

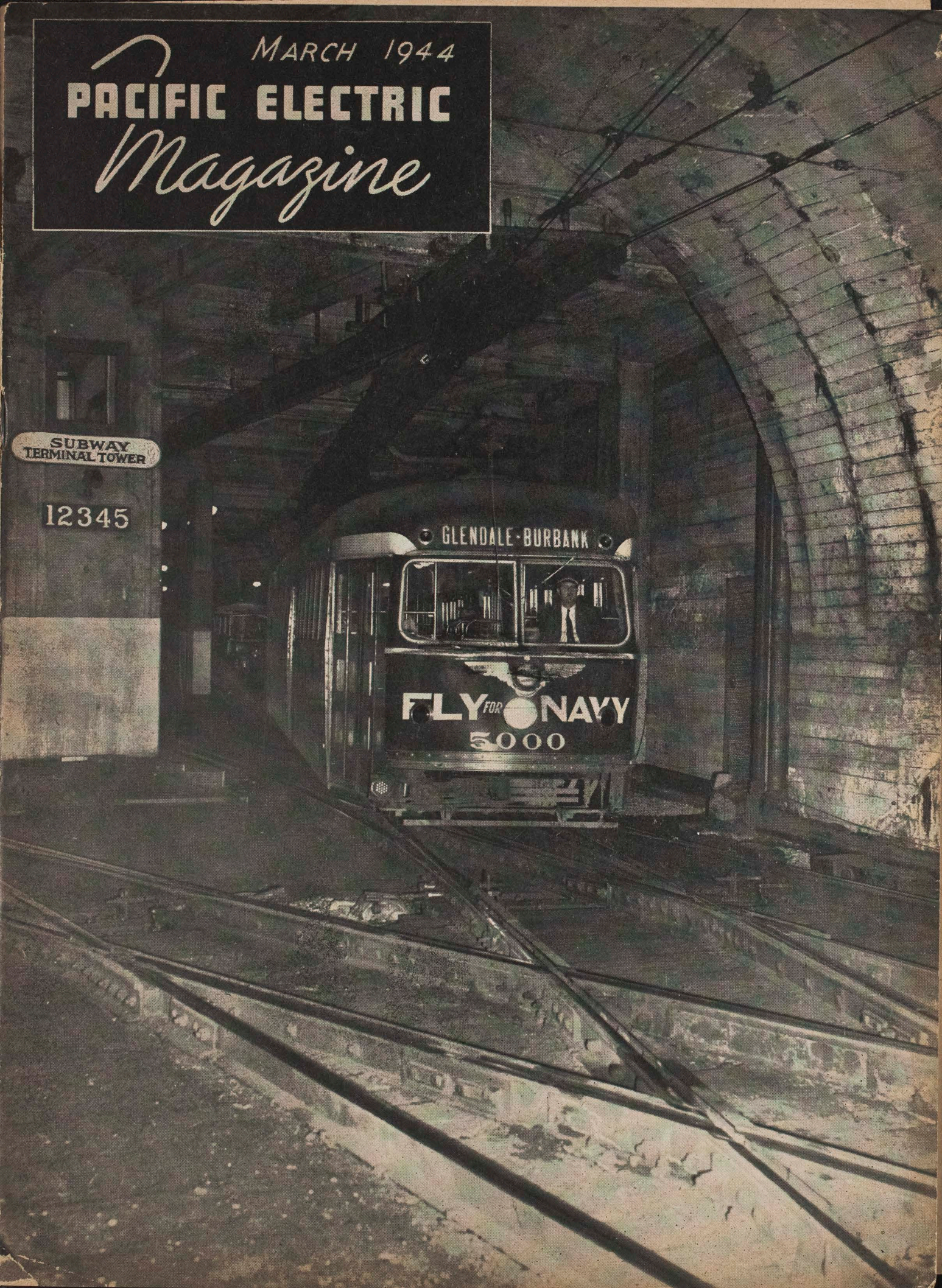
MARCH 1944  
**PACIFIC ELECTRIC**  
*Magazine*

SUBWAY  
TERMINAL TOWER

12345

GLENDALE-BURBANK

FLY FOR NAVY  
5000





"For God's sake—  
keep on the job so  
we can get this  
war won quick!"

**"For God's Sake—Keep On the Job!"**

Somewhere—at this very moment—on one of the world's many battlefronts is an American boy whom you know. He may be your son, your brother, your husband—or just the guy you used to play baseball with on the neighborhood sandlot.

We don't need to tell you that as an American fighting man—sweating and perhaps dying for your and my freedom—his lot is not an easy one.

You read the papers and see the newsreel shots of American troops in battle. You know the hell that boy is going through so you and I won't have to go through the hell of dictatorship here at home under Axis rule.

If that boy could take a moment off from his fighting job to speak to you personally—face to face—what do you think he would say?

Wouldn't it be something like this—"For God's sake—keep on the job so we can get this war won quick!"

Whether "keeping on the job" means showing up for work every day promptly—or buying more bonds—or saving scrap—that boy you know wants you to keep on doing what you're doing—without a let-down—so he can have the stuff to get this war won quick.

Will you answer his appeal to keep on the job? You bet you will—because every true American wants to see this war won quick—and our boys home—safe and sound.

**Pacific Electric Blood Donors**

The Magazine seizes this occasion to congratulate all Pacific Electric men and women who have responded to the call for blood donors in the current campaign begun on February 9 by the Employee Morale and Publicity Committee under the able leadership of Chairman T. L. Wagenbach. The 500 who answered the call demonstrated patriotism of a high order, and likewise discovered for themselves the inward satisfaction which derives from the practical certainty that their blood would save a life—perhaps the life of someone unsuspectingly near and dear.

But what about the many who have not signed up for blood donations? Your help is badly needed.

According to military experts, this is the year of the big push to knock Germany out of the war. This fact means that thousands of Americans will fall, some dead, some wounded. *But 97 per cent of the wounded can be saved if we will GIVE OUR BLOOD FOR THEM AS THEY HAVE GIVEN THEIR BLOOD FOR US.* This is an official statement by the Red Cross.

Put yourself, for a moment, in the place of a soldier who has fallen wounded. It takes time for the Red Cross to get around to you, and you lose much blood. But you are buoyed up by the confident expectation that plasma will save you. Now suppose the Red Cross should find you and say,

"Sorry, old man, no more plasma."

Wouldn't you think the folks back home, who make the blood plasma possible, had let you down?



**HONOR ROLL**

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

**MECHANICAL DEPARTMENT**  
Henry Saucedo

**TRANSPORTATION DEPARTMENT**

- John P. Cranford
- Vincent E. Durden
- Maynard G. Hatlestad
- L. J. Leman
- Michael S. Montante
- Edwin J. Morton
- Wayne A. Sinclair
- Lawrence C. Stenvick
- Mark J. Stephan

**REPORTED RETURNED FROM SERVICE**

**MECHANICAL DEPARTMENT:** Raymond S. Nolan.

**TRANSPORTATION DEPARTMENT:** C. H. Belt, Daniel Keeley, Harley D. Haverick.

**AS OF FEBRUARY 28, PACIFIC ELECTRIC HAD 697 EMPLOYEES IN THE ARMED FORCES**

(The total number was erroneously reported in the January Magazine as 679; it should have been reported as 691.)



Then sign for a blood donation today with any Station Agent, or telephone the Pacific Electric Club at 2171. Your blood can do what your sweat and tears never will.

**Dr. Weber on Vitamins**

Dr. Weber's article on vitamins, which appears on another page of this issue, should be thoughtfully read by every employe in the company, especially by those who, minus the advice of a doctor, have about made up their minds to invest in a bottle of vitamin tablets. With regard only for the truth as he sees it, the Chief Surgeon pulls no punches in declaring that high-pressure advertising by manufacturers has oversold the public on the efficacy of "pink pills for pale people" and that adequate diet is the best source of vitamins.

For years we have heard from various quarters that we in the U. S. are overfed and undernourished. It is quite within the power of most of us, if we wish to exercise our best judgment, to give the lie to that statement, by following Dr. Weber's advice. We owe it to ourselves, to our job, and to our nation to keep ourselves at peak efficiency by every means in our power. Let us heed Dr. Weber's words.

**BUY MORE WAR BONDS**



**CONTRAST** — Subway Terminal Building just before completion in 1926, with Hill Street Station in left foreground. Below, before the Subway was built.



The amazingly diverse complexity of Pacific Electric's operations in the Subway Terminal reveals how hand-in-glove cooperation of many men, women, and departments achieves smooth-running transportation on the Western District in war or peace.

At 10:00 a.m. on May 3, 1924, D. W. Pontius, then Vice President and General Manager of Pacific Electric, accompanied by E. C. Johnson, Chief Engineer, and a number of other officials of Pacific Electric and the communities which it serves, took part, near the intersection of Beverly and Glendale Boulevards, in ground-breaking ceremonies for a new railroad tunnel into Hill Street Station. This tunnel, almost exactly a mile long, was to shorten the running time of Hollywood and San Fernando Valley trains by approximately seven minutes and that of the Glendale-Burbank trains by nearly ten minutes. Distance saved would be about a mile.

The tunnel bore was completed on April 16, 1925, and on May 13 of that year excavation for the great new ter-

minal building was begun. With appropriate ceremonies, the first scheduled passenger train was operated through the tunnel on December 1, 1925. The building itself, containing 1000 to 1100 rooms, was not finished until 1926.\*

The passing of time has confirmed the wisdom of building the subway. From its three levels of operation—the Subway Terminal proper, the Subway Terminal Bus Deck on Olive Street, and the Hill Street surface tracks—hundreds of trains and busses enter and leave daily, carrying scores of thousands of passengers to and from various points on the Western District, which comprises, roughly, the quadrilateral formed by San Fernando, the Subway, Santa Monica, and Redondo Beach.

To be specific, in an average 24-hour period, a total of 884 trains (made up of 1194 cars) enter and leave the two rail stations in the Subway Terminal Building, and 336 busses arrive at or leave the Subway Terminal Bus Deck. Together the trains and busses carry approximately 65,000 passengers. . . . And remember, too, that a vast number of passengers, in order to avoid walking through the building or to avoid Subway crowds, board or leave cars and busses in the downtown area within two or three blocks of the Subway Terminal.

The Subway Terminal is the focus of activities on the entire Western District. Out of it run five rail lines and three motor coach lines. From the Subway proper run the Glendale-Burbank, the Santa Monica Boulevard-West Hollywood, the Van Nuys, and a large portion of the Hollywood Boulevard Lines. From the Hill Street Station surface tracks runs the Venice Short Line. Out of the Bus Deck operate the Redondo Beach, the Los Angeles-Santa Monica via Beverly Hills, and the Beverly-Sunset-Castell-

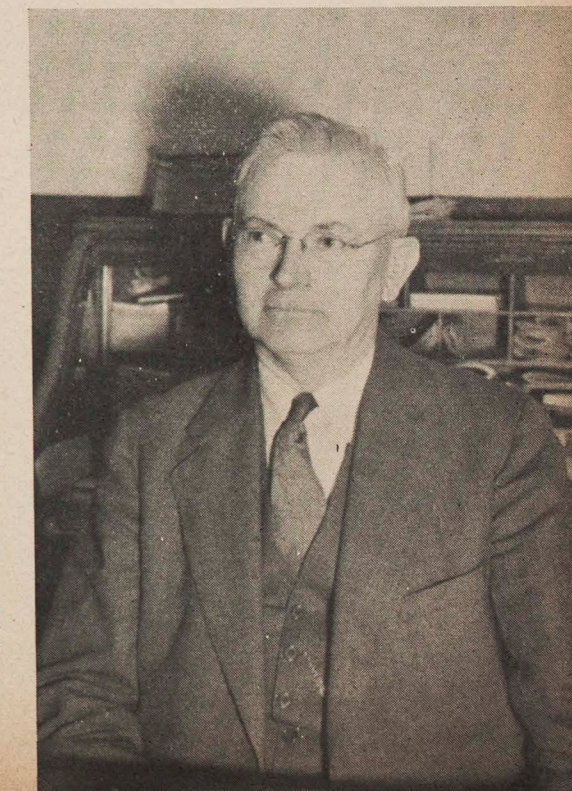
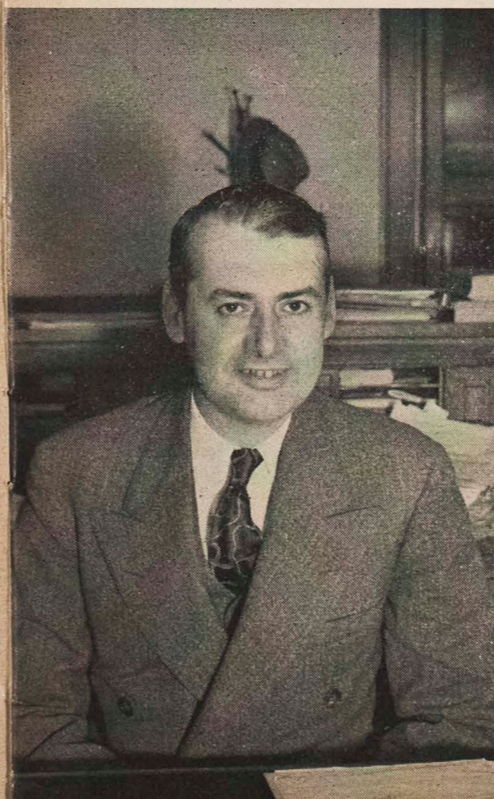
ammare Lines. Moreover, a large proportion of the assignments of trainmen and operators for Western District passenger lines, as well as all assignments for box motor and railway post office operations out of the Union Passenger Terminal, are made from the Subway Terminal Foreman's office. Other Western District assignments are made at West Hollywood and Ocean Park.

**TRAINMASTER'S OFFICE**

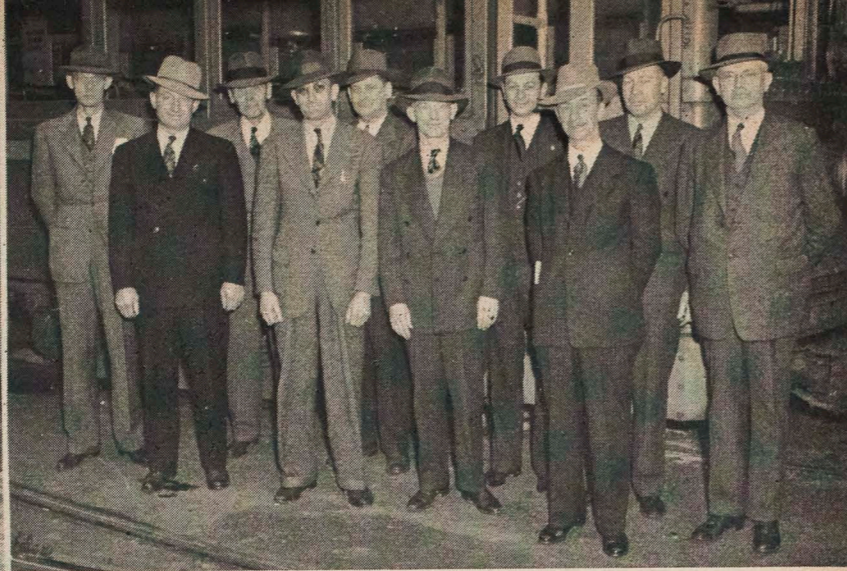
Seven hundred Western District Pacific Electric trainmen and motor coach operators—and a few other Pacific Electric employes whose work carries them thither—are well aware of the location of a certain door marked "Trainmaster." Inside this door is the office of the man who is responsible for the supervision and coordination of all transportation service on the entire Western District—James E. Douglass, who works

**JAMES E. DOUGLASS, Trainmaster for the Western District.**

**J. R. WORTHINGTON, Superintendent of Passenger Service over the entire system, including both rail and motor coach lines, is Mr. Douglass' immediate superior.**



\*Only the main waiting room, its approach, and the substructure of the building are owned by Pacific Electric; the Subway Terminal Corporation owns the rest.



