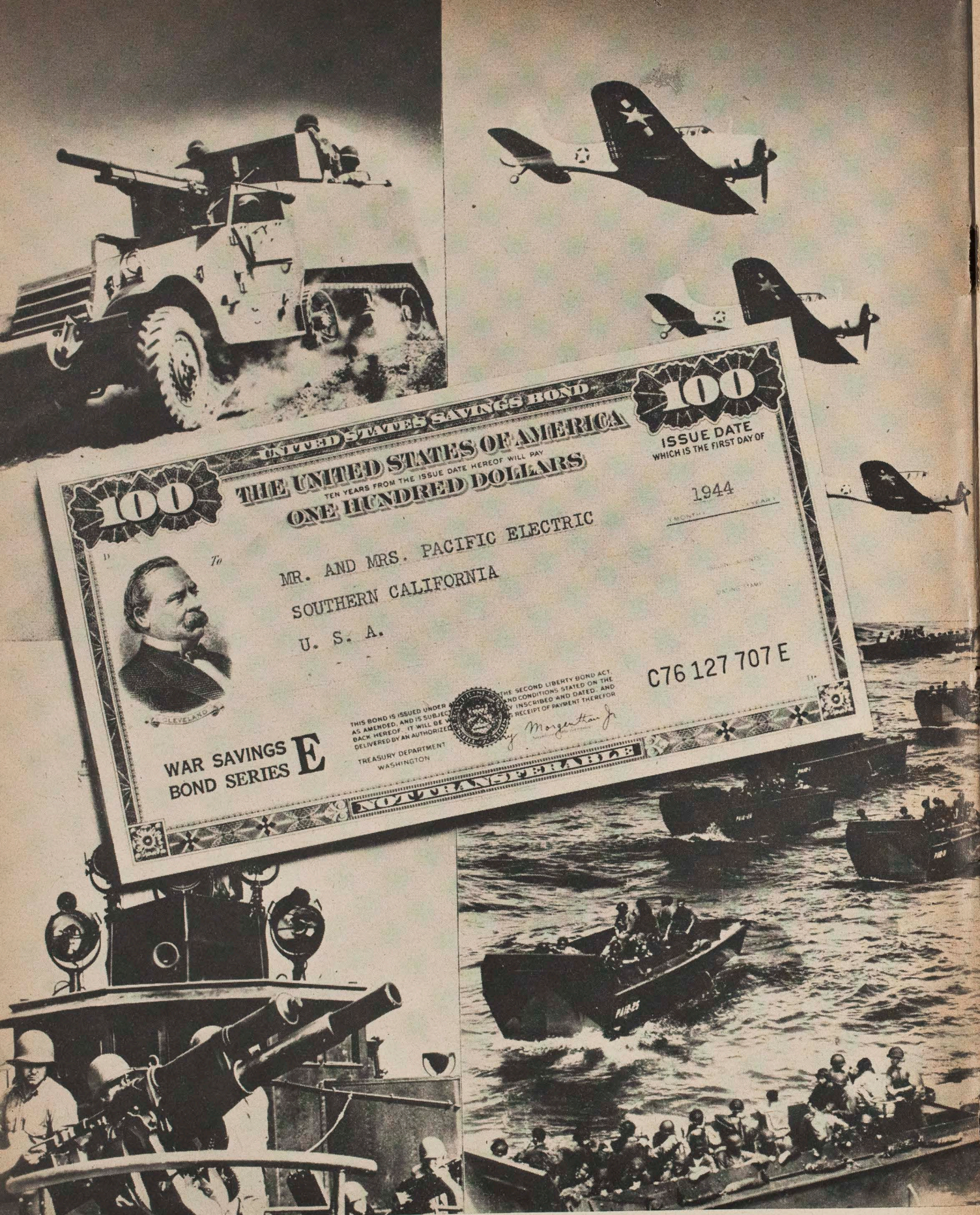


JUNE 1944  
PACIFIC ELECTRIC  
*Magazine*





## HONOR ROLL

### Pacific Electric Employees Reported Entering the Armed Services of the Nation in May

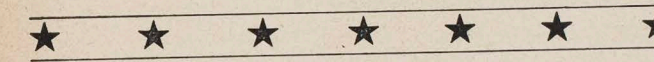
**ENGINEERING DEPARTMENT**  
 Frank L. Cantu Robert W. Woodbury  
**MECHANICAL DEPARTMENT**  
 William H. Jones James R. Owen  
**TRANSPORTATION DEPARTMENT**  
 Samuel P. Adams Orbin L. Brickey, Jr.  
 Calvin I. Bennett Clarence G. Moore

**REPORTED RETURNED FROM SERVICE**  
**ENGINEERING DEPARTMENT:** Bernardino M. Cueboz.  
**MECHANICAL DEPARTMENT:** Donald L. Bernard,  
 Jack C. Culver, Eugene B. Reed. **TRANSPORTATION DEPARTMENT:** Willard A. Merriweather.

As of May 27,

**731**

Pacific Electric Employees Were in the Armed Forces



## A TREASURE HUNT

### This Country Is Still Free — But —

This is being written after seeing a newsreel sequence that brought the blood and tears and sweat—and death—of Tarawa onto a Pacific Electric movie screen. It was a grim record, this film close-up of fighting men—and of men who would fight no more. It was hell—hell edited down to a few minutes' screen time.

We watched it from a comfortable seat. "Good shot; that got him!" "So that's how a flame-thrower works!" "Boy! See them take that pillbox." Throughout the picture we could hear the whine of bullets past the camera's sound-recording apparatus.

And from our comfortable seats we gazed on the dead on Tarawa beach.

After the Tarawa picture we saw a film equally impressive—"Earthmovers," the graphic story of the Seabees and their superhuman construction activities—building bridges under enemy fire, bulldozing hills into airplane runways, ramming roads through swamps and over rocky mountains—never stopping—straining power shovels, bulldozers, giant cranes, tractors, to the limits of their apparently insatiable capacity—and bringing up new machines when old ones broke down or were blown up.

And from our comfortable seats we gazed leisurely at men in desperate haste, who knew that victory—and lives—depended on their speed and accuracy.

Emerging from the theatre, we asked ourselves why it was all necessary—this enormous waste of human life and of the tools of destruction and construction. Silly nonsense, which could have been avoided, say some. Case of getting rid of Fascism, say others. So we can keep our individual freedom to do as we damn well please, say many.—But in any case, we have to face the inevitable fact that the war is *here*; that if we don't win, we stand to be pretty badly off; and that *money enables our fighters to get the equipment to keep things going our way.*

Hence, the Fifth War Loan drive, beginning June 12 and ending July 5, with a goal of \$16 billion—two billions more than the goal of the Fourth War Loan. As the tide of invasion rises, so rises the astronomical cost of war.

What can you do about the drive?

1. Increase your purchases under the Pay Roll Savings plan by increasing your pay roll allotment for bonds.—How much is *your* business—this country is still free.

2. Sign up for the Pay Roll Savings Plan, if you haven't already done so. Back up that son or brother or sister or sweetheart, or other relative or friend who is in the war.

3. Buy EXTRA bonds for cash, no matter what your present schedule of purchases may be.

—Those things, plus keeping on the job, are all you have to do to make your part in the Fifth War Loan Drive a success, Mr., Mrs., and Miss Pacific Electric!

"We fail?"

But screw your courage to the sticking-place,  
 And we'll not fail!"

### "Prayer from a Foxhole"

By Pvt. John Hendron

*Almighty God in heaven above,  
 Creator of love and keeper of love,  
 I humbly beseech you, heed my prayer,  
 Though I speak through the din of this western air.  
 Father, I thank Thee, through fumes that seethe,  
 That there is air and I can breathe.  
 Though it's wet and cold and my torn clothes shrink,  
 I thank Thee, God, for water to drink.  
 Though it's very near gone and will last no great length  
 I'm thankful for food that gives me strength.  
 I hate my part in this living perdition,  
 But still I am glad we have ammunition.  
 I'm sore and I ache and I don't want to die,  
 So thanks for this hole in which I lie.*

**BUY ONE OF THESE BONDS TODAY!**

**FIFTH WAR LOAN JUNE 12 - JULY 6**

# THE GREMLIN CHASERS of MACY STREET

## THREE HUNDRED SIXTY-NINE MEN AND WOMEN AT MACY STREET GARAGE, CAR HOUSE, AND CAR REPAIR SHOPS KEEP BUSSES, CARS, AND LOCOMOTIVES CLEAN AND DEPENDABLE BY REGULAR INSPECTIONS AND REPAIR

**I**F ALL THE WORK of inspecting and repairing the rolling stock used in Pacific Electric's far-flung operations had to be done in the main shops at Torrance, much time and money would be needlessly lost in deadheading equipment many extra miles. Hence, at strategic points through the system, such as Macy Street Yard, West Hollywood, Ocean Park, Toluca Yard, etc., other shops, large and small, have been built to take care of the kinds of repairs needed in the area served. Of these repair points, the Macy Street Shops, next to those at Torrance, are the largest on the system. There are three large buildings: the Car House, the Garage, and the Car Repair Shop. Locomotives, ex-

press cars, about half of the passenger cars on the system, and the majority of motor coaches in the gasoline bus fleet\* are sent to Macy Street for inspections, heavy running repairs, and light motor overhauls.

### MACY STREET GARAGE

Equipped with some of the latest time-saving instruments for diagnosing and repairing automotive ills, well-ventilated, built to make the most of both natural and artificial illumination, the Macy Street Garage pro-

\*Diesel motors are repaired at Torrance; automobiles and trucks (about 150) at Washington Street.

**CAR CLEANERS at Macy Car House. Right to left, standing on ground, are Lupe C. Perez (Leader), Rita Aguirre, Mary Black, Frances Fuller, Maria Gazinkevicz, Isabel Rea, Jessie Ramos, Guadalupe Fierro, Lupe Romo, Soledad Monreal, Aurelia Pedroza, Soledad Luera, Mary Baldwin, Socorro Contreras, Isabel Ramirez, Elvira Rodriguez, Helen Garcia, Sylvia Vega, Martha Moronez, Concha Lopez, Angelita Martinez, and Elena Esquivel. On step of car in rear row, right to left, are Dolores Garcia, Teresa Hernandez, Jesus Velasquez; in front row, right to left, are Cecilia Vela and Ernestine E. Ramirez. Girls on ladder, reading downward, are Margaret Torres (Leader), and Katie Lopez. Men on ladder at left are, reading downward, Painter John R. Williams and Helper John Beltran.**



vides excellent working conditions for all concerned. Fluorescent lighting is used throughout, even in the pits, of which there are four at each end of a floor 220 feet long by 80 wide. The west side of the garage is entirely open and looks out onto a large paved bus lot. The south end of the garage is devoted to inspection and motor tune-up; the north end to general repairs. In the central section are two hoists, used for inspection, and a third in connection with steam-cleaning apparatus. A special room on the east side is equipped for motor overhauls. Besides the usual garage equipment, two very interesting modern appliances—a dynamometer, which tests the performance of a motor under variable loads; and a Magnaflux machine, which detects invisible flaws in iron or steel parts—have recently been added.

