

JULY 1944  
PACIFIC ELECTRIC  
*Magazine*





# MECCA Reports Contribution of \$2014 to War Chests

(Distribution of Fifth Dividend of \$2014.00)

Distribution is based on the residence of employes

Duplication of the second MECCA dividend of \$2014.00 to War Chests was unanimously approved at a meeting of the Administrative Committee on June 8. This duplication brings the total of War Chest contributions to \$4,028 for the current charity year.

Since September, 1943, MECCA has contributed \$11,545.50 to the standard Charity and Relief Associations on behalf of Pacific Electric employes.

Distribution of the fifth dividend to Counties and in turn by them to communities is detailed below:

	Amount
Los Angeles County War Chest Committee .....	\$1,910.00
Riverside County War Chest Committee .....	20.80
San Bernardino County War Chest Committee.....	48.40
Orange County War Chest Committee.....	34.80
<b>Total 4 Counties .....</b>	<b>\$2,014.00</b>

### Detail of Distribution

Los Angeles Area War Chest .....	\$1,213.60
Los Angeles Area War Chest includes the following: Los Angeles, Hollywood, Venice, Torrance, Van Nuys, Culver City, Huntington Park, San Pedro, South Gate, Inglewood, Wilmington, Watts, Bell, Sunland, Maywood, Hawthorne, Beverly Hills, San Fernando, Palms, Sherman Oaks, Highland Park.	

Alhambra War Chest .....	\$74.00	Rosemead War Chest .....	\$ 9.60
Long Beach War Chest .....	72.80	Montrose War Chest .....	9.20
Pasadena-Altadena War Chest .....	78.40	Wilmar-Garvey War Chest .....	11.60
Glendale War Chest .....	60.00	Lynwood War Chest .....	7.60
El Monte War Chest .....	49.60	*Bellflower .....	4.80
Compton-Willowbrook War Chest .....	53.20	San Marino War Chest .....	4.80
Redondo Beach War Chest .....	23.20	Glendora War Chest .....	4.00
Arcadia War Chest .....	23.20	Manhattan Beach War Chest .....	4.00
San Gabriel War Chest .....	22.00	Hermosa Beach War Chest.....	3.60
So. Pasadena War Chest .....	17.20	Downey War Chest .....	3.60
Gardena War Chest .....	15.60	El Segundo War Chest .....	3.60
Temple City War Chest .....	15.20	Lomita War Chest .....	3.20
Pomona War Chest .....	14.80	Palos Verdes War Chest .....	2.80
Monrovia War Chest .....	14.00	Norwalk War Chest .....	2.80
Santa Monica-Ocean Park War Chest.....	20.40	Montebello War Chest .....	2.80
Monterey Park War Chest .....	12.00	Covina War Chest .....	2.80
Burbank War Chest .....	12.00	*Clearwater .....	2.00
Baldwin Park War Chest .....	10.80	Sierra Madre War Chest .....	1.60
Azusa War Chest .....	10.00	La Verne War Chest .....	1.20
Whittier-Los Nietos War Chest .....	11.60	Artesia War Chest .....	.80

### TOTAL LOS ANGELES COUNTY \$1,910.00

Riverside War Chest .....	\$18.80	Corona War Chest .....	\$2.00
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### TOTAL RIVERSIDE COUNTY \$20.80

San Bernardino War Chest .....	\$31.20	Colton War Chest .....	\$1.60
Redlands War Chest .....	5.60	Rialto War Chest .....	2.80
Upland War Chest .....	4.00	Fontana War Chest .....	1.20
Ontario War Chest .....	2.00		

### TOTAL SAN BERNARDINO COUNTY \$48.40

Santa Ana War Chest .....	\$12.80	Westminster War Chest .....	\$1.60
*Sunset Beach .....	3.20	Brea War Chest .....	1.60
Anaheim War Chest .....	2.80	Garden Grove War Chest .....	1.20
Huntington Beach War Chest .....	2.40	Newport Beach-Balboa War Chest .....	2.00
Orange War Chest .....	2.00	La Habra War Chest .....	.80
*Stanton .....	2.00	Yorba Linda War Chest .....	.80
Fullerton War Chest .....	1.60		

### TOTAL ORANGE COUNTY \$34.80

\*No War Chest Organization.

### MECCA Administrative Committee

B. A. Collins, Chairman	G. E. Collins, Vice Chairman
H. W. Jenkins, Secretary	M. S. Wade, Treasurer
Leonard Andersen	Frank Karr

June 15, 1944

## RETIREMENTS

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

NAME	Department	Occupation	Years of Service
George W. Baker	West District	Motorman	34
Alex Florance	Mechanical	Helper	17
George E. Neighley	Engineering	Helper	17

## Telephone Tips For Truant Tongues

Are you a mystery man or woman who answers a company telephone with a "Hello"? If so, you're wasting your time, the other party's time, and—what is still more important in this war emergency—telephone time. Better say, for example, "Engineering Department, Lee speaking."

"I'm not quite sure it's right, but I'll try this number anyhow." Have you ever said that to yourself as you reached for the telephone to dial a business associate or friend? If so, then—ditto, ditto, and ditto! Better look up the number first.

As a means of helping employes avoid these and similar errors in telephone usage and etiquette, Pacific Electric is cooperating with the Southern California Telephone Company by distributing a number of attractive posters, pamphlets, and folders illustrating correct and time-saving methods of handling telephone calls.

Read them carefully, especially the attractively illustrated little pamphlet, "Pointers for Patriots."—Your associates will appreciate your doing so.

—BACK THE INVASION—

## County War Chest Says Check Received

Acknowledgment of the MECCA War Chest contribution of \$1910 was made June 20 by Los Angeles County Committee Secretary LeRoy Dixon in a letter to MECCA Chairman B. A. Collins. The letter is as follows:

On behalf of Mr. Walter J. Braunschweiger, Chairman of Los Angeles County War Chest Committee, this will acknowledge with thanks receipt of your Voucher Check No. 30, dated June 15th, 1944, in the amount of \$1,910.00 together with the list of the War Chests in Los Angeles County for whom this allocation is made by your Association.

These War Chests will be credited with the amounts as indicated in your communication attached to your letter of June 15th.

This additional allocation from your Association is very much appreciated by our County War Chest Committee and I am sure will also be appreciated by the individual War Chests concerned. Please indicate to the membership of your Association the sincere gratitude of the beneficiaries of your allocations.

Very sincerely yours,  
LeROY DIXON.

# Hub of the North

### Although Not for Passengers, Macy Street Terminal Is Nevertheless the Strategic Center of the Northern District



MACY TERMINAL FOREMAN'S OFFICE, with D. B. Van Fleet, senior Terminal Foreman, busy as usual on one of his three telephones. At left is M. O. Abole, Relief Terminal Foreman.

A three-bell signal is ringing on one of the three telephones in the office of the Terminal Foreman at Macy Street Terminal. It is about 3:50 p.m.

Terminal Foreman Ed Fox, who is on duty from 2:00 p.m. till 10:00 p.m., picks up the correct receiver. "Macy," he intones.

"Dispatcher talking. Instead of making that tie-on at 4:05 p.m. at Macy, make up a three-car train and relay the 4:35 Glendora out of Sixth and Main."

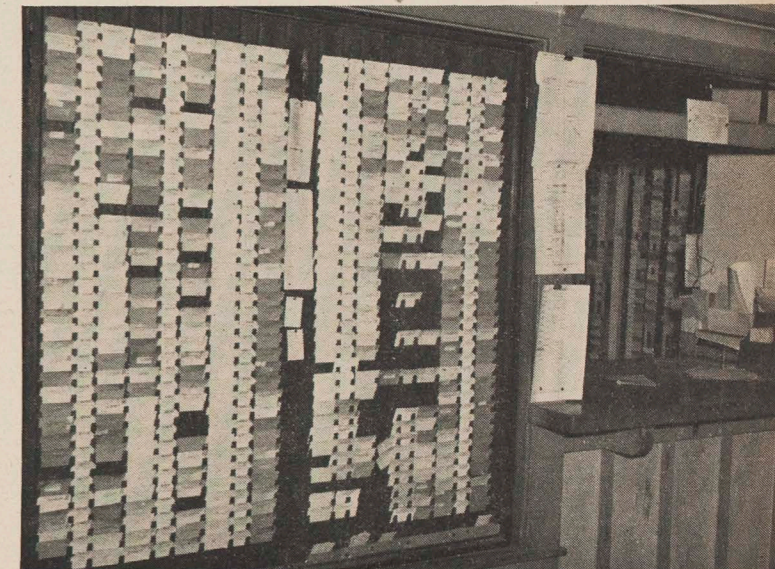
"Okay," replies Fox, "I'll line it up with Therolf, the Leader Switchman in the yard."

Fox replaces the receiver and rings a number on another telephone. In a few moments Therolf, down at the west end of Macy Yard, answers.

"Cancel that tie-on for the 4:35 Glendora," the Terminal Foreman instructs him, "and make up a three-car train. We're going to make a relay out of Sixth and Main. Have the trailer men go along with one of your Switchmen and bring the train on down, and I'll put a Conductor on the train to be in charge of the relay."

Leader Switchman Therolf hangs up, and calls to a nearby Switchman: "Take that single 1100 off Number 4 track, run it down here and back on 3 track, and tie into these two 1100's. Then pull them out of Macy at 4:05, pick up the relay Conductor down at the switch, take the train to Sixth and Main, and relay the 4:35 p.m. Glendora."

Whereupon the Switchman hurries away to carry



MACY BOARD in foreground; through the window is visible the Pasadena board.