**WEST SUPERVISORS**—M. L. Eaton, L. H. Newport, E. D. Sale, and E. E. Jarvis (left to right) pose in front of new 2300-class bus at Subway Terminal Bus Deck just before bus makes its first run. At right, Russell Moebius, D. L. Davidson, L. W. Capps, K. E. Leonard, D. C. Noggle, J. C. Davidson, A. V. Hand, A. W. Day (Assistant Trainmaster), and T. L. Halverson, shown with Mr. Douglass.

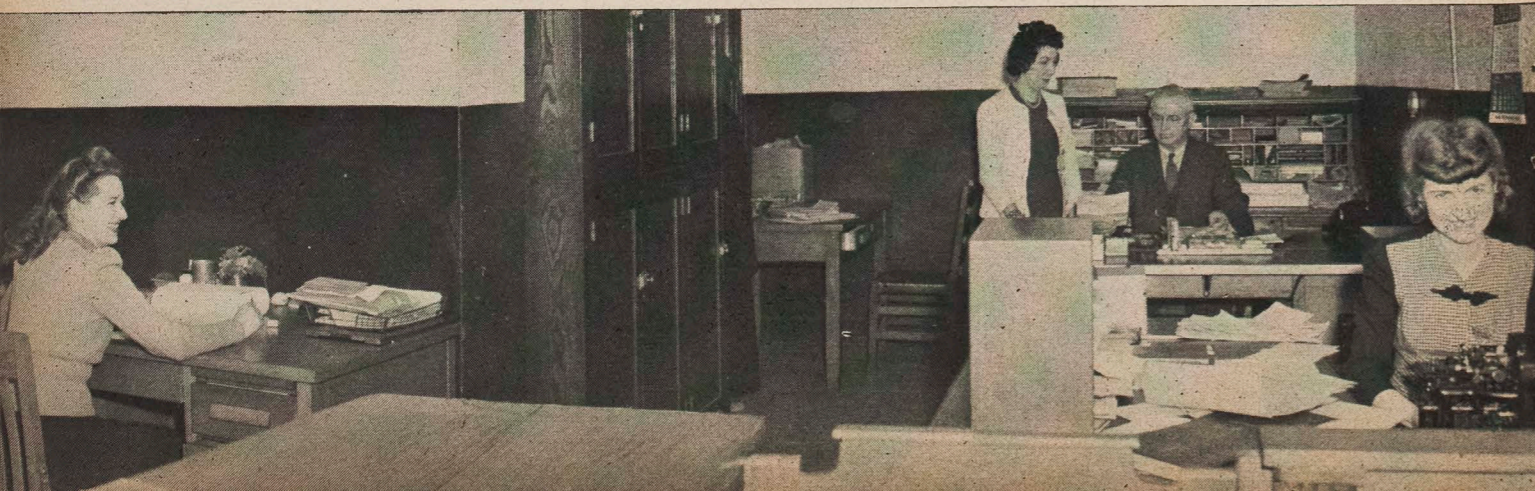


directly under J. R. Worthington, Superintendent of Passenger Service throughout the system. In the year 1943 Mr. Douglass supervised the handling of 61,032,000 passengers—52 per cent of the 116,550,000 passengers on the entire system.\* These 61,000,000 passengers paid 36% of the total passenger revenue taken in on the entire system. Some of his jobs include investigating all accidents reported on the district, aiding the General Superintendent's office in the drafting of district trainmen's notices, seeing that Western student trainmen and motor coach operators are properly broken in, dealing with union matters, writing letters of rebuke (a task he hates) to trainmen and operators who miss out on runs, and settling time claims. The amount of detailed correspondence he must read and answer is amazing; three clerks are kept busy taking care of his paper work. Mr. Douglass is also responsible for the proper functioning of all Supervisors, Terminal Foremen, and Stationmasters on the Dis-

**TERMINAL FOREMEN** at the Subway include, left to right, H. W. Bradbury, W. L. Blakely, Earl Jardell, and Jesse Hanselman. J. M. Craft (not shown) works a relief shift three times a week.

\*In 1933 records show that only 67,695,325 passengers were carried on the entire system, including P. E. portion of Los Angeles Motor Coach.

**TRAINMASTER'S OFFICE**, showing, left to right, Anna Wilz, Account Clerk; Ruth Berscheid, Steno-Clerk; Mr. Douglass; and Sonia Stock, Trainmaster's Clerk.



**STATIONMASTER F. F. Leininger**, **MOTOR COACH SERVICE DIRECTORS W. S. McGraw and G. C. Roedder**, and **STATIONMASTER C. O. Snodgrass** are, left to right, generally responsible for on time operations.

trict. His Assistant Trainmaster is A. W. Day, who takes complete charge when Mr. Douglass is absent.

**SUPERVISORS ENCOURAGE MEN**

Thirteen Supervisors aid the Trainmaster to keep transportation service safe, punctual, and courteous. They add to or take off service according to current needs. While each Supervisor may have slightly different duties from day to day, his chief task, says Mr. Douglass, "is that of friendly instructor of trainmen and operators. He helps them out of difficulties with advice and tactful suggestions resulting from a thorough understanding, not only of operations, fares, and transfers, but also of human frailty. This type of Supervisor, a strong and responsible leader, contrasts pleasantly with the Supervisor of 30 years ago, who often seemed chiefly interested in catching trainmen in error. Our Supervisors of today do their utmost to keep men, rather than to get them fired. While they insist on the observance of safety rules and other rules of operation, they prefer

to do so by tactfully discussing with an erring operator the dangers of carelessness, rather than by threatening him with demerits. Their whole attitude is one of helpfulness and encouragement." West Supervisors include L. W. Capps, D. L. Davidson, J. C. Davidson, M. L. Eaton, T. L. Halverson, A. V. Hand, E. E. Jarvis, E. E. Leonard, R. Moebius, A. C. Moll, L. H. Newport, D. C. Noggle, and E. D. Sale.

**TERMINAL FOREMEN—MEN OF SORROWS**

If the Supervisor is the Trainmaster's eye, the Terminal Foreman is his right hand. Accordingly, adjoining Mr. Douglass' office is that occupied at differing times of the day and night by Terminal Foremen H. W. Bradbury, Jesse Hanselman, Earl Jardell (Night), W. L. Blakely (Assistant), and J. M. Craft (Relief). It is their chief duty to see that 700 trainmen and motor coach operators are properly assigned each day—and that none of the 700 is overlooked in the rush. Making assignments properly means knowing all the qualifica-

tions of each man. One man, for example, may be qualified as Motorman on Glendale-Burbank but only as Conductor on the Venice Short Line. John Smith may be "O.K." on double track but not on single track—etc., etc. Student qualifications must also be checked, and qualified trainmen and operators must be found to act as instructors. Replacements for men on the sick list must somehow be found. (Ask "Brad" how he scratched his head one day to fill vacancies caused when five Redondo operators reported themselves ill!) A record of the time of each trainman and operator must be furnished the Central Timekeeping Bureau. But, by dint of swift thinking, rapid action, much telephoning, and plenty of persuasive good humor, the Subway Terminal Foremen keep the wheels rolling. The constant nerve-straining prospect of emergencies created by sudden illness, missouts, and numerous other possibilities fails to prevent these men from remaining invariably calm, collected, and ready for a laugh.

**PASSENGER DIRECTORS Martin E. Hutson, Ralph Bashaw (Assistant), and Patrick Keane** call trains in the Subway. In picture at right are Subway **SWITCHMEN Warren Stewart (Leader), J. B. Sites (Trainman substituting for Ted Wolfe, Assistant Leader who was ill at the time), T. R. Burt, and C. W. Wood.**





**PASSENGER TRAFFIC FORCE IN SUBWAY**—Left to right are Cash Receiver C. M. Mason; Ticket Clerk Stewart Canning; Special Officer E. R. Moore; Ticket Clerks R. G. McGaw, LaVonne Nelson, R. L. ("Sunshine") Eastham, and J. P. Anderson; Special Officer W. J. Graham; Cashier J. B. Whitehead; and Ticket Clerks J. Q. Aldridge, Myrtle Coffey, Laury Murray, and S. S. Netzner. Absent when picture was taken were Cash Receivers Mandel Brasler, A. L. Joquel, and Annie Taylor.

**STATIONMASTERS, SWITCHMEN, AND SERVICE DIRECTORS**

In direct supervision of the operation of trains in and out of the Subway are Stationmasters C. O. Snodgrass (6:00 a.m. to 2:00 p.m.), F. F. Leininger (3:00 p.m. to 11:00 p.m.), E. Jardell (who combines the duties of Terminal Foreman and Stationmaster between the hours of 10:30 p.m. and 6:30 a.m.), and W. L. Blakely (who works as Assistant Stationmaster between 2:00 p.m. and 6:00 p.m. after a four-hour morning trick as Assistant Terminal Foreman).

The Stationmaster knows how many cars are available for service and sees that they are there when needed. Looking ahead, he makes sure that equipment sent out is such that cars can be coupled, if necessary, with those on other schedules.

**HARRY DIETSCH, Assistant City Ticket Agent (standing) and in charge of ticket sales in the Subway, enjoys a laugh with City Ticket Agent Henry Eggert.**



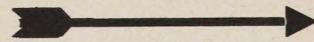
He checks to see that crews are all present at leaving time, notes whether destination signs are correct, sees that safe operation in the Subway is maintained, and serves, to all intents and purposes, as dispatcher for the Glendale-Burbank Lines. Because the Stationmaster is fully occupied with Subway schedules, a Supervisor usually handles the trains on the Hill Street tracks. On the Subway Terminal Bus Deck, similar functions are performed by Service Directors W. S. McGraw (5:00 a.m. to 1:30 p.m.) and G. C. Roedder (1:30 p.m. to 10:00 p.m.). Two Switchmen are on duty between 7:00 a.m. and 6:30 p.m. at the Subway to facilitate the spotting of cars to points where they are needed; one switchman works between Toluca and the Subway. They include Warren Stewart, T. R. Burt, C. W. Ward, Ted Wolfe, and Jeremiah Hallisey.

To assist in handling Subway crowds, Passenger Directors Martin E. Hutson, "Pat" Keane, and Assistant Ralph Bashaw show riders the way to the proper trains and provide such other information as may be asked for.

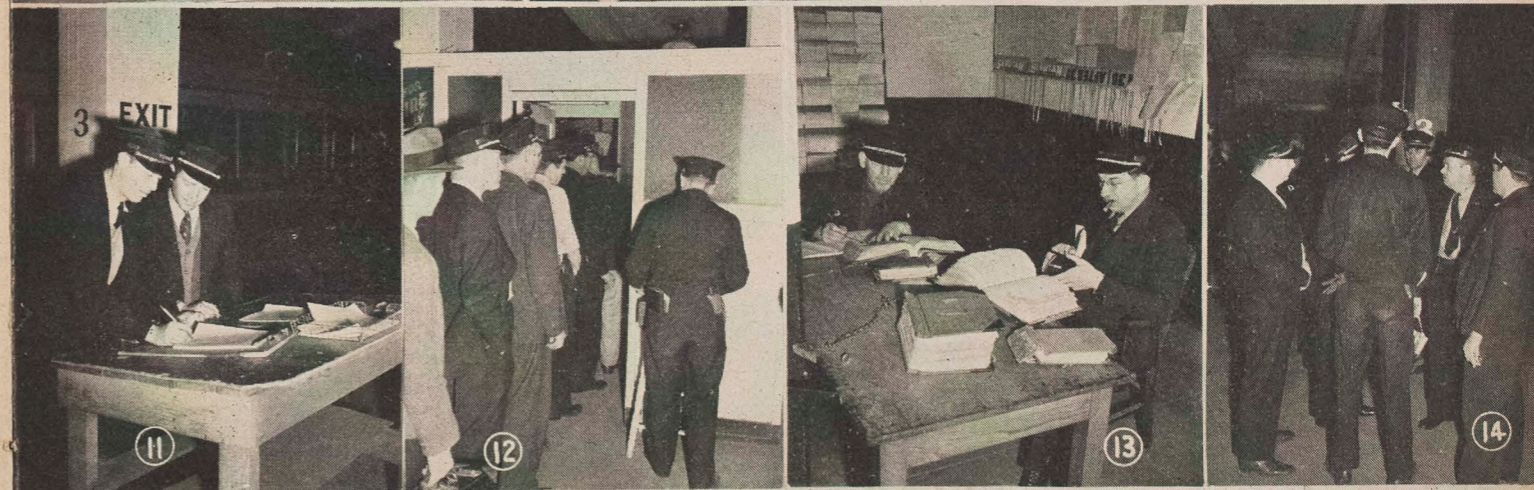
**PASSENGER TRAFFIC DEPARTMENT**

Behind two carefully locked doors which lead into another of the mysterious inner recesses of the Subway Building you will find—if you know how to get there—a temporary office partitioned off from a dark, huge, shapeless room with rough concrete walls. This is the office of Assistant City Ticket Agent Harry Dietsch, who is in charge of the Passenger Traffic force of 14 Ticket Clerks and Cash Receivers, working in the Subway Building. This force not only sells tickets and receives the turn-ins of the Conductors and Operators, but also checks parcels, maintains a

(Continued on Page 10)



**SUBWAY SCENES** — (1) Signal Department is represented by (left to right) Signalman Robert Hart; Towermen Johnny Neff, Gordon Stewart, and Virginia Simmons; Signalman E. H. Eaton. (2) Mechanical force at Toluca Yard: R. C. Byrd (Foreman), Ted M. Montoya, Ruth M. Sanz, A. Orozco, Irene B. Olivas, E. T. Bray, Leonora Hernandez, H. L. McHale, C. C. Blair. Missing are Clyde Lyon, Arani Oganessoff, and Mary E. Freed. (3) Mechanical Force at Hill Street: Jack Hawkes (Day Foreman), Louise Zumwalt, V. E. Connell, Florence Manson, Angelina Berger, Charles N. Lundgren, Willett L. Lovelace, Harry Zander. Missing were Jennie Morgan, Ethel Cargill, and Dolly House; also the entire night crew under Foreman Herbert Nybarger, including Julia Wells, Felipe Salvatti, J. R. Marshall, Mary Kacy, Rose Beck. (4) Jack Hawkes repairs a fare box. (5) Harry Zander cleans a Glendale car that has just come in. (6) Charles Lundgren repairs car brakes. (7) Switchman Jeremiah Hallisey uncouples a train of 5000-class cars at Toluca Yard. (8) Switchtender Frank Mauk flags a Venice Short Line train out of Hill Street Station as Hollywood train passes by. (9) Janitorial staff includes Ralph Oliveras, A. Weber (Head Janitor), Roy P. Lanier, Dolores Chagoya, Ira Junkins, Joe Geddes, Earl Waters, Adelbert E. Murray (Car Cleaner substituting for Tom Hughes, who was ill), Willis M. Reed. (10) Foreman Byrd repairs an airbrake gauge. (11) Conductor P. R. Soollosy shows H. H. Gold, new Conductor, how to sign train sheet. (12) Class of student trainmen check out supplies in Subway. (13) Two trainmen look up their assignments in trainmen's room. (14) Between trips, trainmen gather near Stationmaster's office for laughs, horseplay, and arguments. (15) Operators Walter Goldman and L. E. Ward make their turn-ins to Cash Receiver C. M. Hall upstairs. (16) Typical scene in trainmen's room. (17) Trainmen's locker room is well equipped with steel lockers.