The dynamometer consists of a set of rollers connected to a power-absorbing water wheel equipped with a device for measuring the power output at the wheels. When the rear wheels of the bus are set going on these rollers, the resistance of the water wheel (which simulates the load) is varied by regulating the flow of water through it. With the dynamometer, the exhaust gas analyzer (to test carburetion), vacuum gauges (to test valve and ring condition), and the electric tachometer (to test distributor and governor action), a true diagnosis of engine condition, says Al Bristow, Leader in the Motor Tune-up section, can be established in a very few minutes, whereas by the old trial and error method days might be required for road tests. Hence it is now possible, he says, to check six or seven motors a day instead of one or two, as was formerly the case. The dynamometer, he added, should not be confused with the so-called motor analyzer, which is merely a unit consisting of the exhaust gas analyzer, vacuum gauges, and the electric tachometer, and does not test motor performance under load.

The Magnaflux machine (one is at Macy Street Garage and the other at Torrance) is an almost magic device for detecting and locating, in iron and steel parts, surface flaws which cannot be readily detected in any other manner. The part under inspection is passed through an electrified coil and magnetized. A fine magnetic ("Magnaflux") powder is then sprinkled on the part. "This powder," says Superintendent of Equipment F. E. Geibel, "follows the pattern of the magnetic field, which is usually of a standard pattern. A flaw in the part or the start of a crack will distort the magnetic field and the flaw will show as a line. The operator soon becomes skilled in reading these patterns and can judge the size, depth, and relative importance of the defect to the service life of the part under consideration." In actual practice, the operator blows off the powder; the powder outlining the flaw, however, remains. The part is also de-magnetized on the Magnaflux machine after inspection. "Of one bunch of 25 brake pins tested," reports Leader Sam Rinkus, "eight were found to contain flaws which the eye could never have seen."

Working at or out of Macy Street Garage, according to General Automotive Foreman J. B. Green, are 158 employes, including 44 women. The day shift accounts for 118; the swing shift, 10; and the night shift, 30. Ninety-seven of these employes are accounted for by the day shift at the Macy Garage proper. Personnel on the Macy Garage roster includes 34 who work at out-



**JAMES F. BRIGGS, General Foreman, Mechanical Department, discusses, in his office at Macy Car House, the manpower situation with ROY L. MANKINS, Assistant General Foreman. Mr. Briggs is in charge of the maintenance of all passenger, locomotive, and express rail rolling equipment on the system. Mr. Mankins has similar jurisdiction over the North and South Districts, and reports to Mr. Briggs.**

lying points including Sixth and Maple, Fourth and Flower, Fifth and Olive, Pomona, Temple City, and El Monte.

The daily mileage of each bus is recorded, and a regular schedule of inspection is maintained. Busses are inspected at 2,500 miles, 5,000 miles, 12,000 miles, 20,000 miles, 60,000 miles, and 100,000 miles; and mechanical faults are corrected. Since the 275 gasoline motor coaches travel better than a million miles a month, and this figure is steadily climbing, the inspec-

(Continued on page 10)

**J. B. GREEN (seated), General Foreman in charge of automotive equipment, with jurisdiction over the entire system, discusses, in his office at Macy Street Garage, a problem of the day with JOHN ROACH, Day Foreman of Macy Street Garage.**





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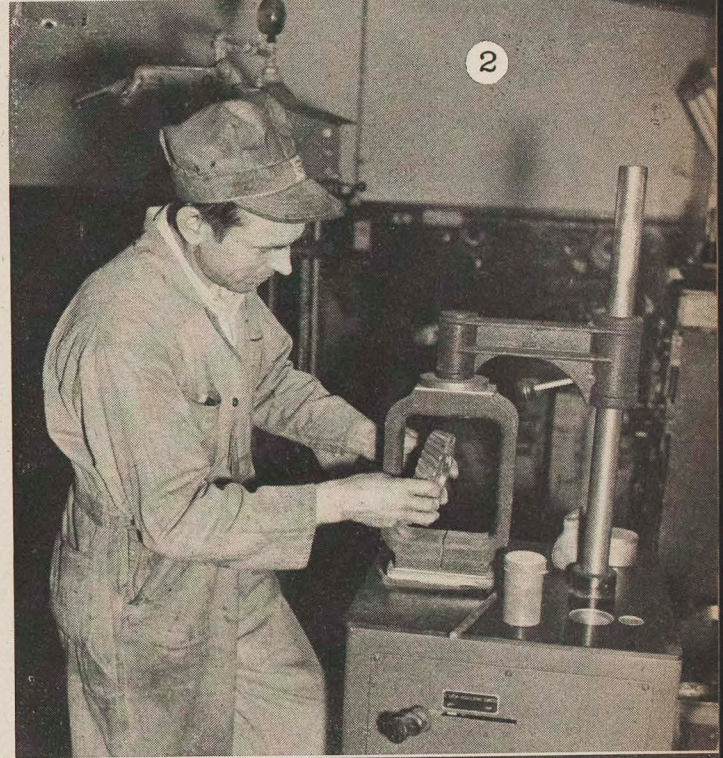
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Reading counterclockwise, beginning at top right: (1) Assistant General Foreman JERRY RONS (who, as second in command to Mr. Green, has jurisdiction over all garages on system) waits to check a water leak in a motor block until Auto Repairer JACK ENRIETTI removes the head. (2) Auto Machinists S. C. DAHL (left) and L. M. LYON dismantle a bus transmission. (3) Auto Machinists E. P. CRAMER and ROY POWELL prepare to install a radiator on a bus. (4) Leader E. V. CLARK (center) inspects the work of Auto Repairer JOHNNIE GUY (left) and Auto Machinist W. L. TAGGART, who are making a 5,000-mile inspection of a White bus. (5) MRS. NELLIE MARTIN, Lead Clerk in the Macy Garage office, checks time cards.

Reading clockwise, beginning at top: (1) Bus being given dynamometer test by Leader AL BRISTOW (right) and Auto Machinist L. D. ATWELL. As a result of this power test, they find that timing and carburetion are out of order. (2) Leader SAM RINKUS tests a gear for cracks on the Magnaflux machine. In this picture he is magnetizing the gear by holding it inside an electrically charged coil. In the small containers on the machine is the Magnaflux powder. (3) Night Foreman "DOC" BECKETT, when this picture was taken, was on vacation and his duties were being taken over temporarily by Jerry Rons; but "Doc" apparently couldn't stay away, for here he is in his store clothes exchanging pleasantries with swing shift Leader HOWARD LANDON. (4) A White motor is being stripped, preparatory to some heavy repairs, by Auto Machinist BOB SLIFER (center) and Auto Repairer GEORGE WALTER; work is being supervised by Leader Sam Rinkus (left).



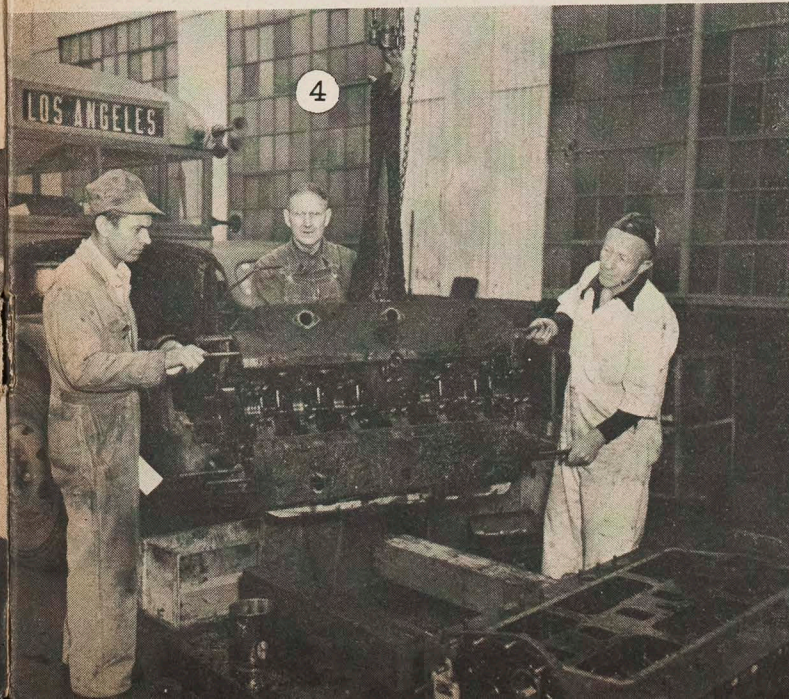
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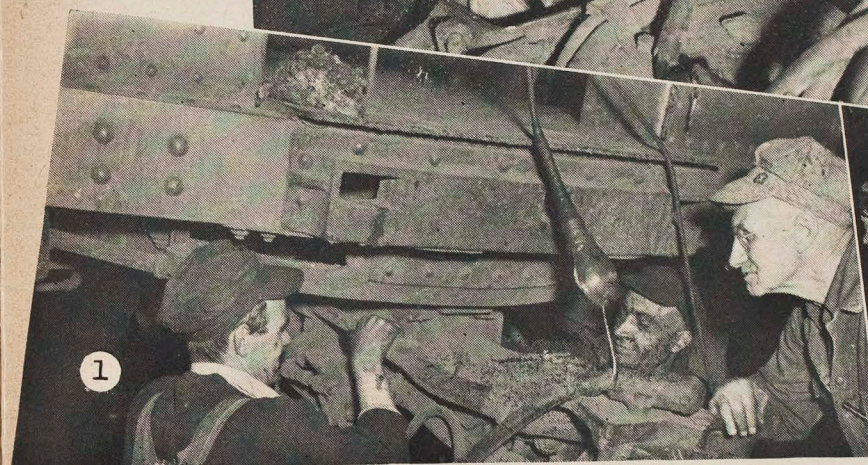
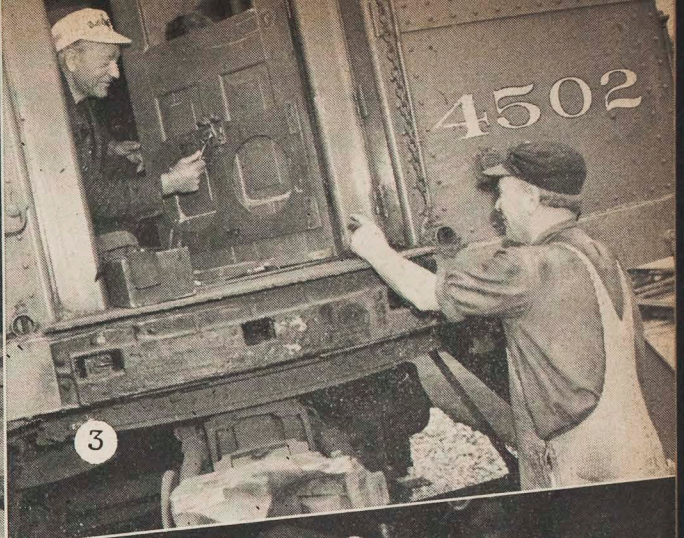
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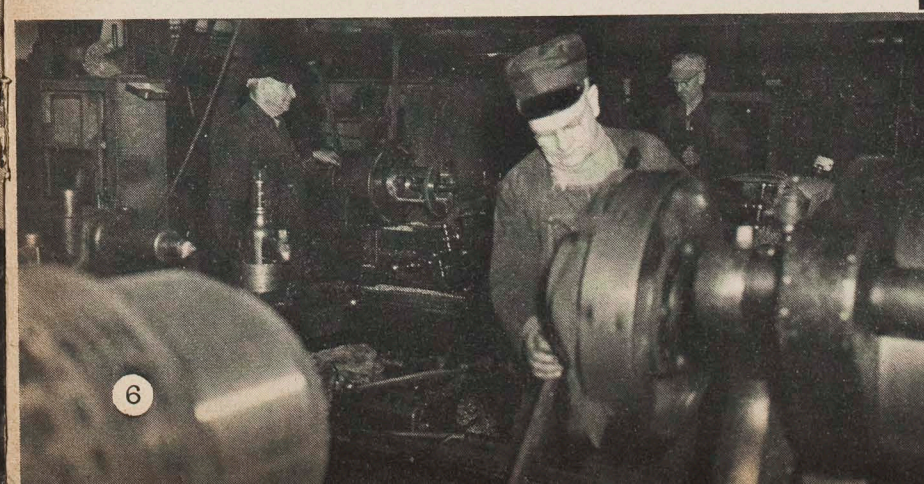
# M A C Y