TRAINMEN'S QUARTERS, showing what trainmen do in their spare time.



out his instructions. . . . Unintelligible, you say? Here's the story:

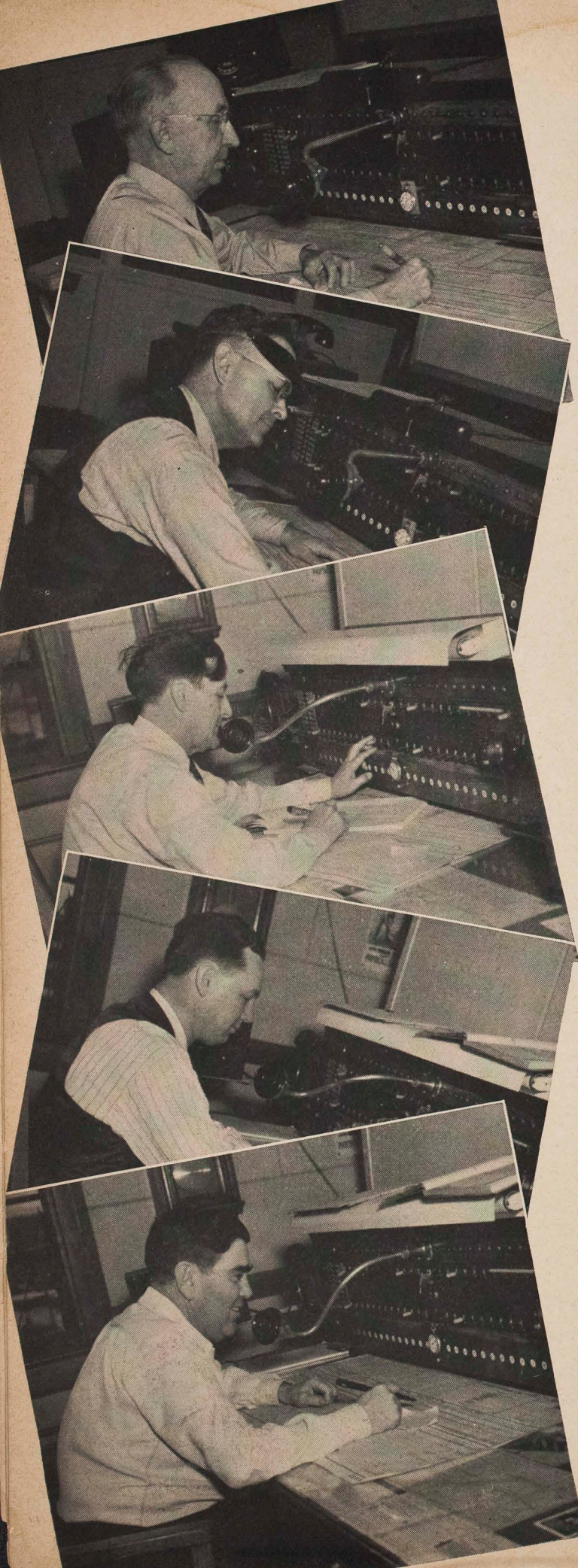
A train from Glendora is due at Echandia Junction at 4:05 p.m. but has been delayed somewhere between Glendora and Echandia for 20 minutes or more. The train is due to arrive at Sixth and Main at 4:20, and is due to leave Sixth and Main at 4:35. Since it cannot possibly make up the lost 20 minutes, another train is made up from cars available in the storage yard at Macy Terminal and follows the delayed train's schedule into and out of Los Angeles. It meets the delayed train at some point between Valley Junction and Los Angeles, and crews are exchanged. In this manner the crew of the delayed train is put back on schedule; the passengers who wanted to leave Los Angeles at 4:35 are on time; and delay is occasioned only those inbound passengers who were so unlucky as to be on the original train from Glendora.

Such a procedure is typical of the methods by which coordination of train movements is achieved at the important Macy Street Terminal. Via telephone and written message, the North Trainmaster, the North Dispatcher, the Sixth and Main Stationmaster, the Terminal Foreman, and the Leader Switchman are in constant touch. Terminal Foreman Van Fleet and his cohorts are so busy answering telephone calls, making assignments, keeping trains on schedule, recording sign-on and sign-off time, and what-not that they commonly refer to their domain as "Macy Madhouse."

**NOT A PASSENGER TERMINAL**

Although not a passenger terminal like the Subway or Sixth and Main, Macy is highly important from an operational standpoint. For one thing—as was pointed out in the June PACIFIC ELECTRIC MAGAZINE—heavy repairs to rail and bus equipment are made at nearby Macy Shops. The storage yard at Macy, capable of holding 115 passenger cars, is the largest on the system. Moreover, Macy Terminal is the point at which—within the area between Valley Junction and Brooklyn Avenue (or Macy Street) Bridge—all tracks on the Northern District converge into a double passenger track crossing over, and a single freight track winding under, Aliso Street Viaduct. Result: a bottleneck. Through this bottleneck go daily more than 600 passenger and freight trains of the Northern District, including 307 interurban passenger trains running both ways between Los Angeles and Pasadena, Glendora, Sierra Madre, El Monte, and Covina; 214 locals running between Sierra Vista and Watts; and important freight trains arriving via Pacific Electric from far-distant points on the Atlantic seaboard, or a string of empties headed for San Bernardino. Freight trains from the east must cross all the passenger tracks before they can travel

**NORTH DISPATCHERS**—*Top to bottom: Lee Pulliam, Day Local, 6 a.m.-2 p.m. (December 1, 1913); C. B. Smith, Afternoon Local, 2 p.m.-10 p.m. (August 2, 1918); C. A. Newman, Day Main Line, 6 a.m.-2 p.m. (May 23, 1923); W. W. Wherry, Afternoon Main Line, 2 p.m.-10 p.m. (May 18, 1942); E. T. Barrett, Night Main Line, 10 p.m.-6 a.m. (January 19, 1944). Seniority dates as Dispatchers are in parentheses. Somehow missed getting picture of Ove Jensen, Relief Dispatcher, North and West Districts (March 1, 1944). Also serving as Relief Dispatcher is B. L. Copeland (September 21, 1941), who (see story) is also Relief Terminal Foreman.*



on their own track under Aliso Street Viaduct, and a considerable amount of switching is done within the Macy area at State Street Yard. Hence, the North Dispatcher has the ever-present problem of minimizing delays to both freight and passenger trains within the Macy bottleneck—no small task at any time, and an especially tough job in these days when many trains carrying vital war freight receive superiority over passenger trains running more frequently and bearing more passengers than ever before in Pacific Electric history.

**TERMINAL FOREMAN'S OFFICE**

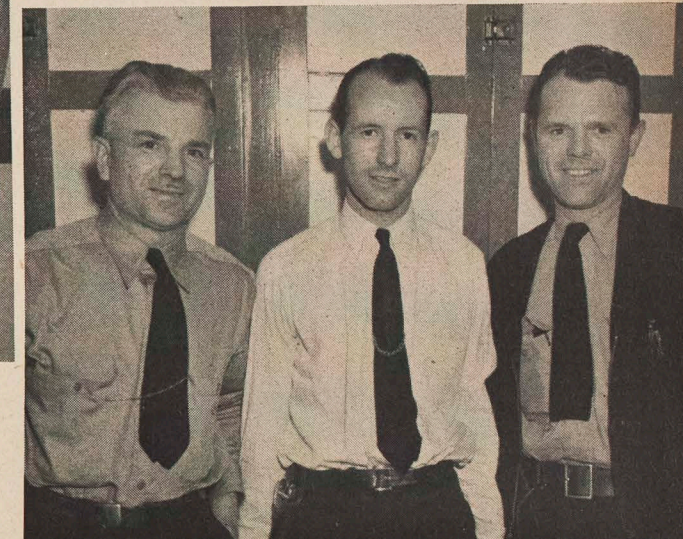
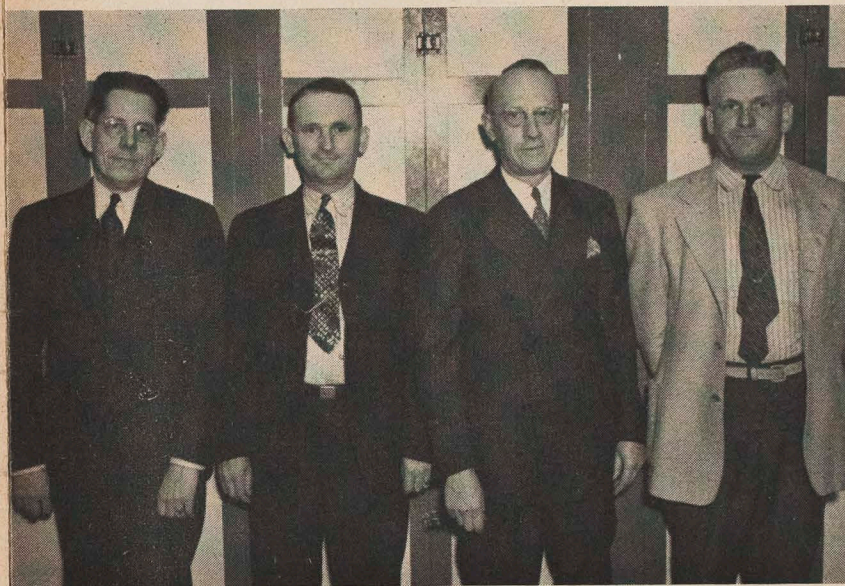
From the office of the Terminal Foreman at Macy Street Club House some 360 Trainmen and Motor

Coach Operators receive their assignments. A fact which sets this terminal apart from all others on the system is that more than 95% of the runs assigned there do not begin or end there; they start or finish at other points in the Northern District. The reason for this is that years ago it was deemed strategic to have a Terminal Foreman at the end of Macy Yard, from which much rolling equipment is obtained and made up into trains.

**THE MACY BOARD**

The chief duty of the Terminal Foreman is to maintain the "board" so that Trainmen and Motor Coach Operators working out of a particular terminal may know their assignments. The board consists of a large glass-faced case on a pivot in the wall between the Terminal Foreman's office and the Trainmen's room. In the case are a large number of removable cards,

**TERMINAL FOREMEN** (not a quartet and trio, even though harmony is close): Picture at left: D. B. Van Fleet, B. L. Copeland (Relief), E. C. Fox, and A. M. Brouwer (Assistant). Picture below: Extra Terminal Foremen G. D. Jeremiah, S. F. Scott, and W. H. Lantz.



Coach Operators receive their assignments. A fact which sets this terminal apart from all others on the system is that more than 95% of the runs assigned there do not begin or end there; they start or finish at other points in the Northern District. The reason for this is that years ago it was deemed strategic to have a Terminal Foreman at the end of Macy Yard, from which much rolling equipment is obtained and made up into trains.

The mark-up of all Northern District passenger Trainmen working west of Pomona, and that of Motor Coach Operators on the Temple City Line, the Garfield Avenue Line, the Emery Park Line, and the Pasadena-Alhambra-Southern Pacific Station Shuttle Coach Line, may be found at Macy Club House. Rail lines so assigned include the San Bernardino Line, the Glendora Line, the Sierra Madre Line, the Pasadena Short Line, the Oak Knoll Line, and the Watts-Sierra Vista Line. Assignment of crews on trains leaving from such important points as the Pasadena Car House, Covina, Baldwin Park, El Monte, Sierra Madre, Glendora, Monrovia, and Sixth and Main—as well as of all Motor Coach Operators working out of Temple City—are made by the Macy Street Terminal Foreman largely via telephone. Freight assignments, which used to be made from the Club House, are now made from other

each containing the name of a Trainman or Operator. Opposite each of these cards is another card containing an assignment number. Each day the proper names and assignments are placed together, and at 2:00 p.m. the board is turned on its pivot to face the Trainmen's room. By looking at the board, the men learn their assignments for the next day. The cards of regularly assigned men are changed seldom—usually only to show a day off, vacation, or illness. The cards of the extra men, however, are subject to daily change.