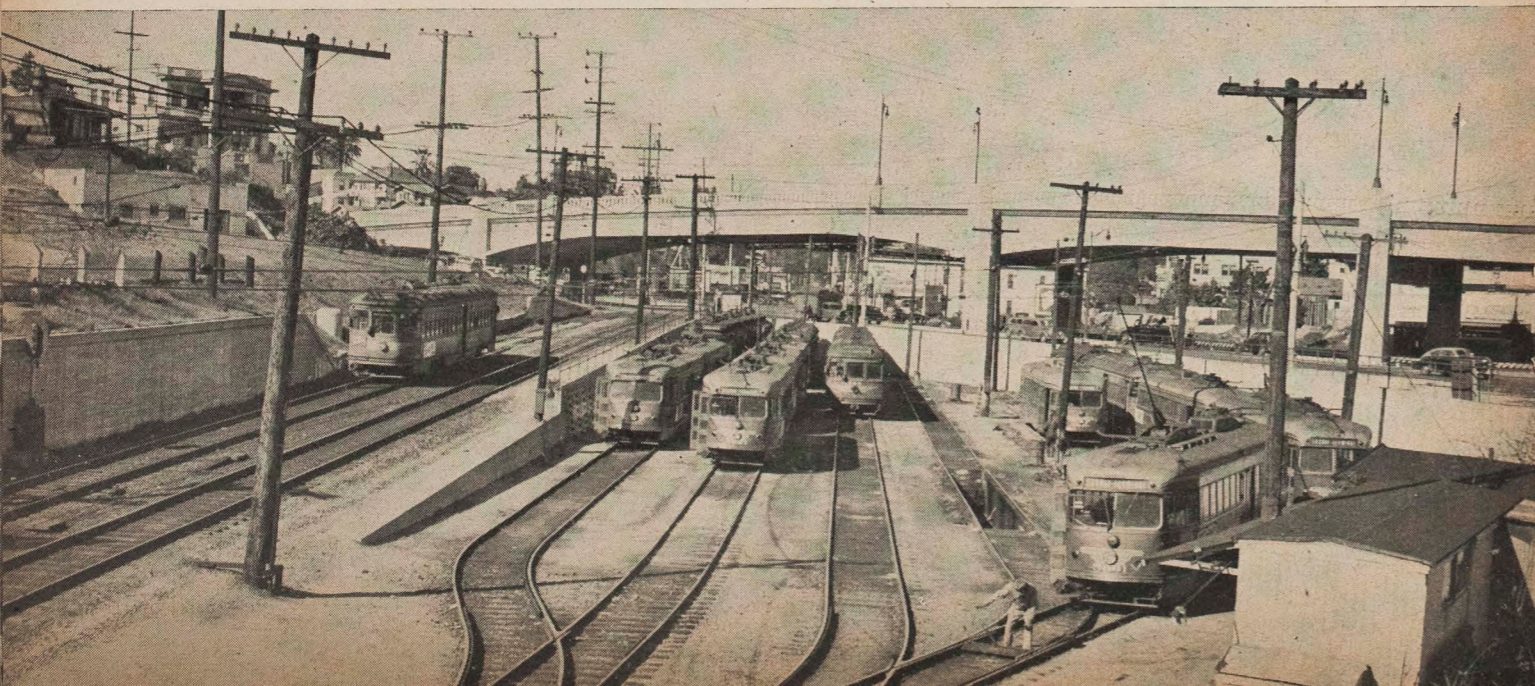
## SUBWAY TERMINAL

(Continued from Page 8)

branch of the Lost and Found Bureau, and answers the questions of anxious travelers. Selling tickets and commutation books to the 65,000 riders who daily throng the Subway accounts for a goodly portion of Pacific Electric's gross passenger revenues.

Mr. Dietsch obligingly made an on-the-spot count of parcels checked and lost and found articles. It was interesting to discover that in January, 1944, five times as much revenue—\$328.90—was derived from checking parcels as was the case in January, 1943, when only \$70.30 was taken in. Counting up articles found and turned in, the Agent calculated that an average of 28 per day are received from points all over the Western District. These are kept for ten days, at the end of which time, if not called for, they are sent to the main Lost and Found Bureau at Sixth and Main. The largest article still being held was a large baby buggy which had somehow been left on a car—and which some fond parent would doubtless give his or her eyeteeth to regain, in these days of baby carriage shortage. Mr. Dietsch himself sends money to the bank, keeps records of clerks' accounts, balances clerks' reports against the cash received, issues ticket stock, makes reports of accidents in the lobby and on the ramps, and incidentally makes it his business to inspect the ramps to see that the non-skid flooring is in good repair.

**TOLUCA YARD**, just outside the Subway Tunnel, has a capacity of 32 cars. Car at left is about to enter Subway. In right foreground is repair shop. New Beverly Viaduct is in background.



## SPECIAL AGENTS KEEP ORDER

Chief Special Agent J. R. McCullough keeps a uniformed Special Officer on duty in the Subway during every hour of the day and night: W. J. Graham, 7:00 a.m. to 3:00 p.m.; E. O. Moore, 3:00 p.m. to 11:00 p.m.; and W. D. Flannigan, 11:00 p.m. to 7:00 a.m. These men, who are deputized as policemen, can tell many a story of both the humorous and the sadder sides of life as observed through their eyes in and around the Subway Terminal Building. Criminals attempting to escape the law, draft evaders, juveniles and wanderers seeking a place to sleep on the benches, and many other types of humanity come under the eyes of the Special Officers, and must be dealt with.

## SUBWAY TOWER

Getting the Subway trains on to the proper track is the important duty of the three Subway Tower Operators: Johnny Neff (first trick), Virginia Simmons (second trick), and Gordon Stewart (third trick). It is important because even on average days some 754 passenger trains and perhaps 100 empty cars switching in and out from Toluca Yard must be guided from the double track of the Subway Tunnel to the proper one of five loading tracks—or guided in the opposite direction. So dense is traffic that it is estimated that a single error on the part of a Towerman would so upset schedules that 30 to 60 minutes would be required to correct the mistake. So Subway Tower-

men simply don't make mistakes. Signalmen E. H. Eaton and Robert Hart see that all signal equipment, including 21 block signals, is kept in a state of good repair.

## MECHANICAL DEPARTMENT

The Mechanical Department maintains inspection points at the Subway for trouble-shooting, safety inspection, minor repairs, and car cleaning. (Major car repairs are done in the large shops at West Hollywood or Torrance). Brakes, destination signs, trolley shoes, and other light pieces of equipment are, so far as possible, adjusted, repaired, or replaced on the spot, in order that cars will be kept out of service for but a minimum period of time.

At Hill Street Station and the Subway the Day Foreman is Jack Hawkes, with a crew of Car Repairers and Car Cleaners (two of the latter being at Vineyard). The Night Foreman, Herbert Hybarger, himself does most of the mechanical work needed, besides directing a force of a Car Repairer and several Car Cleaners. At Toluca Yard Foreman R. C. Byrd manages a day crew; Toluca has no night crew.

Major bus repairs are made at Macy Street, Ocean Park, or Redondo Beach. Trouble shooting and minor repairs are handled by Guy Wooley, who works between the Subway Terminal Motor Coach Deck and the storage yard at Fourth and Flower Streets, where most of the coaches from the Redondo and Santa Monica Lines lay over during the day. Mr. Wooley has charge of the Car Cleaners at these points.

## SUBWAY OPERATIONS TYPICAL

It is an eye-opening task to peer behind the scenes of such a large terminal as the Subway and discover how much more diversified, complicated, detailed, and yet amazingly unified and integrated Pacific Electric's operations are at that single point than the casual traveler or the individual employe might at first glance suspect. Yet, having lifted the curtain and glanced rather carefully behind the scenes of many aspects of Pacific Electric life, your magazine is proud to be able to present these passing glimpses of Subway Terminal operations as merely typical of how Pacific Electric's men and women everywhere on the system cooperate individually and collectively to help keep the wheels of transportation, and thereby the wheels of commerce and industry, going full speed ahead in war-time Southern California.

—STAY ON THE JOB—

## Victory Garden in Yet? Here Are 10 Good Rules

Planting a Victory Garden in the back yard or community plot is work, but it is work the average man or woman in Pacific Electric can do. Any worker who is discouraged about his own prospects of having a good Victory Garden should take a look at the rules of good planting. They are important, but they are not too tough to take. Here are ten basic principles, as issued by the Office of War Information:

1. Choose good soil. It should be as level and rich as possible, and comparatively free of large stones, stumps or other objects that interfere with spading and planting.

2. Select a sunny area. And if trees are near, plant only beyond the ends of the limbs because these measure the extent of the underground roots which suck fertility out of the soil.

3. Plan to plant vegetables of high nutritive value. A good simple key is this three-fold color scheme: red for tomatoes; green for green and leafy vegetables, such as cabbage, lettuce, lima beans and snap beans; yellow for onions and carrots—all high in vitamins and minerals.

4. Space plantings so as to have crops ripening all through the summer. This can be done by timing plantings of the same vegetable several weeks apart.

5. Prepare ground thoroughly, breaking up clods, working sod finely with a rake, removing stones and trash. Knock dirt off clumps of grass and throw them on compost pile to rot for fertilizer.



—OWI photo

**YOUR CHILDREN** will get as much fun as this lad seems to out of helping keep the Victory garden weeded. He can tell you it's fascinating to watch green things growing—especially things you planted yourself.

## "Raise Vegetables," Urges War Foods Group

Victory Gardens had a definite part in holding down the cost of living and in controlling inflation last year, according to a statement of Paul Stark, President of the National Victory Garden Institute, at a meeting in the Los Angeles Mayor's conference room of the Los Angeles Victory Garden Committee on February 10.

Mr. Stark stated that 8,000,000 tons of vegetables were grown in Victory gardens in 1943, and that the War Food Administration has asked the Victory Garden Institute to increase this tremendous tonnage by 25 per cent in 1944. The Los Angeles City Board of Education considers this program of such importance that it will furnish an experienced agriculturist as a teacher wherever classes of 10 or more can be assembled. The Board is also arranging to set up complete canning plants in schools and to supply cans, at five cents apiece, to take care of surplus vegetables.

Pacific Electric employes are eligible to participate in these classes. Why not exercise a little leadership in your locality and get a class group together? Sixty-five hundred employes could raise plenty of vegetables—as of course many did last year.

It's fun to raise your own food!

10. Always get the best advice you can. The Department of Agriculture has a pamphlet called "Victory Gardens" and other helpful bulletins.

## Send in Pictures of Victory Gardens

To stimulate interest in gardening this season, the Editor would like to publish each month the best picture of the best-looking Victory garden that comes in. So — send in your photo to the Editor, **P. E. Magazine**, 453 P. E. Building, and be sure you write on the back of it your name, address, and other information you think will be of interest.

Perhaps seeing the pictures will give you some new ideas!



Left to right are RUSSELL H. DUGUID, new Electrical Engineer; CHARLES H. QUIRMBACH, new Assistant Electrical Engineer; and JULIAN ADAMS, retiring Electrical Engineer.

## Electrical Engineer Julian Adams Retires; R. H. Duguid Appointed Successor

Official Bulletin Announces Change Effective March 1; Farewell Banquet Given; C. F. Quirmbach New Assistant

The retirement of Electrical Engineer Julian Adams; his replacement by his former Assistant, Russell H. Duguid; and the appointment of Charles F. Quirmbach as Assistant Electrical Engineer—such were the changes announced by Chief Engineer E. C. Johnson in a recent official bulletin. March 1 was the effective date.

### Mr. Adams Retires

After a service of almost 39 consecutive years with Pacific Electric, Electrical Engineer Julian Adams, in large measure responsible for the design and modernization of Pacific Electric's power supply, retired on March 1. He had been Electrical Engineer for the past nine years.

Mr. Adams started as a Draftsman on October 16, 1905, was later put in charge of all electrical testing, and on February 1, 1911, was made Assistant Superintendent of Power, in charge of substations and overhead, under S. H. Anderson, then Superintendent of Power and Equipment. Remaining in this capacity until April 1, 1935, Mr. Adams then received the title of Electrical Engineer.

He was born in Nyack, New York, on February 28, 1883, and three years later came to California, when his father decided to try his hand at citrus farming near Upland. But though he grew up on a farm, young Adams developed an interest in electricity which led him to pursue a course in electrical engineering at the University of California. Obtaining his B. S. degree in April, 1905, he soon went to work as an electrical

draftsman for the Los Angeles Gas and Electric Corporation, by which company he was employed for six months before he came to Pacific Electric.

Though he will continue to make his residence at 1449 Bradbury Road, San Marino, Mr. Adams expects to spend a considerable share of his time on his 21-acre citrus ranch at Alta Loma, just east of Upland. He looks forward, also, to the end of the war because of his love of travel in foreign lands. Golf is also one of his hobbies, though he prefers not to mention scores! He is married and has one son, Wilton, 32, who is in the Army Finance Corps.

Little addicted to the limelight, Mr. Adams is nevertheless highly regarded by electrical men for his mastery of electrical theory and design. By all who know him he is also respected as a gentleman with scholarly, cultured tastes, and as one in whom a considerable formal education has proved to be no substitute for ability. The retirement of such a man is a great loss to the company, whose grateful esteem will follow him wherever he goes.

### Banquet Held

A banquet in Mr. Adams' honor was held at Taix' Restaurant on Friday evening, February 25. It was attended by 53 friends and co-workers of the retiring Engineer, and T. H. Ewers, Superintendent of Substation Operations, was master of ceremonies. Mr. Adams received as a farewell gift a beautiful fitted traveling kit in which had been placed a certi-

fied check for a considerable sum (in order to enable him to buy some gold-plated golf clubs!) as a token of esteem from his associates of the past 38 years.

### R. H. Duguid New Head

Russell H. Duguid, formerly Mr. Adams' assistant, was appointed to succeed to the title of Electrical Engineer, according to the bulletin. Mr. Duguid was Assistant to the Electrical Engineer from June, 1937, until Mr. Adams retired. He came to Pacific Electric in June, 1920, as a Substation Operator, following his electrical engineering course at Caltech and U. S. C. Within six months he had begun testing meters, and was Assistant to the Test Engineer until 1924. From then till 1930 he was Test Engineer for motor coach and car equipment in the Mechanical Department. From 1931 until 1937 he was Chief Electrical Inspector.

Asked what piece of work he is proudest of among the many he has accomplished for Pacific Electric, Mr. Duguid selected the wiring and lighting system in Macy Street Garage. Where the illumination in most garages provides mechanics only two foot-candles of light to work by, said Mr. Duguid, Macy Street mechanics have 15. Fluorescent lighting is used throughout the garage, the offices, and the pits.

