was formerly in Wichita, Kansas, where she was employed by the Beech Aircraft Company as a schedule clerk. . . . **Leona Hoffman** is the lovely blonde who is taking **Jack Behrens'** place. **Jack** transferred to West Hollywood, leaving each of those in his office a copy of his "swan song," a poem entitled "Room 221" which describes the office force.

Ask anyone in the Transportation Department that came to our Christmas party, held in Room 221—thanks to **Mr. I. W. Erhardt**—and they'll lay you even money that it was the best party in the building. The festivities began at 3:00 p.m., December 24, and lasted until, well . . . ? We all felt very much honored in having President **O. A. Smith**, General Superintendent **G. F. Squires**, Assistant General Superintendent **T. L. Wagenbach**, Superintendents **C. B. Whiteside, J. R. Worthington** and **H. L. Young**, Trainmaster **B. G. Jones**, **Art Nasher**, and many other honored guests too numerous to mention. Superintendent **C. M. Allen**, laid up with the flu, was conspicuously absent. We had everything to eat from pickles to ice cream, and plenty of it. A grab-bag containing lariats, horns, paper airplanes, windmills, and glass piggy banks livened up the party. Music was furnished by accordionist "**Bo**" **Mendelson** and dancing was in order. Mistletoe was hanging from every available doorway, light cord, etc., and for some reason the men showed a great antipathy for it—or did they? "**Buck**" **Jones** won the door prize for the fellows and **Joy Dixon** for the girls.

Everyone was as happy as a lark, and it will be a party long to be remembered.

Paul Durbin sends us the following account of the party in the Schedule Bureau:

"After reporting for duty at 8:00 a.m., Friday, December 24, 1943 (with the exception of three of the force who were a little tardy, one having the very good alibi of not one but TWO flat tires) the members of the Schedule Bureau gave their all for good old Pacific Electric until 12:00 noon, but after lunch how could we work with Christmas spirit running so high? Well, when the hands of 'Big Ben' finally reached the hour of 3:00 p.m. along comes Santa Claus in the guise of a Junior Commando (**L. J. McGrath**) equipped with helmet and all, remembering each and every one with a toy of some sort. Toys ranged all the way from tinker toys for the Supervisor of Public Time Tables to a clay modeling set for another Supervisor in 448.

"In case anyone is curious as to who the extra member of the Schedule Bureau is in the picture, that is the Junior member of the **Henry** family who honored us with a visit on Christmas Eve.

Lloyd Covell and **Betty Solem** were thoughtful enough to furnish the gang with cake and cookies which were very delicious and enjoyed by one and all."

—Bye-bye till next month!

Fight Infantile Paralysis
January 14-31

PASADENA DISTRICT



By
Herb
Morin

"235 Dead, 3,586 Injured, Is Reported"

The above headline refers to a catastrophe which occurred in Los Angeles County—the toll of pedestrians killed and injured from January 1 to December 7, 1943.

Maybe these statistics leave you cold. If so, probably you have overlooked the human suffering and the tragedy behind the figures. Each pedestrian accident "statistic" is, or was, a person much like you, but less fortunate, so far, than you.

Two-thirds of the pedestrian deaths and injuries in Los Angeles are the result of "jaywalking." Simply by obedience to traffic regulations, the pedestrian can eliminate two-thirds of his accident hazard. That is surely an excellent return for the observance of "rules of the road."

From there on it is not so easy. Look carefully all ways before stepping into the street—don't leave the curb until you have plenty of time to get all the way across—don't read a newspaper or obscure your view with an umbrella while crossing. Don't depend on the motorists seeing you at night. (Pedestrians are four times more likely to be hit by cars on the road during the night than during daylight.) Assume responsibility for your own safety.

Walk safely. Don't be an accident looking for a place to happen!

Think of yourself and your family. Don't become an accident statistic! Make it a Safe New Year!