**TERMINAL FOREMEN**

Oldest Terminal Foreman at Macy Street, in point of service, is D. B. Van Fleet, who has been there more than 20 years—since November, 1923. Ed Fox has been there almost as long—since May, 1926. "Van" works from 6:00 a.m. to 2:00 p.m.; Ed from 2:00 p.m. to 10:00 p.m. Since the work is considerably more than can be handled by one man, A. M. Brouwer, Assistant

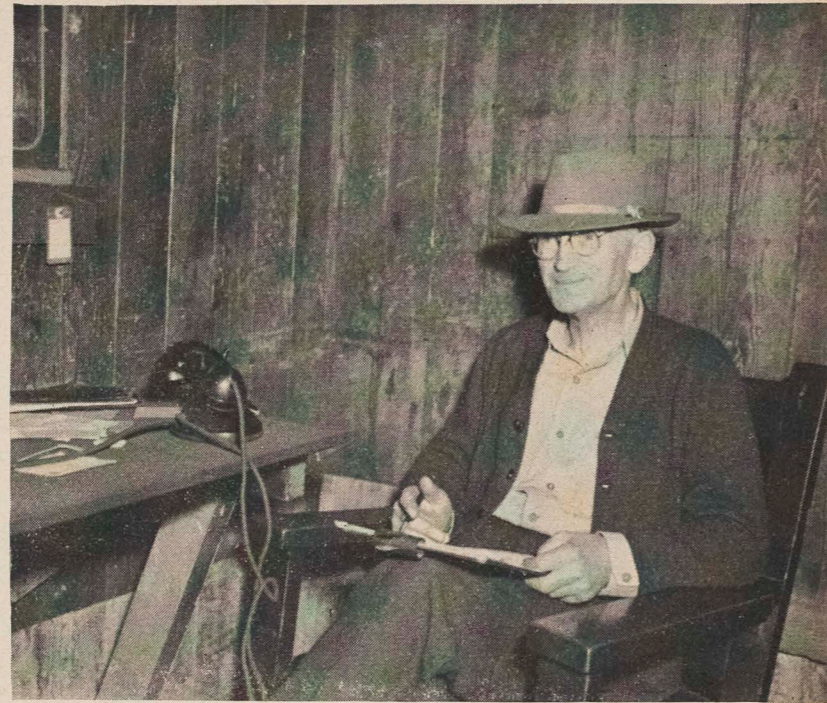
Terminal Foreman, works between 8:00 a.m. and 4:30 p.m. Two days a week at Macy are put in by B. L. Copeland, who works a relief job as Dispatcher, Terminal Foreman, and Stationmaster. M. O. Aubolee relieves Mr. Brouwer one day a week. Three Conductors

—W. H. Lantz; G. D. Jeremiah, and S. F. Scott—do relief work as Terminal Foreman in emergency.

**CASH RECEIVER ON DUTY**

For the convenience of Conductors and Motor Coach

**YOU'LL SEE THEM AROUND Macy Club House:** Beginning properly with the lady, at top left: Miss Anna L. Crocker, new Cash Receiver at Macy. Top right: Leader Switchman Leo H. Therolf officially works from 10 a.m. to 6 p.m. getting cars in and out of Macy Yard, but he's available any time. Bottom right: Daniel Franklin ("Mac of Macy Street") McCasland, Janitor and Messenger. Bottom left: Cashier Jack Ferrier (at left) shows Relief Cashier T. J. O'Connor that even lads of 20, or thereabouts, can count change—T. J. appears a bit incredulous.



**WHAT'S FUNNY ABOUT A TIME TABLE?** North and South Districts Trainmaster B. G. Jones seems to have found something, which he's showing to his chief assistants. Anyway, it was a good way to gag a shot of the top men of the Northern District, including, left to right, Assistant Trainmaster H. F. Tiemann, Supervisor J. W. Loyal, Conductor-Instructor W. J. Fenwick, Supervisors A. P. Smith, Elze Butler, and H. A. Bates. Mr. Jones is seated.

Operators, who would otherwise be forced to go to Sixth and Main for this purpose, a Cash Receiver is on duty in the Terminal Foreman's office to take care of turn-ins. Jack Ferrier acts as Steno-Cashier between 8:00 a.m. and 4:00 p.m., dividing his time between cash receiving in the morning and stenographic duties for the Terminal Foreman in the afternoon. Cashier Anna L. Crocker takes collections between 1:00 p.m. and 9:00 p.m., posts the cash book, and makes monthly reports. T. J. O'Connor acts as Relief Cashier.

up and distributes mail destined for Macy Club House, Garage, State Street Yard, or Sierra Vista. Once a week he takes a big bundle of Conductor's supplies and toilet goods to Sierra Vista. He has also taken on the job of keeping the first aid kits at these points supplied with necessities.

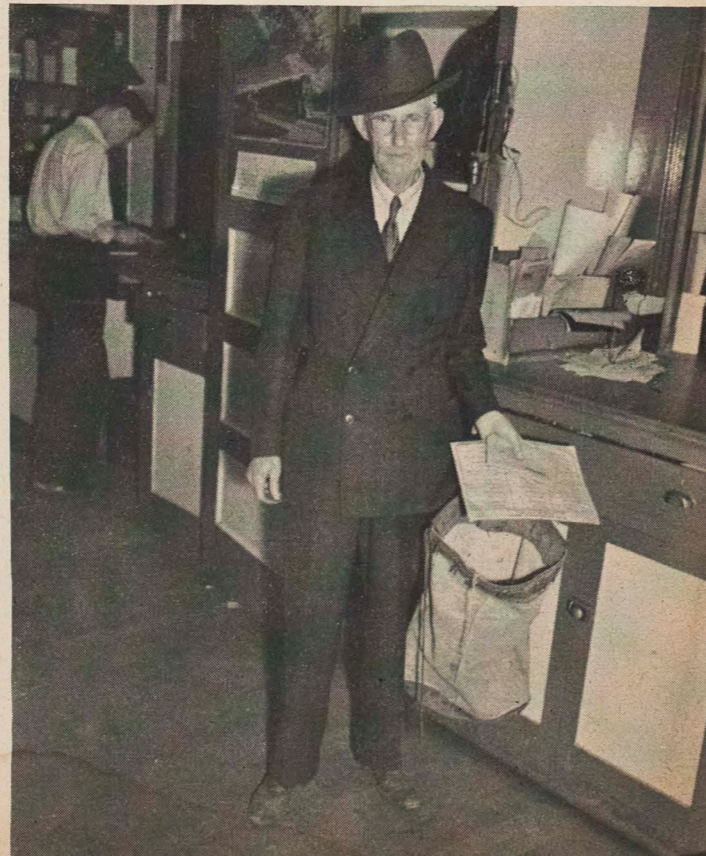
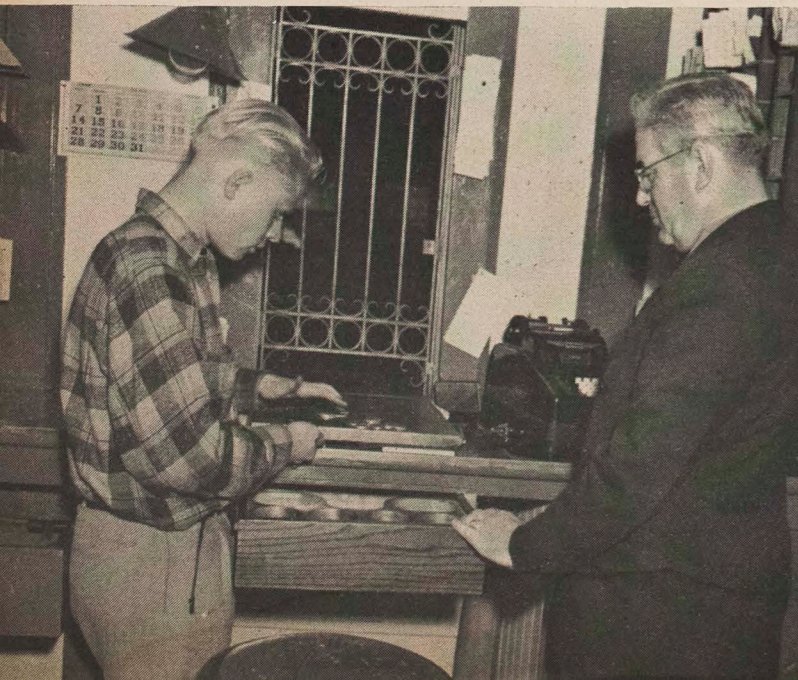
Formerly in the real estate game with four brothers, he carried on a thriving business in East St. Louis before his health broke down and he had to come to California for more sunshine. His brothers, he says, grew rich, and he himself made plenty; but, he confesses, he found it much easier to make money than to keep it. Mac still knows his real estate, however, and for many years had his own office in Alhambra, until poor health once more obliged him to give it up. The active life he now leads has put him in better condition, he affirms, than he has been in for years.

**YOUNG MAN OF 70**

Almost 70 and white-haired, but sharp-eyed, mentally alert, and still going strong, D. F. McCasland acts as Macy Club House Janitor and also as Special Messenger for the Club House, the Car Barn, the Garage, State Street Yard Office, and Sierra Vista Station. Mac is living proof of the fact that a man may have reached the Biblical allotment of years and still carry out with dispatch a regular daily round of active duty. Finding that his janitorial duties at Macy Club House failed to keep him sufficiently occupied, he was the one who suggested the additional messenger job. Three times a day he brings the mail over from Macy to Sixth and Main and distributes it to the proper rooms in the Pacific Electric Station. Mail destined for other places he takes to the Mail Room, where he picks

**TRAINMASTER'S OFFICE**

Transportation operations at Macy Street are, of course, but a part of the operations of the Northern District, which extends as far east as Sunkist, as far north as Arrowhead, as far west as the Pacific Electric Station at Sixth and Main, and as far south as Corona. Rail passenger service on both the Northern and the Southern Districts is under the supervision of Trainmaster B. G. ("Buck") Jones, who keeps four clerks





**TRAINMASTER'S OFFICE**—Hard at work (for the sake of the picture) are, left to right, Patricia Frize, Account Clerk; Irene Shaw, Steno-Clerk; Peggy Oliver, Trainmaster's Clerk; Virginia Bright, Steno-Clerk; and Heen Baldwin, Steno-Clerk. Words fail when one contemplates a written description of their duties as described by the incumbents. But they really do keep busy, what with dictation, letters, accident and discipline records, Conductors-Operators accounts, etc.

and stenographers busy in his office at 212 Pacific Electric Building with records of accidents, letters to erring Trainmen, union dealings, time claims, and a hundred other matters. Assisting him on the Northern District are Assistant Trainmaster H. F. Tiemann; Supervisors A. P. Smith, Elze Butler, J. W. Loyal, and H. A. Bates; and Conductor-Instructor W. J. Fenwick. Unlike Trainmaster James E. Douglass of the Western District, Mr. Jones and his aides are not concerned with motor coach operations, which on the North and

South are handled by C. M. Allen and an entirely different organization—of which, more in a later issue. Let it be sufficient for this time to note the importance of Macy Street Terminal as a focal point of Northern District rail operations—precise operations effectively carried on through the cooperative, unremitting efforts of the Trainmaster, the Dispatcher, the Terminal Foreman, the Leader Switchman, the Trainmen who run the cars, and the Shopmen who repair them. They're staying on the job and finishing the job!