### C. F. Quirmbach New Assistant

The new Assistant Electrical Engineer is Charles F. Quirmbach, who has been Staff Engineer since September, 1943. Mr. Quirmbach began with Pacific Electric in 1931 as Electrical Inspector, in which capacity he continued until last September.

When the new mercury-arc rectifiers were installed at Watts and Terminal Island, Mr. Quirmbach was in charge of the engineering and the construction. A graduate of Caltech, the new Assistant Electrical Engineer before coming to Pacific Electric was a sales engineer for Westinghouse Electric and later for affiliates of Union Carbide and Chemical Company. While with the latter concern he carried on research work on the hydrogen arc.

The Pacific Electric Magazine welcomes Mr. Duguid and Mr. Quirmbach in their new capacities, and feels that the company is fortunate in possessing the services of men of their caliber.

— FINISH THE JOB —

The shellac coating formerly applied to oranges to prevent their shrinkage in transit has been replaced by a wax coating to save shellac for war use.

## The Vitamin Question

By Dr. W. L. Weber

Chief Surgeon, Pacific Electric Hospital Association

EAT THE PROPER FOODS AND IT IS LIKELY THAT YOU WILL NOT NEED TO BUY SYNTHETIC VITAMINS—AND DON'T TAKE THEM ANYWAY WITHOUT YOUR DOCTOR'S ADVICE

The vitamin question is one that has been brought forcibly before the American public, particularly by advertising through the Press and over the Radio. As a result, the American public has become vitamin conscious to the extent that hundreds of millions of dollars have been spent, willy nilly, in the purchase of vitamins, regardless of whether or not an actual vitamin deficiency exists. As a matter of fact, few patients come into our offices who have not been taking vitamins over a variable period of time before consulting a doctor. If the vitamins are not furnished in pill or capsule form by the attending physician, the patient oftentimes, on his own, buys one of the well-advertised brands.

The indiscriminate purchase of vitamins has reached the state where it has been called the "vitamin pill rush of 1943." During the present emergency the public interest in vitamins has provided a golden opportunity for vitamin manufacturing concerns to spring up like mushrooms, and, similar to the latter, they may not be harmless. Labor-management has been deluged with literature and all kinds of pressure have been brought to bear to purchase and dispense to all employes vitamins in pill or capsule form.

### History of Vitamins

Before going into the problem of the possible necessity for the addition of vitamins to our daily rations, it would be well to know something about the history, the various kinds, and the nature of vitamins. Quoting from Borsook, Professor of Biochemistry at the California Institute of Technology, "The name vitamin is a slight modification of a term invented in 1913. Until that time the phrase 'accessory food substances' had been commonly used to designate certain substances known to be essential to life. In 1913 an investigator who believed that he had isolated one of these substances gave to it the name 'vitamine.' The prefix 'vita' (Latin word for life) was chosen to suggest the importance of these substances to life. The last part of the word, 'amine,' is the name of a group of chemical compounds to which he thought all such substances belonged. The origin of the word 'vitamin' is

This is the first of a series of articles on vitamins by our Chief Surgeon, who has been making a special study of the subject as a result of inquiries by the Management-Labor War Production Committee concerning the value of synthetic vitamins in increasing the efficiency of Pacific Electric workers.

thus explained and is now the generally accepted term for the necessary food substances essential to life."

Again quoting from Borsook and going back to a definition given in 1881: "They may be well defined as small quantities of unknown substances essential to life," with the exception, however, that at the present time they are no longer unknown. So, if we omit the word unknown we have the definition as given in 1881 brought down to date. They are for the most part simple chemicals the exact nature of which has been established; and the part they play in the economy of the human body, that is, their function in preventing and curing disease and in maintaining a high level of health, has been demonstrated beyond question.

At the present time seven vitamins are manufactured commercially and sold in pure concentrated form over the drug store and grocery store counters, in vending machines and even over the cocktail bar.

### Vitamins Differ from Other Foods

"Vitamins have two characteristics which set them apart from other substances the body uses. First, is the very small amounts of them that are necessary to preserve health. If one could isolate the daily intake of vitamins in a good diet, altogether they would appear only as a few grains of sugar or sand. For example, the vitamin deficiency disease ordinarily found in the Orient and known as Beri Beri or Polyneuritis, and which has for many years been known to be due to the eating of polished rice (rice from which the husk or hulls have been removed), can be prevented by including in the diet 1/30,000 of an ounce of vitamin

B<sub>1</sub>, daily. Another example is the disease known as Rickets, a vitamin deficiency disease due to lack of Vitamin D in the diet. One ounce of Vitamin D will prevent Rickets in 800 children for a period of a year.

"The second characteristic of vitamins is the inability of the human body to make them. Therefore, human beings must depend, for their vitamin supply, upon sources outside the human body.

"For the most part vitamins are formed by green land plants and by algae (literally seaweeds, and which include all plants growing in the oceans and fresh waters). Until fairly recently, when the chemical composition of vitamins became established, human beings had to depend for their necessary vitamin supply directly from plants or indirectly from the vitamin supply in the flesh of various animals."

### Proper Diet Provides Vitamins

It will thus be seen that vitamins may be derived from two sources; first, as naturally occurring substances obtained from the food that we eat; secondly, from the synthetic or artificially manufactured vitamins. As to the relative value of the two, there are no essential differences insofar as health-maintaining abilities are concerned. It has been definitely established that, with but few exceptions, a well-balanced and adequate diet will give an ample supply of vitamins. These exceptions are in those cases in which there exist definite vitamin deficiency diseases, and in the case of infants and children where Vitamin D must be supplied to the growing child in order to prevent rickets.

### Causes of Malnutrition

For many years it has been an established fact that many of the populace of the United States are suffering from undernourishment. This prevalence of malnutrition has not been due necessarily to lack of essential food substances, but has been due mainly to lack of proper knowledge of what constitutes a well-balanced diet; indifference on the part of many housewives to proper preparation and utilization available food products; indirectly to the hurry and rush of great masses of

people to get to work on time, as a result of which a poorly prepared or inadequate meal is hastily eaten with the not infrequent skipping of a meal, for example breakfast, etc.

Another factor that, in my opinion, has contributed to malnutrition has been the fad of dieting in order to produce the sylph-like figure of early youth, as when the matron of forty-five and over, in her quest for a slim and trim figure, would place herself, without medical advice, upon a diet hardly sufficient to decently nourish her canary bird.

#### Vitamins Necessary

I would not for one moment have it construed or understood that I decry the exceedingly great value and necessity for maintaining a normal vitamin level in the human body. Since vitamins are not made by, or stored in the human body longer than a few days, they therefore must be taken in with our diet or provided by the use of the manufactured vitamins. The medical profession so appreciates the urgent importance of the use of vitamins that, in many of our hospital cases that have been operated upon and who are not able to take a full diet, or their vitamins by mouth, we give the essential vitamins intravenously with glucose and salt solutions.

The vitamin question has very properly been brought to my attention by our hospital committee and by the Labor Management Committee of the Pacific Electric Railway Company. It has been urged that every employe be supplied with additional vitamins beyond what is obtained through the usual food supply. It has been stressed by these committees that, in view of the fact that many of our employes are working overtime and are doing harder work than heretofore, the tendency toward fatigue, the taking of colds, and other ailments might be done away with or minimized by the handing out of vitamin pills or capsules.

#### Many Employes Undernourished

There is no doubt but that many of our employes do suffer from fatigue and a so-called "run down condition of the system," with a tendency to take colds or any other disease that may sweep the country in epidemic form. There also can be no doubt that many such individuals suffer from undernourishment, and, as a result, are more susceptible to fatigue, colds and other diseases.

However, in our own organization there are many of our older employes who are hard working but well nourished and physically and mentally stable individuals. On the contrary, we have many employes, especially those taken into service since the beginning of the war, who unfortun-

ately never were what we know as husky individuals. They are the individuals who are more prone to sickness and accident, not to mention the variable degrees of fatigue and nervous instability that seem so prevalent among them. I do not say this in any critical sense, but one need but review our physical examination records, or see some of the applicants that come to us, to understand just what I mean. In other words, we have with us now a large number of persons who would be tired, who would be nervous, who readily are taken down with any epidemic disease, or who are inept for any work of responsibility that they may undertake. It should be understood that with such persons all the vitamins in the world, whether derived from food or in the manufactured form, would be of no avail.

#### False Feeling of Health May Be Created

My personal opinion and observation concerning the mass administration of vitamins is that, while undoubtedly in many instances vitamins would be beneficial, the danger of such administration would lie in the fact that while taking vitamins, the person who is suffering from some incipient disease might be lulled into a sense of false security and thereby lose valuable time in securing proper early medical help. That this thought is not visionary is born out in our own experiences with many of our employes who have been taking vitamins in order to banish their feeling of ill health, only to come to us suffering from some well-advanced disease that might have been more easily treated or cured had the individual not been deceived by his own administration of vitamins.

#### See Your Doctor First

I am of the further opinion that vitamins should not be given except upon the advice of a physician. The vitamin deficiency diseases are well known and when they do exist an individual should be under the care of a doctor, who will, with first-hand knowledge and scientific insight, administer whatever vitamins may be necessary. On the other hand there are masses of people suffering from lack of proper nourishment who as a result suffer not only from lack of vitamins, but also from insufficient calories to maintain their bodies at proper functioning levels.

In short, what I wish to stress is that, unless every individual has a well balanced diet of sufficient calories, plus those food substances that contain vitamins, such an individual will be an under-nourished, run-down person. Our diets must be so balanced as to contain the minimum requirements of vitamins, minerals and pro-

teins to maintain physical fitness.

I call your attention to LABOR MANAGEMENT NEWS of January 15, 1944, two pages of which are devoted to "tips on food." The Labor Management Committees, working through their sub-committees on labor production and civilian requirements for proper feeding, stress the importance of proper feeding of all workers. Booklets on nutritional problems are mentioned and stress is laid on the fact, which to my observation is certainly nothing new, that "men and women, like furnaces, need plenty of fuel and proper stoking for top efficiency, especially when they pour out all their energy." It has been said that an army marches on its stomach, and the same is just as true of the industrial and other worker.

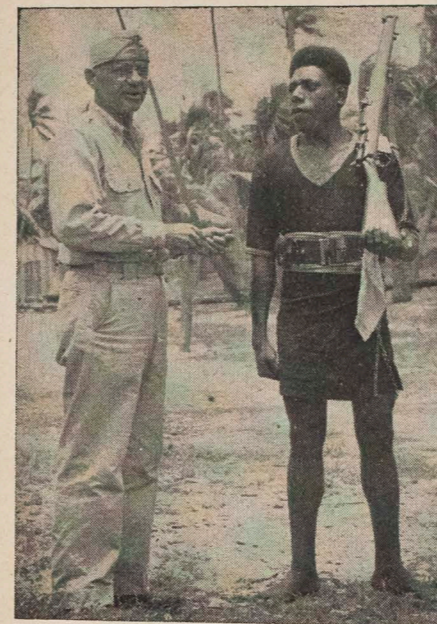
In the LABOR MANAGEMENT NEWS not one mention is made of the giving of manufactured vitamins, and its absence is significant in view of the pressure which has been put on labor-management committees by certain of the commercial drug houses in their high pressure endeavors to sell their products.

In a later article I hope to discuss the various vitamins and tell you all that the profession knows about each one. But I do want to stress in this article that the vitamins that concern us particularly are those known as Vitamin A, the Vitamin B complex, Vitamin C and Vitamin D. The whole problem is wrapped up in proper nourishment, which is of such importance that it has been stressed by all medical and nutritional authorities. Countless volumes and papers have been written upon the subject of nutrition because it is so well appreciated by all authorities that, without proper nourishment, no individual can be healthy.

#### Get Plenty of Calories

Generally speaking, every active working man should have as a minimum 4500 calories a day, which can be obtained in an all around daily diet consisting of milk; eggs; butter or fortified oleomargarine; vegetables, particularly spinach, swiss chard and other leafy vegetables; meat three or four times a week, preferably a small amount daily; whole wheat bread; wheat cereals; yellow corn meal; and fruit juices, particularly of the orange, lemon or grapefruit.

If you do not feel that the outline of a diet as roughly suggested is ample for vitamin maintenance you can obtain all necessary vitamins by a "vitamin cocktail" consisting of a glass of orange juice or grapefruit juice to which has been added a tablespoonful of brewers' yeast, or wheat germ, and five drops of violet taken twice a day.



—U. S. Signal Corps Photo  
NEW GUINEA—Lt. Col. Robert R. Wilson, former Superintendent of Motor Coach Operations for Pacific Electric, now Chief Transportation Officer at one of General MacArthur's largest bases, talks to a "Fuzzy-Wuzzy," Papuan infantryman.

## Lt. Col. R. R. Wilson At New Guinea Base

By Public Relations Office  
War Department

SOMEWHERE IN NEW GUINEA: During the early days of the Southwest Pacific struggle when an acute lack of transport planes made large-scale air transportation impossible, Lt. Colonel Robert R. Wilson, as head of the Land Transport Division of the U. S. Army in Australia, was charged with the difficult and all-important task of keeping a continuous stream of vital supplies moving to frontline troops in New Guinea.

Col. Wilson entered the army February 25, 1942, leaving his civilian job of Superintendent of Motor Coach Operations for the Pacific Electric Railway Company in Los Angeles, California and was ordered overseas almost immediately.

At present, Col. Wilson is assigned as Transportation Officer and Port Commander at a large rear base in New Guinea.

While serving as chief of land transportation, Col. Wilson was head of both motor and rail transportation throughout the length and breadth of Australia. He served in this capacity from February, 1943, to November of the same year.

Function of his section, in addition to motor transport supervision, was

to coordinate all phases of railroad service, to analyze rail operations, to obtain greater efficiency, to coordinate all requests for rail transportation, and to supervise all general operating matters through appropriate agencies for the expeditious movement of U. S. troops, supplies and equipment.

At this time, Col. Wilson's job was made more difficult because of the meager facilities and equipment, most of which was badly worn and outmoded, then available on the Australian mainland. Making the problem even worse was the fact that each state in the commonwealth has a different width rail gauge, resulting in freight having to be transferred several times during a transcontinental haul.

Upon his arrival in this area, in April, 1942, Col. Wilson's first assignment was chief of the motor section of the Transportation Corps of Services of Supply headquarters. Then, for nine months he supervised the use of all motor transportation for troop movements and shipment of supplies and equipment in this theatre.

Col. Wilson is married to the former Miss Cora A. Ludkey, of Los Angeles, whose home address is now 2002 Marengo Avenue, South Pasadena, Calif. He was born January 15, 1893, in Fresno, Calif.

—STAY ON THE JOB—

## Bond-Buying Urged By Major Haverick

"The war isn't over yet, and whatever anyone can do to help win it—such as buying bonds—will help end it sooner."

This is the advice of Major Harley D. Haverick, who was retired January 17 from 14 months of duty with the U. S. Army Transportation Corps in Australia because of dengue fever. Major Haverick was formerly a Conductor on the North for 16 years. In Australia he was stationed at Brisbane and at Townsville, on the northeast coast, where Jap bombing raids were plentiful. He saw much of Lieutenant Colonel R. R. Wilson, former Superintendent of Motor Coach Transportation for Pacific Electric, and now in charge of all land transportation in Australia—"one of the smartest men they have in the Transportation Corps," according to Major Haverick.