D. B. Gardner is O.K. on single track now. It must be fun running those five-car trains out to San Bernardino. "Ole" Olsen is next if he can find time to finish his trips.

Frank Cummings stopped in to see us at Pasadena. The excitement in the South Pacific suits Frank fine. He is first class cook now.

Also back in Pasadena, for a few weeks at least, is Harley Haverick, looking very well.

We received a V-mail letter from Ralph Ellison; the first time we have heard from him for several months. Carl Peer has also written. Both report they are doing fine.

Joe Rovai went to San Diego over Christmas to visit his mother. Joe should have had a merry Christmas—it is said he got the biggest back-pay check in Pasadena.

Bill Lovelace, V. J. Wine, L. Keppy and P. J. Murphy have come back to us from Pasadena City Lines. There are only a few of the boys left over there now.

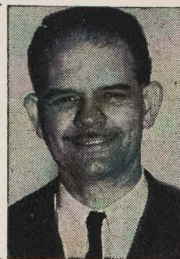
We are all glad to see Harry Sloane back, off the sick list. He is

SOME PASADENA TRAINMEN—Standing, left to right: H. A. Morin, H. Bolton, R. Wallace, R. F. Slocum, Charlie Martin, H. C. Woody, C. W. Olsen, L. E. Neal, R. M. Hughes, P. J. Zook, L. Taylor, T. H. Miles. Seated: R. M. Stevens, J. H. Ream, J. F. Jones, J. J. Lockshaw, D. B. Gardner, C. B. Lewis.



WEST HOLLYWOOD DISTRICT

By
G. R.
Stevens



Happy New Year to all!

As our third Christmas at war passed, it came nearer to being a real Christmas. Trainmen's families that had dinner at home invited a service man for turkey and trimmings. The back-pay check also added much to the Yuletide cheer. With a new year here, where else in a world torn by war is there so much to be grateful for and so much to hope for?

A Christmas greeting came from Sergeant Martin J. Creamer, former popular scribe for this magazine, now stationed at Camp Blanding, Florida. He writes that he has been down Arkansas way, and "deep in the heart of Texas." Creamer expected to be in Los Angeles and visit the boys around Christmas, but Florida proved to be a little too far away.

Jean Richards is the new Assistant Ticket Agent at West Hollywood Station.

H. E. Harris, former Conductor, and well known by many trainmen at West Hollywood, now works for the Chicago Surface Lines. It will be good news to his many friends that he has been appointed Assistant Superintendent of Division 2—called Burnside Division—about as far out of town as West Hollywood. His division has 11 lines operating out of it, six one-man cars and two single-track lines.

Motorman C. B. Ogden has been on the sick list due to a wrenched hip.

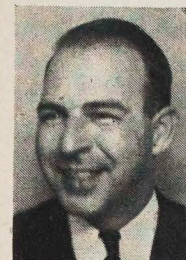
Herbert L. Raney, former Motorman, is a charter member of the Pearl Harbor Day Thousand Dollar War Bond Club at Farragut, Idaho. "Citations" for purchasing at least \$1,000 worth of War Bonds are presented to members of the Club, which was organized as part of Farragut Navy Training Station's activity during the War Bond campaign, December 1-7, 1943. Raney, who is a mail dispatcher at Farragut Post Office, has been stationed there 13 months. His son, Herbert L. Raney Jr., was killed while serving in the Navy aboard a cruiser in the Solomons last year. He was given a military funeral and buried on an island in the South Pacific. Raney said: "My son gave his life for a valiant cause and the least I can do is loan money for bonds." Raney was

in Los Angeles recently on leave, and saw the boys.

Many of the trainmen have been home sick with the flu that has been sweeping the country.

A good New Year's resolution: WIN THE WAR BY BUYING BONDS!!