# S H O P S

AT THE CAR HOUSE—(1) Leader GEORGE WEATHERBY (center) checks a relay with Group Inspectors J. D. DILLON and ROBERT HESTON. (Excuse us for getting only your back, Bob!) (2) Inspecting a triple valve are LOUIS SAAL (left), Night Foreman at the Car House, and his Assistant Foreman, C. H. HAGGERTY. (3) The Air Gang: left to right are Bottom Air Man HAROLD HILL, Top Air Man ROBERT J. BAILEY, Troubleshooter ELWOOD PITTS, Leader HAROLD COLE, Pipefitter BERNARD MURPHY, and Air and Generator Repairer HENRY CARTER. (4) Occupying a partitioned-off section of the General Foreman's office are Chief Clerk RALPH R. MURPHY (foreground) and Mileage Clerk GUY F. GEHDE. (5) Night Wrecking Foreman E. H. BEAUCHAMP calls an emergency crew together by telephone to handle a wreck. (6) Day Car House Foreman MILTON CLARK checks the employes' timebook with Mrs. MARY L. JONES, Clerk and Timekeeper.



AT THE CAR REPAIR SHOP—(1) Repairing pipes on a car coupler are (left to right) Pipefitter DENNIS ROBSON, Car Repairer JOHN FELIX, and Leader W. W. HENNON. (2) Day Foreman FRED SOULE inspects a motor. The care with which he and his men make repairs is a big factor in helping keep trains on time. (3) Leader Carpenter ELDE E. HUNKINS (on the ground) shows Carpenter LUDVIG OTTERSTEDT how to relocate a headlight bracket. (4) Welder JACK BYRNE welds onto the framework of a car truck a live lever support bracket, which supports the brake rigging. (5) Car Repairers CARL MORTENSON (left) and FRANK DAZE steady an armature being lifted out of a motor which needs repair. (6) Lathe operations: left, Machinist JOHN L. COLUMBUS bores a large bearing; in foreground, Machinist F. V. MARSH centers a center plate in his lathe preparatory to truing it. Behind him, Car Repairer V. G. CLEMONS inspects an oil plug for an armature housing of a 1600-class locomotive.





**MACY STORE**—Storekeeper L. C. BOLEN (wearing visor) talks over the bus stock with MARY CENDEJAS, one of his four helpers (LILE PADILLA was absent when picture was taken). CRUZ SESMAS was coming to get some bus material for a customer; JOE AYALA was checking bus material stock. Material for the electric cars is kept on shelves at left. Note the plentiful fluorescent lighting.

## The Gremlin Chasers of Macy Street

(Continued from page 5)

tion and repair crews have their hands full. More than 300,000 gallons of gasoline and 5,300 gallons of oil are pumped each month over the system, to keep the busses operating.

### CAR HOUSE AND REPAIR SHOPS

Flanking the Garage are the Car House on the east, and the Repair Shop on the west. Every day, according to General Foreman J. F. Briggs, 80 to 90 cars go through the Car House for safety inspections, and about 12 more for mileage inspection. Every day, also, he says, nine to 20 cars go through the Repair Shop.

Safety inspection includes checking such essentials as brakes, trolley poles, air pumps, and oil. Of these the brakes are of course the most vital factor in safe operation, and are checked every day. If you drive an automobile, you probably get your brakes relined once a year and forget about them. But the iron brake shoes on rail cars may last for only a few days. On such high-speed interurban lines as Long Beach or San Bernardino, a brake shoe on a 300-class car may last seven or eight days, and on a 1200-class car, with luck, 15 days. The 600-class cars used on the local lines fare

better; a shoe may last as long as 60 or 90 days. The life of trolley shoes also varies greatly according to conditions. On the Newport Line, for instance, if wind blows sand onto the trolley wire, a shoe may last only a single trip. On the San Bernardino Line, the shoe may last approximately a week. On local lines it may last 60 to 90 days.

Mileage inspection, a misleading term, really means a complete inspection of the entire car at regular 30-day, 45-day, or 60-day intervals, depending on the type of equipment. Locomotives, 1200-class cars, and 1000-class cars are inspected every 30 days; 1100-class cars every 45 days; and 600-class cars every 60 days. The 300's and 4500's, at present on a 60-day schedule, will soon be put on a 45-day schedule. Brake rigging, electrical system, air equipment, wheels, axles—everything is carefully inspected, and necessary repairs are made.

Repairs may be extensive. Perhaps wheels must be changed because one is flat. Perhaps an armature or a field coil in a motor must be changed, or a wreck repaired. Other work which could be done by the Macy Repair Shop includes overhauling car trucks, repairing electrical "burn-ups," making sleeve bearings, truing commutators and commutator shafts, and welding, both electrical and acetylene. The shop contains a huge 20-ton overhead crane that runs the length of the room and is constantly used to lift heavy parts; several large

lathes for turning and truing large bearings and shafts; a blacksmith shop; and a small carpenter shop. The only work which cannot be done at Macy Street includes painting, very heavy repairs to bad wrecks, extensive carpenter work, re-winding motors, turning wheels, and mounting wheels on their axles. Such jobs are sent to Torrance. Freight cars are repaired at Butte Street.

To keep up the inspection and repair work at Macy Shops requires the services of 163 men and 48 women working day and night shifts. At the Car House on the day shift are employed 76 men and 30 women; on the night shift, 12 men and 15 women. At the Repair Shop on the day shift 58 men and two women are used; at night, 17 men and one woman.

### THE MACY STORE

The story of the Macy Shops would not be complete without mentioning the fine large Store from which repair parts and some new equipment are obtained for rail cars and motor coaches. Formerly contained in a small, poorly lighted, inconveniently arranged building near the Car House, a new Store was planned when the new Garage was built, and is now centrally located on one floor level in the Garage Building, with ample

shelf-room for supplies, and room for expansion. Truck deliveries of needed supplies are made each day from the Torrance General Store, and the work of unloading these supplies is made easy by the loading platforms built at truck level. To take care of the stock at Macy requires the services of a Storekeeper, L. C. Bolen, and four Helpers.

### LET'S GIVE THEM A HAND!

Since the Macy Street Mechanical Department works hand-in-glove with the Transportation Department, it was originally planned to tell the entire story of Macy Street operations in this issue of the PACIFIC ELECTRIC MAGAZINE. Investigation soon revealed, however, that to attempt to tell a complete story in one issue would exceed the limitations of space. Hence, in next month's Magazine you will find a story and pictures on the activities of the Transportation Department at Macy Street Terminal.

Meanwhile, let's give a round of applause to the Macy workers in dungarees, who willingly get their hands dirty keeping Pacific Electric's cars and busses clean and dependable so that passengers may ride comfortably, speedily, punctually, and safely to their destinations.

**VICTORY GARDEN CHALLENGE**—Head Switchman J. L. ("Joe") Karalis of El Monte Station, whose wife is shown picking onions, carrots, and beets in their Victory Garden, challenges all and sundry to produce a better-looking garden or better-tasting vegetables than he and Mrs. Karalis cultivate. This picture shows only part of Joe's garden, which includes  $\frac{1}{4}$  acre of vegetables and flowers. Rows from left to right include Kentucky beans (on poles), lettuce, parsnips, turnips, carrots, beets, onions, and—out of sight behind the tall rows of onions—peppers, cabbage, and more onions. Planted very early, everything in the garden is ready to eat. This picture was taken during the last week in April. The Karalises live at 663 North Maxson Street, El Monte.



**RETIREMENTS**

The following employes retired during the months of April and May, according to the Treasurer's office:

NAME	Department	Occupation	Years of Service
Benson A. Brooks	Western Division	Switchman	18
George A. Carpenter	Northern Division	Switch Tender	24
Dillivan M. Durkee	Northern Division	Conductor	40
Harry H. Fifield	Mechanical	Mechanic	26
Jesse M. Grenage	Mechanical	Machinist	22
Albert W. Handel	Mechanical	Cabinet Maker	24
Roy Hunt	Engineering	Bridge and Building	22
Albert G. Owen	Transportation	Agent	41
John Henry Parish	Mechanical	Night Watchman	26

Pasadena Short Line and the Monrovia and San Gabriel Lines were under construction. The Los Angeles terminal of the Short Line was first at the old East Lake Park, from where it moved in toward Sixth and Main as the rails advanced. The Sixth and Main ticket office was then in a tent just south of the site of the Burbank Theater. Among Mr. Rice's associates in Pasadena were S. H. Anderson, later Pacific Electric Superintendent of Power and Equipment, and Harvey Van Norman, now head of the Metropolitan Water and Power District.

In 1904 Mr. Rice was transferred to the Los Angeles Shops at Seventh and Central Avenues, remaining there until the shops were moved to Torrance. At Torrance he became Assistant Foreman in the Air and Electrical Shop, in which position he served for many years, up to his retirement. Among the jobs Mr. Rice recalls working on was the wiring of the first "multiple unit" car, the "Alabama," Mr. Huntington's well-known private car which was exhibited at the St. Louis World's Fair.

All members of the Pacific Electric organization wish Al Rice long days of pleasure and comfort, which he has so well earned.

**More Suggestions Next Month!**

The Suggestion Plan of the Management-Labor Suggestion Committee is really working! As a result of the publicity given in the May PACIFIC ELECTRIC MAGAZINE, considerable interest has been stimulated and suggestions are coming in daily, still mostly from the Mechanical Department.

Some suggestions have already been adopted, but, as time did not permit getting pictures of the inventors with their ideas, we shall print story and pictures in the July issue.

**Covina Agent Retires, Supervisor Announces**

Editor May 16, 1944 Pacific Electric Magazine

We desire to announce the retirement of **Albert G. Owen**, former Agent at Covina, California, which will take effect on his return from his annual vacation, May 19th.

Mr. Owen has an enviable record with the Pacific Electric, having first been employed at the old Fifth and American Freight Office in Long Beach June 8, 1906, working under Mr. D. A. Munger, General Agent and J. E. McElroy, Freight Agent.

In January, 1908, Mr. Owen was assigned agency at Azusa, California, where he remained until May, 1913, at which time he resigned to accept the position of Superintendent of the Azusa Irrigating Company. He returned to the employ of the Pacific Electric on March 23, 1914, in our Los Angeles Terminal Freight Office, working under Mr. Joe Bennett until September, 1915. He then was assigned position of Assistant Agent



ALBERT G. OWEN

**LONGEST SERVICE**—*Albert L. Rice, former Assistant Foreman of the Winding Room at Torrance, and Mrs. Rice enjoy the shade of the arbor surrounding their summer house in Gardena. Mr. Rice has 44 years of Pacific Electric seniority and faithful service to his credit,—more than any other employe.*

**After 44 Loyal Years, Albert L. Rice Retires**

Last March, after no less than 44 years of loyal service, **Albert L. Rice**, long time Mechanical Department employe of Pacific Electric, retired from Torrance Shops to a well deserved life of ease at his home, 16215 Orchard Avenue, Gardena, taking with him the hearty good wishes of his many friends. We understand he is making good use of a comfortable reclining chair, presented by his associates at the Shops.