The major was commissioned and put on active duty in the Transportation Corps July 27, 1942, sailed for Australia September 2, and landed October 3. He served as Motor Transportation Officer at Base No. 3 at Brisbane for four months, and then served for seven months as Executive Officer to Colonel C. A. Burriss,



MAJOR HARLEY D. HAVERICK,  
U. S. Army Transportation Corps,  
former North Conductor.

Transportation Officer of Base No. 2.

Rail shipments are difficult in Australia, said Major Haverick, because of the three or four different gauges of rail used. Shipments from South to North Australia still have to be transhipped three times, though water routes are used as much as possible, he stated.

"Australia may be a wonderful place," he said, "but I hardly think any of us who have lived in Southern California would want to sell out and move over there."

Major Haverick, after enlisting June 20, 1916, saw service in four major engagements in World War I. He went over in 1917 with the Rainbow Division under Douglas MacArthur. For five months he served in the Army of Occupation. He became a second lieutenant in World War I.

—STAY ON THE JOB—

A group of American officers landed in England during a particularly rainy period and spent their first ten days sloshing around in almost continuous downpour. One evening one of them looked out of a window, saw the barrage balloons tugging at their cables, and said:

"Why don't they cut those ropes and let the place sink?"







**BLOOD DONATIONS BY PACIFIC ELECTRIC EMPLOYEES** got off to a flying start on Wednesday, February 9, when President O. A. Smith (picture at left) became the first in the company to sign a blood donor's card, which is being presented to him by Mrs. Rowland V. Lee, Chairman of the Red Cross Blood Donor Recruitment Committee for the Los Angeles area. Witnessing the procedure are (left) Mrs. Alexander Adams, Chairman of the Red Cross Mobile Unit; and Mrs. Ebba Waide, Chairman of the Red Cross Sixth and Broadway Transportation Units.

In the picture at top left are the **Employe Morale and Publicity Committee** (a subcommittee of Pacific Electric's Management-Labor War Production Committee) and the **Red Cross Blood Donor Recruitment Committee**. Left to right: Chairman T. L. Wagenbach, Secretary Wm. C. Scholl, Mrs. Lee, Mrs. Waide, J. R. Worthington, R. V. Rachford, Mrs. Louis Jaques, Mrs. David C. Moore (Captain of the Red Cross Pacific Electric Day), N. B. Vickrey, Mrs. John W. Hartung, Mrs. C. Lowry, Mrs. R. V. Wolcott, L. E. Brown, Mrs. Paul Mackay.

At top right, besides the members of the **Red Cross Recruitment Committee**, are Pacific Electric Supervisors who aided in the recruiting. The men are, left to right, H. A. Bates, Northern and Southern Districts; John D. Puffer, Sixth and Main Motor Coach Terminal; E. E. Jarvis, Western District; and A. H. Nasher, Eighth Street Yard.

At bottom left, members of the **Employe Morale and Publicity Committee** are appropriately the first to sign up with Mrs. Moore after Mr. Smith. The four Motor Coach Operators in the picture are also in the picture at bottom right.

At bottom right, the first group of men in P. E. uniforms signs up. Left to right are Conductors J. O. Passley, T. H. Young, and R. E. Hubbard; Motor Coach Operators L. M. Schultz, C. N. Brown, A. G. Wiseman, H. L. Turner, and A. Sisk.



## February Sets Record For Bonds and Blood, Report of M.-L.W.P.C.

Bonds, blood, and vitamins were the chief topics of discussion at the Central Committee of the Management-Labor War Production Committee held at 3:00 p.m. on Thursday, February 17 in Room 806, Pacific Electric Building.

Bond-buying of employes for February shows a definite increase, according to the reports of members of the Subcommittee on War Bonds, though complete figures were not available. Many cash purchases, as well as increased payroll deductions for the purpose, have boomed Pacific Electric totals.

Although far from the announced goal, 2½ times as many employes signed up to donate blood in the current drive as signed up in the last drive. The total this time was approximately 500. The Red Cross communicated their satisfaction to the committee.

Indiscriminate use of vitamins was the subject of an all-out attack by Dr. W. L. Weber at a special meeting with General Superintendent G. F. Squires, Don H. Sheets of the Brotherhood of Railway Trainmen, and Committee Chairman Glenn E. Collins, it was announced; and Dr. Weber, who has studied the subject thoroughly, was asked to express his views in the Pacific Electric Magazine. (His first article appears on another page.)

The Employe Morale and Publicity Committee is now cooperating with the Red Cross in a "duration plan," by which a certain number of Pacific Electric blood donors will go to the Blood Bank each week until the emergency is past, said Chairman T. L. Wagenbach.

— STAY ON THE JOB —

## WAVE Wants Name Put on Mailing List

Virginia M. Thompson, formerly of the Conductors' Accounts Bureau, and now a WAVE at Moffett Field, California, wrote asking whether she could be put on the mailing list for the Pacific Electric Magazine. Her request was immediately granted, because we like to feel that in some small way we are doing our part to boost the morale of our men and women in the armed forces. Pacific Electric news appears to mean a good deal to those on military leave, judging by letters received from them.

Virginia's address is:

Miss Virginia M. Thompson SK3c  
U. S. Naval Air Station  
Moffett Field, California  
c/o Waves Barracks

## IN MEMORIAM

Cpl. Arnold G. Evans, Communications Branch, U. S. Army Field Artillery, who died June 16, 1943, following a fall from a telephone pole when his safety belt broke. He was a Motor Coach Operator for Pacific Electric between December 24, 1937, and December 12, 1942, when he entered the army. His mother is Mrs. Maude L. Evans, 210½ Beacon Street, Alhambra.

Pfc. Richard B. Ruggeri, U. S. Army Air Force Ground Corps, killed in a bomber crash in active military duty November 30, 1942, near Tampa, Florida. He was a Trucker in the Los Angeles Freight Station from June 24, 1941, until he entered military service April 9, 1942. His father, Mr. Louis Ruggeri, lives at 414 Hampton Avenue, Monterey Park.

Iver Iverson, U. S. Navy (rank unknown), who died from natural causes while stationed at San Diego November 29, 1942. A Conductor on the Western District for 22 years, he was granted leave of absence November 2, 1942, to enter naval service. His mother, Mrs. Hattie Beatrice Iverson, lives at 3227 Atwater Avenue, Los Angeles.

## 25 YEARS AGO On the Pacific Electric

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

By R. S. Van Hoak

A letter from Southern Division Conductor, Roy Roepke:

"I am over in Germany for a while, helping to hunt railroad equipment. Quite a difference between this weather and California weather. . . . Think I will be home by Spring. . . . My Regiment is still down in France. "Am O. K. Best regards."

Mr. Roepke is still in the service

## MECCA Votes to Give \$2500 to Red Cross

The Administrative Committee of MECCA unanimously voted a donation to the Red Cross of \$2500 of MECCA funds, at a meeting on Thursday, February 17, in Room 682 P. E. Building. Inasmuch as the Red Cross annual drive for funds was to begin March 1, the committee were generally agreed on the timeliness of the move.

This brings to \$7031.50 the total of dividends distributed to Charity Chest, War Chest, and the Red Cross.

Window sticker, lapel button, or whatever other insignia is issued by the Red Cross will be received by members of MECCA from their Management-Labor War Production Committeeman in token of their participation.

The Los Angeles Area War Chest has expressed its desire to thank members of MECCA for their generous giving. Soldiers, sailors, marines, the destitute at home and abroad in many foreign lands—all these, say the War Chest officials, have profited by the money which MECCA members have contributed.

If we who live in comparative comfort and security could put ourselves in the places of those for whom our War Chest money is intended, says the MECCA Committee, quotas would be oversubscribed in a twinkling. Many employes of the company have not yet signed MECCA deduction slips. Those who have done so never miss the trifling sum deducted, and have the satisfaction of knowing that they are aiding a worthy cause.

See your Committeeman today for a MECCA membership card.

of the Pacific Electric Railway. On the fourteenth of March, this year, he will have been in service thirty-four years. Thirty-four years of continuous service with the exception of time out to defend our country in World War I.

Congratulations, Mr. Roepke!

## REPORT OF VITAL STATISTICS

January 20, 1944 to February 20, 1944

### DEATHS

Name	Occupation	Died	Group Insurance	Mortuary
Carter, George W.	Retired Conductor	1-27-44	Yes	Yes
Fullinwider, Richard S.	Retired Wheel Grinder	1-28-44	Yes	Yes
*Landis, Jacob M.	Retired Motorman	4-15-43	No	No
Mooradin, Armenag	Bushelman	2- 4-44	No	No
Rouleau, Stephan	Retired Machinist	2- 7-44	Yes	Yes
Beets, Eldie	Retired Sec. Foreman	2-19-44	Yes	Yes

## EMPLOYEES' WIVES' DEATH BENEFIT FUND

None

\*Reported subsequent to last publication.



ROSALIE



LUCILLE

PACIFIC ELECTRIC CLUB BULLETIN

- WEDNESDAY, MARCH 8: P. E. Rod & Gun Club Monthly Meeting—7:30 P.M.
THURSDAY, MARCH 9: Red Cross Sewing Unit—10:00 A.M.
P. E. Women's Club Afternoon Meeting and Program—1:00 P.M.
FRIDAY, MARCH 10: P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 P.M.
SATURDAY, MARCH 11: P. E. Agents' Association Meeting—7:30 P.M.
TUESDAY, MARCH 14: American Legion Auxiliary Unit 321. Pot Luck Dinner in Club Tea Room—6:30 P.M.
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, MARCH 16: Women's Club Red Cross Sewing Unit—10:00 A.M.
P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 P.M.
FRIDAY, MARCH 17: P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 P.M.
THURSDAY, MARCH 23: Women's Club Red Cross Sewing Unit—10:00 P.M.
P. E. Women's Club Afternoon Meeting and Program—1:00 P.M.
FRIDAY, MARCH 24: P. E. Masonic Club Regular Meeting—7:30 P.M.
P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 P.M.
TUESDAY, MARCH 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, MARCH 30: Women's Club Red Cross Sewing Unit—10:00 A.M.
FRIDAY, MARCH 31: P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 P.M.
THURSDAY, APRIL 6: Women's Club Red Cross Sewing Unit—10:00 A.M.
P. E. Women's Club Afternoon Card Party. Prizes to winners—1:00 P.M.
FRIDAY, APRIL 7: P. E. Railway Bowling League Matches. Arcade Recreation Center—8:15 P.M.
TUESDAY, APRIL 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, APRIL 12: P. E. Rod & Gun Club Monthly Meeting—7:30 P.M.

Sister of Lucille Paige Now Yeoman In WAVES

Lucille Paige, Secretary-Clerk to I. W. Erhardt, Transportation Department Office Manager, is proud of her sister, Rosalie—and so is Pacific Electric.

Rosalie, who worked as a Steno-Clerk for Pacific Electric from February to September, 1942, is now a Seaman, second class, in the WAVES, which she joined October 3, 1943. She graduated from Yeoman School in Stillwater, Oklahoma, January 22, as Yeoman, third class, and receives college credit for her work. Because of her dancing and general athletic ability, Rosalie has been teaching classes in calisthenics in her camp since last November. Her basic training was at Hunter College, New York City.

On February 7 Rosalie was transferred to the Naval Air Control Center in San Diego, where her duties are a secret. However, she had been there only a few days when, following a camp entertainment, "The Pip," camp publication, waxed enthusiastic over her torch singing and acrobatic dancing, calling her the "star of the evening."

For several years she was secretary to the chairman of the Democratic State Central Committee for California.

Lucille has been connected with Pacific Electric in various capacities since June, 1941.

— FINISH THE JOB —

Employed persons in the United States in May, 1943, totaled more than the country's population in 1880.

AMERICAN LEGION AUXILIARY

By Anna Tucker



Mr. and Mrs. James Harper have had as their guest the past few days Dennis Allman, Pharmacist's Mate 2nd Class, of the Navy. He is a nephew of Mr. Harper, and is at present stationed at Monterey.

We are glad to welcome two new members to our unit, Mrs. Trowbridge, and Marie Hoover.

There was no meeting on the 22nd, as the Club was closed. The next meeting will be March 22. A pot-luck dinner will be served preceding the meeting, to which the public is invited. The sum of 25c will be charged for the dinner, for which I assure you, it will be worth your effort to come. Please remember the date and meet us in the Tea Room at 6:30 p.m., P.E. Building at 6th & Main St.

The girls have made and turned over to our Hospital Chairman Bernice Nichols 200 bedside bags for boys at the hospital. This work is very essential and we hope to keep our part in good shape.

An executive meeting was held at the house of our President, Martha Harper, on February 26. The afternoon was spent making garments for the hospital.

Sorry to hear of so many of the members on the sick list. May you all have a speedy recovery.

Congratulations to our Americanism Chairman, Juanita Braley, on promotion of her son, Warren D. Clark, to Pharmacist's Mate 1st Class.

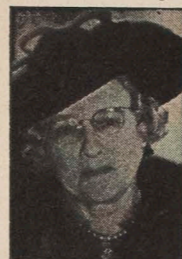
— STAY ON THE JOB —

Thanks, Mr. Brumagin!

An appreciated word of praise comes from A. S. Brumagin, retired Freight Motorman now living at Toll House in Fresno County. He writes as of February 14:

"I am receiving a copy of our Magazine each month through the mail and I am so happy to have it. The pictures that are being printed of the different departments & the personals are a great improvement and add great interest to the Magazine as we are able to get glimpses of some that we have worked with."

HERE AND THERE WITH THE WOMEN'S CLUB



By Mrs. Lon Bishop

We missed out on the January 27 meeting, but understand they had a very good one, with the mothers of "our boys" filling in for a program, reading interesting parts of letters, etc. The musical part of the program was furnished by Mrs. Palmer's lovely daughter Frieda, who sang two numbers and played her own accompaniment. She has a very sweet voice, and we hope she will be heard again on our programs.

The February meeting was held in the chapel of the Good Will Industries—it proved a delightful change. First, we were served a delicious luncheon, supervised by charming Elaine Anderson Dudley, who had a rose camellia at the plate of every guest, a pretty thought and one that made the tables look very attractive. Then President Howe called the meeting to order and routine business was taken care of. After adjournment, the members were taken through the different departments, a guide explaining just how the work is carried on.

A choral group was rehearsing during their lunch period, and Mrs. Dudley pointed out among the singers, a professor from one of the largest colleges in the United States, an evangelist who has traveled over the world, and a man who had walked every step of the way from New York to Los Angeles in order to find a place in the Industries, and many others, all with interesting backgrounds.

We talked with one employe during his noon hour and he said "You see, Lady, no one else would bother with me at my age and in my condition, but down here, God bless 'em, they seem to find a place for each of us and it sure makes life worth living for, oh, so many folks."

Our deepest sympathy is extended to Mrs. L. S. Rouleau and family in the passing of a beloved husband and father. Mr. Rouleau had been very ill for several months and God was really being kind, for it meant a blessed relief from great suffering. A break in the happy companionship of all these many years means much, and the hearts of all are saddened for the bereaved family.

RETIREMENTS

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

Table with 4 columns: NAME, Department, Occupation, Years of Service. Includes Julian Adams, Jesse L. Grogan, John J. Mickley, Asa J. Speak.