FREIGHT STATIONS AND YARDS



By
Arden
Nasher

Your reporter has been criticized (mildly) from time to time because there hasn't been much about the out-lying stations. The line of complaint seems to be pretty consistent: Just because the stations are away from Los Angeles, people in town seem to forget about them. They are just as much a part of the old P.E. as any other group. Such complaints have plenty of merit, but of course the main trouble is that the stations are too busy to give us any dope about themselves.

To rectify this as much as possible, we thought it would be nice to get something from as many stations as possible for our New Year Edition, and despite the heavy volume of work for all concerned we did manage the following:

ALHAMBRA: We were unable to raise Agent R. A. Cooper, but we are told that this thriving little station is handling more carloads in point of facilities than any other on the system. A unique point about this station is the fact that box motors do nearly all the switching.

AZUSA: Agent J. N. ("Johnnie") Roundtree tells us, between pants, that business has tripled the normal volume in the past year. A leading chemical plant is building a new addition which will double its size, and, in the meantime, Johnnie is putting in plenty of hours trying to keep up. COMPTON: Agent C. J. Hileman says that local freight is more than double that of a year ago; S. P. tickets are more than double and P. E. tickets are more than triple. During the year the force has been increased from 7 to 9, by the addition of one S. P. Clerk and a Clerk-Warehouseman.

CULVER CITY: Agent C. A. Bruce, one of the oldest Agents on the system in point of service, tells us that he is just plain BUSY. He is handling about four times more freight than

normal, and passenger business has doubled. Culver City has an exceptionally heavy complement of people from the East this winter. During the past year one more Warehouseman has been added.

EL MONTE: All we could learn here was that Agent C. Anderson has been sick with the flu for some little time, and is just coming around. The station is hard hit, because his leading Assistant is relieving another Agent who is sick, at Whittier.

COVINA: We couldn't raise them on the phone, but we know that Agent A. G. Owen would like to wish everyone a Merry Christmas, and if you are ever out that way be sure to see some of his beautiful floral specialties. (He is the city florist.)

EL SEGUNDO: Our old friend Ernie Donaldson promised to put something in the mail for us, but it hasn't showed up at deadline. About all we know for sure, is that Ernie is quite a bowler. (Did we tell you he hit 299 some weeks ago?) Business is GOOD!!

GLENDORA: Agent R. H. McLaughlin adds that his business is good too, with a heavy increase in local over a year ago. At this time last year this station was handling both S.P. and P.E. freight, but now, handling only P.E., they have still shown an enormous increase in tonnage. Two

more clerks have been added, making a total of 5 in the agency.

GLENDORA: Agent J. F. Jenkins just says that business on defense materials is increasing in leaps and bounds, plus lots of passenger tickets and lot of mail.

HOLLYWOOD: Agent A. R. Crow says this station probably shows an increase of 100 per cent in local, though Agent Riley, who is on six months leave on account of his health, would be more familiar. Also a big increase in carloading.

MONROVIA: Agent C. Whiteley says he had the biggest Christmas business yet, and commercial was also big. Two P.E. boys have gone to the Army and Merchant Marine this year, Harold C. Hall and his brother Sheldon Hall, respectively. Harold is now in England. Lots of other changes in personnel during the year at this station.

SAN BERNARDINO: Out on the East End Agent C. O. Stephens is doing a swell job managing the passenger end of the business in addition to his old assignment of freight. Our old friend R. R. Corey, Assistant Agent, is also up to his ears with the freight business. Corey tells us that business is enormous; two years ago there were 4 men in the freight office; now there are 6 men and 5 girls. The city now

RETIREMENTS

The following employes were reported retired during the month of December, according to the Treasury Department:

NAME	Department	Occupation	Years of Service
Frank Farnham	Transportation	Train Instructor	24
Otto D. Harris	Claim	Claim Agent	38
James King	Engineering	Driver	23
Thos. E. Murdaugh	Mechanical	Carpenter	28
Jesse R. Radcliff	Southern District	Trolleyman	31
Natale Romagnolo	Building	Janitor	29
Louis H. Tiemann	Southern District	Trolleyman	25

OUR COURTESY

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

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GRAHAM & ISBELL

MORTUARY

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has a population of nearly 100,000 and is still growing (and boy! is it hard to get anything to eat in that town). Passenger business a couple of years ago was about five or six thousand dollars a month; now it is in excess of \$60,000. Willis Buck is now Trainmaster, and Bob Shaw and Middleton are Yardmasters.