Mr. Rice can look back with no little satisfaction upon a career during which he witnessed, and took part in, the development of the extensive electric railway system in Southern California, from its earliest days of construction.

He started in 1899 with the Pasadena-Los Angeles Electric Railway Company on the track gang, subsequently going with the Mt. Lowe Railway as Trackman and later as Stock Clerk at Alpine Tavern. In 1900, he became Night Repairman at the old Pasadena Car House, located near Raymond Hill on Fair Oaks Avenue. It was at this time that the

at Riverside under former Agent Hively, and was re-assigned very shortly after to position of Assistant Agent at San Bernardino under former Agent Coulter, relieving Mr. D. W. Lane, who had been promoted to Agent at Highland.

Under date of January 7, 1916, Mr. Owen was assigned position of Agent at Rialto under Mr. Groftholdt where he stayed until March 23, 1920, at which time he bid in the agency at San Dimas, and was Agent at this point until coming to Covina on June 28, 1938 and continued at this point until his retirement.

Mr. Owen made many friends for this company as well as for himself at the various places that he represented us, and he well deserves a long and happy retirement from his arduous duties.

Mr. Owen's hobby for many years has been the growing of flowers, and he has advised me of his intention of devoting a great deal of his time to the work which has previously been his pastime.

Mr. Owen has the best wishes of all those who knew him in the service.

H. E. FOSKETT  
Station Supervisor

—BUY EXTRA WAR BONDS—

**Many Changes Occur In Freight Traffic**

Several changes in the personnel of the Freight Traffic Department have been announced by Freight Traffic Manager W. G. Knoche.

Married to Major **J. Jordan Gardner** on May 10 at Beverly Vista Community Church, Miss **Betty Morrison**, daughter of Mr. and Mrs. J. R. Morrison of 1726 Ensley Drive, Beverly Hills, has resigned her position as Secretary to Mr. Knoche. Mrs. Gardner will accompany her husband, who has been assigned to military service at Washington, D.C.

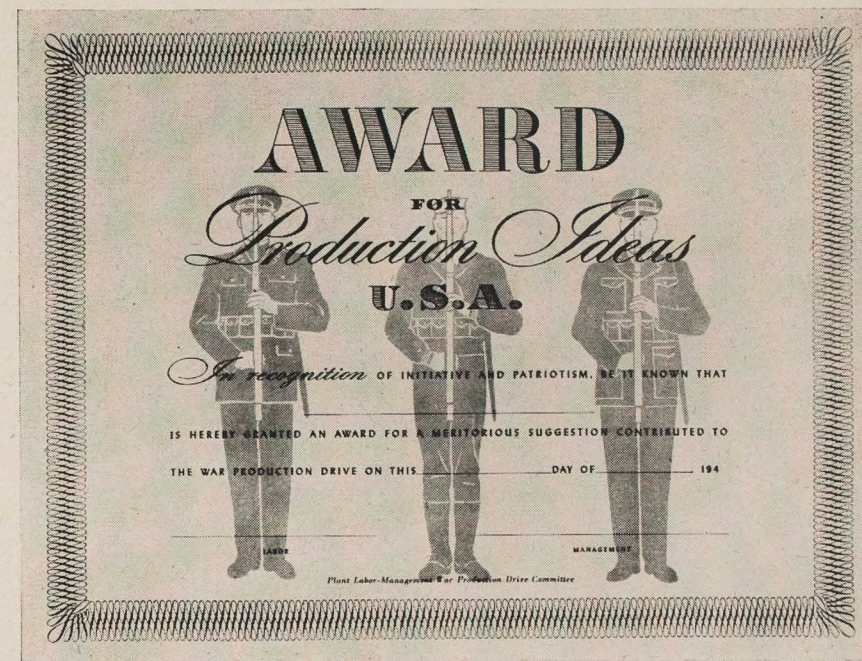


Betty Morrison

Mrs. Gardner, who came to Pacific Electric from a position as Executive Secretary for the Pacific Coast Petroleum Industries on August 11, 1942, was the first girl to be employed in Freight Traffic in many years. For some months she was the PACIFIC ELECTRIC MAGAZINE correspondent for her department.

Long life and happiness to Major and Mrs. J. Jordan Gardner!

Succeeding to the post of Secretary to Mr. Knoche is Miss **Mabel Harvey**, who has been in the Freight Traffic Department since last August.



**NEW SUGGESTIONS AWARD CERTIFICATE**—*Since the last issue of the Magazine a new form of Certificate of Award has been adopted by the Suggestion Committee. Its size, 8½ by 11½ inches, makes it more suitable for framing than the previous form. Black lettering is superimposed on blue figures in background. The border is also blue.*

She was formerly in the Engineering Department.

Misses **Geraldine E. Maher** and **Donna C. Jones** have been added to the stenographic staff of the Department.

**T. E. Gentry**, Traveling Freight Agent since September, 1943, volunteered for military duty April 21, 1944, and left for basic naval training at San Diego on May 16. Mr. Gentry, married and the father of two sons, came to Pacific Electric as Junior Payroll Clerk in the Accounting Department in December, 1936. In May, 1940, he transferred to the Passenger Traffic Department, where he filled the positions of Typist-Clerk, Literature Clerk, Stenographer, and Ticket Stock Clerk, going to Freight Traffic in September, 1943, upon his appointment as Traveling Freight Agent.

The position vacated by Mr. Gentry has been filled by **Charles Minick**, who has been in the employ of the Passenger Traffic Department since April, 1927. Originally employed as Clerk, Mr. Minick advanced through the jobs of Assistant Ticket Stock Clerk, Steno and Bill Clerk, Time Table Clerk and Ticket Stock Clerk to Ticket Agent, in the Passenger Traffic Department, the position he held at the time he assumed his new duties in Freight Traffic. Mr. Minick will be responsible, in his position of Travel-

ing Freight Agent, for the maintenance of contacts with shippers utilizing Pacific Electric freight service.

**J. C. Blackburn**, Senior Rate Clerk in the Freight Traffic Department, has been temporarily assigned other duties, and is being replaced by **R. J. Lucas**, formerly Rate Clerk. **Verle E. Walker**, formerly with the Transportation Department, replaces Mr. Lucas.

**George C. McDonald**, formerly Cashier at Wingfoot, has replaced **Jay W. Miller** as File Clerk in the Freight Claim Department.

Congratulations and best wishes to all on their new appointments.

—BACK THE INVASION—

**Ferguson Promoted In Passenger Traffic**

**Clifford E. Ferguson**, former General Clerk in the Passenger Traffic Department, has been appointed as Ticket Agent in that department, replacing **Charles Minick**, who transferred to the Freight Traffic Department. The effective date of Mr. Ferguson's appointment was May 16.

Mr. Ferguson first entered the employ of the company in 1927, and was for a considerable portion of his service period a Clerk in the City Ticket Office before his appointment as General Clerk in Passenger Traffic.

HERE AND THERE WITH THE WOMEN'S CLUB



By  
Mrs. Lon  
Bishop

What a splendid meeting we had on April 27! Sorry more were not present to enjoy it.

After the pledge and national air, minutes were dispensed with and Mrs. Frieda Maynard opened the program with one of her delightful songs. Then Mrs. H. C. Thorn, acting Chairman for the afternoon, introduced her special guest of the day. We met Miss Polly Patterson of radio fame, well remembered with Pete Smith in M.G.M. pictures—such a clever witty person, full of interesting happenings, and giving such helpful hints pertaining to the women's realm of the "preserving kettle."

She certainly left food for thought about things in the world of tomorrow—so many wonderful things that are going to lessen the work in our homes—oh dear, born 50 years too soon!

The second speaker was Mrs. Claire Charles, journalist and founder of the famous Mothers' Club of Los Angeles and also the Examiner's first Prudence Penny—Polly Patterson being the fourth. She didn't announce any subject but it turned out to be the best pep talk for folks "over

PACIFIC ELECTRIC CLUB BULLETIN

- Tuesday, June 13:  
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, June 14:  
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.
- Thursday, June 15:  
Red Cross Sewing Unit—10:00 a.m.  
P. E. Women's Club Afternoon Card Party. 1:00 p.m.—Prizes to winners.
- Friday, June 16:  
P. E. Masonic Club Regular Meeting—7:30 p.m.
- Thursday, June 22:  
Red Cross Sewing Unit—10:00 a.m.
- Tuesday, June 27:  
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, June 29:  
Red Cross Sewing Unit—10:00 a.m.
- Tuesday, July 4:  
Legal Holiday—Club Rooms Closed.
- Thursday, July 6:  
Red Cross Sewing Unit—10:00 a.m.  
P. E. Women's Club Afternoon Card Party. 1:00 p.m.—Prizes to winners.
- 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.

thirty" we ever listened to. There may be gold in them thar hills, but nothing, in her estimation, compared to the glory to be found in "oldsters."

No retiring at 65 for her, not when famous composers, painters, and other great artists have done their finest work in the seventies and even eighties.

"Don't count the years; never stop learning; remember we are just what we permit ourselves to be."

Thanks again, Mrs. Charles. We think you're swell!

The next guest was Mrs. J. F. McCormick, President of the Los Angeles Railway Women's Organiza-

tion, who had a very cordial greeting for the Pacific Electric Women and a clever little reading which was greatly enjoyed.

The last speaker was Mrs. Earle Carpenter, a war mother, representing "Bundles for America"—a group registered with the President's War Board and one which had last year over 50,000 people working daily all over the U. S. They are on the job for the service man and his family, before he leaves as well as when he is discharged. They provide layettes, etc., for the new babies. In addition to Red Cross, Navy Relief, etc., our unit has taken on this work, so Mrs. Columbus is asking for help—donations of money or material will be put into things for this particular branch.

Mrs. Carpenter finished her talk with a little prayer, the last line of which we'll never forget: "Am I worth dying for?" Think it over and do all you can. You can see Mrs. Carpenter personally at "Bundles for America," 3980 West 6th Street, Los Angeles.

After the program, Mesdames Florence Johnson, Thorn, and Steward served tempting refreshments in the tea room, completing an afternoon of real joy.

The meeting on May 11 was given over to the annual election of officers and to the showing of a motion picture entitled "Children of Mars" by Mrs. O. H. Coons, a representative from the War Chest Speaker's Bureau—a truly interesting picture, showing what is being done by American social institutions in this fight against the rising tide of juvenile delinquency.

The Club voted to accept Mrs. Shoup's invitation to hold the annual picnic at her home, 3662 Veteran Avenue on June 22—bring your picnic lunch.

The list of new officers elected is as follows: Mrs. Andrews, President; Mrs. Palmer, 1st Vice; Mrs. Smart, Recording Secretary; Mrs. Thorn, Corresponding Secretary; Mrs. Hasenyager, Treasurer. Directors include Mesdames Howe, Rambo, Childs, Ashcroft, and Brearley.