Mr. Speak resides at 1537 South Bundy Drive, West Los Angeles, where he owns a four-family flat apartment house. He would appreciate visits from his friends at any time.

Pacific Electric wishes him all happiness in his retirement.

— FINISH THE JOB —

PACIFIC ELECTRIC ROD AND GUN CLUB

By Arlie Skelton



ASA J. SPEAK, No. 1 Conductor on the Western District, retires.

After 36 Years With No Missouts, Asa J. Speak, West Conductor, Retires

Never a missout in all the 36 years of his career as a Conductor with Pacific Electric!

That's the splendid record of Conductor Asa J. Speak, Western District, who retired on February 18, his 65th birthday. His record moved Assistant General Superintendent T. L. Wagenbach to write him a letter of congratulation on September 24, 1941, which reads in part: "... you have conducted yourself in a manner of which you can justly be proud and I assure you that we, too, take pride in having employes of your caliber."

Mr. Speak recalls that he came to Pacific Electric as a Conductor on April 20, 1907. He had previously been with the Cincinnati Traction Company in the same capacity, beginning in 1901. His railroad experience thus totals 43 years.

Born in Willmore, Jessamine County, Kentucky—the Bluegrass Region—Mr. Speak was married in 1906 and has one son, Wilbur, 27, who is in the Navy and is now studying the Diesel engine at the University of Illinois.

Greetings, Rod and Gun Clubbers. The regular monthly meeting held February 9 shows our new President, J. Sam Harris, getting away to a good start, having added a new committee to his staff—a Membership Committee. Then the Arrowhead Committee has been enlarged to some extent. Headed by B. F. Manley as Chairman and assisted by C. G. Gonzalez as Cashier are J. B. Rogers, Fishing Captain, E. P. Malmberg, Field Captain, and K. L. Oefinger, Sergeant-at-Arms. The Arrowhead outing for the opening of trout season is the major outing of the year for the Club, and is looked forward to with much anticipation by those who participate. If you have never taken this trip with the Club you have really been missing something. Better get your reservation in.

Scott Braley, Chairman of the Prize Committee, reports that rods and reels will be out this year, so far as our prize lists are concerned. However, other prizes will be available and a list will be available at next meeting for the Club's approval. W. G. Knoche suggests that surf fishing is the major sport of the Club, therefore should offer the best line of prizes. B. F. Manley suggests the Club purchase a supply of line and other necessary fishing equipment to keep on hand for the members' convenience. This suggestion is very

timely and should have been applied before ammunitions were taken off the market. L. L. Lloyd believes it pays to advertise; he suggests the prize cabinet be moved to the main lobby of the P. E. Club and the prizes labeled, so more people can see them and know what they are for. A. M. Cross suggests the cabinet be photographed and published in the P. E. Magazine.

Competition for deer head prizes is expected to be strong this year. Three deer head registrations have already been turned in from the late Special Season held in December.

The envy of the dispatchers' room this month is none other than Paul Enders, the handsome brute with the curly locks, and the deep dimples in his cheeks. Seems that Paul traded a fountain pen for a flock of thick ham sandwiches, like mother used to make.

Jesse Edmunds and Pop Johnson of El Monte spent the day fishing at Lake Henshaw February 15. Results: one bass and one crappie. Jesse says he is like Ferdinand the Bull, he's gotta sniff wild flowers when he fishes or he just can't catch them.

Next regular monthly meeting March 8, 7:30 p.m.

FINISH THE JOB  
PACIFIC ELECTRIC  
BOWLING NEWS



By  
Charlie Hill

At the end of February the Schedule Bureau are still at the head in the race, leading by a margin of eight points, despite 3 to 1 set-backs at the hands of the Motor Transit and P. E. Club in rapid succession, and a draw with the Claim Department quintet. The Schedule Makers, however, took a shut-out series from the Field Engineers and a 3 to 1 win from the Electrical Department. Joe Shafer remains the leading light for his team, having rolled, since the last report, series of 619, 566, 598, 569, and 544. The team stands 57 wins and 27 losses.

The fast clicking Trainmasters have climbed into second place spot, one point ahead of the Claim Department, who had been gently slipping until their third tilt with the Schedule Bureau on February 25, when they appeared to regain their stride by bowling a 946 game, with all members rolling nicely, Gonzalez topping with a 220 count, and incidentally a swell 567 total series. The Trainmasters on the same eve-



RICHARD C. DELONG, former Assistant Research Engineer, is now a co-pilot on United Air Lines between Denver and San Francisco.

ning again met their Waterloo against the Hi Lo ladies, losing 3 to 1 to the fair sex. When these two teams get together there is almost some hair pulling, as three members of the Trainmasters have their better halves as opponents, the latter usually getting the best of the argument. Charlie Oliver and Les Lutes should have been placed on the Trainmasters team, to have made the picture complete.

"Andy" Robertson has been the mainstay for the second placers, rolling high series for his team in four consecutive weeks. He also had high game of the league on January 28, when he put over a magnificent 246. Don Houston has not yet hit his stride, but is still hoping to get one real good series before the league closes.

The North District displayed their natural power on February 4, when they really turned on the heat, their 2895 series on this occasion being season's tops, and will not likely be equalled.

Somebody dug up "Pop" Henry, and his initial appearance on the above date was rather auspicious, and that 255 game and his 606 series were a big help to the Northenders in putting over their stellar performance. R. M. Jones also came through with a 629.

Motor Transit rests comfortably for the present in fourth place, one point behind the Claim Department. Their four five-hundred series, led by Vern Brantley's 578, proved too much for the P. E. Scrubs, giving the coach men a 3 to 1 win, despite the 2530 series of the latter team. The Scrubs and North District teams are tied for fifth place with 42 wins and as many losses. Ono Gregg, Manager of the Arcade Recreation, has found a permanent place on the Motor Transit team, having replaced Nolan Lambert, who has gone to Texas on leave on account of his health. Gregg and Brantley have been the outstanding bowlers on their quintet, while Kappers and Gattuso shine out for the Scrubs.

The Hi Lo keglers and P. E. Club are likewise tied for seventh position, trailing their immediate leaders by a single point. There should be plenty of fur flying when these two aggregations get together on March 3, and I would wager that Les Lutes will not do the cheering in his household

after this contest is over. Marion Lutes has certainly done some masterly bowling, which has been primarily responsible for her team keeping in there. She has been the leading lady in every series since the last issue of P. E. Magazine. On February 18 she put over a 181 game and 512 series, and the following week hit for 190 and 508.

The Club-men have been gradually climbing, except on February 4, when they were unfortunate to be the victims of the North District's unmerciful bombardment, referred to before. High honors for the team have been about equally divided between Frank Dowder and Charlie Oliver. Les Lutes came through with a 219 on February 18, which reminded all of us of the Les of old. Bill Lutes also shone out with a 584 on February 25.

The South District started out strong on January 28 by shutting out the Claim Department five, but have had tough going since, losing their other four series. Paul Jacobsmeyer's 557 helped considerably in the killing referred to. Anderson, Wheeler, Kinney, and Captain Newman were respectively hot in the other contests, but failed to concentrate heat. This team is in ninth place, far too low for the caliber of bowlers who compose the team.

Kenny Coats' Electrical Department have had a rather strenuous time, despite the high scoring of McBride and Jack Williams, the latter rolling a 628 on February 11. O. White, a new member, has added considerable strength to this aggregation.

The Field Engineers broke their tie with Vineyard and the latter team now lies unmolested, temporarily at least, at the bottom of the ladder. George Wakeman and A. Glenn have shot some nice series, but without avail, although the motor coach drivers came through with a 3 to 1 win over the South District tribe. Glenn bowled 531 on February 18. The Field Engineers won their series against the North and South Districts, but lost their other three encounters. George Kappers has been the leading batter for the Engineers. Tom Albany hit for 515 on February 4.

Several members of the P. E. bowling family, on leave from Uncle Sam's service, have been substituting on the various teams. Those who have been noted by the writer are Jimmy Shafer, Bill Easterman and Herb Ivie. All enjoyed having these chaps with us again.

"Stan" Warsdell, top bowler of the Pacific Electric team in the Steamship League, was invited to pinch hit on February 25 for Jimmy Rankin, confined to the hospital. Strange alleys, shoes, and ball were probably too much of a handicap for "Stan." It could not have been stage fright, as he was perfectly at home bowling with or against four other members of the Steamship League.

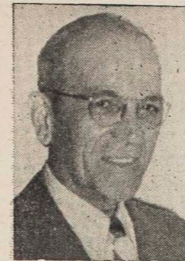
Mr. E. C. Johnson, Chief Engineer, has become a regular member of the audience at the weekly bowling matches. He is very much interested in the performance of the two teams from his department, particularly the girls, but who wouldn't be? It would not be surprising to see "Johnny" himself rolling the big ball at the ten pins next year. And that gives me a thought—why shouldn't there be an officers' team next year?

STEAMSHIP LEAGUE

The Pacific Electric team in the Steamship League came out with an over-all draw with its opposition during the first three weeks of play in February, losing their fracas with the Freight Transport 3 to 1, tying the Transportation Club, and taking the strong American President Lines into camp by a 3 to 1 score. Games scheduled in the league on February 22 were postponed on account of Birthington's Washday. "Stan" Warsdell's rolling has been consistently good, but the good work of the other members has been more or less spasmodic. However, the P. E. Red Shirts are only six points out of the lead, and two points behind the second-place American Fruit Growers, and anything could happen during the remaining three weeks of the schedule. The Red Shirts meet the second-placers on February 29, and the results of this match may have considerable bearing on the final status of first place position.

The regular schedule will close on March 14. Individual playoffs will be run off on the following Tuesday, followed by the annual banquet and prize distribution on March 28. The team finishing in first place will receive a cash prize of \$75.00, for expenses in a post-season match with the winner of the Pacific Traffic Association League, to be played in San Francisco.

PACIFIC ELECTRIC  
MASONIC CLUB



By  
Ed. J. A.  
Hasenyager

As mentioned in the February issue, the next meeting of the club will be on Friday, March 24, at 7:30 p.m. The Secretary, Brother Davidson, tells me several ideas are being hatched to make the meeting a good one, and that he is expecting to have members of the Pacific Electric Women's Club serve another of those delicious refreshment menus. That's worth coming out for, to say the least.

Degree Work

The Club Degree Corps made another visit to Glendale Lodge No. 544 to assist in conferring the Master's Degree on Brother Alphonse Thomas Bono of the Mechanical Department. Due to illness we were unable to fill all stations, but the Team, as usual, gave good account of themselves in the manner they put on the work. It will be remembered by the older members of the Club that it was at Glendale that our Club made its debut as a qualified Degree Team and was certified by the inspector of the District. Many visits have been made since and many fine and lasting friendships have been the result.

Hospital News

Brother Radcliff is still confined to the hospital. Don't forget to drop in when in that vicinity.

Brother Leonard Biehler of the Engineering Department office has been absent from his desk for several days but is back again. Brother Fred U. Brown has not yet been released for duty by the Medical Department.

Is He A Mason?

Does he indulge in harmful gossip? Is he careless as to truth in his statements about a brother's actions? He may be all of these and many more disagreeable and unworthy things and still be a member of a Masonic Lodge, but he is not, in the true sense of the term, a Mason.—Masonic News.

In Memoriam

Brother Charles Fred Richards, member of South Park Lodge, passed to his reward on February 27. Brother Richards was retired from active service on account of illness in September, 1941. We extend our most sincere sympathy to his family and friends.



PROUD of their son are Motorman J. V. Smith of the Southern District, and Mrs. Smith, for, though only 24 years old, he is now Major Kenneth Smith of the United States Marine Air Corps.

Past Department Commander of the D. A. V.'s Auxiliary. She was assisted by Commander Nichols and Comrade Bone.

Substation Operator Robert A. Nores and Southern District Motorman E. J. Anders are now members of this post. Ye Scribe is sorry he cannot tell their branch of service, but because he was absent from the second January and the first February meetings on account of a cold, he had to get his information by telephone.

There was no meeting held February 22 because of Washington's birthday.

STAY ON THE JOB

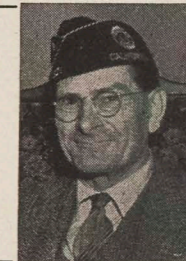
TORRANCE TOPICS  
(STORE DEPARTMENT)



By  
Fred B.  
Hopkins

PACIFIC ELECTRIC POST,  
AMERICAN LEGION

By  
James E.  
Davis



IMPORTANT NOTICE: March 14 at 6:30 p.m. our Auxiliary will have a pot luck dinner, admission 25c, to raise money for their Child Welfare and other programs.

Since the Fourth Loan Drive began, our post bought its fourth \$100 bond.

23rd District Commander Podmore visited our post and congratulated us on our splendid record, especially in our hospital work.

Comrade McBride accompanied Commander Nichols and Chaplain Clemons on a visit to the Sawtelle Hospital.

February 8 Comrade McBride acted as Adjutant in place of Adjutant C. A. Newman, who was absent from this meeting.

We now have more than 100 members, several of them veterans of World War II, and we expect many more.

The American Legion School award was won by Evelyn Willits and William Cato, of Robert Louis Stevenson Junior High School. The presentation speech was made by Leta Peschke,

Maybe last month you read the contribution sent in by my good friend and co-author, Mr. Jack Wright, about the extra good "apple pie" on sale over across the way at "Ma" Davis' P. E. Restaurant, so we took Mr. Wright at his word and decided to try "that ere" pie, and have decided that Mr. Wright knows his apples, especially when they are enclosed in pie—and while we were over there we endeavored to get a copy of that mystery book, "The Case of the Crowing Rooster," but without any success at all. However, we were informed by Mrs. Davis that "the only rooster she knows anything about is one by the name of Wright, who sometimes writes funny things for the P. E. Magazine, but if that same Mr. Wright should happen to show his face over at the above-named restaurant there would most certainly be one rooster minus his tail feathers."

And now before we go any further we must tell you about one of the outstanding events of the season, when on Sunday, the 20th of February, our genial boss and his wife—Storekeeper and Mrs. George Ward McCall—observed their Golden Wedding Anniversary at their home on West 84th St. in the "City of the Angels." Mr. and Mrs. McCall were married at Omaha, Nebraska on Washington's Birthday, the 22nd of February, 1894, and so, as time approached for recognition of the event, word slipped thru by devious ways

WEEKLY HIGHLIGHTS OF P. E. BOWLING LEAGUE

Team High Game	Team High Series	*Individual High	*Individual High Series
Jan. 28 Sched. Bureau (988)	Sched. Bureau (2752)	A. Robinson (246)	Joe Shafer (619)
Feb. 4 North Dist. (1001)	North Dist. (2895)	"Pop" Henry (255)	R. M. Jones (629)
Feb. 11 Sched. Bur. (1012)	Trainmasters (2710)	Joe Shafer (737)	Jack Williams (628)
Feb. 18 Hi Lo (974)	P. E. Scrubs (2666)	†Vern Brantley (234)	Vern Brantley (600)
		*Art Pabst (234)	
Feb. 25 Claim Dept. (946)	P. E. Club (2669)	C. G. Gonzalez (220)	C. Henry (600)

\*Scores do not include individual handicap  
†Tied for high game.

to certain ones in the Stores Department. However, as it was treated as strictly a "military secret," no hint was given beforehand that there would be any observance beyond the immediate members of the family, hence it came as a great and profound surprise to them when there arrived at his home the day before, an elaborate shower of the most beautiful cards imaginable, that were appropriate to the day and event.