SANTA MONICA: Mrs. Wiebers tells us that Agent J. H. Sandman has a bigger force too. A year ago there were 4 in the office and now there are 7. Local freight is about triple what it was a year ago, and, although Douglas Aircraft has moved its receiving department to South Gate, carloads into this station have fallen off very slightly. About 2 or 3 carloads of autos are coming in from the East every week.

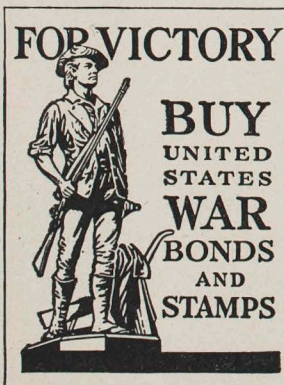
SIERRA MADRE: Agent N. G. Graham just says Happy New Year and awfully busy.

WEST HOLLYWOOD: Agent V. E. Walker says since taking over Beverly Hills local he is so busy he has two drays working out of that office permanently. Carmen's turnins are up about the same. 'Nuff said.

WINGFOOT: Understand a photo of this station appears elsewhere in this issue. Agent Glen Barkhurst says he wishes everyone a Happy New Year. Incidentally, Glen Junior writes from up north that he has been acting as 3rd Class Petty Officer for some time, and the writer expresses the opinion that this will probably be made official in the near future.

WEST LOS ANGELES: Agent W. L. Westlake says he hasn't been at this post long, but it's long enough for him to make the same cry: "Lots and lots of business."

Two last minute additions: **HAWTHORNE**, where congratulations are in order to Agent J. C. Sams, who has been elected President of the Agent's Association and is doing his darndest to get quorum for meetings, and wants to mention the next date, January 8, 1944; and **TORRANCE**, where Agent W. H. Bratton says he has doubled his force from 6 a year ago to 12 now, and needs them all.



Asst. Freight Agent Della Wiebers Begins Forty-second Year of P. E. Service

Marks Date by Giving Waffle Breakfast for P. E. Officials and Other Long-Time Friends

To celebrate the beginning of her 42nd year of service with Pacific Electric, Mrs. Della E. Wiebers, Assistant Freight Agent at Santa Monica, gave a waffle breakfast on Saturday, December 4, at 12:30 p.m. for present and retired Pacific Electric officials and other friends with whom she has been associated during her term of office. The breakfast was held at the Amaranth Home for Girls, 2019 Fourteenth Street, Santa Monica—a home which Mrs. Wiebers founded.

Pacific Electric veterans present were J. J. Suman, Auditor; F. F. Willey, Freight Claim Agent; H. E. Foskett, Station Supervisor; N. B. Vickrey, Pacific Electric Club Manager; and Miss Sybil Mather, Chief Information Clerk. Expressing regret at their inability to be present were President O. A. Smith, General Superintendent G. F. Squires, Assistant General Superintendent T. L. Wagenbach, Treasurer M. S. Wade, and Land and Tax Department Manager E. L. Young. A number of other friends of Mrs. Wiebers from the Southern Pacific Company and from Santa Monica were also present.

Reminiscences were the order of the day; in fact, the table was decorated with pictures and news clippings, dating from 1901 to the present, which called up many amusing incidents in the minds of those present.