### Melvin R. Poundstone Passes After Thirty-eight Years in Claim Department

The death of Melvin R. Poundstone on May 4 at St. Vincent's Hospital after 38 years of loyal and efficient service as Claim Agent in Pacific Electric's Claim Department was a sad loss to the company. Born July 15, 1874, at Grand Ridge, Illinois, Mr. Poundstone was first employed by R. G. Dun & Company as Investigator in St. Louis, beginning in June, 1891. When his family came to Los Angeles in 1904, he was transferred to Dun's Los Angeles office. His experience as an investigator enabled him to secure a position as Claim Agent in Pacific Electric's Claim Department June 1, 1906, and he remained in this department throughout the period of his Pacific Electric service. Twenty-five years ago he was promoted to a position in which his duties were to take charge of the preparation of lawsuits for trial, and his office was moved to the Law Department.

"I never knew a man of greater integrity, greater loyalty, or greater efficiency in the performance of his duties," declared General Claim Agent S. A. Bishop, who has intimately known Mr. Poundstone and his family for many years. "The conscientious accuracy of the evidence he secured through his unfailingly thorough investigations was well known to the legal profession of Los Angeles. For his efficiency, his keen sense of morality, and his lovable personal character he is greatly missed, not only by the Claim Department, but by the company as a whole." Mr. Poundstone is survived by his wife, two married daughters, and a son. The latter, Duncan, also worked for some time in the Claim Department. Mrs. Melvin R. Poundstone lives at 6527 Maryland Drive, Los Angeles. Pacific Electric employees join in extending whole-hearted sympathy to the members of the family in their loss.

### HOSPITAL LIST

- The following employes were confined to St. Vincent's Hospital, 2131 West Third Street, Los Angeles 5, as of June 26:
- Jack W. Butler, Supervisor, Motor Transit District.
  - Walter H. Bowers, Agent, Transportation Department.
  - James H. Carter, Paving Foreman, Engineering Department.
  - Frank Chadburn, Retired, Engineering Department.
  - Colonel Fry, Mechanical Department.
  - Carl O. Green, Motorman.
  - John W. Jessee, Brakeman, Southern District.
  - Cecil E. Kirby, Signalman, Engineering Department.
  - Harold Leeds, L. A. Motor Coach Lines.
  - Frank Ryan, Motorman, Northern District.
- BUY EXTRA WAR BONDS—
- They used to tell me one and one would always add to two . . . Which doesn't help at bit, since they neglected to tell you!
- Katherine Woodley in SHE Magazine

### MACY STREET TERMINAL



By  
Ted  
Harrison

Hello, Macy. Here we are again and another month gone by. Seems that Macy was really on the map last month and, from what we read in the June issue of the Magazine, there should be more this time in addition to this scandal column.

Funny how that Motorman Charlie Young bobs into print. Here he is again back with us common folk, for it seems they cut the board at State St. and so he came back to get some gravy in passenger service. Glad to see you back, Charlie, even if the rest of us don't get any work.

Last month we reported that Louie Heim, well known around Sierra Vista, had made a hurried trip back east on account of the death of his mother. He got back about the fourth of June, and on the tenth got word of the passing of his father. Sorry to hear of your second bereavement, Louie, and the sympathy of everyone here goes to you and yours.

Another loss is reported from Macy. George Carpenter, who for quite a while tended switch at Echandia Junction and whom many of the older men remember as a Motorman, passed away on Saturday, June 10. George had been in very poor health for some time and just recently had to give up active duty. The boys at Macy St. and State St. had chipped in and made up a very substantial purse which was taken over to him, but he was already in a coma and never knew about it. We extend our sincere sympathy to his wife and family in their loss.

Our genial Leader Switchman, Leo Therolf, took a few days off recently and travelled north to visit his son, who is at the hospital at Camp Shoemaker, suffering from tropical fever. Leo reports his son is getting along nicely and is well taken care of at this naval hospital.

I might report here that my boy is at Shoemaker as a hospital apprentice. He has been there about three months and is enjoying his work and training.

The report is going around that it's foolish to waste your money at those second-hand places. If you want

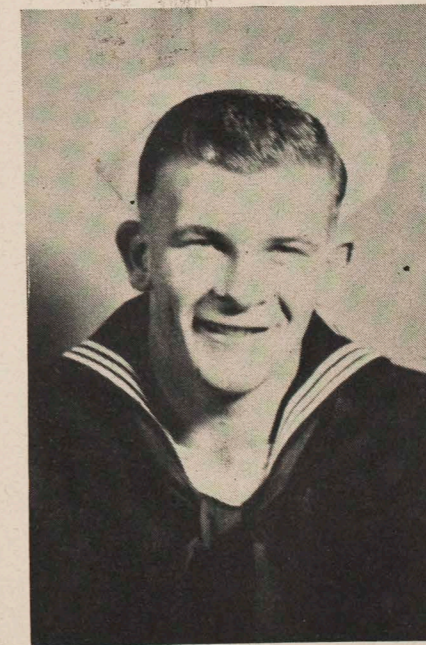
anything from a bobby pin to a model T, or a fish worm to an elephant, see Motorman "Red" Lloy, of El Monte fame. How about it, Red?

Remember I warned you last month of wedding bells at Monrovia? Well, it's happened. Yes, sir! Charlie Hudon left on Tuesday, June 20 on his vacation, and the first thing he did was to get married. We all wish you and Ruth lots of luck, Charlie, and a long, happy life together.

Want to hear something ancient? Well, the following two items are from the Magazine that was published before the P. E. Magazine. They are from the Southern California Trolley, a joint paper of the PERY and the LARY. January, 1917: "Work is progressing rapidly on the new quarters at Echandia Junction. We hope it will not be long before North Division boys will be operating out of the new quarters, as Seventh and Central is pretty well torn up. The change will be welcomed by all."

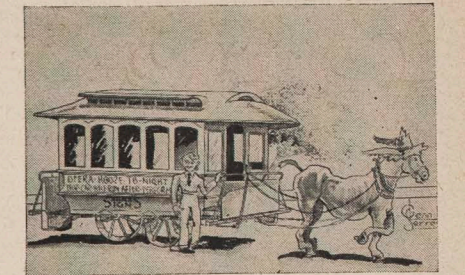
November 1917. "The top pay since November 1 is 35c local and 37c main line."

The sympathy of us all is extended to Motorman Steve Utes, whose mother passed away at San Antonio, Texas before he could reach her side. She had been ill for some time.



**VARSITY TO SUB**—Jack Miller, 18, son of Conductor Clifford H. Miller of El Monte, is now in San Diego Naval Training School for a machinist's course, following which he will go to the East Coast for further training in Uncle Sam's Submarine Corps. Jack was captain-elect of the 1944 El Monte High School varsity football team.

### 25 YEARS AGO



### On the Pacific Electric

By "Alec"

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

Twenty-five years ago, to be exact, July 1, 1919, the then General Manager of this Company, Mr. J. McMillan, retired after 45 years of active, intensive service with Southern Pacific Lines and the Pacific Electric Railway. He was a man who rose from humble beginning—he started as messenger and utility boy with some small Texas railroad—to the position of General Manager of Pacific Electric Railway. His retirement was announced and his character duly eulogized in the July, 1919, issue of this periodical.

A "happy warrior" returning (no derby) from the wars was identified as Mr. H. O. Marler, who returned to the Passenger Traffic Department that July from overseas, taking up his job as Traveling Passenger Agent. The Passenger Traffic Department seemed to be very much in the news in that issue, with Messrs. Marler and F. E. Billhardt returning from the "big parade" and Mr. E. C. Thomas coming back to his Department (Passenger Traffic) as General Agent after having resigned from the management of the Pacific Electric Club, which he had organized and launched two years previously.

Among others returned from military service we find Earle Moyer, Accounting Department, C. Holcomb and A. O. Smith of the Electrical Department, W. J. Packer, Transportation; Fred Nichols was still doing service for Uncle Sam at Camp Lewis, Washington.

Acting upon a suggestion of the Executive Committee of the Pacific Electric Club that free transportation be extended to employes traveling to and from work, the Vice President, Mr. H. B. Titcomb, granted this courtesy effective July 1, 1919, and what do you know, we are dead-heads ever since. . . .

# Passengers Appreciate . . . .

## Conductor R. M. Crist

June 6, 1944

Pacific Electric Railway Company Gentlemen:

Under present conditions you no doubt receive frequent complaints as to personnel and operations. We appreciate all of the difficulties facing your men in giving adequate service with the overcrowding of trains and deterioration of equipment.

Because of these difficult circumstances we wish to bring to your attention the outstanding efficiency and courtesy of Conductor R. M. Crist, No. 1346, on the 5:21 p.m. trip to Santa Ana. This run is a difficult one and Mr. Crist has consistently been considerate of his passengers and has enhanced the reputation of your organization by his conduct.

We wish to commend Mr. Crist to you, his superiors, and express our gratitude for his efforts to serve your customers.

Sincerely yours,

MRS. P. F. DITZLER  
THELMA C. PATTON  
EUGENE C. BOWMAN  
LEO F. LAMB  
CARL S. KEGLEY  
P. T. SCOLLARD  
DOROTHY M. PEARSON  
FRANCES DAHLGREN  
MARIE BRAYBROOKS

## Four More Conductors

June 5, 1944

Pacific Electric Railway Company Gentlemen:

Before the charm is broken I wish to congratulate you on the really wonderful change in the attitude of the operators on the red cars. It seems like a dream after the many, many months of nightmare we, the people, have been enduring. It is really a pleasure to ride your cars again, even in their crowded condition. I have been going twice or more daily up and down Hollywood Blvd.—often from downtown to past Fairfax and I have not heard one rude or ungracious word from the Conductors and previously it was only occasionally we received any other service. I wish especially to mention Nos. 1081 [A. C. Givan]—2544 [L. F. Albert]—2852 [W. Scarth]—2212 [D. K. Messamer].

The atmosphere of the cars is more cheerful and pleasant and I hope it may so continue. I am writing this as I wait for a car. I thank the gods I do not need to ride your busses. Maybe you can do something about them.

DR. EDITH C. MORDEN.

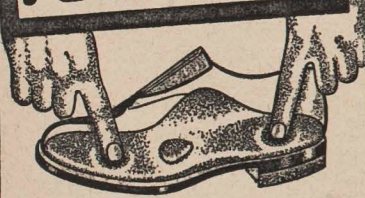
—BUY EXTRA WAR BONDS—

## Blood Bank Committee Asks You to Read This:

Occasionally, rumors circulate to the effect that the Red Cross sells the blood it collects from volunteer donors, or that the government pays the Red Cross for collecting the blood. Both rumors are absolutely false. Every pint of blood collected by the Red Cross Blood Donor Service is turned over to the armed forces without charge. The Red Cross receives no pay for this work, directly or indirectly, and no plasma or serum albumin processed from the blood is ever sold.