We have endeavored to gather news of our friends and former associates who are now with the armed services of their country, but the best that we have to offer is that **Eddie Wurm, Jr.**, who until less than three months ago was our very popular truck driver between Torrance and Los Angeles and left to join the Navy, came back to pay us a visit one Saturday afternoon last month and from him we learned that he had been granted a brief week-end "liberty" to visit the home-folks before departing for overseas. He was attached to an amphibious landing barge and reported that already he had seen some exciting adventures aside from the peeling of bushels of spuds that were to be consumed by a big gang of hungry sailors.

Word comes from **Bill Jolley, Jr.**, who is a radio technician in the U. S. Army Air Corps in England, that he has been to visit his Dad's relatives in Northern England and has seen the place where his Dad was born—where he spent his early days going to school and ringing door-bells before coming to America to embark on a new career.

Vacations were both spent and in some cases enjoyed by certain members of the Department during the month of February, in spite of the continuous and copious rains. **Gladys Harrell** spent hers in the outlying towns of Lomita, San Pedro and points south. **Lorraine Winterberg** spent hers traveling between Redondo and Pasadena, and in catching up on several of the household duties that had been postponed until a "more convenient season." This latter applies also to **Teresa Vasquez**, who says she enjoyed her vacation. Then there were some birthdays during the month: **Edna Fattler** observed hers the 17th of February, and **Pauline Talamantes** hers the 21st. As to their ages, well, these ladies are as "mum as the grave."

A new member of the Department is **Mrs. Sarah Chaplin** of Torrance, who has replaced **Catherine Eberly**, who left the latter part of February to return to her home in Denver, Colorado, taking with her her little daughter, **Patricia Ann**.

**Bill Nicolay** is being brought to Palm Springs for recuperation.

**TORRANCE TOPICS**  
(MECHANICAL DEPARTMENT)



By  
**Jack Wright**

Weather is usually an accepted subject to strike up a conversation. Well, in view of same may I say, "Didn't we give George (Feb. 22 George) a wet reception for his birthday party?"

Our own **George (Thatcher)** was called to serve in his capacity as "Voluntary Evacuation Worker" with the Red Cross in moving families from their flooded homes in the Canoga Park area.

**Figures and Efforts**

You might like to know the results of the Torrance Shops' effort in contributing to the success of the 4th War Loan Drive? The writer handled \$5362.50 cash himself, and in addition to this there were the cash purchases which were handled by **Louis Brown**. There were many payroll deduction pledges in addition to the regular purchases being made each month. I think we can be "justly proud."

**Blue Stars**

How many have you on display, hanging on a little red, white and blue banner, in your window or door? This is another "justly proud" mention we are eligible to claim in Torrance Shops. . . . **Lillian Connell** may not have the most, but she sure named off a list of her relatives who are in the service. Don't you think it would be interesting to know just what figure we do represent? Shall we take a poll?

**Up in the Air**

Most of us, at some time or another, get up in the air (about something or nothing), but that is what **Olive McElfresh** is, about seven and a half hours each day at work. . . . Oh, yes, maybe I should mention; she is the cutie that runs one of the overhead cranes in the machine shop. In the adjoining lane is **James Madigan**, who runs the other crane. . . . **Jimmy** you will remember from 6th & Main, whehe he had his ups and downs (Elevator Operator there).

**This-n-that**

During the rainy spell the Torrance Shops Ball Club kept in shape by playing water polo on the ball diamond. . . . **Burt Collins** took a trip to Chicago to help settle something about an increase—or was it back

pay? Oh, well, you will have the answer by the time you read this. . . . **WE HOPE.** **Raymond Nolan**, Painter, returned to work after spending eleven months in military service (honorable discharge) . . . **Charles Chaplin**, Blacksmith, is a new granpop (a girl); he also had the pleasure of a visit from his son, (the father), who is in military service. Many of our people are still off duty due to illness. . . . The women are still on the upward march; **Nora Musulin**, **Concha Martinez** and **Clara Hughes** have been assigned top-rate jobs.

**New Employees**

**Robert Perry**, **Albert Dominguez**, **William Simmonds**, **Clarence Mathers**, **Aaron Brock**, **Odue Herron**, **Rose Gargalis**, **Bertha Hansen** and **Evelyn Hopps** have joined the gang here since last writing. . . . A welcome to each of them.

— FINISH THE JOB —

**TRANSPORTATION DEPARTMENT**



By  
**Suzanne M. Jacquemin**

**La Rue Walker** has left us to get married to her "sailor boy" up in Washington. **Mildred Johnston** bid in a job in our Transportation Department from the Engineering Department. **Gladys Clay** is now permanently in the Car Freight Service Bureau. **Leona Hoffman** left on the 19th of February to join the "Spars." **Harriet Brockman** is the new "lovely" seen in **Mr. Erhardt's** office. **Viola Cable** has cancelled her leave to live in Riverside. **Eleanor Shimek** is working with **Mr. Lutes** after being transferred from the Purchasing Department. **Virginia Bright** (a fellow Polytechnic alumna) is now seen working in **B. G. Jones'** office and typing the trainmen's board for **Mr. F. L. McCulley**. **Beth Ann Peterson** left our file room and bid in a job right around the corner of the second floor in the Claim Department. **Ann Brookenthal**, Steno-Clerk from 8th Street, bid in the Trainmaster's Clerk job at 6th and Main vacated by the writer. **Mareita Witschy** is seen around the main building again after having been at Butte Street for some months. **Mary Hendrix** is back on jumbo.

Terminal Foreman **Joe Hartman's** latest: "Wait a moment until I get a short paper and a long pencil."

The following announcement comes to us just in time to make the editor's deadline:

"Mr. and Mrs. **Robert C. Nettleship** announce the birth of a daughter, **Janis Anne Nettleship**, on February 21, 1944, at the California Hospital."

The proud mamma is our own **Charlotte Nettleship**, now on leave from the Transportation Department.

You'd better get a towel and start weeping on your shoulder because this is really one for the book—one of our trainmasters went up to the Medical Department and was given a small package of pills. The instructions said "Take one spoonful every hour."

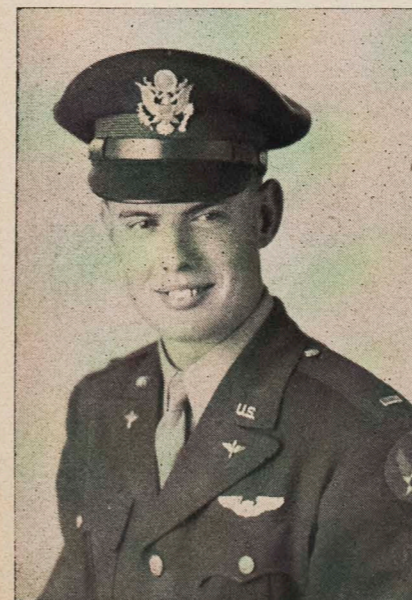
The powers that be can't understand why a certain secretary keeps getting "swap," "swab," and "swat" mixed up.

**Mrs. Charles O. Williamson**, the former **Lauretta Seigfried**, writes us that she is happily married to her "doctor" in Utah.

The Blood Bank had a red letter day when the following gals, all full of vim, vigor, and vitality, paid the Bank a visit: **Katherine Salmon**, **Jeanette Everson**, **Elsie Unger**, **Gladys Clay** and **Betty Hoefener**.

**Pvt. Edna L. Green**, WAC, is now at Ft. Devens, Mass. She must really like transportation. Went to boot camp in Ft. Des Moines, Iowa, then to Nacogdoches (you say it) Texas, visited New York and Boston, and

**SON OF SUPERVISOR**—*Second Lieutenant Wallace Eugene Bates, U. S. Army Air Forces, pilots a P-38 at Metropolitan Airport, Van Nuys Army Air Base. Youngest son (21) of Supervisor W. A. Bates, he enlisted June 1, 1942.*



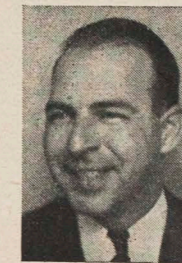
expects to be on the move soon again. **Dick Prettyman**, Supervisor on Cal-Ship, took second place in the Rod and Gun Club prize for catching the second largest trout in the gorge of the High Sierras, on June 22, 1943. The Lochleven in question weighed 2 pounds 12 oz. and was 17¼ inches long. The prize was a gorgeous fly line.

**Mr. C. M. Allen's** son is preparing to go into the Navy.

"Thumbs up" and keep those bonds for bombs coming!

— FINISH THE JOB —

**FREIGHT STATIONS AND YARDS**



By  
**Arden Nasher**

Our friend, **Dave Newman** at Butte Street, still remains our most consistent contributor—orchids to him. The latest offering concerns an impressive birthday cake and all the trimmings tendered by the midnight gang for Assistant Chief Clerk **Ray Milnes** when he reached the ripe old age of 26 recently (Dave forgot to tell us the date).

The recent twin drives for the 4th War Loan and the Blood Bank were great successes for our group, and a vote of particular thanks should be tendered to **Merele Donaghu** (that's the correct spelling, according to **A. L. Robertson**), who made it his life's work to personally see to it that everyone was shown the light and given a chance to do his or her part. "Don" personally signed up 56 indi-

viduals including practically a 100 per cent membership of the Butte Street Clerks, and also bought several bonds for cash on behalf of those who did not care for the deduction plan. Altogether the group comprised of **Don, Neil Breese, Jack Walsh, Sam Weisberg** and the writer accounted for well over a hundred deduction cards and about 20 cash sales. Don also made it a point to assist the Red Cross blood solicitor to the point where this charming lady secured 56 donations out of 58 people whom she approached at Butte Street. The other two, we understand, were beyond the age limit.

We heard from **Mrs. Blake** a few days ago, and she tells us that **Jim Blake**, formerly Terminal Trainmaster now located in Calcutta, is in the hospital after falling into a seven-foot bomb crater in the dark. His injuries were not serious, however, and he expects to be back at the old stand, doling out reservations for plane, train and ship transportation to all and sundry who must pass into and out of Calcutta. Jim has had some hair-raising experiences since going overseas, such as being just missed by a native (who is no more) with an 18-inch knife, struck at by a 13-foot cobra, and just missing a plane that was subsequently lost with all hands. It looks as though his guardian angel has been working overtime, and we hope the narrow escapes are now all in the past. Jim asked that all the folks who have written him be not downhearted at receiving no reply; the climate is wretched and he is working such long hours when on the job that he barely gets time enough to write his family.

Just got some more inside info from Butte Street; to wit: **Doris Faulkner** is working Rita's job and doing fine. **Catherine ("Casey") Hoffman** off sick. Hurry back, Casey; we know some of the gang at least will miss you. Yardmaster **Brooks Allen's** capable Clerk, **Sally Davis**, recently scraped the hide

**DENTAL DEPARTMENT**  
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**FOUR GENERATIONS** are shown in this snapshot, taken on Christmas Day, 1943. Left to right: Grandfather A. K. Luetke, 52, Conductor, West; Great-Grandfather Richard A. Luetke, 84, retired business man, holding Great-Grandson Raymond A. Luetke, 6 months; and Father George E. Luetke, 26, of Yuma, Arizona.

off her leg and it swelled up like a balloon—not to mention that it was also the color of some circus balloons. We offered to massage it for her but she politely declined with thanks. At last reports Sally was getting around without any suggestion of a limp, which shows that she is a pretty good man at that.

Christine ("Chris") Spray—nee Baker—is on a leave of absence visiting her better half in the service. Hope you have a nice visit, Chris, and the opportunity for many more.

Last minute flash: Trainmasters Couts, Yeager and Robertson made donations a few days ago, and it now comes out that Couts and Yeager had to carry Robbie to the car. Whether he was weak from loss of blood or the fruit juice and coffee went to his head is not clear, but Robbie looks pretty good as this is written.

Sorry that ideas are few and far between today, due in all probability to Jim Lewis' new pipe. That is, without doubt, the stinkiest thing we've ever had to live with.

— STAY ON THE JOB —

Mehitabel: "Is it true that you soldiers are interested only in wine, women and song?"

Sergeant: "Naw. It's darned seldom you ever hear any singing in our outfit."

## Driver Cited For Courtesy

Motor Coach Operator A. M. Torbet is a courteous driver, in the opinion of at least one of his passengers on the Los Angeles-Redlands Line.

The passenger, Ford Ashman Carpenter, a consultant in meteorology and aeronautics, wrote Passenger Traffic Manager H. O. Marler in a letter dated February 17:

Dear Sir:

I feel constrained during these days of apparent disloyalty on the part of public employes under contract by service corporations, to bring to your attention for note on personal record this incident coming under my observation on your Riverside-Los Angeles car arriving at 5:30 P.M., this date.

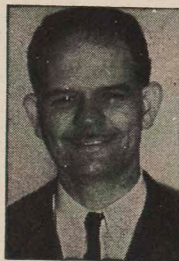
Your bus driver, No. 3206, highly competent in managing his car, was unusually courteous and obliging to old ladies, army and navy men, as well as civilians. He treated his passengers as a host would his guests. I can make no better comparison. And all of this was accomplished without detracting anything from his official work.

I congratulate you upon having such employes; it speaks volumes for officials of the Pacific Electric.

Sincerely yours  
FORD ASHMAN CARPENTER

— FINISH THE JOB —

## WEST HOLLYWOOD DISTRICT



By  
G. R.  
Stevens

West Hollywood trainmen are now wearing their blood donor badges. Eighty-three per cent of the men went to the home base to contribute to the blood bank. Busses were furnished. The plasma has meant the saving of uniformed men's lives at the battlefronts around the globe. The trainmen were glad to do their part.

Sergeant Chas. A. West, Bat. A 551st AAA-Bn, North Carolina, enlisted at San Francisco, on November 30, 1939. He was married to Illein Kennedy at El Paso, Texas on December 9, 1941. Sergeant West has been on

a fifteen-day furlough with his wife and baby, Bobby, who reside with her parents, Conductor and Mrs. Lewis A. Kennedy.

William Freeman McAllister, son of Motorman McAllister, born in West Hollywood, is a radio technician in the Air Corps, and is now stationed in England. Writes home all okay.

Conductor and Mrs. Tom Slack are proud grandparents. A baby girl, named Patricia Jane Hagen, was born February 8, at 5:25 a.m., in St. John's Hospital at Santa Monica. The baby weighed five pounds, 13½ ounces, and was 18½ inches long. Congratulations.

Conductor R. A. McClelland became the proud father of a baby girl, named Margarite Alice, born at 5:59 a.m., February 22. The baby weighed seven pounds. Mother and baby are doing fine. Congratulations to the happy couple.

Miss Rosalie Crockar is the regular Receiving Cashier at West Hollywood.

C. A. McCoy now is in the Instruction Department, as assistant to Mr. Westfall on the motor coaches of the entire P. E. system.

A. B. Marshall is regular day Terminal Foreman at West Hollywood.

Conductor M. W. Daason has been off with an injured hand. Motorman Carl Ogden, off sixty days with a wrenched hip, is still on a cane.

— STAY ON THE JOB —

## HOSPITAL LIST

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

Russell Butcher, Conductor, Western District.