Pacific Electric employes have reason to be proud that a woman of the caliber of Mrs. Wiebers is associated with the company, for she has achieved an enviable record not only as Assistant Agent, but also as a power for good in the community. She recalls with great pride a number of currently successful men who began their careers in the Santa Monica Freight Office under her guiding hand. Like every fine teacher, she has understood that the imparting of knowledge has been only a means to a greater end—building character. Mrs. Wiebers, indeed, was a teacher

This is one of the leading joint agencies on the system in point of express and freight volume.

And now, we would like to add to the foregoing Best Wishes for a Happy New Year from your Correspondent and all members of 8th St. Trainmaster's Office.

in the Los Angeles Public Schools before she came to Pacific Electric. She taught fourth grade work for three years in the Hellman Street School, after graduating from U.C.L.A. in 1890 at the age of 19.

The work for which she will doubtless be longest remembered, however, is the founding in 1927 of the Amaranth Home, for girls between 12 and 18 who need a home. At the time Mrs. Wiebers was Grand Royal Matron of California for Amaranth Courts, an organization for Master Masons and their wives, daughters, mothers, widows, and sisters. The home is governed by a board of trustees whose ex-officio president is the Grand Royal Matron for the year. There is room for 16 girls, whose admission may or may not be free, depending on the financial circumstances of the parents. Every effort is put forth to make a true home for the girls, to give them the finest kind of upbringing, and to make them enjoy their life at Amaranth; and the success with which these efforts are attended is gladly acknowledged by the alumnae who return for visits time and again. Every year, when Amaranth officers go out of office, they give a present to the home, usually of furniture. Outside organizations also give gifts. The Amaranth Home, according to Mrs. Wiebers, is the only home for girls of 12-18 in California. Other institutions accept only girls under 12, or over 18.

Mrs. Wiebers came to Pacific Electric in September, 1901, one month after her husband, William F. Wiebers, had been made Agent at the Santa Monica Freight Station of the Los Angeles-Pacific Electric Railway. According to Mrs. Wiebers, T. R. Gabel, then Traffic Manager for L.A.P., asked her one day to help out in the Santa Monica Freight House answering the telephone and other small jobs for \$20 a month. Mrs. Wiebers accepted, and was given the title of Assistant Agent—a title she retains to this day. For 25 years she and her husband worked together at Santa Monica, until in 1927 he transferred to Whittier. In 1935 he passed on, but Mrs. Wiebers remains, white-haired but erect, bright-eyed, bubbling with energy and enthusiasm, and always ready to carry not only her own burdens but also those of anyone who needs her help.



P.E.'S YEAR OF SWITCHING ENDS AT WINGFOOT

Joint Pacific Electric-Santa Fe switching operations, conducted in alternate years by each railroad, ended for a year at Wingfoot on December 31 and Santa Fe takes over for 1944. Revenue, together with switch moves made, exceeds the 1942 total by 100 per cent, peak year 1929 by 33 1/3 per cent. The station was opened in 1920, and now serves over 250 factories via joint tracks.

IN PICTURES: (1) Run 2206: Conductor C. A. Ward, Brakeman M. F. Siders, Engineer A. S. McNabb, Fireman J. W. Grafford, Brakeman W. G. Lutes; (2) Run 2260: Conductor Jack C. Gillis, Brakemen L. L. Hill and E. L. Goddard, Fireman R. Fimbres, Engineer Frank Milburn, Hostler S. T. Prichard; (3) Run 2207: Agent G. P. Barkhurst, Conductor F. X. Girard, Brakemen R. H. Smith and C. A. Ventriss, Engineer R. D. Weir, Fireman R. C. Parker; (4) Run 2208: Mr. Barkhurst, Conductor J. F. Luther, Brakemen O. Fleeger and R. W. Rogers, Engineer L. L. Norman, Fireman J. Antista; (5) Office Force: Agent Barkhurst, Bill Clerk T. R. Brackett, Warehouseman E. V. Lowe, Cashier Geo. McDonald, Stenographer Esther Graham, Clerk W. M. Green, Asst. Agent Tommy Diebolt, Warehouse Clerk Hershel Lance. Missing from pictures: On helper run 2259, Engineer E. A. Cupp, Fireman J. Preslor; On helper run 2258, Engineer H. G. Woodworth,



Fireman L. E. Guyett, Hostler R. H. Franks. Demurrage Clerk W. J. Fleck was also absent.