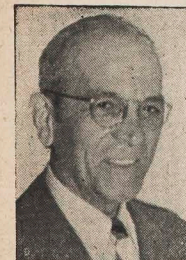
—BUY EXTRA WAR BONDS—

Miss Beseman Honors Mrs. Belva Dale

In honor of Mrs. Belva Dale's 25th service anniversary with Pacific Electric, Miss Ann Beseman, of the Typing Bureau, recently entertained friends with a luncheon at the Howard House. The luncheon was followed by cards at Miss Beseman's home.

Mrs. Dale is the Head Clerk of Pacific Electric's Typing Bureau.

PACIFIC ELECTRIC MASONIC CLUB



By  
Ed. J. A.  
Hasenyager

President Hall wishes to announce that the next regular meeting of the Club will be held Friday June 16 at the usual place and time. This will be the last meeting until Fall, and should be well attended. An interesting meeting is promised and refreshments will be served after the meeting.

OFFICERS OF LODGES: Additions to the list published in the May issue:

Gilbert G. Pfeil, Jr. Warden, San Pasqual Lodge No. 452, Pasadena, Calif.

T. J. Clifford, Chaplain, Arcadia Lodge No. 547, Arcadia, Calif.

If there are any others who have forgotten to send in this information, the "Near Editor" will be more than pleased to add to the list at any time.

The Membership Committee is still going strong: The following have made application for membership in our Club since the last issue.

Charles F. McDonald, Transportation Department, South Park Lodge No. 563, Los Angeles.

Russell Moebius, Transportation Department, Beverly Hills Lodge No. 528.

Harvey E. Rogers, Claim Department, Collinsville Lodge No. 165, Collinsville, Oklahoma.

Wm. Jolley, Stores Department, Torrance Lodge No. 447, Torrance.

F. W. Johnson, Transportation Department, Fort Worth Lodge No. 148, Fort Worth, Texas.

Lawrence McDoniel, Transportation Department, Atwater Lodge No. 622, Los Angeles.

Jay Purvis, Transportation Department, Granada Lodge No. 608, Alhambra, Calif.

The Club received invitations to visit Alhambra Lodge No. 322 on May 22, Golden State Lodge No. 358 on May 25, and Granada Lodge No. 608 on May 26 to assist in conferring the Sublime Degree of Master Mason on Brothers Charles L. Ennis, Conductor on the North District, Lloyd A. Dishon, Conductor West District; and Luther T. Morgon, Bus Driver, Transportation Department.

In Memoriam

It is with real sorrow that we announce the tragic passing of Brother Ruben James Meredith of the Transportation Department. Brother Meredith was a member of Watseka Lodge No. 446 of Watseka, Ill. His death was caused by an accident suffered while at work on April 26. Brother Meredith was a really true Mason in every sense of the word. We extend sincere sympathy to his family and many friends.

George B. Miles, one of the earliest members of the Club, a member of Hollywood Lodge No. 355, for years a member of the trainmen's instruction staff, was retired in 1942. He passed to his reward suddenly at his home on May 21. We extend our sincere sympathy to his family and friends.

James Boswell; retired Foreman of the Mechanical Department; another of the earlier members of the Club; passed to that Celestial Lodge above on May 21. Services were conducted from Edwards Colonial Chapel. Our sincere sympathy is extended to his family and friends.

MEMORIES OF MOTHER

Back from the drear and dreamy past,  
Over the waste of the weary years,  
Out of the dreams too bright to last,  
Comes a sweet sound to my list'ning ears;  
Sweeter to me than music rare,  
Dearer than all of earth's treasured store,  
'Tis but the rocking of Mother's chair,  
And the creak of the board in the kitchen floor.

Softly the purple night would fall,  
At the close of a long summer day;  
Then into Mother's lap I'd crawl,  
Weary and drowsy with romp and play,  
Gently she'd croon a nursery rhyme,  
Dear old sweet songs that are heard no more;  
Rocking and singing a long, long time,  
To the creak of the board in the kitchen floor.

After the stress of a busy day,  
Weary and heartsick, and oh, so blue;  
What wouldn't I give just to slip away,  
Back through the lengthening years to you?  
Dear little Mother, I'd gladly creep  
Into your lap, as in days of yore,  
Lulled by your slumber song to sleep—  
And the creak of the board in the kitchen floor.

—R. H. Richardson.

To Get Extra Gasoline:

Allow two weeks for the handling of your gasoline application, and remember that your tire inspection certificate must accompany the application.

This is the latest advice of the Management-Labor Transportation Committee.

—BACK THE INVASION—

Electrical Clerk's Son Studies Naval Ordnance

Lt. (j.g.) Edward Wade Hasenyager, U. S. Navy, 32-year-old son of Electrical Clerk E. J. A. Hasenyager, has picked heavy ordnance as his choice of naval operations to specialize in. Entering the Navy in September, 1943, he took his basic training at Tucson, Arizona; went to Gulfport, Mississippi, for heavy ordnance training; and is now undergoing still further training at New Orleans, where he is an Armed Guard on the U.S.S. Liberty Glo.

In civilian life Lieutenant Hasenyager was with the Lockheed Foreign Project on the East Coast, at Providence and Newark. He was in charge of an office from which airplane parts and supplies were shipped overseas. He is married, his wife being the former Miss Frances Balyin.



LT. (j.g.) EDWARD WADE HASENYAGER, U. S. Navy, isn't nearly so serious as this picture makes him appear, says his dad, Ed. J. A. Hasenyager, Electrical Clerk.

REPORT OF VITAL STATISTICS

April 21, 1944 to May 20, 1944

NAME	OCCUPATION	Died	Group	
			Insurance	Mortuary
*Leal, Braulio T.	Laborer	4-6-44	No	No
Vasquez, Cecelio S.	Laborer	4-19-44	No	No
Miller, Harold F.	Draftsman	4-23-44	Yes	No
Schader, Carl F.	Conductor	4-23-44	No	No
Roehl, Lavina	Ret. Car Cleaner	4-24-44	No	No
Meredith, Robert J.	Freight Conductor	4-26-44	Yes	Yes
Zabala, Francisco	Laborer	4-28-44	Yes	No
Poundstone, Melvin R.	Ass't Claim Agent	5-3-44	Yes	Yes
Bouck, Clayton F.	Ret. Car Repairer	5-6-44	Yes	Yes
Brock, Neal	Motorman	5-9-44	Yes	Yes
Martinez, Marcus R.	Laborer	5-9-44	No	No
Weymouth, Boardman S.	Retired Carpenter	5-9-44	Yes	Yes
Herrin, John R.	Retired Foreman	5-11-44	No	Yes
Stacey, Charles E.	Check Clerk	5-11-44	Yes	Yes
**Fisher, Edward W.	Retired Clerk	5-18-44	No	Yes

EMPLOYEES' WIVES' DEATH BENEFIT FUND

None

\*Reported subsequent to last publication.

\*\*Transferred to Southern Pacific Company, retaining his membership in the employees' mortuary fund, and retired while in their employ.



## PACIFIC ELECTRIC POST, AMERICAN LEGION



By  
**James E.  
Davis**

Election of Officers: Thursday, June 27, is Election Night. Everybody that can come, should come to this meeting and help choose our officers for the ensuing year. Nominations opened May 23. They were reopened June 13. Final nominations and election June 27. The election will be by secret ballot, and of course you cannot vote unless you are at the meeting, which starts at 8 p.m.

Take the elevator, near the main entrance of the P. E. Building, to the ninth floor. The lobby of the P. E. Club is just across the hall in front of the elevators. Go back to the stairway behind the pool tables. At the foot of the stairs turn to the right. The Auxiliary meets in the room to the left.

With this article I sent in a 1918

picture of our latest "retread": Judge Advocate Burgess N. Broberg in his World War One, Coast Artillery Corps, U. S. Army uniform. Comrade Broberg has enlisted in the U. S. Engineers in World War II.

His son Robert ("Bob") Broberg, Coast Artillery Corps, has been stationed at Fort Miles, Delaware. Another son, Keith Broberg, is a Naval Seaman, 1st class, acting as Armed Guard in the Merchant Marine on cruises to the South Seas. A third son, Naval Aviation Cadet Craig Nelson Broberg, was killed in Texas, in a training plane crash, March, 1943. His son-in-law, Eddie Rime, is Storekeeper second class, in the Sea Bees.

We will miss Comrade Broberg's reports of meetings. He has attended as delegate the 23rd District Meetings, Los Angeles County Council meetings, and Department and National Conventions. He was the Twenty-third District Delegate to the National Convention, held at Milwaukee, in 1941.

He is a charter member of this post. He served as Chairman of the Disaster and Relief Committee for several years and also served on many other important committees. He was first Vice Commander of the post in 1939 and Commander in 1940.

Ye Scribe has been asking for pic-



**WORLD WAR I VETERAN** Burgess N. Broberg, Judge Advocate, P. E. Post, American Legion, has enlisted in World War II.

tures, of relatives of Post members now in Active Service, for publication in the P. E. MAGAZINE. He has been informed that Comrade O'Neill has turned in to the Editor of the Magazine pictures of his sons in Service.

1st Vice Commander L. A. Finley reports that Comrade C. E. Wilcox has been in the Naval Hospital near Corona.

Comrade Alfred W. Bone has had minor operations lately, but we are glad to report that he was well enough to attend our meeting May 16. Comrade Bone donated playing cards, which were sent to the new Birmingham Hospital.

Supervisor Charles Harry Cooper, who served in the 49th Infantry in World War One, is now a member of this post.

April 25. Service Officer Ramon C. Milnes won stamps and Sergeant-at-Arms A. A. Malmberg won door fund.

May 16. Stamps won by Vice Commander L. A. Finley, door fund by Comrade Carey.

Nominated for Legion offices so far are the following:

Commander: A. W. Bone, L. A. Finley. First Vice Commander: G. F. Michael, V. G. Clemons. Second Vice Commander: L. A. Stewart. Sergeant-at-Arms: L. A. Stewart, D. L. Ander-



**SONS AND A GRANDSON** of South Conductor Robert E. O'Neill. At left is James W., 22, Chief Gunner's Mate, U. S. Navy. At right is William L., 24, Lieutenant, j.g., Navy Air Corps, with his three-year-old son, Phil. Conductor O'Neill himself was in the Army from 1909 till 1922, serving in both the cavalry and the engineers; he attained the rank of Captain.

## In Memoriam

John de Goede, U. S. Navy, rank unknown, formerly a Mail Handler at the Pacific Electric Baggage Room at Sixth and Main, died "of injuries, while in the line of his duties," on April 14, 1944, somewhere on New Caledonia in the South Pacific, according to a letter received from C. Tommy Meinert, Storekeeper on the U. S. S. Edgar Allan Poe.

Hired September 28, 1942, as a Trucker-Clerk at the Los Angeles Freight House during his high school days at Garfield, young De Goede, not yet 20 at the time of his death, became a Mail Handler at Sixth and Main after his graduation from high school. He was in that capacity when he took military leave April 15, 1943, to enter the Navy.

John is survived by his young wife, Jeanne; one child; and his father, Simon de Goede. Mrs. de Goede lives at 1911½ East Second Street, Los Angeles; John's father at 3439 Beswick Street, Los Angeles. To them sincere sympathy is extended by employes of Pacific Electric.

—BACK THE INVASION—

## AMERICAN LEGION AUXILIARY

By  
**Anna  
Tucker**



Thanks to our President, Martha Harper, for writing the column in last issue.