Another rumor that occasionally circulates is that servicemen themselves have paid for transfusions they received. Although the armed forces, rather than the Red Cross, own, possess, and administer the plasma and serum albumin, we are advised by the armed forces no servicemen are ever charged for transfusions. The rumor, therefore, is completely false and no such rumor has ever been substantiated. Anyone hearing such rumors should report the complete details, including the names of those involved, to the Army or Navy.

**FEET HURT?**



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

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## PACIFIC ELECTRIC CLUB BULLETIN

- Tuesday, July 11: American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321 Semi-monthly Meeting—8:00 p.m.
- Wednesday, July 12: P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.
- Thursday, July 13: Red Cross Sewing Unit—10:00 a.m.
- Thursday, July 20: Red Cross Sewing Unit—10:00 a.m. P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 p.m.
- Tuesday, July 25: American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321 Semi-monthly Meeting—8:00 p.m.
- Thursday, July 27: Red Cross Sewing Unit—10:00 a.m.
- Thursday, August 3: Red Cross Sewing Unit—10:00 a.m. P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 p.m.
- Tuesday, August 8: American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m. American Legion Auxiliary Unit 321 Semi-monthly Meeting—8:00 p.m.
- Wednesday, August 9: P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.
- Thursday, August 10: Red Cross Sewing Unit—10:00 a.m.

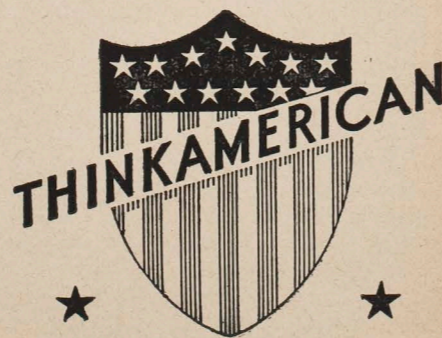
—BACK THE INVASION—

## Conductor Lopez' Son, Flying Fort Pilot, Reported Killed

News of the death of Captain Eddie B. Lopez, U.S.A.A.F., who was killed in action on May 2 while piloting his Flying Fortress somewhere in India, brings close home a sobering realization of the tragedy of war. For Captain Lopez was the son of one of Pacific Electric's Conductors, Roger J. Lopez, of the Southern District. Conductor Lopez was notified by the War Department.

The young man, who would have been 24 in October, leaves behind him besides his parents, a wife of two years, the former Amenia Chavez, 123 North San Pedro Street, Las Cruces, New Mexico; and their son, Eddie, Jr., 18 months. Conductor Lopez resides at 9418 Anzac Avenue, Los Angeles.

The sympathy of all Pacific Electric employes is extended to members of the youthful flier's family.



## TRANSPORTATION DEPARTMENT



By

Suzanne M. Jacquemin

The "additions and improvements" at State Street have taken a turn for the best this month and have been quite numerous. In the line of "improvements" we have installed a buzzer system (fog-horn type) which calls Yardmasters, Trainmasters, etc. when they are out in the yard. The proverbial is "Buzz me Miss Blue!" Also a new incinerator, which you early birds can see smoking away like Mt. Vesuvius. As for the "additions," our mascot, a brown and white alley cat, has presented us with three little balls of fluff which were promptly called "Tom, Dick & Harry," and which the fellows in the engineer's shed get a big kick out of bringing extra "points" for.

Mr. J. F. Jenkins, for many years Agent at Glendora, has taken over the Covina Agency.

Milo E. Gilbert, former Agent at West Los Angeles, has bid in the Agency at Yorba Linda.

Al Hough, former Assistant Agent at El Segundo, has taken over Glendora Agency.

Leo Vincent is vacationing at his San Gabriel home. He reports most of his time is spent on his Victory Garden and, with the invaluable aid of his two-year-old son, the vegetables are getting under control.

J. K. Kennedy, Brakeman at State Street, really has the wonderful sweetpeas, and, speaking of sweetpeas, seems your gal Friday got the "Lillians" mixed on the sweetpea deal in last month's magazine. Sorry!

Our own Lee T. Bashore is "in again" with an overwhelming majority as Assemblyman for the 49th District.

Have you noticed all the ridiculous signs advertising for help lately? There is a place in Glendale that has a permanent neon sign in the window stating "Good waitresses wanted bad." Another one that caught my eye: "Dish-washer wanted at pre-war wages"—And then there's the one about the advisability of putting "surroundings" instead of "working conditions" in your ad.

Dorothy Hill is back in Glendale again. Claims it's a little too foggy in San Francisco. She now has that

third finger left hand duly sparkling. The boys in the "Beau-Jacks" shanty are having a rivalry with Roscoe Hurley as to who has the best "pin-ups."

Trainmaster Earl J. Altenberger vacationed with his wife in Nevada, and they brought yours truly a bucking bronco charm to add to the "back-

pay" charm bracelet. By the way, the charms have risen from 13 to 20!

MAIN OFFICE  
By Lucille Paige

Friends of Mildred Johnston extend deepest sympathy in the loss of her mother, who passed away in Daven-



—Photo by U. S. Army Signal Corps

CLOTHES ARRIVE AFTER 16 MONTHS IN INDIA—Major James G. Blake, left; Lt. Joseph M. Bajuk, center; and Lt. Joseph V. Grant, right, three former railway employes now stationed in Base Section 2, India, recently gathered to greet their footlockers which, along with ten other lockers, arrived in India sixteen months later than the owner-officers. The owners of the remaining lockers are scattered throughout the China-Burma-India theatre, except one, who returned to the States.

Blake, before donning uniform, was Pacific Electric Railway's Terminal Trainmaster, Los Angeles; Grant was a SP agent and general foreman, San Francisco; and Bajuk was a SP rate clerk, Alameda.

All three officers are now in Base Section 2's rail transportation department. They played an important role in winning for their organization official commendation from the War Department for the speed with which freight is being handled. Under their direction American troops and supplies are being moved over one of the most extended military supply lines in the world.—From Army Public Relations Officer.

port, Iowa, while Mildred was en-route to see her.

Irene Nordquist bid in Assistant File Clerk position left vacant by Joy Dixon, who accepted position as Typist-Clerk in Colonel Belt's office. Joy always wanted to work for a Colonel, too. Ruth Penrod of Accident Bureau on leave of absence and Helen Hennagin, a new employe, has been assigned her position.

Mr. Erhardt is proud of his second daughter, Gretchen (yes, he has three) winning election as Secretary of student body at John Marshall High School. During the next few months, he assumes the role of bachelor on account of his wife's being in the East.

Friends of George W. Quesenbery of the Purchasing Department wish to take this opportunity to congratulate him on his recent marriage to the former Diana Graf, also of the Purchasing Department.

Everyone in 221 doing his share in Fifth War Loan Drive by buying an extra bond. That's the spirit, girls.

During my week down south, visited several Naval offices, in which one had to practically reveal his entire personal history to gain admittance. Also, discovered to my delight that a Yeomanette 3/c, also named Paige, is a "journalist" on the weekly publication of the Naval Air Control Center, known as "El Peepo" which, translated, means "The Pip."

## SIXTH AND MAIN TERMINAL

By  
W. B.  
Shrewsbury



We have always been interested in hobbies and have had experience with quite a few, but after six months or a year we have grown tired of the current one and changed to something else that seemed to strike our fancy at that particular time. At present we are making a hobby of collecting old "one million dollar bills," and believe us, they are really rare. So far we haven't been able to find a single one, but we have hopes. Like other brilliant men we firmly believe that everyone should have a hobby of some kind. It tends to keep one's mind occupied and keeps married men in at night. Or it can work the other way, and give married men a chance to get out once or twice a week to look for some attractive specimen to add to his collection. But what we are getting at is this. We were talking to Mort Conklin, Con-

ductor on the South, and in the course of conversation we learned that Mort has been collecting and building miniature trains for over 15 years. We immediately invited ourselves out to his place to see them, and our only regret is that we did not go out about 6 a.m. so we could have stayed all day. However, we will give you a brief outline of what we saw in four hours.

Burt Starr started Mort Conklin at his present hobby some 15 years ago, and he started with a small toy electric train such as one buys for a small child. Through the passing of time Mort added more track and more cars and eventually switched to a steel rail that is spiked down on ties just like the real thing, on a scale of about one-tenth of an inch to a foot. Mort got so much track and so many cars that his wife eventually made him move it out of the house; it seems every time she wanted to go from one room to another she had to wait for an oil drag or the "Conklin Limited" to pass through the doorway. So Mort rented a vacant building and really went in for miniature railroading in a big way. He bought lathes and saws and electrical equipment and began to manufacture his own cars. Then he formed a club which consists of eight members, and around the interior of the building they have erected more than 1200 feet of track. There are passenger yards and freight yards. On Friday nights, when all the members are there with their equipment, there are as many as 19 trains running at once, all operated by one man at a central control board. Intermittently along the vast network of track there are passenger stations and water towers. Freight trains take sidings while passengers go whizzing by on the main line. The freight cars are made by Mort himself, and are built on a scale of one-quarter inch to a foot. The engines are all to scale, and every detail is perfect, even to the number of rivets in the boiler.

Mort's club finances itself by the sale of cars and engines, of which every part is manufactured in the shop with the exception of the steel wheels. The shop also does repair work on electric engines, transformers, electric switches, etc. The shop is open on Tuesdays, Fridays and Saturdays until 8 p.m. and the admission is free.

- Scale and Tin Plate Repairing
- Scale Buildings and Parts

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MINIATURE RAILROAD BUILDER M. H. Conklin, Southern District Motorman, tries out a new set of switches in his "layout" in his shop at Highland Park. All these trains can apparently run at the same time without running into each other, by means of automatic signals.

## SUBWAY TERMINAL



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



We hate like blazes (in a pig's ear) to keep bragging about how much the boys on the Western District do—but—ah—Sunday, June 18, the Santa Monica Motor Coach (Main Line) handled 23,740 passengers. This will partially explain "limp" collars on the boys' shirts on the Venice Short Line, who, likewise, knocked out a high score of 27,000 passengers handled for that day. We hazard a guess that busses are here to stay.

In the "here to stay" vein, let's all see the "handwriting on the wall," and look to those "brownies." A clear record is a recommendation, but a poor record is a reputation.—A sufficiency.

That new horn connected to the button at the Information Desk at Hill St., is sufficiently loud enough to be heard at 1008 Cinco St., in Tijuana, Mexico. But there's a reason.

Returning recently from Mexico (Caliente, to be exact) was our sure thing, Mr. E. ("Eddie") Delmar. Senor Delmar got in a little choice vacationing and is now looking like a "favorite."