SIGNALMEN, and doing their best to look nonchalant while their picture is taken, are, left to right, Burt W. Evans (Leader), E. H. Eaton, William Moesby (Foreman), George P. Wurtz, and L. L. Lewis.

SIGNAL DEPARTMENT



By
Virginia E.
Simmons

We were sitting around discussing the events of the past year, when "Ernie" Engelmann walked in with an armful of mistletoe for Jessie Eaton. Bill Moesby immediately wanted to know why he brought SO MUCH of it. Edna Klein, Mrs. Eaton's Assistant, wanted to know what it was for, and Al Smith remarked it should be in his office.

The end of the story is not yet known, but we'll wager it's used as custom prescribes. Miss Klein, get hep! This is Leap Year!

But to get back to our story . . . 1943 was a big year for the Signal Department. The first and most important thing was the Terminal Island Extension. Practically a new railroad was built for the Maritime Commission. This also included the double-tracking of the Long Beach-San Pedro Cutoff.

Remember riding home on the Work Train? Emil Herr and Ferris Emerick are up in front. We call them the Siamese twins, each sleeping on the other's shoulders. Across the aisle, Clarence Stinson is puzzling over who drank his morning coffee.

There's E. B. Hargreaves, Bonding & Welding Leader, talking to Bill Moesby. The former is getting pointers on the signal game, while Bill learns that 115 impedance bonds were installed on the job. But the strangest thing of all, there's not a single evening paper in sight!

Another familiar scene was Herbie Eaton, driving the 01009 with Frank ("Chic") Sayles sitting behind him, operating the hand signal. He called himself the "Signal Engineer."

Incidentally, Bill Easterman, Assistant Signalman, who worked on the "Island Job," now rides the Calship to Terminal Island every day. He's in the Navy!

The next big job was the removal of the Aliso shoofly after construction of the overhead over the Aliso Street bridge to permit operation without going around the shoofly. Oh, happy day!

About this time, the Army decided that about three and one-half miles of overhead should be built for the Santa Ana Air Base. The track and overhead were extended in Santa Anita Ordnance Depot, too. Times have certainly changed when railroad tracks supplant race tracks! (But, I'm side-tracked!)

Then, the Santa Fe double-tracked their railroad through Santa Fe Springs Tower, necessitating many signal changes. This same program required the abandonment of the Santa Fe bridge over the Pacific Electric track between Colton and Riverside. To do this, it was necessary to develop a special light circuit to handle P. E. trains over the Southern Pacific road, between Santa Ana bridge and Riverside.

January, 1944

These were all major jobs. At the same time, the Signal Department finished the abandonment of the local lines in Pasadena, electrified the Southern Pacific tracks at Whittier, rearranged the outside wire from Macy Street bus depot, and took care of the necessary changes for the installation of the Bus Terminal at 6th and Main.

The Vernon Heights Line, Watts-Redondo Line, and 16th St. Line were removed. In addition, eight new spurs and sidings were put in, and overhead and crossing protection installed at the Synthetic Rubber Company on the Torrance Line.

As you can see, it was a mighty busy year. We might ask, "Little man, what now?"

Last month we failed to mention District Line Foreman J. E. Kenner (who has 39 years of service) and H. B. Ravey. Their offices are located at Washington Street Yards. Mr. R. M. Cobb, General Line Foreman, who has 38 years of service to his credit, had a birthday December 4. Our apologies, gentlemen!