Each year at this time our Poppy Sale is the most important item on our list. The fact that we go to press before that time, which is around the 26th and 27th of May, makes it impossible to give results of the sale in detail. However, in preceding years we have gone over the top, and our Chairman, Kathryn Brown, expects even greater results this year. And surely, no true American could refuse to buy when the need is so great.

The next regular meeting on June 13 will be the nomination of officers for the coming year. All you girls who want an office, be sure and attend. If you can't serve in that ca-

capacity, please be on hand and elect someone else.

President Martha Harper attended District Meeting at Patriotic Hall, Tuesday night, May 23. It being our regular meeting night, the chair was held by Myra Belle Clemons.

The Salvage Committee reports several pounds of clothing distributed the past month.

I would like to express my sincere thanks to my "Secret Pal" for the lovely gifts sent me the past year. I do hope she has been as fortunate as I have. Our "Revelation Party," which will be held in the near future, will tell the secret—and we are all looking forward to much fun and excitement.

IN THE MAY ISSUE OF THE PACIFIC ELECTRIC MAGAZINE, THE POEM ENTITLED "A SOLDIER SPEAKS" SHOULD BE NOT ONLY READ BY EVERYBODY, BUT NEVER FORGOTTEN.

—BUY EXTRA WAR BONDS—

## HOSPITAL LIST

The following employes were confined to St. Vincent's Hospital, 2131 West Third Street, Los Angeles 5, as of June 1, according to the Pacific Electric Hospital Association:

Samuel Beckwith, Mechanical Department.

Elwood Burns, Lineman, Engineering Department.

Frank Chadburn, Retired Campaign, Engineering Department.

Dorothy Bailey, Clerk, Personnel Department.

James Coyle, Rate Clerk, Local Freight House.

John E. Davis, Conductor, Western District.

Frederick Hartzell, Car Clerk, Transportation Department.

Cecil E. Kirby, Signalman, Engineering Department.

Albert Morse, Clerk, Transportation Department.

Andrew Nagy, M.D., Assistant Surgeon.

Gayle R. Scott, Brakeman, Southern District.

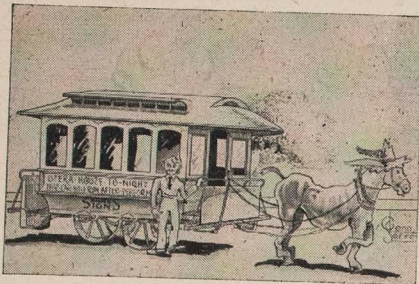
Samuel Sherrett, Motorman, Northern District.

Albert J. Steele, Welder, Engineering Department.

Charles A. White, Conductor, Southern District.



# 25 YEARS AGO



## On the Pacific Electric

By "Alec"

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

The June, 1919, issue featured the life story of our Chief Engineer, E. C. Johnson, his genial ever-present smile being very much in evidence in a picture adorning the front page. The story, apparently somewhat belated, was brought about by his appointment as Chief Engineer, effective as of April 1, 1919. An enviable record—Chief Engineer of a progressive enterprise like Pacific Electric for 25 years. He—and we—can justifiably be proud of his achievements.

Another picture reproduced in that issue was that of suave Dr. A. M. Scholz (then Lieutenant), just returned to the P. E. family "after an extended period of military service." World War II did not take him away from his P. E. duties, for which we, the employes, can only be grateful.

Another item worthy of note in the June, 1919, issue is the final report (by Chairman S. A. Bishop) of the purchase of Government securities by the employes of the Company during World War I. The amount subscribed he placed at \$1,497,800. An outstanding feature of Mr. Bishop's article was the following appeal to the patriotism of the P. E. employes—appropriate then and more so at the present time: "And now since we have the bonds, WHY NOT KEEP THEM? . . . Since you have been patriotic, since you have been thrifty, why not also be wise, and reap the benefit of your patriotism and your thrift? . . . Have in mind the patience and sacrifice which it was necessary for you to exercise in order to secure possession of these securities and hold to them fast and hard until the time comes when you may fully realize on your invest-

ment . . ." Fits the occasion, doesn't it?

A fact brought to light in an article by C. K. Bowen is that during the First World War 520 employes of Pacific Electric Railway answered the call to arms, a number considerably surpassed in this conflict. As of this writing, 731 of our co-workers are represented on our Honor Roll.

Other happenings 25 years ago read as follows: Freight and Ticket Agency established at Orange May 21, 1919, with Mr. J. B. Black installed as Agent. Well, he's still there. Another P. E. silver anniversary. Congrats., Mr. Black!

Pool tournament of Pacific Electric Club won by the Covell brothers, L. H. and R. A.—L. H. is still with us and as sharp (k) as ever. Rod and Gun Club news: Club expects to obtain charter under National Rifle Association.

—BACK THE INVASION—

## PACIFIC ELECTRIC ROD AND GUN CLUB

By  
Arlie Skelton



Greetings, Rod and Gun Clubbers!

Sure was swell to meet so many of you good sportsmen at our favorite fishing spot, Lake Arrowhead, May 1, for the opening of Trout Season. A big word of thanks to those who drove up in their cars; for their splendid cooperative spirit in seeing that those that had no way of getting to the Lake were transported down there and back to Camp again. That "one big family" spirit really applies to our Club. Just like brothers. The prophesy last month was that most of the boys will catch a mess of trout. Those that don't will have good alibis.

Little did I think at that time my good friend Scott Braley would head that alibi list. Secretary Rollin A. Podlech came to me and with tears in his eyes told me the sad story, blub-blub-blubber. Poor old Scott offered them everything in his tackle box, even threatened to throw the tackle-box at them—but not one wee nibble did he get. Of course we don't think that had any bearing on the fact that Scott failed to show up at last meeting. Then there was our

old friend James E. Jeffery, another member from the track department. He evidently was on the wrong track that day. There wasn't a casualty in his entire can of worms, with the exception of hook marks.

E. L. H. Bissinger, still riding his streak of luck—acquired last fall while deer hunting at Monache Meadows, when he bagged two big bucks—landed a nice limit of fish; however, the largest ones were suckers, and therefore not eligible for registration.

Jack Quinn with his magic spinners took his limit in short order, but could do no better than third place on prize money. H. P. Bancroft was very much surprised to take first on a 14½ inch trout. Lee Rice was photographed out of first place by one-eighth of an inch. You've got to hand it to C. G. Gonzalez for measuring them close. K. L. Oefinger took an easy fourth, but competition was really strong for fifth prize. Four members ran a dead heat for fifth, a prize of one dollar: Harold Smith, Dave Porter, Charles Estes and George Woodruff. A drawing was held and George Woodruff was the winner of one dollar. Hope he remembers it on his income tax return.

Chairman of the Arrowhead Committee, B. F. Manley, sums it all up in a few words: the outing was a great success and nothing occurred to mar the trip. Thanks again to Mr. O. A. Smith for the loan of his car, and the members who were able to drive up for their courtesy in assisting others to and from the Lake.

Note: Five new applicants for membership were passed at last meeting. Also registrations are beginning to come in, 12 being read at the May meeting. Also note Mr. O. A. Smith is offering the surf fishermen a bit of competition this year, having turned in a registration card at last meeting. Speaking of prizes, we have them, thanks to Mr. F. B. Patterson who has the list complete and the year-book on the way to press.

J. B. Rogers reports good fishing on both upper and lower Sespe rivers. A. M. Cross, Chairman, Entertainment Committee, seems to be doing right well with furnishing motion pictures to be shown at the regular monthly meetings. The last one was on bass fishing at Lake Mead. When the war is won, and gas rationing a thing of the past, this Club will probably take on some of that fishing. We can dream, can't we? Meantime, it's only 330 days to the opening of trout season again at Lake Arrowhead. I'll be seeing you.

## SIGNAL DEPARTMENT

By

Virginia E. Simmons



"Summer is a-coming in, and birdies sing tra-la"—which means that beach days are here again. If you see beach umbrellas along the line, don't be misled! That's not water nearby, but the Bonders and Welders hard at work.

Jim McAllister and Ernie Hargreaves have adopted "Dakota-kid," Shaver's baby girl. The "General's" story is that after all, they suffered labor pains. Jim, who has been relaxing Sundays by painting his house, got stuck and called in Ray Summers to finish the job.

W. L. Hume, who has been vacationing, also undertook house-painting. He remarked that he "came back to work to rest."

Carlos Gonzalez is a grandfather again. This time it's a little boy. His small granddaughter is quite put out over the new "beebee." "Gon" just recently installed a loud-speaker system at Sixth and Main. The Towermen and Depot Masters really appreciate the new setup.

The best fish story we've heard lately really had nothing to do with fish. Norman Gilbert, Telephone Foreman, enjoyed an outing at Lake Arrowhead. Driving up, he wore his good clothes, expecting to change into some old pants later. On arrival, he found he'd forgotten them. Undaunted he pulled his pajamas over

his long underwear (it's cold in them thar mountains) and topped it off with a pair of overalls. Mr. Gilbert enjoyed the fishing very much.

Here and there: Mr. and Mrs. Homer Carper asked to convey a message to the fellows in our department: "You've really been grand, and thanks for everything."

Albert Steele is home from the hospital and Mary, his wife, is keeping a close eye on him.

Donald Cobbs, Assistant Signalman, is now somewhere in the South Pacific and writes "Hello, friends!"

"Pop" Glenny, Towerman at El Monte, is mighty proud of his son . . . who has just been promoted to Captain in the A.A.F. Young Glenny, who has been instructing aviation at Modesto, is now enjoying a leave at home. Incidentally, El Monte Tower has added corn and tomatoes to its Victory garden.

The mention of "victory" reminds us of the Blood Bank. It was a grand turnout, May 22. We had a large enough group to rate a bus!

Harvey Fuller's son is home for twenty-five days. Young Brice is in the Merchant Marine, 1/C F. He tells of seeing Mt. Vesuvius in eruption and brought back pieces of lava, not to mention all kinds of foreign money, which he collects as a hobby.

We surely miss Cecil Kirby, Towerman at Slauson. The 4-tracks don't seem the same without him. Henry Riley at Amoco has no one to kid with, and say "Why, you old Walrus!" We surely hope Kirby gets better. Meanwhile he's in Room 133, at St. Vincent's Hospital. So let's go see him soon!

Questions: Who leaned back too far in the chair at the Rear Tower, fell, and got his foot caught in the spittoon? Have you seen Frank Edmonson's new store teeth from Sears and Roebuck? What about the macaroons, Frank?

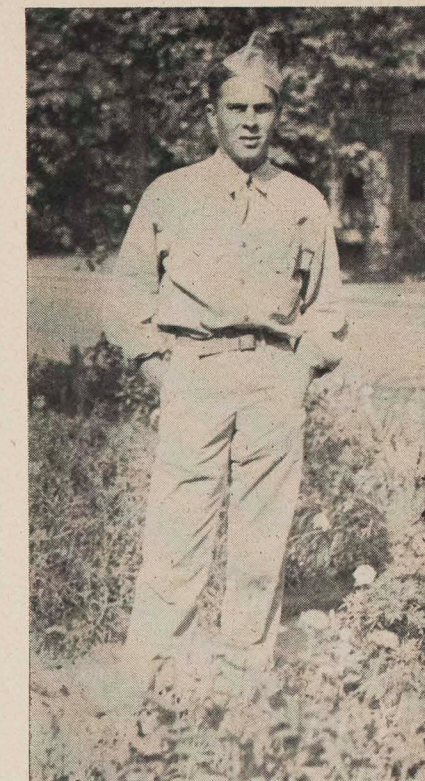
It's Happy Birthday time again to Signalmen A. K. Forbes, H. W. Fuller, H. Williams, H. D. Carper, Jas. Doolan, Wm. Easterman (Military Service) and L. L. Lewis; to Towermen Kenneth Douglas, Stanley Couillard (Military Service), Mary Fenstemaker, and Adam Parton. And . . . last, but not least . . . our Signal Clerk, Jessie Eaton.