Conductor J. A. Warren created a vacancy "in vacationing" likewise, with a trip to Glassport, Pa. He had been visiting his Mother there and renewing old acquaintances. We rather dubiously mention that Brother Warren is quite an accomplished vivacissimo pianist. His specialty is "Glow Worm."

We are all glowing with merited pride at the low rate of accidents on the busses. This is a reflection of the quality of the personnel operating this equipment. Let's keep "her" riding, but low. Easy does it!!!

Course if you have any brake trouble, which occurs while you're on the bus deck, just call Mr. Guy Woolley after he had changed into his street clothes. He's a debonair Galahad, and will make emergency repairs, any time, any place.

Of course the best place is the Subway Terminal, and we sold eight new men a bill of goods. We welcome our new contemporaries with open

arms, and a game of pool, in between jobs.

Does anyone know why Miss Myrtle Coffey, that capable and smiling artist of the "turn-stile" is practically beaming? We're asking you.

In this quiz department, Mr. H. C. Addington is asking for the whereabouts of a room for rent in Los Angeles and he does mean Metropolitan Los Angeles.

Of course Metropolitan (downtown in fourteen minutes) Los Angeles is all Messrs. E. W. Pont and Paul Porter can vouch for. We can vouch for their getting "up" in the world. Wonder what the air is like up there?

It used to be a young man's fancy turned to love and other things in the Spring and Summer. But according to Messrs. H. W. Daigle who hauled them in, and Ray W. French who hauled them out, summer school students on the Redondo Beach Line are turning out en masse. The students are rushing school to enter the armed forces.

Lost articles are rushing the Lost and Found at Hill St. Station in the amount of about 750 items per month. Cash turned in as lost, runs anywhere from two cents to \$80.00, which sounds like real cooperation on the part of the boys. The cashiers advise that their plea is, please smooth out the "dog-ears" on the currency you turn in. If we don't, they'll have to, and after awhile, this runs into money.

We nominate Mr. Al Blunt, Master Mechanic at Redondo Service Lot, for this month's bouquet. He and his boys are doing a swell job, in keeping them rolling.

For the records, Mr. Paul Enders is now a night Supervisor on the Venice Short Line. Any questions will be handled with dispatch, assures Mr. Enders, with smiles.

Brother A. F. ("Andy") Bell is holding down his own trick as Dispatcher from 2:30 to 10:30 P.M. Complete received, friend Andy.



REPORTED MISSING—Staff Sergeant Robert G. Lane, 15th Air Force in Italy, is reported missing over Austria on May 24. He is the son of Motorman T. W. Lane of the Western District. Let's hope for better news of the young man at an early date.

Does anyone know the identity of the "Bard of Hill St."? Substantial reward offered, in hat-checks, local or interurban.

Wishing good luck to Terminal Foreman and Mrs. H. W. Bradbury, who left June 22 on vacation to Mexico City, where they will visit Brad's father and mother. — Best wishes, Senor ("Pancho") Bradbury.

In parting, darn it, we give you the following from the Pittsburgh Gazette:

Research has shown there is room enough in a woman's hand bag for a boilermaker's kit complete, and bus fare; the bus fare will be on the bottom.

## DENTAL DEPARTMENT

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## OCEAN PARK CAR HOUSE & BUS LOT



By  
C. H.  
Croninger

Last month Wm. ("Dago Bill") Strosberg, the number one deep sea fisherman at the Ocean Park Bus Lot, took Johnnie Pantera and Jimmie Lasater fishing. They went out on the small barge inside the breakwater, off the Santa Monica pier. They took the necessary refreshments along, and Johnnie and Jimmie caught a nice catch of tom cod and mackerel. Bill, on account of a slight swell, proceeded to get seasick.

Ed P. Verritt is now a proud grandpappy. His daughter, Mrs. Jack Sutherin of San Diego, became the mother of a boy June 12. The baby has been named Donald James Sutherin and weighed 7 pounds and 9 ounces at birth. Mr. Sutherin is stationed at San Diego in the armed services.

Chicago—The windy city; and what fond memories that name brings back. In the summertime you had to sleep near the lake and in the wintertime, whew, Heaven forbid! Last month I was breaking in as a Motorman and my instructor was Earl B. Perry, who used to drive cabs in Chi and also worked on the Chicago Surface Lines. Earl worked on the Southern Division before transferring out to Ocean Park. We got to wondering how many men from Chicago are working for P. E., and if any of them read this and would like to get together sometime, drop me a line care the Ocean Park Car House.

George H. Meek, that slick debonair bus driver from Hill Street, took over Shay's job at Beverly Hills last month while Shay was on his vacation, and Geo. had the girls swooning all over the station a la Frank Sinatra.

Neil Brodet, who has been on the inactive list for over a year, is back at work as a Motorman on the Venice Short Line.

While Wm. ("Bill") Kennedy was on his vacation last month, Le Roy Stackpole was the Terminal Foreman, with the help of Tom Boswell, Sam McLindon and a few others.

Three new men showed up last month; two Motormen and one Conductor. The Motormen are P. H.

Swartz and A. R. Belyea; the Conductor, Henry E. Jensen, who hails from Sweden by way of Minnesota. Henry started way back when as a switchman for the Chicago and Northwestern R.R. at Tracy, Minnesota. He is 59, and wears a 25 year button from the Brotherhood of Railroad Trainmen.

Sorry that this is a short column, as I had only one contribution this month, from Motorman A. E. Herrman.

—BUY EXTRA WAR BONDS—

## PASADENA DISTRICT

By  
Harold L.  
Woodford



Conductors H. W. Humphrey and R. N. Penny couldn't hold out any longer, so hit the deck at 5 a.m. and highailed it to Newport Beach and pulled out on the live bait boat Star Angler, on which they had a nice catch and practically the whole boat to themselves. Humphrey split the jackpot (\$9.00) for his catch of a 12-pound white sea bass—a tie for first place.



CONDUCTOR  
C. H.  
STANFORD,  
Pasadena  
Terminal's  
official  
photographer.

Conductor J. G. Rice bid out of Pasadena on a Watts Owl run. Hope you'll like it, Jim!

Conductors H. H. Slocum and P. J. Zook are breaking in on freight at State Street Yard.

Motorman W. H. ("Bill") Windsor is looking fine and feeling much better after his tonsillectomy.

### BARGAIN FOR A NICKEL

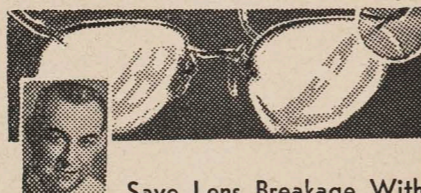
One of Conductor H. B. Beam's passengers was short five cents of his fare to Pasadena and asked Beam to pay the difference "till the next time I see you." Conductor Beam cheerfully paid the nickel and forgot all about it. A few days later there was a shopping bag at the Car House with Conductor Beam's name written on it. When he opened the bag he found two heads of lettuce, two pounds of bananas, three pounds of new potatoes, and four pounds of tomatoes, which had been sent to him by the passenger for whom he had paid the fare.

Former Assistant Superintendent H. E. Rodenhouse dropped in at the Car House to visit with the boys and reminisce a little. So did Sam Collins and E. A. Chute, both retired Conductors.

Chief Gunner's Mate W. S. Richards was home for a few days after another Atlantic cruise.

The men at Pasadena were grieved over the passing of one of their former pals—George Carpenter—a real guy. Our sympathies to Mrs. Carpenter.

Don't forget, men: keep your stools and chairs over by the wall. Joe says, "That bench will be coming any day now."



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**GLENDAL  
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LONG BEACH  
SANTA ANA**



Broadway at 9th  
LOS ANGELES

## Industrial Agent Layne Retires; Porter and Blackburn Move Up

D. W. Layne, Industrial Agent, retired July 1 after 30 years of service, and plans to give his attention to 54 acres of oranges on his ranch at Rivera, near Whittier. Coming to Pacific Electric June 22, 1914, as a Clerk, he held various clerking positions at several stations, until his grasp of transportation enabled him to fulfill the duties of General Agent at Long Beach for a number of years. He was appointed Industrial Agent April 1, 1939.

Before he came to work for Pacific Electric, Mr. Layne played professional baseball for the City of Fresno for a season.

He is married and has a son and a daughter, both married.

The best wishes of Pacific Electric employees attend Mr. Layne in his well-won leisure.

Succeeding him as Industrial Agent is D. E. Porter, who has been General Agent at Long Beach since

April, 1939. Mr. Porter began in the Stores Department on February 17, 1918, worked in the Purchasing Department for some time, and then transferred to the Freight Traffic Department. He became Traveling Freight Agent in November, 1936, and held the position until moving to Long Beach as General Agent.

J. E. Blackburn, formerly Senior Rate Clerk in Freight Traffic, follows Mr. Porter as General Agent at Long Beach. Mr. Blackburn began with Pacific Electric as a Stenographer in the Freight Traffic Department during August, 1936, and was successively Rate and Tariff Inspector, Secretary to the Freight Traffic Manager, Rate Clerk, and Senior Rate Clerk, having held the latter position from March, 1943 to July 1, 1944.

Congratulations to both Mr. Porter and Mr. Blackburn on their promotions!

## HERE AND THERE WITH THE WOMEN'S CLUB



By  
Mrs. Lon  
Bishop

The last meeting of the Club year was held Thursday, May 25. It was installation day for the new electees, the installing officer being Mrs. Frank Hart. There followed a social hour and regular party, refreshments being served later by Mesdames Florence Johnson, Stewart, and Green. Guests of the Club were a group of L. A. Railway Club members, presented to our gathering by Mrs. Viola Thorn.

All reports, including President Howe's report on her stewardship for the year, disclosed a year of many happy get-togethers and many busy days. These aren't easy days for any officer, considering working members, transportation difficulties, and hard-to-get program talent; so it is up to all of us to cooperate in every way. Just put yourself in the new officers' places and you will know what we mean.

Mrs. John Columbus, Red Cross Chairman, had a good report dating from January, 1943, to January, 1944, showing quilts, children's clothes, wool sweaters, and hospital supplies turned out in great numbers. Please don't forget that the Unit takes no vacation—every Thursday at ten is the time.

Mrs. Harold Johnson reported on her work at the surgical dressing table from March, 1943, to March, 1944. A total of 364 women have worked 1784 hours. She is also asking for more workers. Apply at the Gas Company, 8th & Flower, any Wednesday, from ten to three. A wash dress and a covering for your head are required.

Mrs. June Rambo, the popular Card Party Chairman, added a very tidy sum to the treasury as a result of her twice-monthly parties. The parties will be continued throughout the summer every first and third Thursday at one o'clock, with Mrs. C. L. Neil as the new Chairman. Make up a table and show the new hostess you're behind her. It's a relaxation you need these trying days and your 25c means just that much more added to our welfare fund. The play is contract, auction, and 500, with War Stamps as prizes.