Did you know that: Thomas F. Ryder is just back from a two weeks vacation, which he enjoyed at home? Roy L. Oakley, Signalman, is home on a 30-day furlough from 11 months of foreign service. Jimmy Dullnig's, Arlie Skelton's, Burt Evans' and J. R. Metz's sons, all in service, enjoyed the holidays with their families? Frank Edmonson is back to his old job, after six months leave of absence? This is a good time to plant beets, carrots, turnips, lettuce, and peas, according to Johnny Neff. We have four new employes, whom we wish to welcome. Towermen Richard Head, Adam Parton and Ruth White; Bonder & Welder's Helper Larry Scola.

Our sick list grew to immense proportions last month, and we regret that there are too many names to mention.

A most happy birthday to those in the Department born in January! We extend greetings to Claude Bigwood, Harry McGarvin, L. W. Brantley, Wente McGhee, C. E. Ridings, J. E. Andrews, Larry Scola, Gordon Stewart, Charles Hurt and Ruth White.

That's all folks . . . and if you've thought about New Year's resolutions, forget it. "There is a fatality about good resolutions . . . they are always made too late."

Scotchman (at riding academy): "I wish to rent a horse."

Groom: "How long?"

Scotchman: "The longest you've got, there will be five of us going."

January, 1944

Parents Receive Letter After 2-Year Silence From Interned Daughter

John T. Ashcroft, retired Line Foreman of the Northern Division, celebrated Christmas with Mrs. Ashcroft more jubilantly than usual this year. The couple received a letter from their daughter, Miss Evelyn Ashcroft, from a Japanese internment station at Camp Holmes, La Trinidad, in the Philippines—the first word they have had since the Japanese invaded the islands in 1941.

Miss Ashcroft, writing as of August 17, said she was well and busy, and asked her family to send her some needles, thread, soap, stockings, underwear, a toothbrush, and a comb.

She was a teacher of French and history for a number of years at St. Mary's Hall, an Episcopal mission school in Shanghai, China. With other teachers she was evacuated by her superiors, for safety, to Vontoc, in the Philippines, in 1941. Ironically enough, it was not until she had reached a place of supposed safety that the internment occurred, following the Jap invasion.

The above information was culled from the Pomona Progress-Bulletin for December 17, 1943.

Tsk! Tsk! Boys!

"Conductors and motormen employed on the Long Beach lines of the Pacific Electric Company are receiving instructions against flirting with comely women passengers."—From the "Thirty Years Ago" Column of the Long Beach Press-Telegram for November 9, 1943.

Farmer Corntassel was showing a girl visitor from the city around the farm. Suddenly she spied a herd of calves in a field and exclaimed: "Oh, look at the little cowlets!"

Farmer Corntassel grinned and replied: "Them is bullets."

A gangster bounded into the saloon, brandishing a tommy gun and yelling left and right: "All you dirty skunks get out of here!"

The customers fled in a hail of bullets—all except an Englishman who stood at the bar calmly finishing his drink.

"Well," remarked the Englishman, "there certainly were a lot of them, weren't there?"

Barber: "What's the matter? Ain't the razor taking holt?"

Victim: "Yeah, it's taking holt all right, but it ain't lettin' go again."

PACIFIC ELECTRIC MAGAZINE

23



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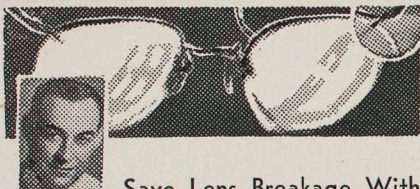
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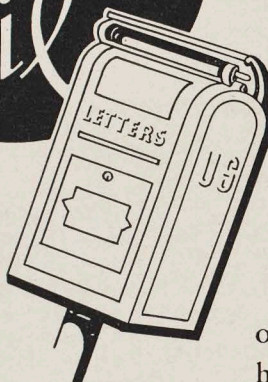
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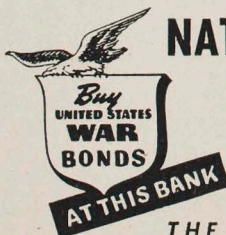
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