P. S. Don't forget "Father's Day" on June 11.

—BUY EXTRA WAR BONDS—

Doctor: "Why do you have AF-7652 tattooed on your back?"

Patient: "That's not tattooed, doctor. That's where my wife ran into me with the car when I was opening the garage door."



IN BOMBER SERVICE is Pfc. Harlan E. Nickerson, son of Signal Draftsman Hugh Nickerson. Arriving in England in October, 1942, young Nick soon met June Mackay, an English lassie, and complications set in. It takes nine months to get a permit to marry, and points for a trousseau are hard to come by. But on last Valentine's Day, which is also the bride's birthday, they were married.

## Former Bus Driver Wins Naval Honor

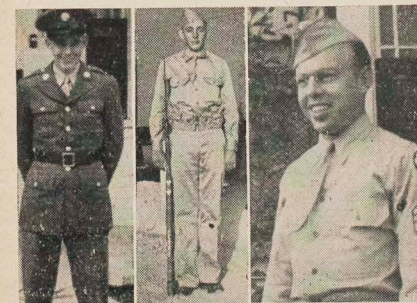
By Public Relations Office  
Ninth Naval District Headquarters  
Great Lakes, Illinois

GREAT LAKES, ILL., MAY 2—Samuel Plezzie Adams, 26, of 4222 Bealwood Ave., Columbus, Ga., has been graduated from recruit training as honor man of his company at the U. S. Naval Training Station here and is now on "boot" leave.

Adams was elected candidate by fellow bluejackets and selected honor man by his company commander on the basis of military aptitude and progress.

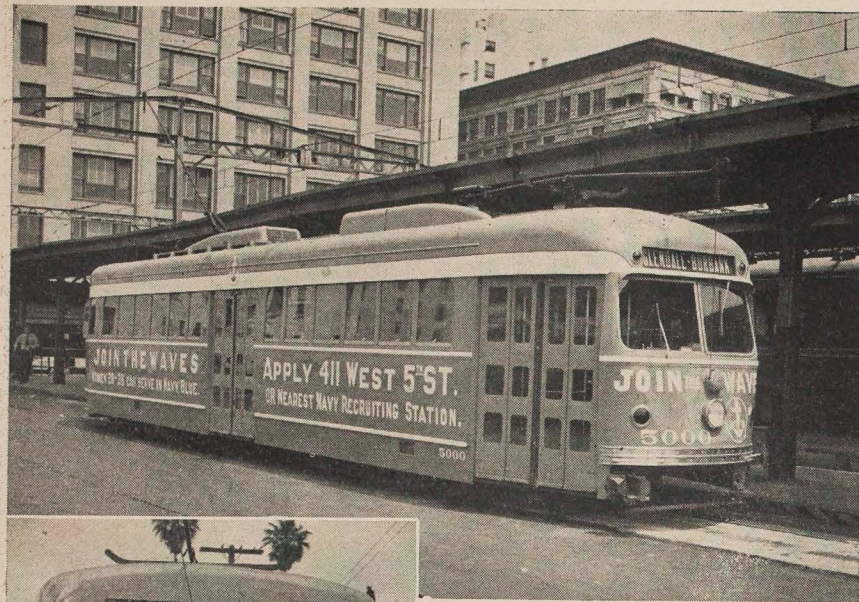
Prior to joining the Navy he was a bus driver for the Pacific Electric Railway, Los Angeles, Calif.

He is spending his leave with his wife and their three children in Columbus.



THREE MUSKETEERS in the Huber family, now serving overseas. Left to right are Chester G., Anti-Aircraft; Henry R., Infantry; and John C., Ordnance. No wonder their father, Johnny Huber, Watts Signalman, is proud!





*WAVES Leona Rueth, Leta Grieco, and Sue Saffold smile and gesture characteristically at the boost Pacific Electric has given their organization by a coat of new paint on Car 5000 of the Glendale Line. Formerly the car urged men to join the Navy.*

finally presented herself in person, and we're mighty glad to see her at last.

We, in Room 221, sincerely regret the departure of Wilma Price from this department to the President's Office. Although she was only with us a short time, she was very well liked and will be missed. The young lady has a personality that reflects good cheer at all times and a sense of humor unequalled.

Betty Hoefener's birthday, May 26, was celebrated at Mike Lyman's Restaurant with Rosella Smith, Elsie Unger, Wilma Price, Mildred Johnston, Jeanette Everson, Irene Nordquist and your steno playing hostesses. Believe it or not, nearly all the gals showed up in brown suits . . . accidental, of course. Elsie Unger saved the day by wearing all black. Ask Elsie why she didn't wear her brown suit??? This was our second birthday dinner where the girls in 221 played hostess to one of their group. Said dinners are proving quite successful.

#### SCHEDULE BUREAU NOTES

By Paul Durbin

Schedule Supervisor F. W. D'Arcy returned to his desk Tuesday, May 16, 1944, after a vacation trip to Boston to visit his folks. On his return Mr. D'Arcy stated traveling conditions are not nearly as bad as some people would have you think they are. He claims he didn't pack

a lunch, but never missed a meal. Fred is the type of man one welcomes back to his desk.

One of these days we will be able to say, truthfully, that we only have a "Skeleton" crew working, what with three of the fair sex of this Department on a diet. The only thing we can figure out is that the bathing suits must have shrunk since last summer. It is certainly quite a tragedy to see these poor girls falling away. What price beauty?

Joe Henry returned to work May 8 after a two weeks vacation looking fit as a fiddle and ready to tack those time tables up as they have never been tacked up before. Joe's nails don't seem to get nearly as black as they did when he first started on his present job—could it be he found out which nail he should hammer??? No offense, Joe, the writer went through a few months of bewilderment wondering why the hammer didn't hit the nail he aimed at!

The Schedule Bureau takes this means of expressing their appreciation and thanks to the Management for the back pay checks which we received April 27, 1944—those checks certainly looked good.

—BUY EXTRA WAR BONDS—

### Garden of Eden Visited By Former P. E. Man, Now in Persia

The following welcome letter from Corporal Elbert Smith, former P.E. employe now in Persia (or is Iran more correct?) is pretty much self-explanatory:

Iran,  
March 30, 1944

Dear Friends of P.E.:

I just received the magazine of December 1943, and was sure glad to get it. Would like very much to continue to get it! Mr. K. N. Sharp (my father-in-law) sent this one, and I surely thank him for the kind deed. He is the Track Foreman out of San Bernardino way. A great guy, to my way of thinking! I am also from the Track Department. I was at Los Nietos (Santa Fe Springs) when I came in the Army in 1942. I liked my work there very much, and hope I can return to it shortly; that is, I would like to return to the Company, but to the shops as I'm in a Diesel Shop Battalion, and have found it to be very interesting.

It seems as if Mr. Henry Kircher has beaten me in getting a letter back to the Company, and he has told you just about everything in the line of supplies to Russia and operations

that regulations will permit! So there isn't much that I can tell, only some odds and ends! The two things I praise most are my visit to the "Garden of Eden" and that [word illegible] Tomb. I found them to be very interesting. Then the tribesmen and villages; they are a great study. That is about all we can say in a letter, but after this old war is over and we return home, we will have a neat story to tell!

But getting back to Mr. Kirchner, we haven't met in this country as yet, but I'm sure we will, that is if he is still in the mountains; I have been in them right along, so our trails will surely cross before much longer; and when they do, we will have a big drink of vodka in remembrance to the good old P. E. The best company I ever worked for, or will ever!

It is almost time for lights out, so I will ring off for this time, hoping to be with you soon, very soon! Good night and good luck, always!

Yours,

Cpl. Elbert Smith 39259144  
Hq. Co.

762nd Ry. Shop Bn. (Dsl.)

A.P.O. 680 c/o Postmaster  
New York, N. Y.

—BACK THE INVASION—

### MACY STREET TERMINAL



By  
Ted  
Harrison

Guess the first and most important thing is to put one man at ease, and of course that is no other than Motorman Polzien, who for twelve long months has been dreaming of the annual fishing trip. Why, he was so impatient that he even told me he could not get any speed out of the car going to San Bernardino. Well, he did eventually get there, for he reports a swell time at Arrowhead and says he was one of the lucky fishermen and landed seven nice ones. Of course a trip like this could not end without some disappointment for he reports that the two biggest ones got away, all because he failed to take a club with him.

Conductor D. E. Gillespie and wife returned last month from an enjoyable trip to Salt Lake City and Southern Idaho. They experienced a decided change from the Southern California climate, running into much snow and cold weather, particularly in the mountains east of Salt Lake where they spent some time.

Gillespie got a kick out of riding several long interurban lines out of Salt Lake and comparing their roadbed, equipment and methods of operation with those of the Pacific Electric.

The return trip was made via the Western Pacific and included a side trip to Reno, Nevada, with a ride on the historic Virginia and Truckee Ry., running south some 46 miles from Reno.

The scenic highlight of the trip, according to Gillespie, was the daylight trip down the Feather River Canyon on the U.P.R.R.

It's surprising how considerate some Motormen are toward their Conductors. Take Motorman Beaver, for example. It seems that on one occasion at least he got the car ready at El Monte before waking his Conductor. How about that, Van?

While we do not have any particulars, we at least heard that Bob Coe got married just recently. Well, we all wish you much happiness, Bob, and of course that goes for your wife too.

Seems there were also rumors of a wedding at Monrovia in which a Motorman who answers to the name of Charlie Hudon was involved; but to date there has been no confirmation. Maybe next month?

An item of interest was handed in the other day. It was a copy of the last train order issued on the Glendora Line. Thanks to Joe Loyal for this. It is:

Order No. 18 of Oct. 23, 1928  
To Motor No. 1041. At Azusa  
Mtr 1041 run extra Azusa to  
Glendora.

Completed at 11:25 a.m. Pulliam  
Dispr.

Received by J. W. Loyal.

At 12:01 p.m. this same date operation over this piece of single track was governed by automatic block signals.

Two years on the extra list is a long time. At least that is the way Conductor Howard feels. He has bid in a night run on Glendora.

Motorman Bob Critlow, who recently took over the lunch room at Macy Street, has taken a few days leave. Owing to difficulty in getting help, Bob had to give up the lunch room. Too bad, Bob, after the wonderful job you did in modernizing the place. Oh, well, seems like you found a good successor, for we are getting good eats; and after all, a railroad man is happy if he gets his "coffee and" or a full meal. From morning till evening we find the Macy Lunch Room a popular meeting place. Incidentally, don't forget the lunch room will be open from noon till 7 p.m. on Sundays.