Mrs. Viola Thorn reported on her work of mailing cheery, helpful cards to the sick members, and we know how much those cards were appreciated.

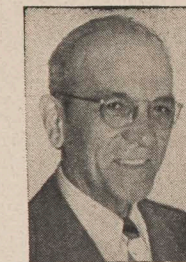
Mrs. Florence Johnson, Hospital Chairman, who makes a weekly visit to St. Vincent's, reported she had visited 1138 patients in the year. When the Club begins to award medals of honor, Florence Nightingale Johnson's name will be well up in front.

Mrs. Kitto, Program Chairman, reviewed the programs of the past year and then Mrs. Loyd Murphy combined all the reports. As Historian of the Club, Mrs. Murphy made a very interesting story out of them.

—BACK THE INVASION—

## PACIFIC ELECTRIC MASONIC CLUB

By  
Ed. J. A.  
Hasenyager



The Secretary reports an excellent attendance at the Club meeting on June 16. All officers were present, and an excellent dinner was served by members of the Pacific Electric Women's Club; Mesdames Hart, Childs, Davison and McKinney serving.

The Treasurer was directed to invest more of the Club funds in "Victory Bonds."

The Membership Committee reported the following applications for membership, which were approved:

Luther T. Morgan, Transportation Dept., Granada Lodge No. 608, Alhambra, Calif.

Chas. F. McDonald, Transportation Dept., So. Park Lodge No. 563, Los Angeles.

Emmett T. Ophus, Transportation Dept., Van Nuys Lodge No. 450, Van Nuys, Calif.

Ernest L. Albright, Transportation Dept., Gavel Lodge No. 48, South Bend, Washington.

Wm. R. Farmer, Transportation Dept., Van Nuys Lodge No. 450, Van Nuys, Calif.

Columbus A. McCoy, Instruction Dept., Atwater Lodge No. 622, Los Angeles.

President Hall designated Friday, September 15 as the next meeting date and requested all present to be on hand and bring another member.

After the meeting the Hollywood Film Exhibitors showed a picture of the Alaskan Highway construction and scenic pictures of Mexico, Peru and Ecuador.

### STATION STATIC



By

James J. Adams

Well, folks, here we are back again after many months of vacation. Much has happened around the old station, including a new marble floor, still in the making at the present time. The poor Ticket Clerks have really been shoved around. They never know where they are working next. Or why!

The personnel have changed so much that we forget who was who at our last writing, but we may get a chance to introduce them in a future issue.

The NEWS of the week was a surprise visit from our lovely SPAR, Odessa Carter. Boy, does she look slick in her uniform. Our only regret is that her visit was so short. Come again soon, Odessa!

James M. Russell was a victim of the housing shortage, having been forced to move because of the sale of the house he had been renting. He fooled them, however, and bought himself a new home in Buckingham Park. Promises to have a house-warming soon. We'll be looking for it.

Our sincere sympathy to Madison Seifried, whose wife died June 20.

On June 1 the office staff was re-organized. Norman T. Sewall was appointed Chief Clerk to assist Agent Henry Eggert. Peter Roller took over

Mr. Sewall's duties of looking after the Commission Agent's accounts. A new job of Accounting Cashier was created to help Assistant Agent Harry Dietsch at the Subway and Minor Musick at 6th & Main Station. This job fell to yours truly. We did appreciate the chance of getting off the ticket window after 24 years. But sometimes we miss it, too.

Back on the early morning trick is Helen Flett, to fill our old job in Window No. 4.

Two new Supervisor jobs were also created, and are ably filled by Frank Kapitan and Cloyde McBride.

Betty Thibault returned after a visit to her home in Chicago. Glad to see you back again, Betty!

Anne Rossberger is planting a Victory garden this year. She has the blisters on her hands to prove it!

Franklin Reed made a flying trip to San Francisco, and we do mean flying. He made it on his day off (almost).

Gretta Patterson relieved Laury Murray (hey! notice I put the "a" in) at the Subway. She sure likes that job. But it takes plenty of whiskers, Gretta. Laury spent his vacation in his own back yard.

Congratulations to Harry Dietsch. How does it feel to be a grandfather, Harry?

—BUY EXTRA WAR BONDS—

### Former Store Helper Weds Daughter of Torrance P. E. Man

The wedding of Sergeant Pasqual C. Palacios, U. S. A. A. F., formerly a Helper in the Torrance Store, and Miss Dolores Gonzales, daughter of Lino Gonzalez, Electric Crane Operator at Torrance, took place at St. Michael's Catholic Church, near Watts, on May 21 while the groom

was home on leave from the Army in the South Pacific. Only the family and a few close friends were present for the happy affair.

Only ten days later, on May 31, handsome, stalwart Sergeant Palacios had to leave his pretty, petite young bride to resume, at McCook Air Base, Nebraska, his tour of duty with the Army. He had no sooner arrived at McCook than he was handed a 15-day furlough! You might easily guess where he went. . . . He will leave Los Angeles July 11 to return to McCook to work in airplane engineering.

Plans are for Mrs. Palacios, a graduate of Los Angeles Catholic High School, to continue working until her husband returns from the war.

Pasqual, who was in the South Pacific area for 28 months, was granted military leave from Pacific Electric in November, 1941, and was in one of the first air squadrons to go overseas. Although he told many interesting facts about his work and experiences in the war against the Japs, he smilingly warned after telling each: "But you can't say that in the Magazine!"

Mrs. Palacios is living at 10616 Grape Street, Los Angeles 2.

Pacific Electric employes offer hearty congratulations to the youthful couple and wish them a long and happy life together.

—BACK THE INVASION—

### SIGNAL DEPARTMENT

By

Virginia E. Simmons



We promised our readers that, from time to time, we'd keep them posted on work carried out by the Signal Department. Maintenance we will take for granted, but let's consider the construction part.

Looking back over the past six months, we first find that the Aliso Street Bridge and the Macy Street projects were completed. After the overhead was constructed, it was necessary to revamp the signals. Then, the east end of State Street Yard was rearranged, requiring overhead changes and the relocation of one of the signals. Signal protection was installed at 97th Street for the south leads of Graham Yard. An addi-

tional signal was put in at Amoco on the inbound local track; a distant signal just north of Vernon.

The interlocking plant at Terminal Island was changed to accommodate an additional Union Pacific crossing on the Terminal Island extension tracks.

New electric gates were installed at Clement Tower, replacing the old air gates. (These gates operate 941 times in seven days.) An electric machine replaced the old mechanical lever at the foot of the viaduct.

On the San Pedro main line in Wilmington, changing control of six crossing signals was required. Highway crossing signals (wigwags) were installed at Ocean Avenue, Long Beach; and Riverside Avenue, Rialto. Flasher lights were installed at Sutherland Avenue, Long Beach-San Pedro Line. At Orange Street in Riverside, the crossing signals were changed from contactor trolley to track circuit control.



BOB CLENARD and son CAL, respectively son and grandson of Signalman Alphonse Clenard.

On the Azusa Line, additional tracks and overhead were constructed for the Polymer Plant and the Cyanamid Plant. Numerous small jobs were done on industrial sidings involving overhead and bonding and welding.

We thought it interesting that every time a mine-sweeper is launched at Newport Beach, an overhead crew must go down to raise the trolley.

A similar situation was encountered in the dredging of Alamitos Bay, which the Navy plans to use as an ammunition dump. When the dredger came in, the trolley wires and feeders over the bridge had to be removed.

Meanwhile, bonders and welders were kept busy following the track

gang around. They changed rail from 75 lb. to 90 lb. on the Long Beach Line and the Pasadena Short Line.

The really big job undertaken by the Signal Department this year is putting in signal, bonding, and overhead for the new government Hold Yard in Watts. But, we'll tell you

about that at a later date, when it is completed.

George Wurtz is grandpa again—a baby boy, William George 4th.

Danny Barnett finally got away from Terminal Island, and is enjoying life on the interlocking plant repair bus.

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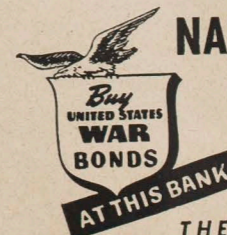
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**PACIFIC ELECTRIC BOWLING NEWS**



By  
**Charlie Hill**

There is very little to report in behalf of the Pacific Electric Bowling League as the Company bowlers, generally speaking, are taking a summer holiday, awaiting the sound of the gong in September to start the 1944-45 season. Four of the members are bowling on the P. E. Team in the Bimini 875-Scratch League, while a few of the others are merely bowling here and there, mainly to keep in shape.

The regular annual meeting of the bowling league is scheduled for some time in August, at which time officers for the ensuing year will be chosen, and plans mapped out for the coming season. The exact date of the annual meeting will be given in the next issue of P. E. MAGAZINE.

The Pacific Electric team in the Summer 875-Scratch League at the Bimini Bowl has found the going rather tough and is down near the

bottom of the ladder. The team entered the league with an 848 average, but up to this writing (June 20) is actually rolling 814. "Stan" Worsdell and "Poopsie" Hill are the only members who are hitting their entry averages.

On May 29 the railroaders lost all three encounters to the leading Foreman & Clark five. In this match Glen Craig, who carries an average of 189, the highest in the league, bowled a 611-series, while three of the other members of his team rolled 500 or better. "Stan" Worsdell led the P. E. attack with 567.

June 5 saw Max Pepper's Shop team take two points from the railroaders. In this instance Harry Mazzaro proved the leading factor in the win, his first game of 244 being the high score for the night. Again three of the other opponents rolled over the 500 mark. Gonzalez and Hill were the only red shirts to keggles 500 series.

The railroaders snapped into it on June 12, and after losing the opening game, came back to take the second and third from the Alexander's quintet. Worsdell's 558 aided materially in the win, while Hubener and Hill ably assisted.

June 19 proved another disastrous night for the P. E. team, the Del Mar Liquor aggregation getting a 3 to 0 revenge for the previous defeat at the hands of the red shirts. Hill's 547 and Gonzalez's 520 failed to put over a win, against a devastating 627 series by Jake Overand.



**CAPTAIN CHARLIE HILL** (left foreground) of the champion Schedule Bureau bowling team receives a surprise trophy from his teammates, while members of the Schedule Bureau look on. Jim Rankin is making the presentation, while behind him Joe Shafer (in right foreground) lends moral support.

**PACIFIC ELECTRIC ROD AND GUN CLUB**



By  
**Arlie Skelton**

Greetings, Rod and Gun Clubbers: Sorry we didn't have any pictures for you at the June meeting. However, A. M. Cross says there will be pictures at the July meeting.

Good old summertime is here. That means vacation time and fishing. There are plenty of good fishing places if you can find ways and means of getting there. Arrowhead, Gregory and Big Bear are reported as hot spots for trout. Lake Henshaw, Hodges, and Wohlford are good for bass and pan fish. Henshaw and Big Bear rate tops among those named.