James Coule, Rate Clerk, Local Freight House.

George DeHaan, Towerman, Engineering Department.

Leland S. DuPray, Conductor, Western District.

Gustave Erickson, Conductor, Northern District.

Oliver Groom, Motorman, Western District.

William H. Lyon, Motorman, Western District.

James C. Rankin, Assistant Research Engineer, Research Bureau.

Reinhardt Schwemmer, Janitor, P. E. Building.

Refugio Sierras, Laborer, Engineering Department.

Michael R. Smith, Motorman, Southern District.

Leo Ybarra, Laborer, Engineering Department.

— FINISH THE JOB —

We have been told that we were put into this world to help others, but we have yet to be told what the others were put here for.

## SOUTHERN FREIGHT DISTRICT



By  
J. E.  
Neville

T. J. Haymond has kindly sent us the following news from El Segundo:

### EL SEGUNDO

You may have heard about "Curley" Kirkland's misfortune. His two hundred and twenty pounds of real human weight doesn't carry well on a broken heel. Curley slipped when getting off his engine, and broke his heel. Since before Christmas he has been staying close to home, with his leg in a cast. The good doctor took the cast off February 9 and Curley says it won't be long now before he is back on the job with us. Watch your step, and good luck for all, is his message to you.

Clyde Couts, Yardmaster, is now back on the job. Old pneumonia had him down but couldn't hold him. He is better, and we are all glad to have him back.

Joe Pressler, firing for Ralph Smith, says if he could just get Bill Pascoe to listen to reason, he would teach him how to masticate his food properly.

Bennie Broberg still smiles, and is working hard to get the oil and gas out to where it can be used in tanks and planes, causing disaster to our enemies.

Ben Catlin is here most of the time, except when his duties as relief Yardmaster call him away.

S. W. Bullock has almost established his right to residence here as a relief Yardmaster.

A. J. Charland, Brakeman, Conductor, Fireman, and Assistant Relief Yardmaster, often finds a place here to fit his qualifications.

Oliver Fleegar, W. E. Garnett, G. O'Neal, R. R. Swick and others sometimes get leg pains and lame backs walking to and throwing switches, to pacify R. H. Smith, Bobby Weir, C. E. Lawrence, Tom Haymond and Bill Shoup, Engineers, who are forever asking them to hurry and get them quick to the water plug. Joe Pressler, J. T. Golden, P. H. Ludvigson and other Firemen contend they must guide their old "iron horses" to the oil spout so they can get the pulling heat, to boil the water, blow the whistle and keep their side of the cab warm.

## SIGNAL DEPARTMENT



By  
Virginia E.  
Simmons

A. W. Thyberg has established himself here on the eight a.m. job. He got tired looking at water down Pedro way, and says the sand hills here will keep him from water glare.

C. R. Stanley is back again—no keeping him away. He craves the oily, acid smell here. Walt Bayless complained of the daylight, and the rays of the setting sun caused him to blink, so now he is sleeping days and working the third trick Yardmaster position.

Ernie Donaldson, our Agent here, is tops. If any of you newcomers don't know him, come down and look him up. You will find him easy to meet, and one anxious to get and keep the business that makes jobs for us all. His seconds, Earl Wells, Ray Kraft, Jim Scott and Larry Black are willing assistants and real Clerks and good to get along with.

Now, if you have learned your A-B-Cs, you can pick the letters forming the two words most prominent in our vocabulary, the source of many unsettled problems, and always a subject for debate. We now have an opportunity to pull some of the irons out of the fire, as H. C. Jensen has demoted R. W. Rogers from his Conductorship. Rogers is now with Ben Catlin on run 2230. They sign off at 2:30 p.m. Rogers, after that time of day, will willingly in private or in class meet with one or all and discuss the words: Seniority — Bump. Also, if you have trouble with tax questions, he will discuss them with you.

Well, join with us and do your best. We have a job to do; let's do it and keep the oil and gas cars rolling on the rails.

On the sick list are: J. E. Harper, Conductor; J. W. Hart, Motorman; Curley Kirkland, Engineer; and L. A. Cole. We are all wishing them a speedy recovery. Cheerio!

L. N. Sauber, Signalman, is our only new employe this month. To prove it's a small world, we learned that Sauber worked with Bob Hart, Signalman at the Subway, back in 1906-1907. At that time, they were employed by the Chicago and Western Indiana Railroad. They met again after thirty-seven years!

Seen at the Paymaster's Office: "Wally" Bone, buying a \$100.00 bond!

Recent visitors, home on furlough, have included Richard Fuller, U.S.M.S., son of Harvey Fuller, Signalman; Ira Edmunds, U.S.M.C., son of Jess Edmunds, Signalman, and Ensign Albert Brainard, U.S.N., son of A. H. Brainard, Line Foreman.

He missed his ship: Roy Oakley returned to Norfolk after a furlough to Los Angeles, missed his ship, was granted an extra fifteen days, and returned to the coast.

He missed his keys: "Pop" Glenny had changed from his good pants to his working pants! Returning to El Monte Tower, after an accident called him down on the tracks, he found himself locked out! The keys were in his other pants! (He opened the door with a hammer.)

He changed a Miss to Mrs: Miss Charlotte Collin is now Mrs. Howard Fox and will devote her future time to home making.

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C. E. Ridings also took the fatal step, and now there's a Mrs. "Chirps." Congratulations to you both!

We'll miss: Jesse Grogan, Towerman who has been quite ill, is retiring after forty years of railroad service. Jesse started out as a Telegraph Operator, but has been a P. E. Towerman since 1927. I always got a kick out of Jesse phoning from the foot of the Viaduct: "Three Calvary ships coming to you!" or "There's a 1200 looking your way; it's a military secret!" (meaning that the car had no destination sign or markings).

Jesse, deeply moved, asked us to express a word of thanks to all his friends for the grand gift! Jimmy Dullnig, the instigator, presented it. He wishes to thank all those who helped to make the gift a good one, and we say thanks to Jimmy, too!

Birthdays this month include Signalmen Harry Null, F. D. Buckland, N. D. Gilbert, E. D. Ralph, H. F. Sayles, N. E. Rich, J. W. Brenchley, O. F. Fackler, E. H. Eaton, W. J. Walker, Angelo Dascenzo, and G. H. Brewer (U. S. Army) who is with a Railroad Shop Battalion in England. We recently learned that his outfit is building railroad cars. Among the Towermen, there are Henry Riley, George DeHaan, Johnny Neff, Bernie Edmunds, Martin O'Grady and Quince Baker. Happy Birthday to you all!

Enjoying vacations are Towermen P. J. Baker, Charles Bradley, and George DeHaan.

We might mention the recent rain, hail, and wind storms! To you fellows working out in the rain, we repeat the story of the Sergeant who when asked if he were shivering, replied, "No, just vibrating with health!"

Bill Moesby always says the human race sprang from monkeys, and the Irish sprang at 'em! Then he adds, if it weren't for wheelbarrows, the Irish wouldn't be walking on two legs today!

We say, "Here's luck to the Irish and the Wearin' o' the Green!"

— FINISH THE JOB —

## MACY STREET TERMINAL

By Ted Harrison

Well, men, it's nice to be back on the job at Macy Street, and even after fourteen years it still looks quite familiar, with many of the same pool players still camped around the tables and of course, still giving the Foreman a dirty look when he calls them for a job. Some of the old gravy hounds are also still there, and while I'd hate to mention any names, at least one of them seems to be doing pretty well for himself. At least, he hasn't lost any weight. Then, looking through the window, I saw "Van"

busy as ever, with half a dozen phones ringing at the same time while he had a receiver to each ear listening to tales of woe I know he's heard hundreds of times. Well, as I say, I'm glad to be back and now I've taken over this job I'm expecting all you fellows to be on your toes and give me all the news items you can so we can have a good report from Macy every month.

Conductor E. S. Lewis to his student at noon one bright sunny day: "O.K., boy, if you have no lantern, take mine and throw that switch!"

An old rumor revived: Charlie Young is going to break in on freight.

A number of our men have just recently okayed for their single track. Good luck to you all, and watch your step!

Some of us when taking orders heard a new voice over the phone, and when the "Complete" came through it was Ole Jensen! More power to you, Ole!

Ted Harrison, who'll gossip for Macy Street from now on, was a Motorman for P. E. between 1922 and 1928, and came back last November 1 after 15 years to become a Conductor. He was with LARY for some years as Motorman, Conductor, Dispatcher, and Supervisor. For 1½ years he worked as Assistant Party Chief for U. S. Engineers—and What Parties! Ask him about it. His hobby is stamps, which he loves well enough to have published a stamp magazine for which he wrote the articles and hand set his own type. He has three married daughters and a boy who is a Seaman 1/c in the Navy.

— FINISH THE JOB —

## OCEAN PARK CAR HOUSE & BUS LOT

By  
C. H.  
Croninger



It surely is getting crowded at the Ocean Park end as of the last month. Among the new men, of which there were 17, are B. C. Butler, J. G. Carr, F. S. Anderson, R. M. Cashion, J. Cody, J. C. Gowen, M. Harper, J. Z. Dibble, S. M. Herrington, C. L. Robbins, W. G. Roherer, W. D. Shaw, R. M. Schiffman, O. Senf, W. C. Sarver, R. H. Turnbull, and M. G. Vernack.

Pinkie Baugh, who used to work a

Hollywoodland bus run, says that if Mr. & Mrs. Davies, who have the drug store at the end of the line, will reduce the price of coffee to 5c he will take his old r.n. back again.

Amanda Marie Frank, Car Maintainer at the Ocean Park Car House, wishes that Old Man Hapgood would supply some more water buckets so she could get her work done without too much walking.

Wonders will never cease. E. Jarvis, no relation to Ernie Jarvis, the head bus man, after making 72 one-way trips on the Short Line, is now O.K. as a Motorman.

Harry Miller did his good deed last month by turning in a pocketbook found on his bus with 600 bucks in it, and didn't take any reward for his honesty.

That green stuff that A. W. Day, the Assistant Trainmaster, was passing out here last week, was the new small-sized War Bonds and the boys surely went for them in a big way, almost to a man.

Annie Taylor, the Night Cashier at the Subway, is in the egg business now. She is starting in a small way with 12 chickens and she figures that with 12 eggs a day, 84 eggs a week, 356 a month, 4,272 a year at around 50 cents a dozen, that will be in the neighborhood of \$168.00 a year for eggs. Not bad, Annie, not bad!

Truman Baker, from West Hollywood, paid us a visit and worked out of the Ocean Park Car House for about a week, but has gone back to West Hollywood to get a crack at the new bus that has been assigned to the West Hollywood Garage.

Jack Roter, the popcorn man who keeps the bus deck clear at Olive Street, surely was busy during the unusual weather last month keeping the bus deck clear of snow, sleet and that Oregon mist, and he also had a hard time keeping track of how high the water was that was shooting up out of the sewer on Olympic at Catalina.

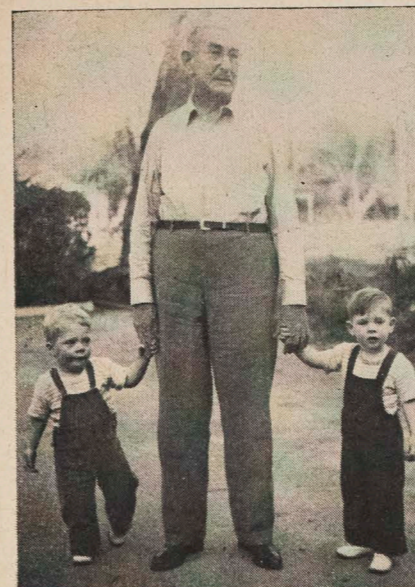
— FINISH THE JOB —

## 'Why No Letters?' Asks Sailor Meinert

"What has happened to all our pals back there? We write to them and never get an answer to our letters," writes Tommy Meinert from the South Seas on February 9. He also states that it has been a long time since he received the Magazine.

Tommy, who used to be a Ticket Clerk, is now a Storekeeper on the same ship with another P. E. man, John DeGoede, who used to work in the Mail Bureau. His address is:

C. "Tommy" Meinert S1/c-SK  
Section Base-Navy (one-three-one)  
c/o Fleet Post Office  
San Francisco, Calif.



**RETIRED TRAVELING AUDITOR**  
R. W. Evans with his son's children, Richard Gary and Paul Allen, on Grandpa's ranch, 48 West El Camino Real, Arcadia. Mr. Evans retired from Pacific Electric service February 29, 1940, having come to P. E. as Traveling Auditor from Motor Transit in 1931.

He: "Do you think I'm conceited?"  
She: "No. Why do you ask?"

He: "Well, men as good looking as I am usually are."

A youngster had been called before a draft board in one of the down-south sections. He was being questioned after the medicos had pronounced him hard as a rock, sound as a dollar, and fit for military service.

"Can you write?" queried the chairman.

"Nope."

"Can you read?"

"Wa-al, yes and no. I can read fingers purty well, but I don't do so good with words."

"How's that?" asked the chairman.

"Wa-al, take these here signs 'long the road. When I want to go somewhere, I can read how fur but not whur."

JUDGE JINGLE SEZ . . .

"'Hoot, mon,' moaned Angus McKay,

As he crawled from his wrecked Model A,

'How'll I pay for this accident  
When I need every extra cent  
For my simplified 1040-A?'"

A railway superintendent received the following note from a foreman:

"I am making out an accident report about Casey hitting his foot with a sledge hammer. Under 'remarks' do you want Casey's or mine?"

# PACIFIC ELECTRIC Magazine

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## EDITORIAL SUPERVISION

Glenn E. Collins

EDITOR

W. Warren Silliman, Jr.

## ASSISTANTS

Fred B. Hopkins, Charles P. Hill, Mrs. Lon Bishop, Victor P. Labbe, J. E. Neville, G. R. Stevens, Arlie Skelton, James E. Davis, Marion Snowden, Ed. J. A. Hasenyager, James J. Adams, Arden H. Nasher, Josephine Hollebaugh, Ruth G. Fisher, Deane H. Aspelmeier, Adeline McIntyre, Betty Morrison, Herbert A. Morin, Suzanne M. Jacquemin, Jack Wright, Anthony J. Falco, Anna S. Tucker, John Curtis, Virginia Simmons, Rolla S. Van Hoak, Ted Harrison.

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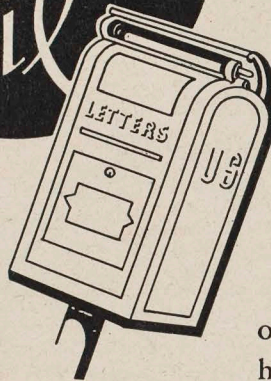
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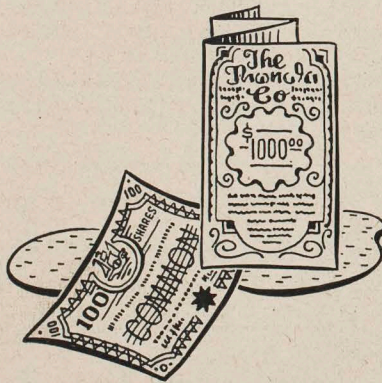
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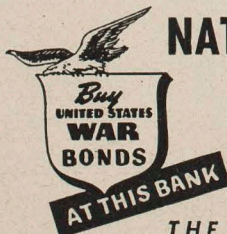
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