Why Conductor's wives get gray. A few days ago Conductor Harris was marked up to an El Monte run. He drove to El Monte. To finish the day he was sent to Pasadena—a trip that got him off early. Calling his wife from Pasadena, he suggested she get someone to stay with the children as he'd be right home and would take her out for the evening. Next he called Macy and was told to deadhead out the next morning at 3:15 a.m! Next he remembered his car was at El Monte; so after arriving there via Valley Junction he got his car and discovered he had left his ticket can at Pasadena! So, back to Pasadena; then, at last, home,

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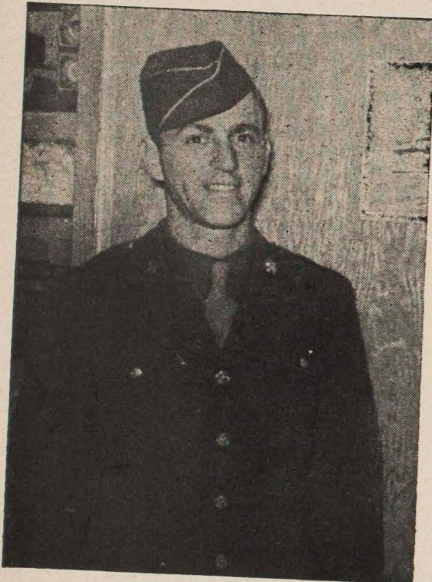


### Former Clerk Wins Army Promotion

By Public Relations Office  
U. S. Strategic Air Forces in Europe

AN EIGHTH AIR FORCE SERVICE COMMAND STATION, ENGLAND—Former Clerk in the Accounting Department for the Pacific Electric Railway Company, Corporal Kenneth T. Williams of Los Angeles recently was promoted from private for efficiency in his duties at this strategic air depot. He is a member of the Rail Transportation Section which moves countless tons of equipment needed in the repair of Eighth Air Force bombers in and out of this station by rail.

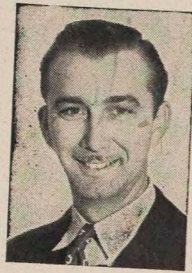
Son of Mrs. Kathryn Williams, Corporal Williams is a 1935 graduate of the St. Agnes High School and later attended Los Angeles City College. He entered the army in August, 1942, and has been stationed in England for eight months.



CPL. K. T. WILLIAMS

### TORRANCE TOPICS (MECHANICAL DEPARTMENT)

By  
Jack  
Wright



At the time I am writing this "little" offering to our "big" monthly magazine, we have twelve new employees for the month . . . very fine indeed, but we can still use more—so if any of you who might read this notice know of anyone who is mechanically inclined, refer him or her to our Superintendent, Mr. Evans, or send them to Mr. Martin, Room 602, P. E. Bldg.

So that you may acquaint yourself with our new friends, at least by name, let us mention them and the class of work they are doing: Jack Stokes and Rudolfo Apodaca (Tiners), LeRoy Oldham and Preston Taylor (Auto Machinists), Nicholas Bozowich (Welder), James Tattersall (Electrician), Allen McMurtrey (Wireman), George Smiley (Helper, Carpenter Shop), and Minnie Farley, May Harris, Victoria Gonzales, Veda Haas (Laborers).

We always enjoy giving mention of PE family members who are in the military service. These two were brought to attention on my shop tour for bits of news: (1) Marcus ("Bud") Edwards, Machinist, tells us of the surprise and thrill he received one evening this month on returning home from work, when he was greeted at the door by his son, Warren Edwards, Electrician's Mate 3rd Class, U. S. Navy. It was the

first visit the son had made home in eleven months, having been serving on the Atlantic side . . . (2) Pauline Buckley, Machinist, along with the Frank Thompsons attended a meeting of the Sea Scouts, held in the Elks Temple (L. A.) for the occasion of making awards of honor earned by certain members, including her son. Unfortunately, the son, Donald J. Hill, Signalman 3rd Class, U. S. Coast Guard, was away in the Pacific waters, so Mrs. Buckley received the honor for him. Hill was the only member, in this district, to receive the high honor award of Quartermaster, for which the son and mother are justly proud.

George Carroll, Machinist, tells us of the marriage of his daughter Gertrude to Robert Bowen, who is also a Machinist in one of the defense plants.

Alfred Carlson, Painter, has returned to work after a thirteen-month absence due to an accident received on the job. Barbara Blazek, Helper, who was struck by a truck back in January, is also back on the job. It's good to see youse guys back; be careful and watch your step.

Lillian Connell (Belle of Santa Ana) still insists she would make a GOOD FIREMAN on a big ole locomotive.

June Tarbit is always bragging about his grandchildren . . . his latest is that the grandson (age 3½) is already filling his infant brother's (age 6 months) nursing bottle . . . now ain't that sumpin', folks!

Nick and Irene Blume will celebrate their first wedding anniversary the last week of May, and if you ask them they will tell you (quote) their love is still going strong (unquote) . . . Yours truly also has a first anniversary to celebrate about the same time (quote) one year at Torrance Shops (unquote) and I've enjoyed every day of it . . . a swell boss and a grand bunch to work with. SO LONG. . .

#### —BACK THE INVASION—

#### HOW BIG IS A BILLION?

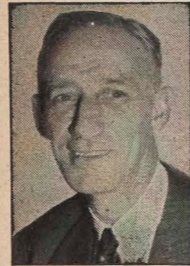
If a person started in the year 1 A.D. with a billion dollar capital, and if this person managed his business so poorly that he lost \$1,000 each day, at the present time he still would have enough capital left out of his original billion dollars to continue in business, losing \$1,000 each day for at least an additional 800 years or until the year 2739 A.D.—New London Journal.

#### —BACK THE INVASION—

Why does the moth eat a hole in the carpet?  
To see the floor show.

### PACIFIC ELECTRIC BOWLING NEWS

By  
Charlie  
Hill



According to historical data released by one of the foremost local bowling equipment establishments, bowling is the oldest of all competitive pastimes with the possible exception of foot racing; there is evidence that the cave man played the game with rounded stones, and it is known to have been played in ancient and medieval times. Rip Van Winkle helped popularize the sport in America, and now approximately 16,000,000 men, women, and youngsters make regular visits to their favorite mapeways in every section from coast to coast.

And the foregoing is merely a lead to the story of five men (of the 16 million bowlers) representing the Pacific Electric, and very conspicuous in their bright satin shirts, who went forth and joined the ranks of the 875-Scratch Summer League at the Bimini Bowl, rolling on Monday nights. The five regular members of the team are Charlie Gonzalez, Johnny Hubener, Archie Brahm, "Stan" Worsdell, and Charlie Hill (Captain), with Joe Shafer filling in as a substitute. They have found it rather fast company; at any rate have not gotten off to a very good start, and with the close of May 22 are tied for fifth place in the league standing. Possibly due to the strangeness of the alleys, the railroaders have had rather hard sledding, but several of the members are now beginning to hit their real stride, and when they get to hitting on all six, just watch them go.

The league opened on April 24, and for the opener the red shirts lost two points to the Alexander team. May 1 two points were taken from the Del Mar Liquor aggregation. On that night, Joe Shafer, substituting for Worsdell, rolled a handsome 646 series (242-199-205), and copped the jack-pot. May 8 Aetna Cleaners were taken for two points. On this occasion yours truly shone with a 581 series (167-211-203), but failed to hit the jack-pot. Smitty's Polo Stables romped over the P. E. quintet by taking all three chukkers, despite

Worsdell's 547 and Hill's 542 series; and in the last encounter to date the P. E. team bowed to the Vercellino team, 2 to 1.

These contests begin at eight o'clock, and it is a good place to go to see some very fair bowlers perform.

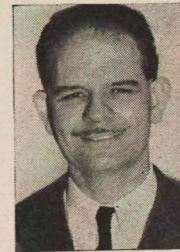
The Pacific Electric squad grabbed high series and high game on May 1, and high game on May 8.

Reminiscing, I wonder how many of us old timers recall the P. E. Bowling Team in 1919, rolling in the Southern California Bowling Association? The team was captained by Carle H. Belt, now Colonel Belt, and the other members of the team consisted of Messrs. Young, Sunderland, Fisher, and Walters. On the opening night of the tournament the P. E. aggregation engaged the Harris & Frank team, captained by Jim Neal. The gents' furnishers won the opening match 3 to 1, with scores of 909-1044-992-2945; as against the P.E.'s 913-925-972-2815. The team averages were: Harris & Frank, 980; P.E., 936. It is interesting to compare these averages with those of our present league, where the Schedule Bureau carries the highest team average, which is 857.

—BUY EXTRA WAR BONDS—

### WEST HOLLYWOOD DISTRICT

By  
G. R.  
Stevens



Friend G. R. Stevens, Columnist for West Hollywood, writes from his ranch at Ono, California that he is on sick leave and will have to be counted out this time. He also told a story about the one that got away—says there are lots of big fish up there at Ono. Assures us we shall hear from him next month.—Ed.



### Railroad Slangage By Rolla S. Van Hoak

Railroad "slanguage" is perhaps the most picturesquely descriptive of all slang, and although each and every railroad in the country has terms that are peculiar to that particular road, railroad slangage is universal. The slang term "hoghead" is defined as "engineer" in Podunk Corners as well as in L. A., and vice versa.

The following is a miserable attempt to define and give the writer's impression of a few of the more common terms. I also am offering an apology for treading on sacred precincts that properly belong to those who have spent their lives making railroads the smoothly efficient organizations that haul John Q. Public and his chattels over the face of the world today.

#### Definitions

**hog**—Noun. A steam engine or electric motor used for hauling cars, etc. on a railroad. The sacred precinct of the hoghead.

**hoghead**—Noun. One who operates an engine, electric or steam. A sparing partner for the conductor.

**brains**—Noun. One in charge of a public conveyance. In short, a conductor—the engineer's pet peeve.

**bighole**—Verb. To make an emergency stop by using all available air. The valves often stick in this emergency position, necessitating a descent of his Honor the hoghead to unstick 'em.

**missout**—Noun, employed when a trainman has arrived at the terminal too late to take out his run. It is usually the occasion for the wild song of the terminal foreman, in his cage: "A blowout, didja say? That's too, too bad, brother. It's beyond me, brother, why fate should so consistently inflict these vicious circumstances upon you. A sick grandmother, an erring wife, would undoubtedly be preferable. And so, to show my deep sympathy, you may take a day off and recuperate."

**bump**—Verb. To displace someone who has a job you want and can get because of your superior seniority. In this manner, a trainman with a good run can be displaced by a trainman who has a better run, who has been displaced by a trainman who has a still better run, who has been, etc., etc.

**brownie can**—Noun. A receptacle of equipment for use in the protection of trains; i.e., torpedoes, fuses, and flags. It is a long tubular gadget with hinged lids fore and aft. Altho' it is apparently empty at the first glance into its enigmatic interior,







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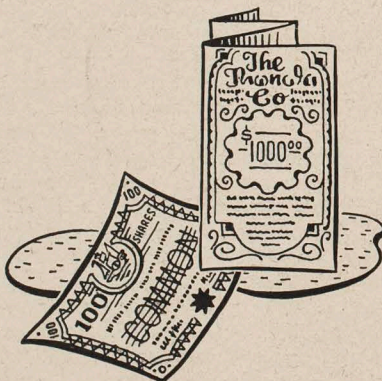
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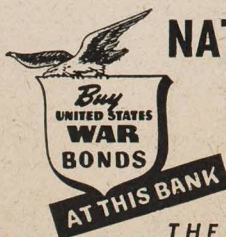
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