Mr. and Mrs. B. F. Manley and daughter Beryl returned from Washington, D. C. on Wednesday, June 14, where they had gone to attend the graduation exercises and wedding of their son, Robert Manley. Robert graduated from Annapolis Naval Academy and was married the following day. We understand one hundred eighty-five graduates were married the day following graduation. After driving here Wednesday morning, Mr. Manley went to his office, did a hard day's work and still had enough energy and interest in the Club to stay in town for the meeting that night. A word of appreciation is surely in order there.

Jack Haines brought in three more new members at last meeting. Keep up the good work, Jack. Pretty soon it will be P. E. & Haines Rod & Gun Club.

Scott Braley brought in a couple, but we understand there was some underhanded work attached to this; something like bribery. Don't know whether Scott had something on his train crew, or if he was just trying to cover up for his poor showing at Arrowhead on May 1. Anyway, he got his work train crew signed up as members of the Club.

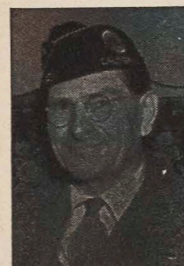
Robert Dornor is taking orders for P.E. Rod & Gun Club sweat shirts. He must have orders for a dozen or more to get them, so if you want a sweat shirt with the P. E. Rod & Gun Club emblem on it, get your order in to Bob Dornor.

H. P. Bancroft reports an unusually large trout taken at Crawley Lake May 1.

F. B. Patterson reports reading of unusually large bass taken, last year, at Lake Shangrila. H. P. Bancroft says they are educated bass. He has offered them everything in his tackle box, and that is plenty, but they don't choose to bite. Jesse Edmunds has been going to Henshaw and making some good catches of bass and crappie. The crappie are running unusually large this year. Jesse has the spot marked on his boat where the fishing is best. One day he had to take another boat and, not being able to find the exact spot, didn't do so well.

**Mystery!** Why do the Dispatchers next door insist on keeping their door locked after 6 p.m.? W. W. Wherry thinks it has something to do with keeping Paul Enders' ghost from coming back, since he has deserted us, and gone out into the supervision field. Lee Bartula only offered a broad grin.

—BUY EXTRA WAR BONDS—  
**PACIFIC ELECTRIC POST, AMERICAN LEGION**



By  
**James E. Davis**

New officers of Pacific Electric Post 321, American Legion, were elected June 27, but items for this issue of the P. E. MAGAZINE had to be turned in by June 20, so the list of new officers must wait till next time.

On June 13, Comrade O. R. Newhouse was added to the list of nominees for Commander, running against Comrades A. W. Bone and L. A. Finley. Chaplain V. G. Clemons and Sergeant-at-Arms A. A. Malmberg declined the nomination for First Vice Commander, so the race was left to Second Vice Commander G. F. Michael and Comrades O. R. Newhouse and Ray Withee.

Second Vice Commander nominees are World War Two veterans L. A. Stewart, C. H. Cooper and Sara Aileen Backer.

Candidates for Sergeant-at-Arms include Ray Withee, whose son is also a member of this post. In a recent letter, Lt. George Withee reported his attendance at a meeting of a post at Hobbs, Texas. He is being transferred to another air field. Other candidates for Sergeant-at-



Arms are R. E. O'Neill, World War One, and Comrades L. A. Stewart, D. L. Anderson and R. O. Carey, World War Two.

Chaplain V. G. Clemons is a candidate for reelection. He is opposed by World War Two Veterans R. O. Carey and Ex-Wave S. A. Backer. The only candidate so far nominated for Historian is James E. Davis.

Finance Officer Roy Mead was renominated, with Past Commander K. M. Brown and Second Vice Commander G. F. Michael running against him.

For Executive Committee: Comrades Roy Mead, A. W. Bone, R. O. Carey, F. O. Willis, C. H. Cooper, J. H. Shelton and V. G. Clemons.

Delegates to district meetings and department convention: Comrades F. W. Nichols, C. A. Newman, Roy Mead, V. G. Clemons, T. H. Hill, G. E. McBride, W. F. Parker, K. M. Brown and L. A. Finley.

This Post endorsed a resolution to have a women's dormitory built at the State Soldier's Home at Napa, California, because of the large number of women now in the armed services of the United States.

Comrade F. W. Nichols, in his hospital report, said that Comrade Trowbridge is improving.

The Pacific Electric Railway is helping our Post in a waste paper drive. Paper turned over to Station Agents will be picked up by box motors.

There will be a joint installation of officers of our Post and Auxiliary, date and place not yet known.

New members, all World War Two: Sara Aileen Backer, Hospital Apprentice U. S. Navy; our first woman member. (We expect her brother, G. E. McBride, to be our next Adjutant.) Conductor Ronald Henry Newton, Air Corps, and Switchman Marvin Francis Siders, Railway Battalion.

Stamps were won by K. M. Brown, door fund by Steinmuller.

**IN MEMORIAM**

Comrade Stanley Riddell died at the San Fernando Veteran's Hospital, May 30. Our Post wishes to thank Adjutant and Service Officer McCoskey of San Fernando Veteran's Hospital for his kind assistance in caring for Comrade Riddell and helping his widow in every way that he could. Mrs. Riddell has already thanked our Post. Comrade Riddell has been in the hospital for about two years. We wish to extend our deepest sympathy to Mrs. Riddell in her bereavement.

**REPORT OF VITAL STATISTICS**  
May 21, 1944 to June 20, 1944

NAME	OCCUPATION	Died	Group	
			Insurance	Mortuary
Miles, George B.	Ret. Trn Serv. Instr	5-21-44	Yes	Yes
Savage, Richard H.	Retired Foreman	5-21-44	No	Yes
Swick, George	Sub-station Operator	5-21-44	No	No
Boswell, James B.	Retired Foreman	5-22-44	Yes	Yes
Cuebas, Apolinar	Laborer	5-29-44	No	No
Riddell, Stanley Wm.	Conductor	5-30-44	No	Yes
Rodriguez, Juan M.	Laborer	5-30-44	No	No
Wright, Chas. J.	Retired Janitor	5-30-44	Yes	Yes
Perez, Margarito A.	Laborer	6-4-44	No	No
Carpenter, Geo A.	Retired Motorman	6-11-44	Yes	Yes
Grafford, John W.	Engineer	6-19-44	No	No
Stein, Charles	Painter	6-19-44	Yes	Yes

**EMPLOYES' WIVES' DEATH BENEFIT FUND**

NAME	Died	Wife of	Department
Peachey, Myrtie J.	5-23-44	Fred E. Peachey	Transportation—Retired



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### Turn D-Day Into V-Day Faster

On June 6, 1944, the dramatic news suddenly broke over the radio and through the press that D-Day—invasion day—had come—and that Allied military might had been turned on full heat in the “big final push” to wipe out our European enemies.

It was great news—exciting news—happy news for each of us—for it means that, God willing, our courageous fighting men and those of our Allies are in the home stretch toward Victory.

Now that D-Day has come none of us on the home front dares slow up our civilian war effort believing that “it’s all just about over.”

For while D-Day signifies the beginning of the end, it is not “the end” itself. And the amount of time that elapses between D-Day and V-Day will depend in good measure on how thoroughly each of us “keeps on the job” during the fateful days ahead.

So let’s make our D-Day order simply this—“Turn D-Day into V-Day faster by keeping on the job.”

### AMERICAN LEGION AUXILIARY

By  
Anna  
Tucker



The poppy sale was a huge success. Our quota of 1500 poppies was sold in a very short time. The public responded so wonderfully that it was no effort at all. While the girls who served on this committee want no special credit for their work, they are entitled to a word of thanks and appreciation!

Our Corresponding Secretary, Ruth Phillips, and her baby are on vacation in the north visiting Mr. Phillips, who is in the service of the Navy.

Lillian Lyon has gone East for a visit with relatives. While there she expects to go to the Mayo Clinic for a complete check-up.

All committees turned in a wonderful report for the past year at the meeting on June 13.

A joint meeting with the P. E. Post was held on Tuesday, June 27. After the regular business of electing officers for the coming year, we held our Revelation Party in the Club parlor. Refreshments were served and many lovely gifts were received as we discovered who our Secret Pals were for the past year.

We are glad to report that the girls who have been on the sick list are much improved at this writing.

Comrade Fred Nichols of the P. E. Post made a trip to San Francisco during the past week to visit his son.

As the year draws to a close in our Unit work, we can look back with pride on the good work done not only for the Unit, but for the Red Cross, Community Service, Rehabilitation, Hospital, and Salvage, which I’m sure helped in defense very much. We only hope and pray that before the calendar year is over, we may have complete victory and peace.

—BUY EXTRA WAR BONDS—

A Scot was engaged in an argument with a conductor as to whether the fare was 25 or 30 cents. Finally the disgusted conductor picked up the Scotchman’s suitcase and tossed it off the train just as they passed over a bridge. It landed with a splash.

“Mon!” screamed Scotty. “Ain’t it enough you try to overcharge me? Now you try to drown my little boy!”

Captain Mosier and Colonel Belt were walking down the drill hall. They met many privates, and each time the captain would salute, he would mutter, “The same to you.”

The colonel’s curiosity soon got the better of him and he asked: “Why do you always say that?”

The captain replied: “I was once a private, and I know what they are thinking.”

Stranger—When’s the next train north?

Station Agent—In an hour.

Stranger—When is the next train going south?

Station Agent—In fifty minutes.

Stranger (to his wife)—All right, Miranda, we can get across the tracks.

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#### PHOTOGRAPHY

Jack B. Herold

Copy deadline for August issue:  
July 20.



Private Jones had had twenty shots at the rifle range, and all had missed the target.

“What are you doing?” yelled the sergeant. “What’s the explanation of this disgraceful performance?”

“I don’t know!” replied Jones. “They’re leaving this end all right.”

A cockney phoned to inquire the fare to Ealing, a suburb of London. The man at the other end of the line couldn’t catch the name of the station so in desperation he asked the inquirer to spell it. Quickly came the reply:

“E for ‘Erbert, A-wot ‘orses heat, L-w’re yer goes w’en yer dies, I-wot yer sees wiv, N-wot lays an Hegg, G-Gowd bless me. Get me?”

COVER PICTURE — Looking west from the bluff opposite Macy Street Yard, we see in the center foreground, just this side of Macy Street Bridge, Macy Club House, center of transportation activities for the Northern District. The top floor houses the Terminal Foreman’s office. The two main-line tracks curving under Macy Street Bridge cross the Los Angeles River over the new Aliso Street Viaduct, paralleling the unfinished Ramona Freeway. The single freight track curves off to the right and goes under the Viaduct. Note the Los Angeles City Hall and part of the big new Federal Building in the right background.

Jim—Alice is as pretty as a picture.

Joe—Nice frame, too.

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